COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

DRAFT MINUTES
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP MEETING
VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219
March 18, 2025

The workshop meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium of the Virginia Department of Transportation in Richmond, Virginia, on March 18, 2025. The Chairman, Sheppard Miller, presided and called the meeting to order at 10:10 a.m. beginning with the Pledge of Allegiance.

Present: Messrs. Coleman, Davis, Fowlkes, Good, Kasprowicz, Lawson, Laird, Smoot, Ms. Dunlop, Ms. Green, Ms. Sellers, Mr. Brich, ex officio, Commissioner of Highways and Ms. Tiffany Robinson, ex officio, Director of the Department of Rail and Public Transportation.

Absent: None: Mr. Byers, Gribbin and Stant

Agenda 1. Status of New IIJA Funding programs Excluded from the Construction Formula
Kimberly Pryor, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda 2. VTRANS Needs Identification and Prioritization
Jitender Ramchandani, Office Intermodal Planning and Investment
Referenced by attachment of presentation.

Agenda 3. VTRANS Performance Measures
Margie Ray, Office Intermodal Planning and Investment
Referenced by attachment of presentation.

Agenda 4. Director's Items
Tiffany Robinson, Virginia Department of Rail and Public Transportation
Referenced by attachment of presentation.

Agenda 5. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

Agenda 6. Secretary's Items
Shep Miller, Secretary of Transportation

ADJOURNMENT:

The meeting adjourned at 12:10 p.m. on March 18, 2025.
Respectfully Submitted:
Carol Mathis,
Assistant Secretary to the Board

# # #

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COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
March 18, 2025
10:00 a.m.

1. Status of New IIJA Funding Programs Excluded from the Construction Formula
   Kimberly Pryor, Virginia Department of Transportation

2. VTRANS Needs Identification and Prioritization
   Jitender Ramchandani, Office Intermodal Planning and Investment

3. VTRANS Performance Measures
   Margie Ray, Office Intermodal Planning and Investment

4. Director's Items
   Tiffany Robinson, Virginia Department of Rail and Public Transportation

5. Commissioner's Items
   Stephen Brich, Virginia Department of Transportation

6. Secretary's Items
   Shep Miller, Secretary of Transportation

# # #


VDOT
Virginia Department of Transportation

STATUS OF NEW IIJA FUNDING PROGRAMS EXCLUDED FROM THE CONSTRUCTION FORMULA

Kimberly Pryor

March 18, 2025

Overview

- **Six-Year Improvement Program (SYIP) Background**
- **Infrastructure, Investment and Jobs Act (IIJA)**
- **New Federal Funding Programs Excluded from the Formula**
  - Bridge Rehabilitation and Replacement
  - National Electric Vehicle Infrastructure Program (NEVI)
  - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
  - Carbon Reduction Program

Six-Year Improvement Program Background

SYIP Code of Virginia

The Board is required to adopt by July 1 of each year a Six-Year Improvement Program (SYIP) based on the most recent revenue forecast

Maximize Federal Funds

- All transportation agencies ensure that federal transportation funds are utilized for the maximum benefit of the Commonwealth

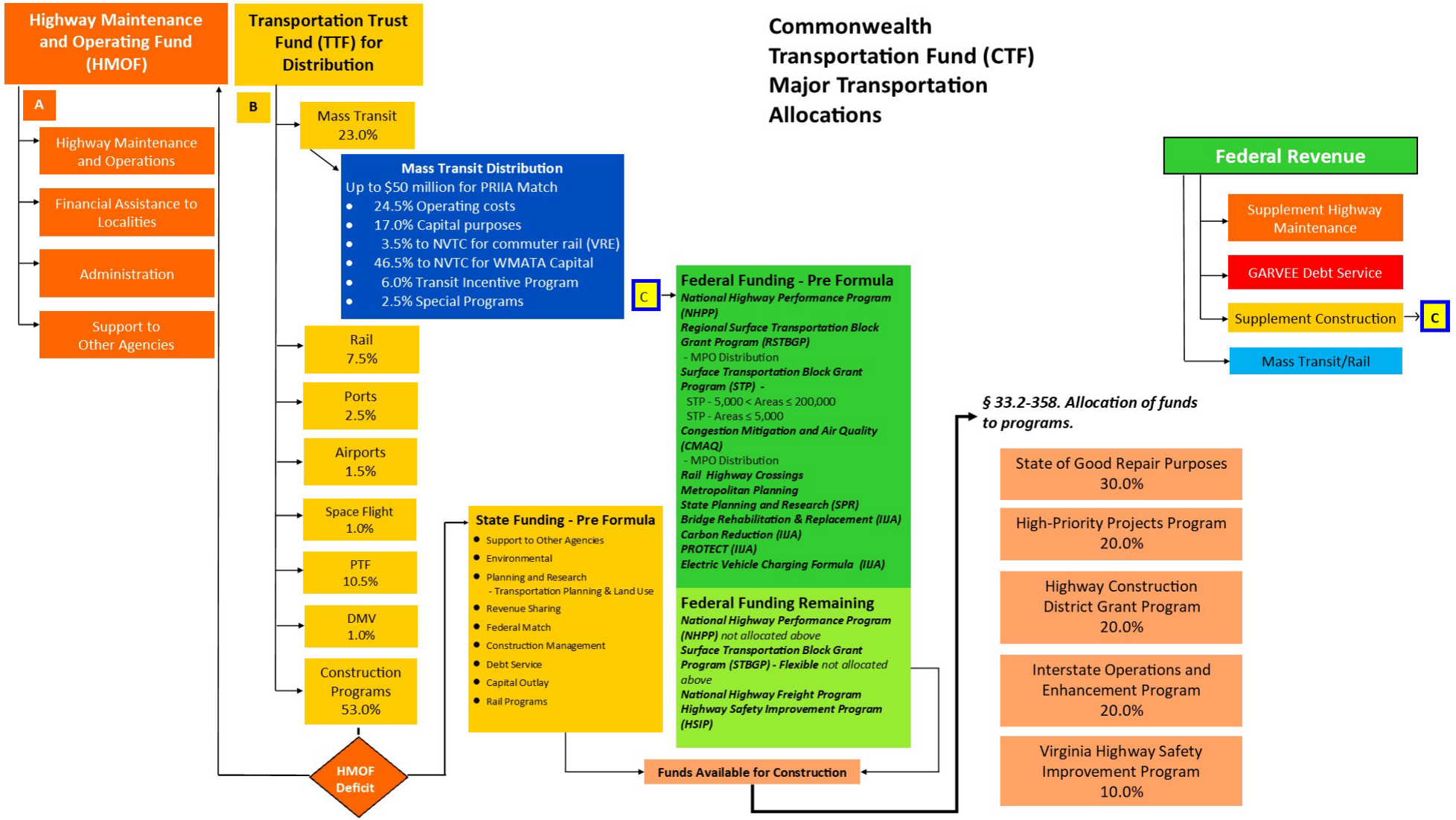
Funding Distribution

- After available funds are set aside for maintenance needs, all remaining state and federal funds are distributed to construction programs

Special Programs

- Federal funds that include major restrictions on types of projects that may be funded are excluded from the distribution

Six-Year Improvement Program Background



Six-Year Improvement Program Background (continued)

CTB SYIP Involvement

January	February	March	April	May	June
Preliminary Six-Year Financial Plan (SYFP)			Draft SYFP Draft Six-Year Improvement Program (SYIP)	District SYIP Public Meetings	Final SYIP
SYIP amendments and allocation transfers needed to support project delivery are presented to the Board monthly.					

Six-Year Improvement Program Background (continued)

CTB SYIP Resolution

Authorizes the Commissioner, or his designee, the authority to make allocation transfers consistent with Board priorities for programming funds, federal/state eligibility requirements, and according to certain thresholds

Transfers Below Threshold

- The Board must be *notified* monthly of transfers below the established thresholds

Transfers Above Threshold

- The Board must *approve* transfers that exceed the established thresholds

Infrastructure, Investment and Jobs Act (IIJA)

Federal Legislation and Funding

The current federal transportation authorization bill, IIJA, was approved in November 2021

Timeframe

- Provides federal transportation funding for federal fiscal years 2022 through 2026
- Formula based federal funding is assumed to continue beyond FY2026

SYFP and SYIP

- Provides the basis of federal funding assumptions in VDOT's SYFP and SYIP

New Programs

- Established several new federal funding programs that include major restrictions on the types of projects that may be funded

New Federal Funding Programs Excluded from the Formula

Bridge Rehabilitation and Replacement

Funding

- Approximately $115M per year for five years; program ends in FY2026

Purpose

- Provides funding for bridge rehabilitation and replacement

CTB Action

- CTB approved addition of projects to the SYIP in January 2022

Current Status

- All funds have been allocated to projects

New Federal Funding Programs Excluded from the Formula

National Electric Vehicle Infrastructure (NEVI) Program

Funding

- Approximately $22M per year for five years; program ends in FY2026

Requirements

- Annual Deployment Plan
- Virginia's plan approved 2024

Current Status

- NEVI Deployment Plans Rescinded
- One fully executed agreement

Purpose

- Provides funding to support electric vehicle charging infrastructure

CTB Action

- CTB approved 51 projects

New Federal Funding Programs Excluded from the Formula

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

Funding

- Approximately $39M per year for five years with restrictions on use; continuation beyond FY2026

Requirements

- Resilience Improvement Plan
- Virginia's plan approved 2024

Current Status

- Current and planned funding focused on bridges and culverts

Purpose

- Provides funding to cover the *incremental cost* of making infrastructure more resilient

CTB Action

- Use of funds presented to Environmental Sub-committee May 2023
- All funds through FY2030 have been allocated to projects

New Federal Funding Programs Excluded from the Formula

Carbon Reduction Program (CRP)

Funding

- Approximately $35M per year for five years based on population; continuation beyond FY2026
- Percent breakdown based on population categories:
  - 35% flexible statewide
  - 19% rural areas
  - 2% small urban areas
  - 6% small metropolitan planning areas
  - 38% large metropolitan planning areas (suballocated)

Purpose

- Provides funding to reduce emissions or develop strategies to reduce carbon

Requirements

- Carbon Reduction Strategy
- Virginia's plan approved 2024

New Federal Funding Programs Excluded from the Formula

Carbon Reduction Program (CRP) continued

CTB Action

- In May 2023, the Board approved use of non-suballocated funds for eligible projects
  - Selected through SMART SCALE
  - Funded with High Priority Projects (HPP) Program Funding
  - Federally eligible
  - Pending budget shortfall needed to be addressed prior to advancing to the next milestone

Current Status

- It can be challenging to identify eligible projects to utilize certain population categories
- Expand use of CRP that is restricted to projects in small metropolitan areas that meet the current criteria to include projects that are funded with Highway Construction District Grant Program (DGP) Funding


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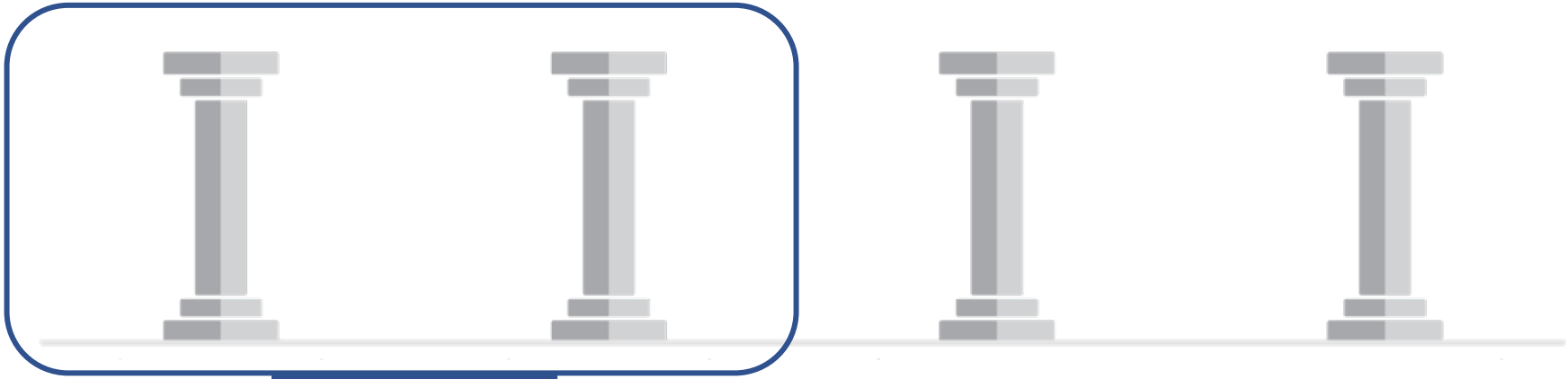
Overview of the Policy to Identify and Prioritize VTrans Mid-term Needs; Update the Policy to Prioritize VTrans Mid-term Needs

Jitender Ramchandani
Office of Intermodal Planning and Investment (OIPI)

March 18, 2025

OVERVIEW: VTRANS FOCUS AREAS

CTB Vision, Guiding Principles, Goals and Objectives	Mid-term Needs and Priority Locations (0 – 10 Years)	Long-term Risk & Opportunity Register (20+ Years)	Strategic Actions (Recommendations)



Today's Focus

Presentation	Today	Today	June 2025*	September 2025
Action	April 2025	April 2025	July 2025*	December 2025

* If needed

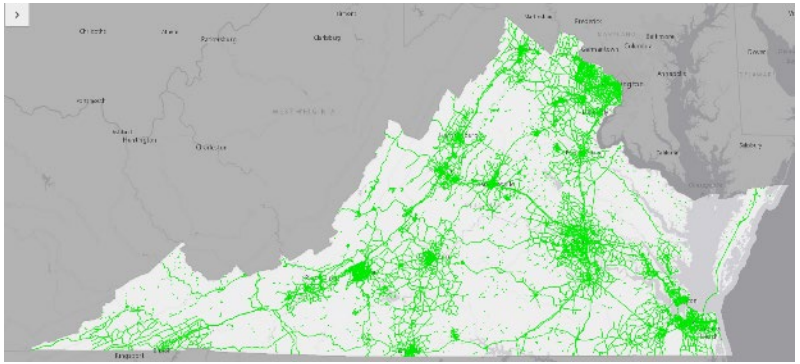
CODE REQUIREMENT

- **Code § 33.2-353 requires the Commonwealth Transportation Board (CTB) to comprehensively review statewide transportation multimodal needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and Urban Development Areas (UDA).**
  - The review shall assess transportation needs and establish priorities.
  - The review shall not be an aggregation of local, district, regional, or modal plans.
  - This VTrans plan has to be submitted to the GA and the Governor every four years.

VTRANS POLICIES

- **CTB is meeting the Code requirements by identifying and prioritizing transportation needs.**
  - "Transportation needs" in this context are referred to as Mid-term Needs to be addressed over the next 10 years.
  - These CTB policies establish the need categories and criteria.
  - Identified needs are prioritized to direct planning and investment resources.
- **VTrans policies are included in the VTrans Policy Guide.**

VTrans Mid-term (next 10 years) Need Locations

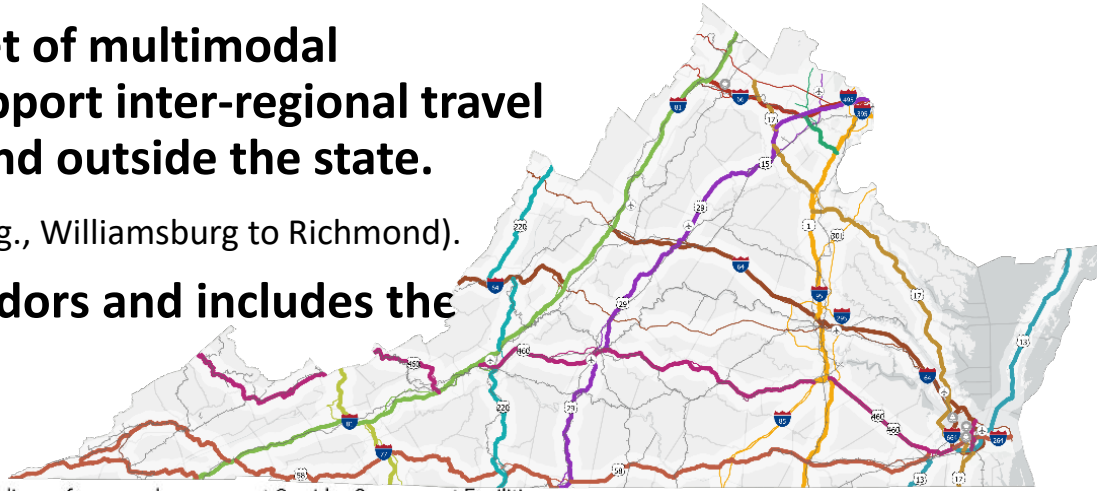


TRAVEL MARKETS TO IDENTIFY MID-TERM NEEDS

- **VTrans Mid-term Needs consider all modes (highway, transit, rail, transportation demand management, etc.) and focus on capacity and safety issues in the following travel markets. The needs do not include maintenance and state-of-good-repair needs**
  - Corridors of Statewide Significance (CoSS) – Supports inter-regional trips
  - Regional Networks (RN) – Supports intra-regional trips
  - Urban Development Areas (UDA) – Supports local trips
  - Safety

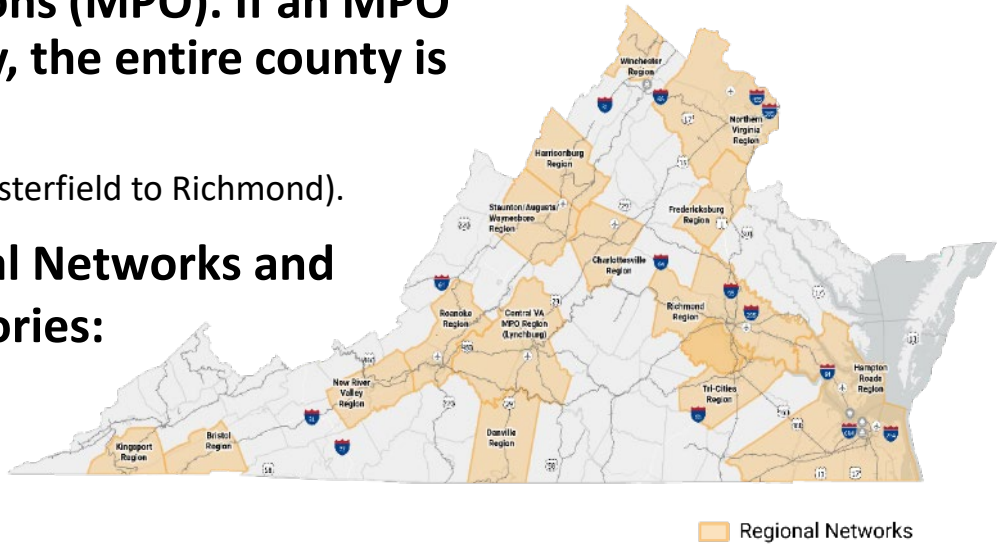
Corridors of Statewide Significance (CoSS)

- **Description: An integrated set of multimodal transportation facilities to support inter-regional travel of people and goods within and outside the state.**
  - This supports inter-regional travel (e.g., Williamsburg to Richmond).
- **CTB policy identifies the corridors and includes the following need categories:**
  - Congestion Mitigation
  - Travel Time Reliability
  - Rail On-time Performance
  - Capacity Preservation
  - Travel Demand Management
  - Safety Improvement



Regional Networks (RN)

- **Description: These are based on the Commonwealth's Metropolitan Planning Organizations (MPO). If an MPO includes only a portion of a county, the entire county is included.**
  - This supports intra-regional travel (e.g., Chesterfield to Richmond).
- **CTB policy establishes the Regional Networks and includes the following need categories:**
  - Congestion Mitigation
  - Travel Time Reliability
  - Capacity Preservation
  - Travel Demand Management
  - Bike Access
  - Walk Access
  - Transit Access



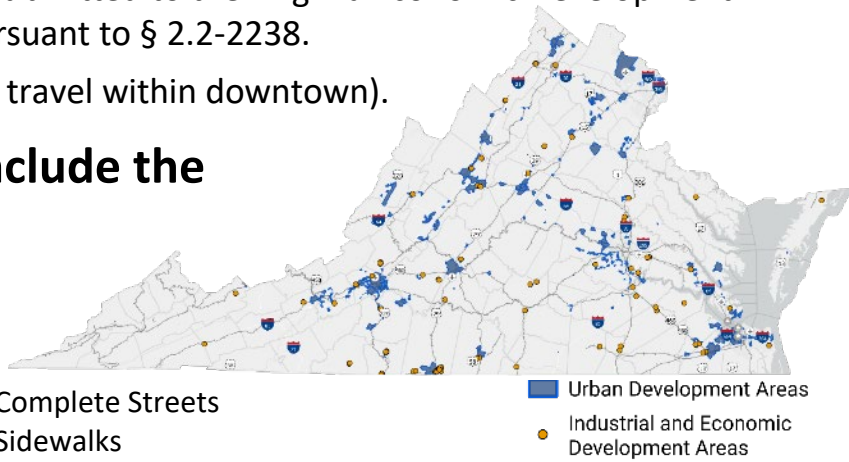
Urban Development Areas (UDAs)

Description:

- UDAs are locally designated growth areas pursuant to § 15.2-2223.1.
- Since UDAs focus on residential, commercial, and mixed-use growth, CTB policy includes locally identified Industrial and Economic Development Areas (IEDAs) submitted to the Virginia Economic Development Partnership (VEDP)'s Business-Ready Site Program pursuant to § 2.2-2238.
- This supports travel within or to a localized area (e.g., travel within downtown).

Localities identify UDAs and IEDAs and include the following need categories:

- Access to Industrial Sites
- Roadway Capacity
- Roadway Operations
- Intersection Design
- Street Grid
- Safety Features
- Traffic Calming
- Signing/Wayfinding
- Environment
- Transit Frequency
- Transit Operations
- Transit Capacity
- Transit Facilities
- Bicycle Infrastructure
- Pedestrian Infrastructure
- Complete Streets
- Sidewalks
- On-street Parking
- Off-street Parking



Safety

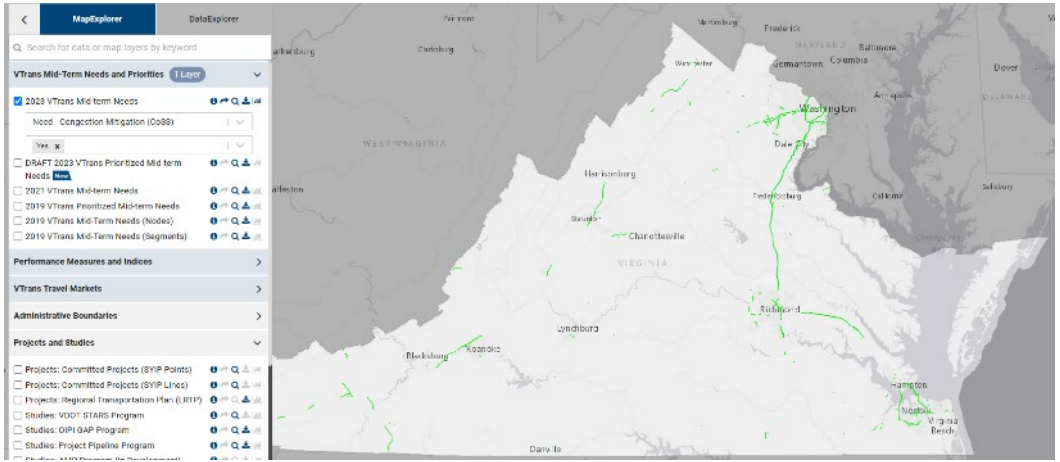
- **Description: This focuses on statewide transportation safety, regardless of the location (e.g., the location does not necessarily have to be in CoSS, RN, or UDA).**
  - Factors include crash frequency and severity, among others.
- **CTB policy includes the following need categories:**
  - Roadway Safety (Roadway segments and intersections)
  - Pedestrian Safety



VTRANS MID-TERM NEEDS

- **VTrans Mid-term Needs are developed using transportation network information (e.g., travel times, crashes, ridership).**
- **They are updated every two years prior to SMART SCALE application intake.**
- **The last update was in 2023.**

Screenshot of InteractVTrans (https://vtrans.org/interactvtrans/map-explorer)



WHY PRIORITIZE THE NEEDS?

- **VTrans identifies the problem, not the solution. The Commonwealth has limited resources to identify solutions to all needs simultaneously.**

- **In 2021, the CTB developed a policy to prioritize the needs and locations.**

- **Priority locations are areas that can benefit the most from appropriate transportation solutions.**
  - Locations are categorized as Priority Locations 1 through 4.

- **While any SMART SCALE application that meets a need is screened in, the VTrans priorities allow the State to help identify solutions for higher priority locations.**
  - CTB policies require VDOT and DRPT's advanced planning and project development activities for capacity expansion solutions to be focused on VTrans Priority 1 locations.
  - CTB policy requires the Project Pipeline program to be focused on VTrans Priority 1 and 2 locations.

POLICY FOR THE PRIORITIZATION OF THE VTRANS MID-TERM NEEDS – PROCESS

STEP 1

Establish Types of Priorities

- **Establish criteria for aggregating VTrans Need Categories**

STEP 2

Prioritize within Needs Categories

- **Establish priorities within each VTrans Need Category. Example:**
  - **Very High Congestion Need**
  - **High Congestion Need**
  - **Medium Congestion Need**
  - **Low Congestion Need**

STEP 3

Weigh and Aggregate Needs across Needs Categories

- **Apply weighting**
- **Identify initial Statewide and Construction District Priority Locations**

STEP 4

Adjust Priorities for Influencing Factors

- **Utilize influencing factors**
- **Adjust the Statewide and Construction District Priority Locations**
  - **Example: Priority 1 through 4.**

STEP 1: ESTABLISH TYPES OF PRIORITIES

	Statewide Priorities	Construction Districts
Travel Markets Used	Corridors of Statewide Significance (CoSS), including Safety Needs along CoSS	• Regional Networks (RN) • Safety • Urban Development Area (UDA): Access to Industrial and Economic Development Areas (IEDA) only
Output	One set of Statewide Priorities	Nine sets of Construction District Priorities, one for Each Construction District
Purpose	Directly or indirectly benefit Virginians no matter where they live	Serve regional transportation needs in each Construction District
Example	Safety Need along Route 11 in Bristol against a Safety Need along Route 1 in NoVA	For Salem District, a congestion need in Roanoke is compared with congestion need in Blacksburg

STEP 2: PRIORITIZE WITHIN EACH NEED CATEGORY

- **Prioritize each Need Category (e.g. Congestion, Safety, etc.) by combining two factors: (1) Severity, (2) Magnitude.**

Very High

Low

Severity: Measure the acuteness of a Need



Very High

Low

Magnitude: Number of users, riders, or residents that can potentially benefit

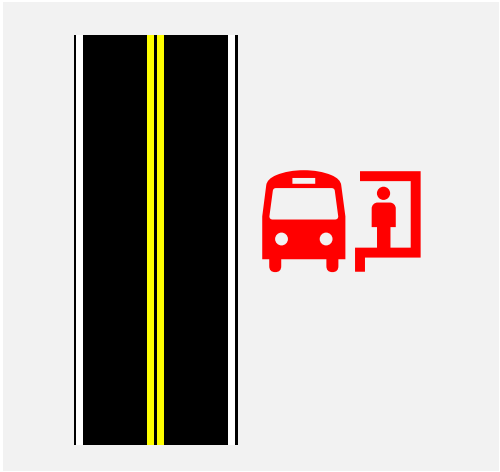


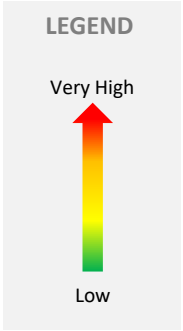
Photo Credit: Virginia Department of Transportation

STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

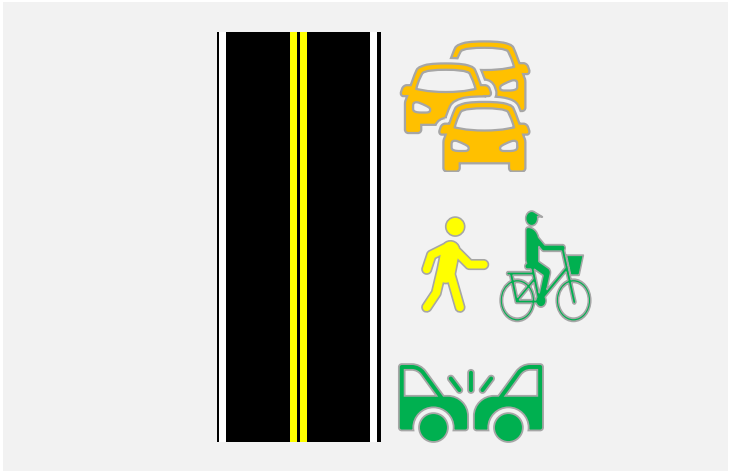
- **Prioritized Needs (Very High, High, Medium, Low) are weighted by category and added for each roadway segment. Two examples are included below:**

Example 1: This location has one Very High Need for transit access.





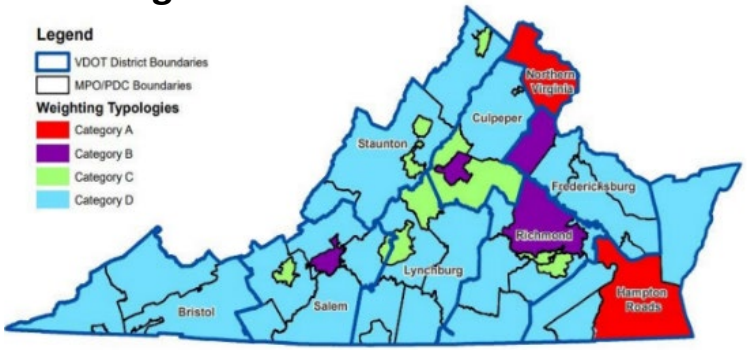
Example 2: This location has several High, Medium, and Low Needs related to Congestion, Bike and Pedestrian Access, and Safety.



STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES (CONT.)

- To prioritize locations, the policy weighs and aggregates transportation needs.
- The weights to establish Construction District priorities are based on the SMART SCALE typologies and weights.
- In 2024, the Board modified the SMART SCALE policy and weighting typologies.
- A corresponding change must also be made to the VTrans Prioritization Policy.

SMART SCALE Weighting Typologies and Weights



Source: SMART SCALE Technical Guide

Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category A	15%	45%*	25%	**	5%	10%
Category B	20%	25%	25%	**	20%	10%
Category C	30%	20%	15%	**	25%	10%
Category D	40%	10%	10%	**	30%	10%

* For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.

** Up to 100% added to the benefit score based on normalized measure performance

Source: SMART SCALE Technical Guide

STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES – EXISTING AND RECOMMENDED WEIGHTS

Travel Market	Board-adopted VTrans Need Category	Weighting - Statewide Priority	Weighting – Construction District Priority							
			Area Type A		Area Type B		Area Type C		Area Type D	
			Existing	Recommended	Existing	Recommended	Existing	Recommended	Existing	Recommended
CoSS	Congestion Mitigation	25.00%	These Need Categories are not utilized for establishing Construction District Priority Locations.							
CoSS	Improved Reliability	15.00%								
CoSS	Rail on Time Performance	10.00%								
CoSS	Capacity Preservation	10.00%								
CoSS	Transportation Demand Mgmt.	15.00%								
Safety	Roadway Safety (along CoSS)	25.00%								
RN	Congestion Mitigation	These Need Categories are not utilized for establishing Statewide Priority Locations.	25.00%	25.00%	15.00%	15.00%	10.00%	15.00%	5.00%	5.00%
RN	Improved Reliability		20.00%	20.00%	10.00%	10.00%	5.00%	5.00%	5.00%	5.00%
RN	Transit Access to Activity Centers		5.00%	6.25%	6.25%	6.25%	6.25%	3.75%	3.75%	2.50%
RN	Transit Access for Equity Emphasis Areas		5.00%	6.25%	6.25%	6.25%	6.25%	3.75%	3.75%	2.50%
RN	Bicycle Access to Activity Centers		5.00%	6.25%	6.25%	6.25%	6.25%	3.75%	3.75%	2.50%
RN	Pedestrian Access to Activity Centers		5.00%	6.25%	6.25%	6.25%	6.25%	3.75%	3.75%	2.50%
RN	Capacity Preservation		2.50%	2.50%	10.00%	10.00%	15.00%	15.00%	20.00%	15.00%
RN	Transportation Demand Mgmt.		10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Safety	Roadway Safety		15.00%	10.00%	15.00%	15.00%	20.00%	25.00%	25.00%	35.00%
Safety	Pedestrian Safety		5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
UDA	Access to Industrial and Economic Development Areas		2.50%	2.50%	10.00%	10.00%	10.00%	10.00%	15.00%	15.00%
	Total	100%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Proposed increase to align with SMART SCALE weightings adopted by the Board in 2024.

Proposed decrease to align with SMART SCALE weightings adopted by the Board in 2024.

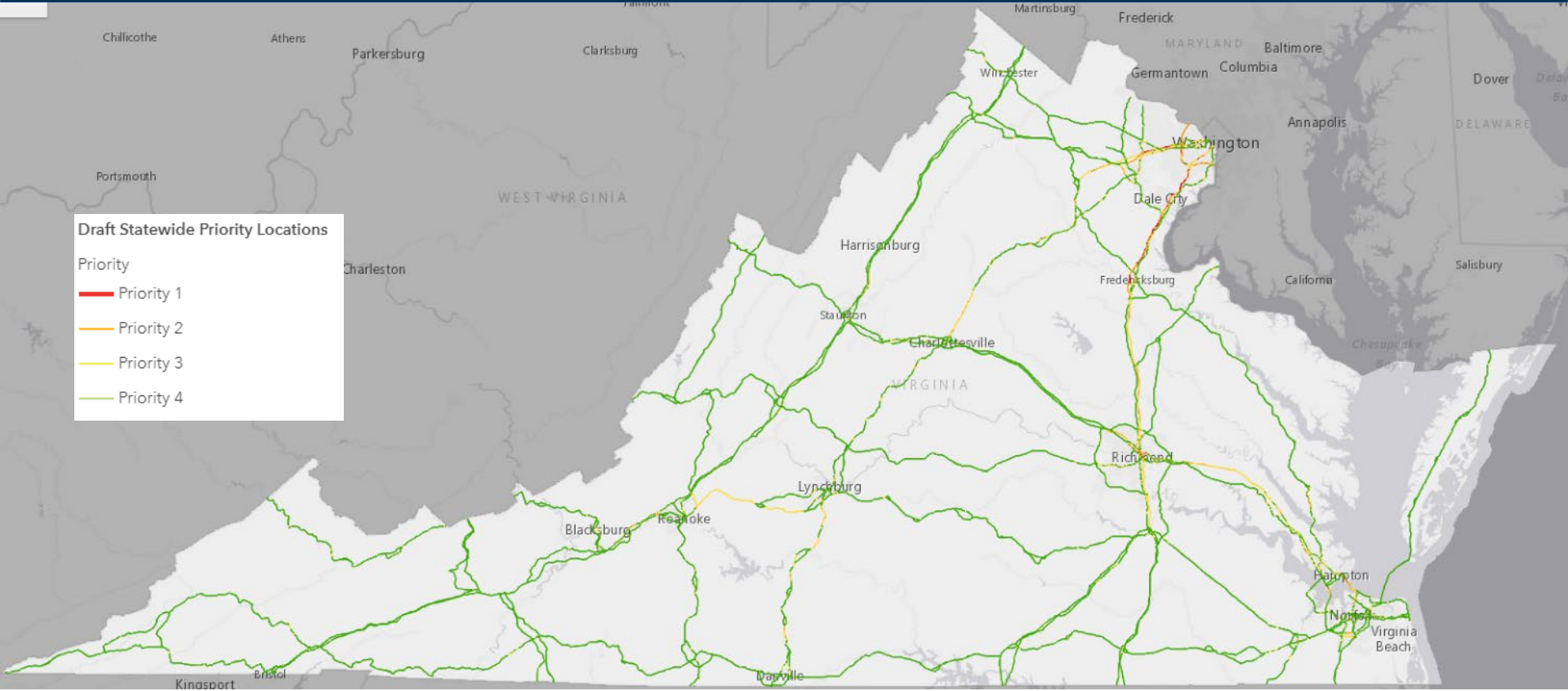
STEP 4: ADJUST FOR INFLUENCING FACTORS

- **Initial Priority Locations are adjusted using the following four influencing factors.**
  1. Co-located bridge repair, rehabilitation, and replacement needs
  2. Co-located pavement needs
  3. Co-located projected or historic sea-level rise, storm surge, or inland/riverine flooding risk
  4. Economically Distressed Communities

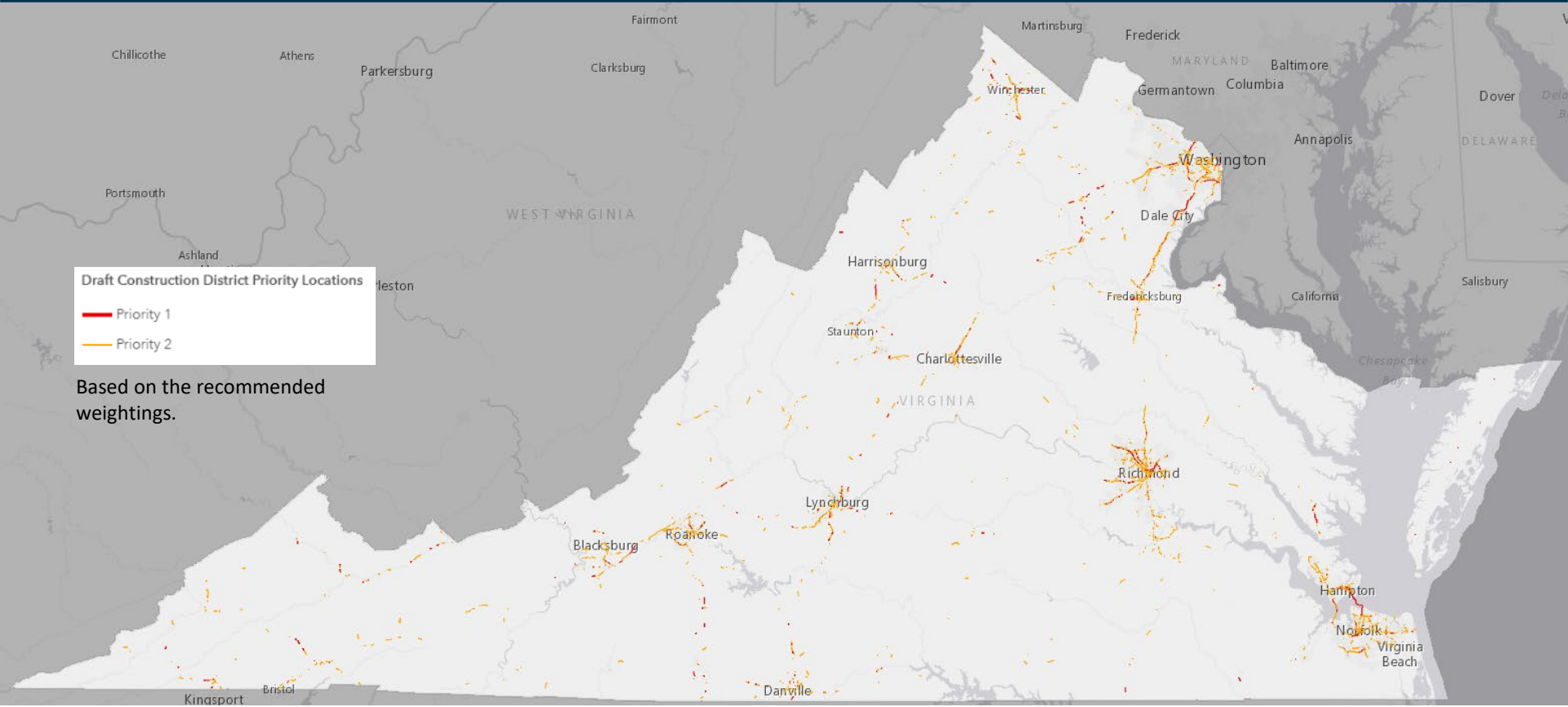
- **These influencing factors have a relatively minor role in adjusting scores and priorities.**

- **The influencing factors are only applied if related needs are present.**
  - For example, flooding risk is related to safety, congestion, and travel time reliability-related needs.

STATEWIDE PRIORITY LOCATIONS



CONSTRUCTION DISTRICT PRIORITY LOCATIONS (BASED ON RECOMMENDED WEIGHTS)



Note:
Priority 3 and 4 locations are not shown for visual clarity.
All Construction Districts have Priority 1 and 2 locations.

NEXT STEPS

- **Request Board action to modify weightings in Step 3, as recommended on slide # 18 at the April Board Meeting.**

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Performance Measures for VTrans Goals and Objectives

Office of Intermodal Planning and Investment (OIPI)
Virginia Department of Transportation (VDOT)
Virginia Department of Rail and Public Transportation (DRPT)

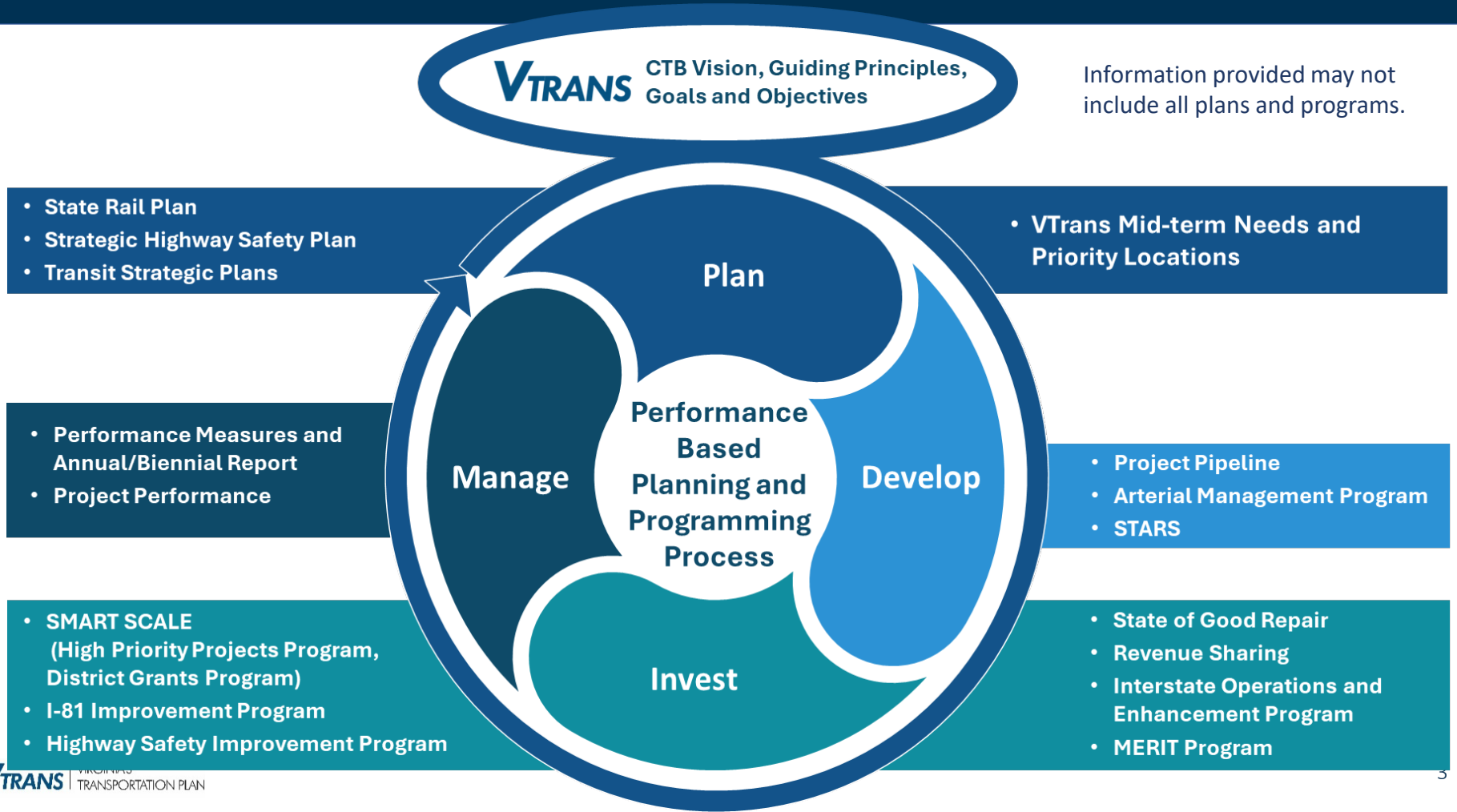
March 18, 2025

AGENDA

- Review Transportation Investment Cycle
- Review Performance Measure Development
- Review VTrans Goals
- Review Draft Performance Measures
- Outline next steps
- Request action: VTrans Vision, Guiding Principles, Goals, Objectives and Measures



TRANSPORTATION INVESTMENT CYCLE



PERFORMANCE MEASURE DEVELOPMENT

- Code of Virginia, Section 2.2-229 directs the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (CTB) approval
    - Includes any federal performance measures and any measures adopted by CTB pursuant to the Statewide Transportation Plan (VTrans)
- Code of Virginia, Section 33.2-353 directs that VTrans establish quantifiable measures and achievable goals
    - Introduced and enacted during 2007 General Assembly
- Performance Measures (PMs) associated with VTrans have been periodically discussed but never adopted
- CTB adopted various PMs and targets, separate from the development of VTrans
- Desire to have a more holistic approach
    - Engaged VDOT, DRPT and VPRA to develop objectives and associated PMs
    - Intent is to assess progress towards Vision, Goals and Objectives

VISION, GUIDING PRINCIPLES, GOALS, & OBJECTIVES

Goals	Description
Goal A: Transportation System Safety	Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.
Goal B: System Preservation	Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.
Goal C: Economic Competitiveness through Travel Time Reliability	Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.
Goal D: Inter-Connected Systems and Services	Provide an integrated multimodal transportation system for better accessibility and travel options.
Goal E: Environmental Stewardship	Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

Objective	Draft Measure(s)
Objective A.1: Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.	A.1.i: Total fatalities and fatality rate per 100 million vehicle miles traveled a) Requirement: Federal b) Description: The total annual (CY) number of motorized fatalities and motorized fatalities per 100 million vehicle miles (fatality rate). The measures apply to all public roads. c) Data source: DMV Traffic Records Electronic Data System (TREDS) and National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), VDOT Traffic Monitoring System (TMS) Vehicle Miles Traveled (VMT) d) Desired trend: Decreasing e) Target: Set annually by CTB f) Performance: CY 2023 907 fatalities and 1.03 fatality rate g) Current target: CY 2025 target of 819 fatalities and 0.894 fatality rate, set by CTB on July 16, 2024 (https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2024/july/res/15.pdf)

GOAL A: TRANSPORTATION SYSTEM SAFETY

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

Objective	Draft Measure(s)
Objective A.1: Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.	A.1.ii: Total serious injuries and serious injury rate per 100 million vehicle miles traveled (VMT) a) Requirement: Federal b) Description: The total annual (CY) number of motorized serious injuries and motorized serious injuries per 100 million vehicle miles (serious injury rate). The measures apply to all public roads. c) Data source: DMV Traffic Records Electronic Data System (TREDS) and VDOT Traffic Monitoring System (TMS) Vehicle Miles Traveled (VMT) d) Desired trend: Decreasing e) Target: Set annually by CTB f) Performance: CY 2023 7,488 serious injuries and 8.506 serious injury rate g) Current target: CY 2025 target of 6,829 serious injuries and 7.457 serious injury rate, set by CTB on July 16, 2024 (https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2024/july/res/15.pdf)

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

Objective	Draft Measure(s)
Objective A.2: Reduce the number of non-motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.	A.2.i: Total non-motorized fatalities and serious injuries a) Requirement: Federal b) Description: The total annual (CY) number of bicycle and pedestrian fatal and serious injuries resulting from crashes involving a motor vehicle. The measure applies to all public roads. c) Data source: DMV Traffic Records Electronic Data System (TREDS) and National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS) d) Desired trend: Decreasing e) Target: Set annually by CTB f) Performance: CY 2023 761 total non-motorized fatalities and serious injuries g) Current target: CY 2025 target of 619, set by CTB on July 16, 2024 (https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2024/july/res/15.pdf)

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

Objective	Draft Measure(s)
Objective A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans (PTASP).	A.3.i: Total transit fatalities and fatality rate per 100k vehicle revenue miles a) Requirement: State and Federal b) Description: The total annual (FY) number of transit fatalities and transit fatalities per 100,000 revenue miles (fatality rate). The measures apply to all transit operators in Virginia (excluding WMATA). c) Data source: FTA National Transit Database via local transit agencies d) Desired trend: Decreasing e) Target: Proposed f) Performance: FY 2023 • Total Transit Fatalities: 3 • Fatality rate per 100k miles: 0.0005 g) Current Target: • FY 2025 target = 0 Transit Fatalities and 0 Fatalities per 100k miles

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

Objective	Draft Measure(s)
Objective A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans (PTASP).	A.3.ii: Total transit injuries and injury rate per 100k vehicle revenue miles a) Requirement: State and Federal b) Description: The total annual (FY) number of transit injuries and transit injuries per 100,000 revenue miles (transit injury rate). The measures apply to all transit operators in Virginia (excluding WMATA). c) Data source: FTA National Transit Database via local transit agencies d) Desired trend: Decreasing e) Target: Proposed f) Performance: FY 2023 • Total Transit Injuries: 205 • Injury rate per 100k miles: 0.343 g) Current target: • FY 2025 target = 204 Transit injuries and 0.295 injuries per 100k miles

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

Objective	Draft Measure(s)
Objective A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans (PTASP). * FTA defines a safety event as an unexpected outcome that results in: injury or death, damage to or loss of public transportation facilities, equipment, rolling stock, or infrastructure, or damage to the environment.	A.3.iii: Total safety events* and event rate per 100k vehicle revenue miles a) Requirement: State and Federal b) Description: The total annual (FY) number of safety events and safety events per 100,000 revenue miles (safety event rate). The measures apply to all transit operators in Virginia (excluding WMATA). c) Data source: FTA National Transit Database via local transit agencies d) Desired trend: Decreasing e) Target: Proposed f) Performance: FY 2023 • Total Safety Events: 246 • Safety Event rate per 100k miles: 0.411 g) Current target: • FY 2025 target = 217 Total safety events = 217 and 0.317 events per 100k miles

GOAL B: SYSTEM PRESERVATION

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective	Draft Measure(s)
Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review. • Meet long-term sustainable pavement and bridge performance targets adopted by the Board.	B.1.i: Percentage of sufficient lane miles a) Requirement: State, measured for interstate, primary and secondary roadways b) Description: The annual (CY) percentage of sufficient lane miles. The Critical Condition Index (CCI) is used to categorize pavement condition (or sufficiency). Pavements with CCI ≥ 60 or above are considered sufficient. The measure applies to VDOT maintained roads. c) Data source: VDOT Pavement Management System (PMS) d) Desired trend: Planned decrease or maintaining per investment strategy e) Target: Set in 2019 by CTB - https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2019/dec/reso/9.pdf f) Performance: CY 2024 % sufficient Interstate = 88%, Primary High Volume = 83%, Primary Low Volume = 78%, Secondary High Volume = 79%, Secondary Low Volume = 61% g) Current target: CY 2025 Interstate, Primary High Volume, and Secondary High Volume = 82%, Primary Low Volume = 75%, Secondary Low Volume = 60%

GOAL B: SYSTEM PRESERVATION

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective	Draft Measure(s)
Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review. • Meet long-term sustainable pavement and bridge performance targets adopted by the Board.	B.1.ii: Average weighted general condition rating a) Requirement: State b) Description: The annual (FY) averaged weighted General Condition Rating (GCR) of structures. The GCR represents the average condition rating of all bridges (on the scale of 0 to 9) weighted by an importance factor that addresses characteristics such as traffic volume and detour length. The measure applies to VDOT and locality-maintained bridges that are part of the National Bridge Inventory (NBI). c) Data source: VDOT Bridge Management System (BrM) d) Desired Trend: Planned decrease or maintaining per investment strategy e) Target: Set in 2019 by CTB - https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2019/dec/reso/9.pdf f) Performance: FY 2024 Interstate = 6.1 GCR, Primary 6.2 GCR, Secondary = 6.5 GCR g) Current target: FY 2025 ≥ 5.6 GCR

GOAL B: SYSTEM PRESERVATION

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective	Draft Measure(s)
Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review. • Meet long-term sustainable pavement and bridge performance targets adopted by the Board.	B.1.iii: Percentage of non-poor (sufficient) condition structures a) Requirement: State b) Description: The annual (FY) percentage of structures that are in non-poor condition (good or fair). The measure applies to VDOT and locality-maintained bridges that are part of the National Bridge Inventory (NBI). c) Data source: VDOT Bridge Management System (BrM) d) Desired Trend: Planned decrease or maintaining per investment strategy e) Target: Set in 2019 by CTB - https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2019/dec/reso/9.pdf f) Performance: FY 2024 % sufficient Interstate = 99%, Primary = 98%, Secondary = 96% g) Current target: FY 2025 % sufficient Interstate = 97%, Primary = 93%, Secondary = 90%

GOAL B: SYSTEM PRESERVATION

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective	Draft Measure(s)
Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review. • Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan.	B.1.iv: Special Structures 50-Year Long-Term Plan updated annually and reported to the CTB biennially a) Requirement: State b) Description: Confirms the annual (FY) update of the 50-year Special Structures plan. Long-term plan developed to provide consistent classification and life-cycle approach to managing and monitoring the health of each structure. The measure applies to 25 identified movable bridges, tunnels and complex structures. c) Data source: VDOT Special Structures 50-Year Long-Term Plan d) Desired trend: Not applicable e) Target: None f) Performance: FY 2024 Plan updated and reported to the CTB as required g) Current target: None

GOAL B: SYSTEM PRESERVATION

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective	Draft Measure(s)
Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review. • Meet routine maintenance best practices performance metrics	B.1.v: Accomplishment data for Routine Maintenance Best Practices is reported annually to the CTB a) Requirement: State b) Description: Confirms the annual (FY) reporting of Accomplishment data for Routine Maintenance Best Practices. VDOT has defined the assets, best practice frequency and desired frequency for routine maintenance activities determined to provide the greatest benefits and extend the life of assets. c) Data source: VDOT Highway Maintenance Management System d) Desired trend: Not applicable e) Target: None f) Performance: FY 2024 Report made to the CTB g) Current target: None

GOAL B: SYSTEM PRESERVATION

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective	Draft Measure(s)
Objective B.2: Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management Plans. **ULB:** FTA defined maximum age for rolling stock to be operating on the road.	B.2.i: Percentage of revenue vehicles in the statewide fleet that have met or exceeded the FTA Useful Life Benchmark (ULB) a) Requirement: State and Federal b) Description: The annual (FY) percentage of revenue vehicles that have met or exceeded the FTA Useful Life Benchmark (ULB). The asset condition of rolling stock is assessed using ULB standards from the Federal Transit Administration. This applies to all transit operators excluding WMATA and VRE. c) Data source: DRPT Transit via local transit agencies d) Desired trend: Decreasing e) Target: Proposed f) Performance: FY 2024 Revenue Vehicles = 21% beyond ULB g) Current target: FY 2025 target = 21% of Revenue Vehicles beyond ULB

GOAL B: SYSTEM PRESERVATION

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective	Draft Measure(s)
Objective B.2: Ensure transit state of good repair through the prioritization of state capital investments in public transportation.	B.2.ii: Percentage of transit facilities with a condition rating below 3.0 on the FTA TERM Scale as identified in the Virginia Group Tier II TAM Plan* a) Requirement: Federal b) Description: The annual (FY) percentage of transit facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale. TERM assesses facility condition on a 1 to 5 scale, from poor to excellent condition. c) Data source: DRPT Transit via local transit agencies d) Desired Trend: Performance below target e) Target: Targets established by DRPT during Tier II TAM Plan update in coordination with participating transit operators f) Performance: FY 2024 Facilities = 3% of facilities below 3.0 g) Current target: FY 2025 target = 2% of facilities below 3.0

* DRPT is the sponsor of the Tier II TAM Plan in Virginia, which includes 33 public transportation operators who participate in the group plan and coordinate with DRPT for TAM planning purposes.

GOAL B: SYSTEM PRESERVATION

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective	Draft Measure(s)
Objective B.3: Maximize the benefits of the Rail Preservation Fund through effective allocations to Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) track improvements.	B.3.i: Number of miles that the Rail Preservation Program has invested in to maintain a state of good repair a) Requirement: State b) Description: The total annual (FY) track miles improved with an awarded Rail Preservation Fund (RPF) project for that fiscal year. (This total does not include projects that remain on the SYIP with previously allocated funds.) c) Data source: DRPT Rail SYIP GIS Layer d) Desired Trend: Increasing e) Target: 2% increase per year from Baseline of 665 (avg 2021-2024) f) Performance: FY 2024 634 track miles g) Current target: FY 2025 target of 678 track miles

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.	C.1.i: Percent of Person-miles traveled that are Reliable a) Requirement: Federal, Network: Interstate b) Description: The annual (CY) percentage of Person-Miles traveled (PMT) that are reliable on the Interstate. Ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. c) Data source: FHWA National Performance Management Research Data Set (NPMRDS), VDOT Traffic Monitoring System (TMS) Volume d) Desired trend: Increasing e) Target: Set by the CTB every 4 years f) Performance: CY 2023 86.0% PMT Reliable g) Current Target: CY 2025 85% PMT Reliable adopted by the CTB September 2022 https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2022/sept/res/12.pdf

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.	C.1.ii: Percent of Person-miles traveled that are Reliable a) Requirement: Federal, Network: Non-Interstate portion of the National Highway System (NHS) b) Description: The annual (CY) percentage of Person-Miles traveled that are reliable on the Non-Interstate NHS. Ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. c) Data source: FHWA National Performance Management Research Data Set (NPMRDS), VDOT Traffic Monitoring System (TMS) Volume d) Desired trend: Increasing e) Target: Set by the CTB every 4 years f) Performance: CY 2023 93.9% PMT Reliable g) Current Target: CY 2025 88% PMT Reliable adopted by the CTB September 2022 https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2022/sept/res/12.pdf

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.	C.1.iii: Intercity bus and passenger rail on-time performance (Amtrak, VRE, and Virginia Breeze) a) Requirement: State and Federal b) Description: The annual (FY) average percentage of on-time performance. On-time performance reports the percentage of time a passenger rail or bus service arrives and departs within a designated window of time. The exact time frame for what is considered "on-time" varies depending on the service provider and the length of the trip. The measure applies to Virginia-sponsored Amtrak trains, VRE commuter rail, and Virginia Breeze intercity-bus service. c) Data source: Amtrak (VPRA), VRE, Virginia Breeze (DRPT Transit) d) Desired Trend: Increasing e) Target: Proposed f) Performance: FY 2024 on-time performance • Amtrak: 66% • VRE: 79% • Virginia Breeze: 70% g) Current target: FY 2025 on-time performance = Amtrak: 80%, VRE: 90%, Virginia Breeze: 80%

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.	C.1.iv: Mean distance between major failures for fixed-route and demand responsive modes as reported in agency PTASP a) Requirement: State and Federal b) Description: The annual (FY) mean distance between major failures measured in miles. Represents the reliability of transit fleets for all transit operators in Virginia operating more than 30 vehicles (full reporters). c) Data source: FTA National Transit Database via local transit agencies d) Desired trend: Increasing e) Target: Proposed f) Performance: FY 2023 – 4,285 miles g) Current target: FY 2024 target = 6,559 miles

Major failure is defined by FTA as a "failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns."

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.2: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.	C.2.i: Truck travel time reliability (TTTR) index a) Requirement: Federal b) Description: The annual (CY) truck travel time reliability index value for the interstate system. The index is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time. Lower index values indicate higher reliability. c) Data source: FHWA National Performance Management Research Data Set (NPMRDS) d) Desired trend: Keep below target e) Target: Set by the CTB every 4 years f) Performance: CY 2023 1.43 TTTR g) Current target: CY 2025 target of 1.64 adopted by the CTB September 2022 https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2022/sept/res/12.pdf

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.2: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.	C.2.ii: Change in travel time reliability of freight bottlenecks identified in the most recent Virginia Freight Plan a) Requirement: State and Federal (highway) b) Description: The annual (CY) percentage of freight bottlenecks that are maintaining or improving reliability. Freight bottlenecks included in the 2022 State Freight Plan are identified based on a combination of severity and magnitude of truck travel time reliability and cumulative truck delay. There are 16 identified bottlenecks. The measure compares the change in travel time reliability of freight bottlenecks compared to the baseline. c) Data source: INRIX Travel Time Data, VDOT Traffic Monitoring System (TMS) Volume d) Desired trend: Increasing e) Target: Proposed f) Performance: CY 2023 87% of locations show maintaining or improved reliability g) Current target: CY 2025 90% of locations show maintaining or improved reliability

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.3: Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.	C.3.i: Total passenger miles and passengers per revenue hour/mile a) Requirement: State b) Description: The total annual (FY) passenger miles and passengers per revenue hour/mile. The Vehicle revenue miles or vehicle revenue hours provides a measure of efficiency (how many passengers are carried per revenue mile or revenue hour of service). Revenue miles and revenue hours measures the distance and the time vehicles are in passenger services. Represents all Virginia transit operators including WMATA. c) Data Source: DRPT Transit via local transit agencies d) Desired Trend: Increasing e) Target: Proposed f) Performance: FY 2024 Total Passenger Miles: Final FY 2024 figure coming soon Passengers per Revenue Hour: 17.9 Passengers per Revenue Mile: 1.2 g) Current Target: FY 2025 targets = Total Passenger Miles: n/a, Passengers per Revenue Hour: 18, Passengers per Revenue Mile: 1.2

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability and by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.3: Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.	C.3.ii: Number of jobs accessible by transit a) Requirement: State b) Description: Number of jobs within walking distance of transit stops and stations consistent with MERIT methodology. c) Data Source: Statewide Transit Stop and Route data (source: GTFS feeds) and Remix "Jobs (Work)" data layer (Source: LEHD Origin-Destination Employment Statistics (LODES) 2012-2021) d) Desired trend: Increasing e) Target: Proposed f) Performance: FY 2,623,770 jobs (73% of VA jobs) accessible by transit g) Current target: FY 2025 target = 75% of VA jobs accessible by transit

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objective	Draft Measure(s)
Objective C.3: Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.	C.3.iii: Number of people with access to transit in Virginia a) Requirement: State b) Description: Number of people that live within walking distance of local transit stops and stations, and close driving distance of commuter rail stations, consistent with MERIT methodology. c) Data Source: Statewide Transit Stop and Route data (source: GTFS feeds) and Remix "Population" data layer (Source: American Community Survey 5-year, 2022-2018) d) Desired trend: Increasing e) Target: Proposed f) Performance: FY 2024 5,506,141 people (64% of VA pop) with access to transit in Virginia g) Current target: FY 2025 target = 65% of people with access to transit in Virginia

Goal D: **Provide an integrated multimodal transportation system for better accessibility and travel options.**

Objective	Draft Measure(s)
Objective D.1: Create multimodal redundancy to support network resiliency by providing alternative modes of travel where appropriate.	D.1.i: List of projects advancing to implementation that contribute to multimodal redundancy a) Requirement: State b) Description: Annual update to CTB of running list of projects that are advancing to implementation and contribute to multi-modal redundancy. c) Data source: IOEP Corridor Plans, SYIP d) Desired trend: Not applicable e) Target: None f) Performance: Pending g) Current target: None

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

Goal D: **Provide an integrated multimodal transportation system for better accessibility and travel options.**

Objective	Draft Measure(s)
Objective D.2: Increase bus ridership by improving bus stop condition and accessibility.	D.2.i: Percentage of passenger facilities with a TERM rating below 3.0 a) Requirement: State b) Description: The annual (FY) percentage of passenger facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale. TERM assesses facility condition on a 1 to 5 scale, from poor to excellent condition. c) Data source: DRPT Transit via Annual Tier II TAM Facility Assessment Data d) Desired trend: Decreasing e) Target: Proposed f) Performance: FY 2024 0% below TERM rating of 3.0 g) Current target: FY 2025 target = 15% of all passenger facilities below 3.0

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.

Objective	Draft Measure(s)
Objective D.3: Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan.	D.3.i: Number of new carloads generated by DRPT's Rail Grant Programs a) Requirement: State b) Description: Total annual (FY) carloads reported by grantees. c) Data source: DRPT Rail Performance Dashboard d) Desired trend: Increasing (short-term) e) Target: 2% increase per year from Baseline of 4,078,991 (avg 2021-2023) f) Performance: FY 2024 Available July 1, 2025 g) Current target: FY 2025 target = 4,160,571 carloads

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.

Objective	Draft Measure(s)
Objective D.4: Support economic development initiatives through investments in site accessibility.	D.4.i: Annual VDOT and DRPT's engagement efforts communicating availability and benefits of the EDA program along with application support services a) Requirement: State b) Description: Annual (CY) number of outreach and engagement activities and application support services provided. c) Data source: VDOT Local Assistance Division, DRPT d) Desired trend: Increasing e) Target: Proposed f) Performance: Pending g) Current target: CY 2025 target = 5 or more annual outreach activities

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

Goal D: **Provide an integrated multimodal transportation system for better accessibility and travel options.**

Objective	Draft Measure(s)
Objective D.4: Support regionally significant economic development initiatives through investments in site accessibility.	D.4.ii: Number of new carloads added through Rail Industrial Access (RIA) Grant Program a) Requirement: State b) Description: Total annual (FY) new carloads from approved RIA grant applications. c) Data source: DRPT Rail Industrial Access Dashboard d) Desired trend: Increasing e) Target: 2% increase per year from Baseline of 5,752 (avg 2022-2024) f) Performance = FY 2024 4,915 new carloads g) Current target: FY2025 target is 5,867

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.

Objective	Draft Measure(s)
Objective D.4: Support regionally significant economic development initiatives through investments in site accessibility.	D.4.iii: Number of new jobs added as a result of Rail Industrial Access (RIA) projects a) Requirement: State b) Description: Total annual (FY) number of new jobs reported in approved RIA applications. c) Data source: DRPT Rail Industrial Access Dashboard d) Desired trend: Increasing e) Target: 2% increase from Baseline of 196 (avg 2021-2023) f) Performance = FY 2024 825 new jobs g) Current target: FY 2025 target = 200 new jobs

Goal E: Provide transportation solutions that enhance quality of life while preserving agricultural, natural, historical, and cultural resources.

Objective	Draft Measure(s)
Objective E.1: Deliver transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review.	E.1.i: Documented compliance with state and federal environmental review requirements a) Requirement: State and Federal b) Description: Total annual numbers of NEPA and SERP Completions c) Data source: Comprehensive Environmental Data and Reporting (CEDAR) System d) Desired trend: Compliance with state and federal requirements e) Target: 100% Compliance f) Performance: CY 2024 NEPA Totals = 528, SERP Totals = 39 One-time Programmatic Categorical Exclusion = 208 Programmatic Categorical Exclusion = 283 Environmental Assessment = 3 Categorical Exclusion = 34 g) Current target: 100% Compliance

GOAL E: ENVIRONMENTAL STEWARDSHIP

Goal E: Provide context-sensitive transportation solutions that enhance quality of life while preserving agricultural, natural, historical, and cultural resources.

Objective	Draft Measure(s)
Objective E.2: Implement solutions to support the attainment of National Ambient Air Quality Standards.	E.2.i: Documented compliance with federal transportation conformity requirements in compliance with the NAAQS. a) Requirement: State b) Description: Total annual completion of required air quality conformity determinations. c) Data source: EPA's Green Book d) Desired trend: Not Applicable e) Target: Proposed f) Performance: Pending g) Current target: CY 2025 target = 100%

NEXT STEPS

- Update measures pursuant to CTB feedback if needed
- CTB action on VTrans Vision, Goals and Objectives
- Incorporate measures into Biennial Surface Transportation Performance Report

Director's Report

March 2025

DRPT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



DRPT Next Stop 2030

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Next Stop: 2030
DRPT's Strategic Plan

- **Create a positive impact on the Commonwealth:** Provide support and solutions to positively impact the lives of Virginians, the economy, and the environment
- **Foster innovative practical solutions:** Challenge the status quo, creating solutions while sharing new ideas and innovative practices that contribute to better transportation outcomes
- **Convene with partners and stakeholders:** Bring together the right people at the right time to leverage resources, address important transportation issues, and create the best solutions collaboratively
- **Cultivate a sustainable well-managed organization:** Deliver exceptional service with an engaged workforce that effectively manages public assets and promotes transparency

Create a positive impact on the Commonwealth

- **Increase throughput of people and goods.**
  - Across all public transit agencies, total ridership was over 137 million in CY2024. DRPT's strategic plan set a goal of 130 million trips for 2024.
    - The Virginia Breeze provided nearly 65,000 trips in CY 2024, up from 59,000 in CY 2023. All four Virginia Breeze routes set calendar year ridership records.
      - December 2024 Virginia Breeze ridership was 7,635, up 25% from 6,126 in December 2023.
    - Virginia agency (non-WMATA or VRE) ridership for CY 2024 was 57 million, up from 50 million in CY 2023.
      - December 2024 ridership was 4.4 million, up 15% from 3.8 million in December 2023.
    - WMATA Virginia ridership for CY 2024 was 79 million, up from 64 million in CY 2023.
      - December 2024 ridership was 6 million, up 18% from 5 million in December 2023.
    - VRE ridership for CY 2024 was 1.6 million, up from 1.5 million in CY 2023.
      - December 2024 ridership was 111,000, up 8% from 102,000 in December 2023.
- **Improve access to reliable transportation.**
  - On February 12, WMATA launched the Waymap app, a free navigation app designed for people with vision impairments and other disabilities. Riders can utilize Waymap to navigate all 98 Metrorail stations, over 11,000 bus stops and 325 bus routes throughout WMATA's system.

Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
  - On January 22, VEDP reported its 2025 Virginia Business Ready Sites Program applications, which included an application for funding to purchase and improve the Dillard Site in Amherst County. Six of the 20 applications are for improvements to rail-served sites.
    - This is a rail-served site that was recommended by DRPT's Central Virginia Rail Economic Development Study as suitable for rail industry development/transload site development.
  - On February 20, the Charlottesville Albemarle Regional Transit Authority held its first ever Board of Directors meeting to elect a Board Chair, set regular meeting days/times, review Authority bylaws, and review authority goals. DRPT staff attended in a technical advisory role.
- **Minimize complexities and facilitate pragmatic solutions.**
  - On February 19, DRPT met with FTA Region III staff to discuss the National Environmental Policy Act (NEPA) process for rural transit providers, aiming to simplify the pipeline for NEPA reviews and approvals of federally-funded projects.

Convene with partners and stakeholders

- **Collaborate proactively with partners and stakeholders.**
  - In January, the Williamsburg Area Transit Authority closed bids for their Operating and Maintenance Facility construction project. Two bids were received, and both were under the initial budget. WATA selected Tazewell Construction to complete the project. Also, the groundbreaking ceremony for WATA's Northern Transfer Center is scheduled for April 3. WATA selected Skanska/Sycon to construct the project.
  - DRPT hosted the Community Transportation Association of Virginia for its Board of Directors meeting. The meeting discussed plans for their upcoming annual conference, as well as their annual budget. DRPT acts in an advisory capacity to their Board of Directors.
  - Director Robinson spoke at the Virginia Railroad Association Legislative Meeting for an introduction to the group and report on DRPT activities. Members praised DRPT Rail Division staff for professionalism and responsiveness. Several members touted Virginia as the best to work with.
- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**
  - DRPT participated in the February Virginia Freight Advisory Committee meeting, where FHWA provided a briefing on the National Multimodal Freight Network (NMFN). DRPT recommended that USDOT add Buckingham Branch's Richmond to Alleghany Division to the NMFN designation given that its volume and other characteristics meet the criteria for inclusion. The NMFN is meant to assist in the prioritization of Federal investment.

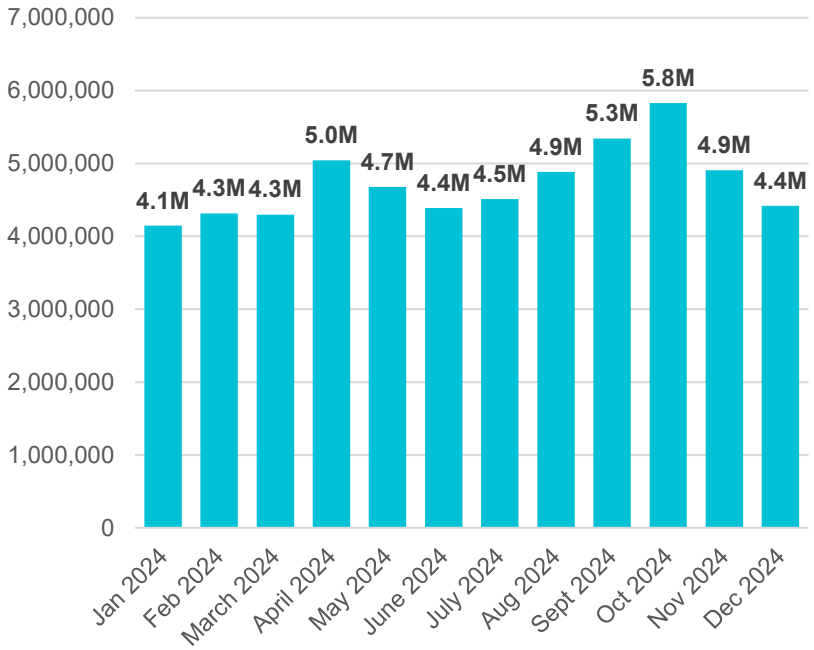
Cultivate a sustainable well-managed organization

- **Enhance the customer experience through well-designed processes and systems.**
  - On February 6, DRPT began its update of the Coordinated Human Service Mobility (CHSM) Plan, which is a federally-required document and pre-requisite for received Section 5310 funds.
    - The Section 5310 program provides funding that supports specialized transportation for individuals with disabilities and seniors.
    - DRPT will be updating its CHSM Plan in 2025 with the hope of finalizing it prior to the FY27 grant cycle.
- **Be good stewards of public resources.**
  - DRPT visited Buckingham County to certify rehabilitation work completed on the Buckingham Branch Railroad funded through the Rail Preservation Program. The Buckingham Division was washed out during Hurricane Helene in 2024.

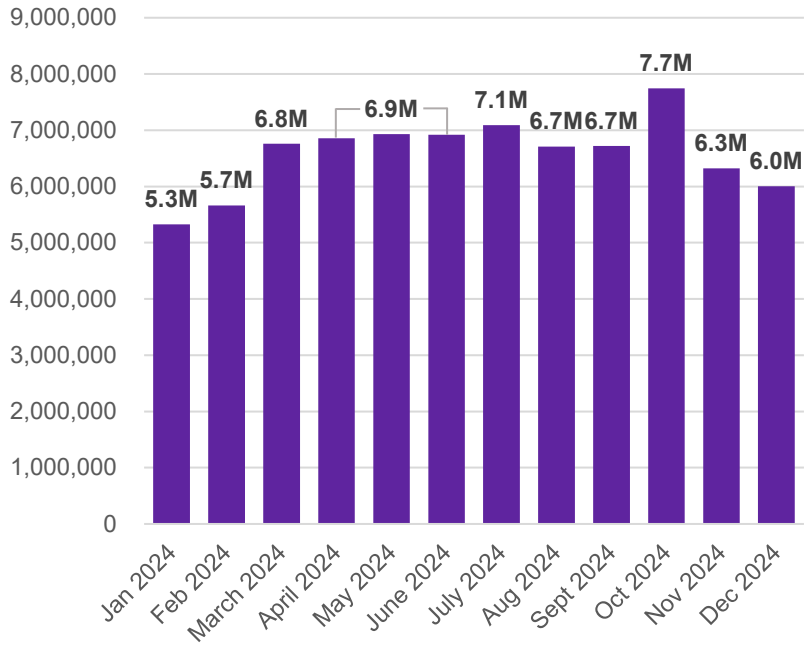
Performance Measures

Statewide Transit Ridership

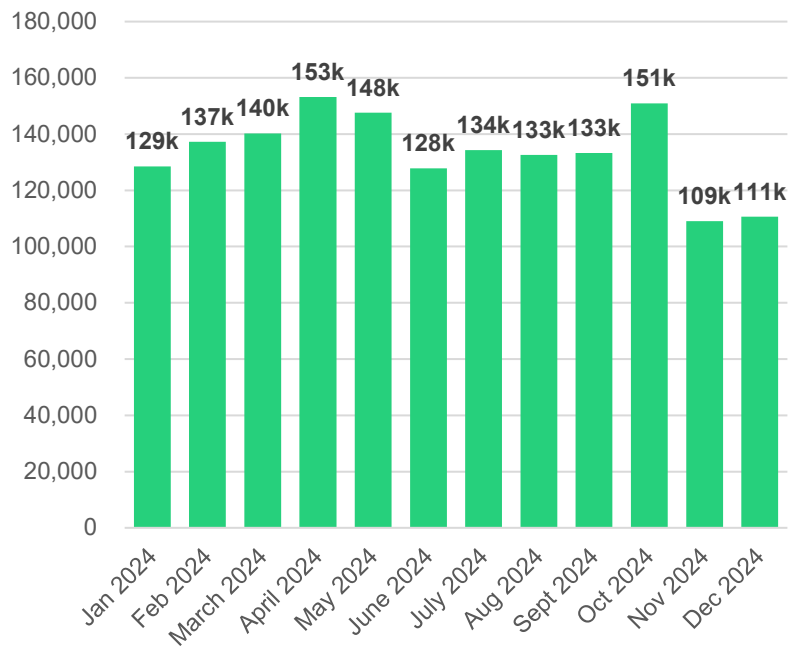
Statewide Transit Ridership – January 2024 to December 2024



Virginia Agencies



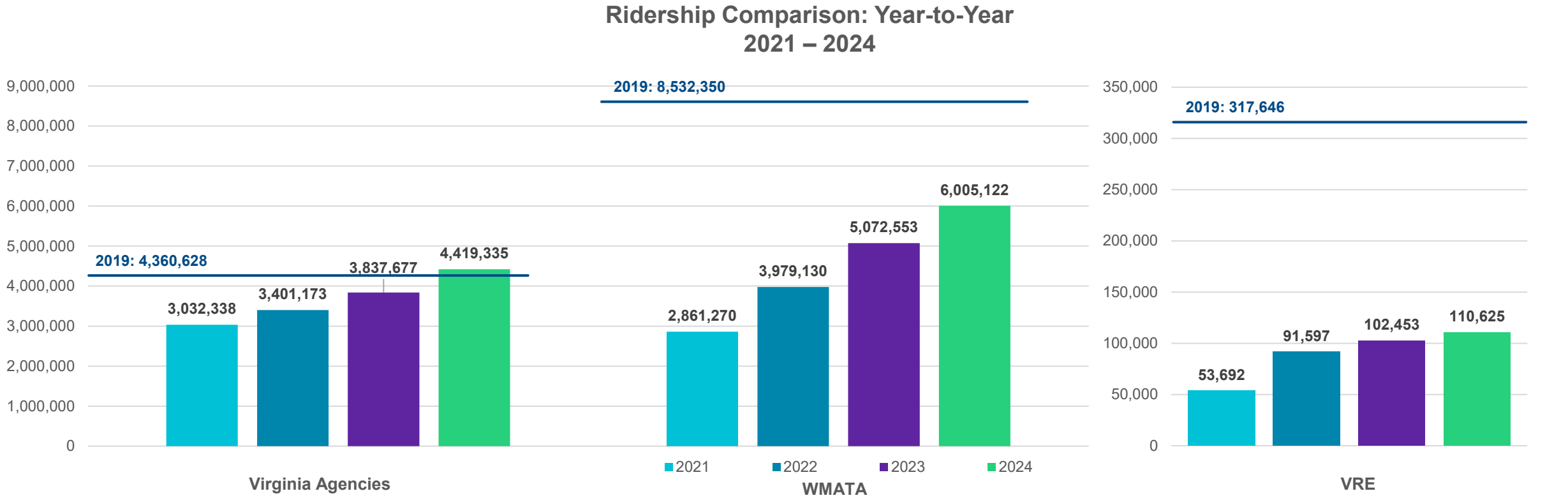
WMATA



VRE

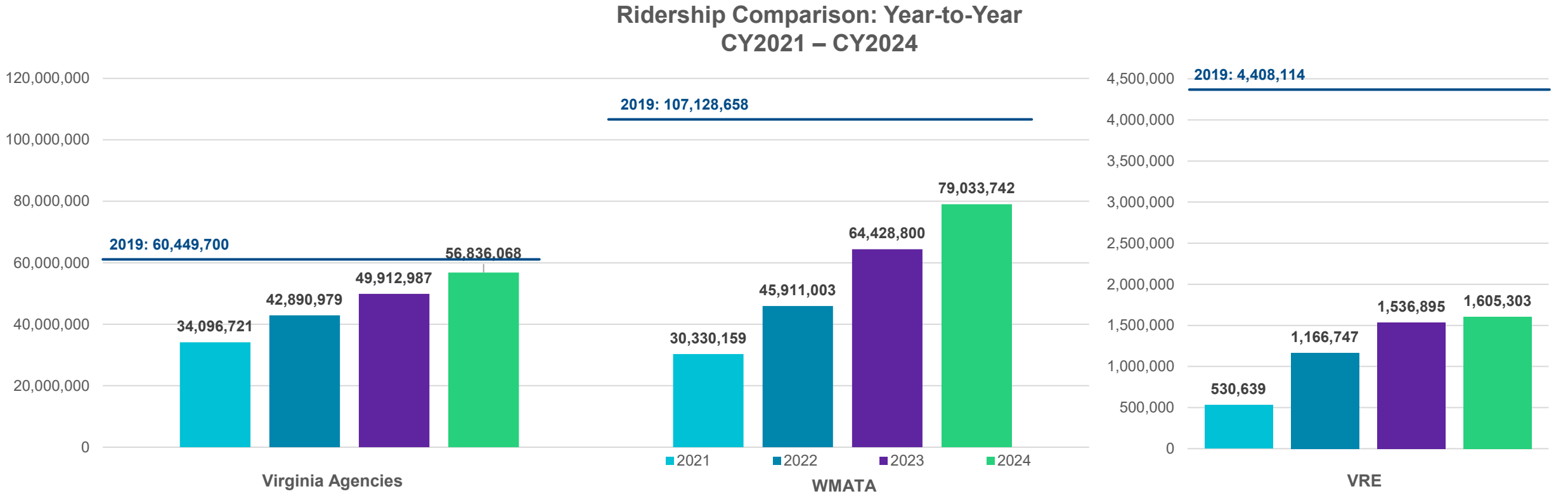
Agencies	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Total
Virginia Agencies	4,145,959	4,315,366	4,297,568	5,042,731	4,676,698	4,390,153	4,511,440	4,884,296	5,341,916	5,827,866	4,905,143	4,419,335	56,758,471
VRE	128,540	137,284	140,182	153,139	147,561	127,770	134,350	132,607	133,247	150,972	109,026	110,625	1,605,303
WMATA	5,324,597	5,660,243	6,759,533	6,856,539	6,930,758	6,916,793	7,089,451	6,710,201	6,717,554	7,742,372	6,320,579	6,005,122	79,033,742
All Agencies + VRE + WMATA	**9,599,096**	**10,112,893**	**11,197,283**	**12,052,409**	**11,755,017**	**11,434,716**	**11,735,241**	**11,727,104**	**12,192,717**	**13,721,210**	**11,334,748**	**10,535,082**	**137,397,516**

Statewide Ridership Comparison: December Year-to-Year



Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	3,032,338	3,401,173	3,837,677	4,419,335	46%	30%	15%
VRE	53,692	91,597	102,453	110,625	106%	21%	8%
WMATA	2,861,270	3,979,130	5,072,553	6,005,122	110%	51%	18%
All Agencies + VRE + WMATA	**5,947,300**	**7,471,900**	**9,012,683**	**10,535,082**	**77%**	**41%**	**17%**

Statewide Ridership Comparison: Year-to-Year



Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	34,096,721	42,890,979	49,912,987	56,836,068	67%	33%	14%
VRE	530,639	1,166,747	1,536,895	1,605,303	203%	38%	4%
WMATA	30,330,159	45,911,003	64,428,800	79,033,742	161%	72%	23%
All Agencies + VRE + WMATA	**64,957,519**	**89,968,729**	**115,878,682**	**137,475,113**	**112%**	**53%**	**19%**

Virginia Breeze Ridership - December

In December 2024, ridership on VA Breeze routes totaled 7,635 which was:

- 267% higher than original estimates, and
- 25% higher than December 2023

For the month of December 2024, the VA Breeze contributed to a reduction of 384 metric tons of CO_2 equivalent emissions.

Valley Flyer:

- Ridership 28% higher than December 2023
- Farebox Rev. – 32% higher than December 2023

Piedmont Express:

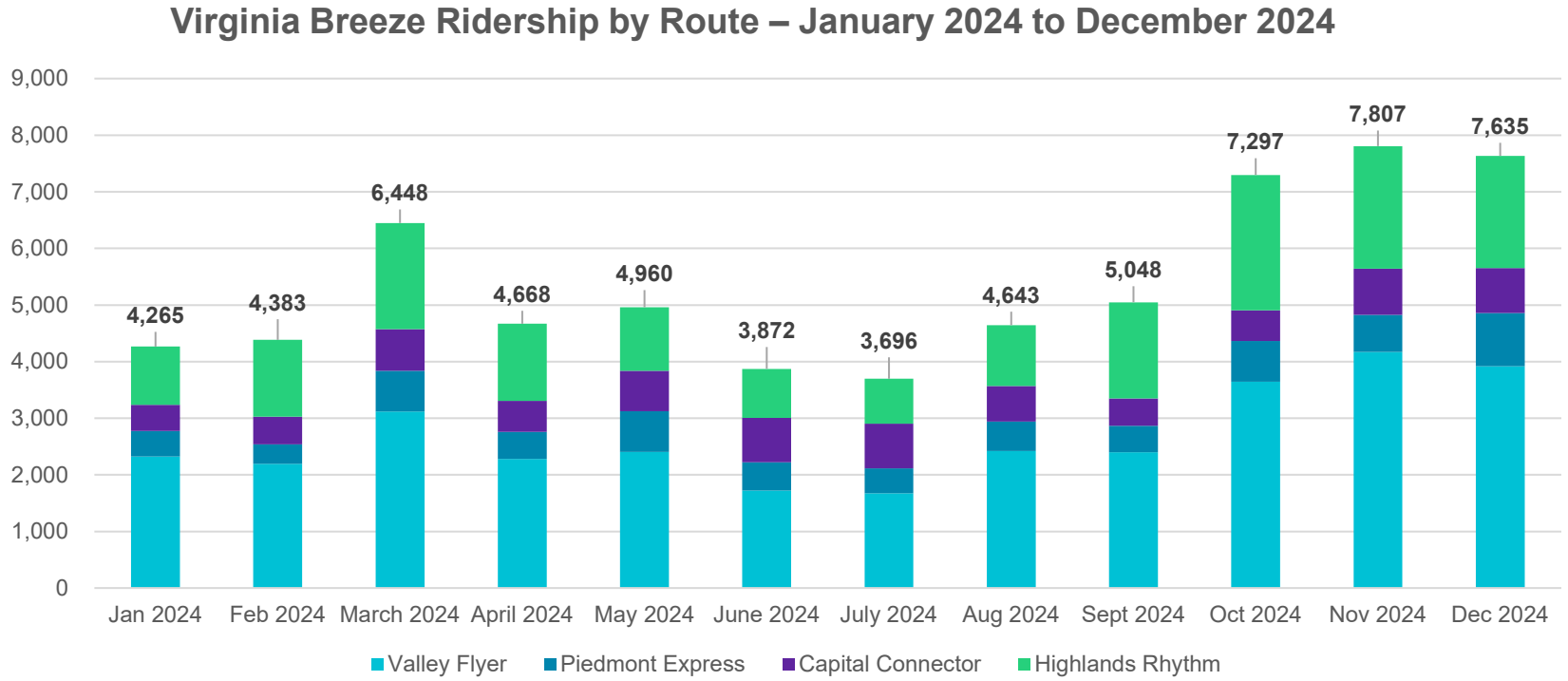
- Ridership – 6% higher than December 2023
- Farebox Rev. – 5% higher than December 2023

Capital Connector:

- Ridership – 13% lower than December 2023
- Farebox Rev. – 8% lower than December 2023

Highlands Rhythm:

- Ridership – 56% higher than December 2023
- Farebox Rev – 60% higher than December 2023



Route	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Total
Valley Flyer	2,326	2,196	3,117	2,281	2,404	1,722	1,676	2,421	2,399	3,645	4,171	3,920	32,278
Piedmont Express	447	343	719	476	719	500	440	518	467	717	656	940	6,942
Capital Connector	462	488	736	551	714	781	789	631	483	545	816	790	7,786
Highlands Rhythm	1,030	1,356	1,876	1,360	1,123	869	791	1,073	1,699	2,390	2,164	1,985	17,716
All Routes	**4,265**	**4,383**	**6,448**	**4,668**	**4,960**	**3,872**	**3,696**	**4,643**	**5,048**	**7,297**	**7,807**	**7,635**	**64,722**

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

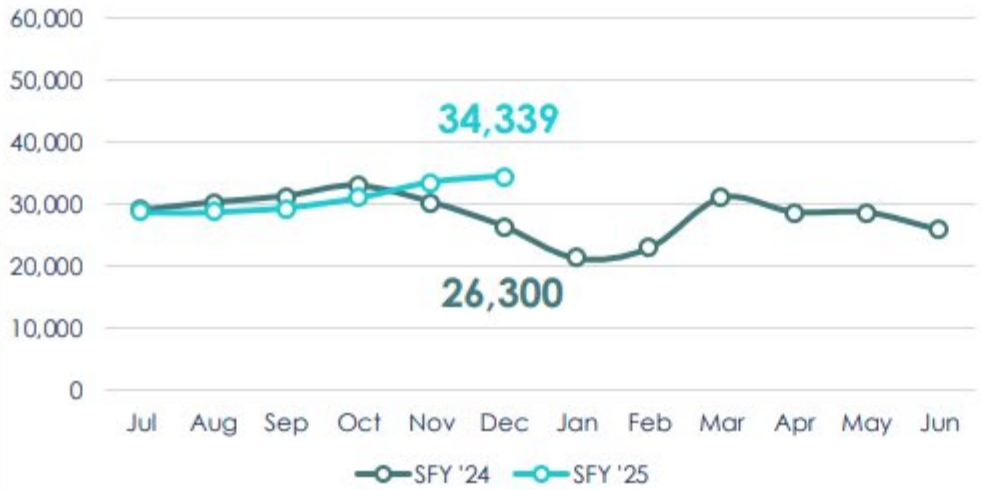
DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Virginia-Supported Monthly Ridership by Route SFY '25 vs. SFY '24

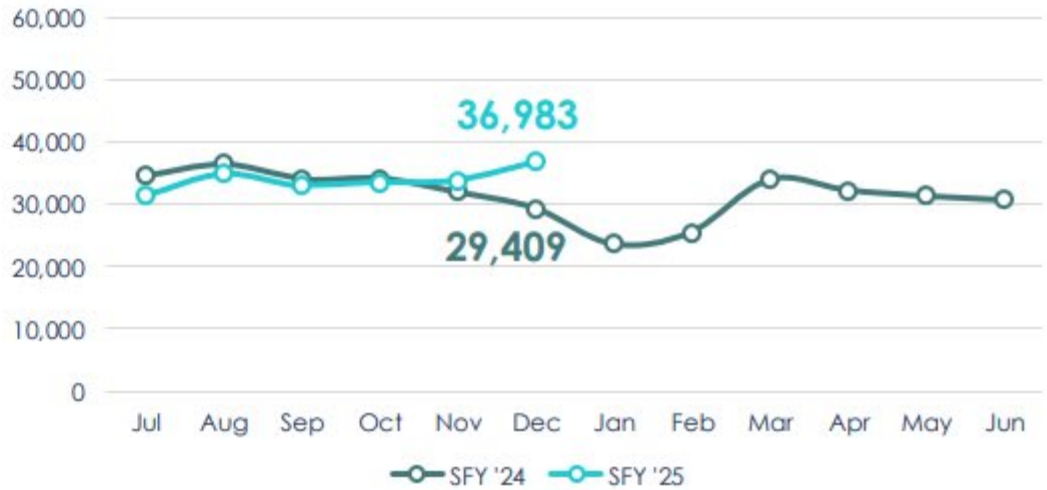
Friday – Sunday are most popular ridership days.

The Sunday after Thanksgiving, historically Amtrak's busiest day of the year, fell on December 1st.

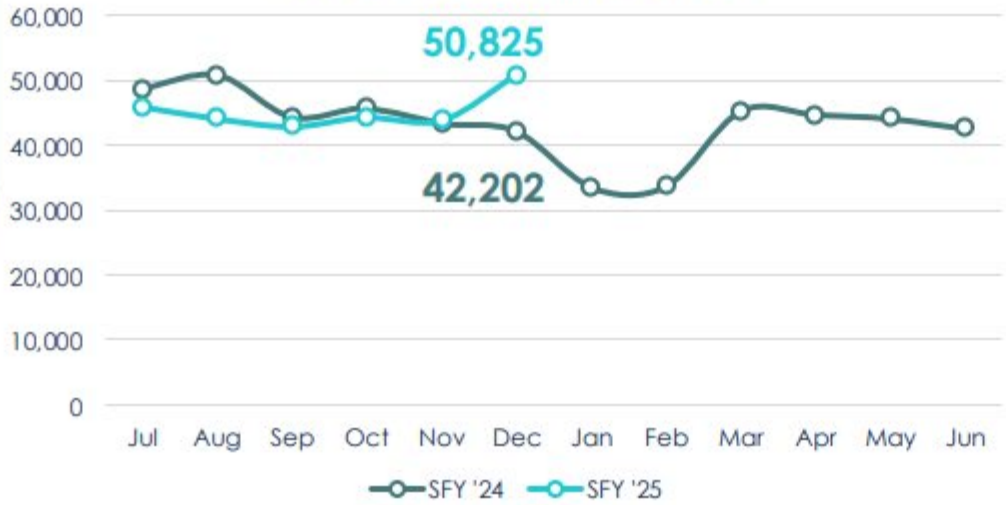
Route 46: Roanoke (+30.6%)



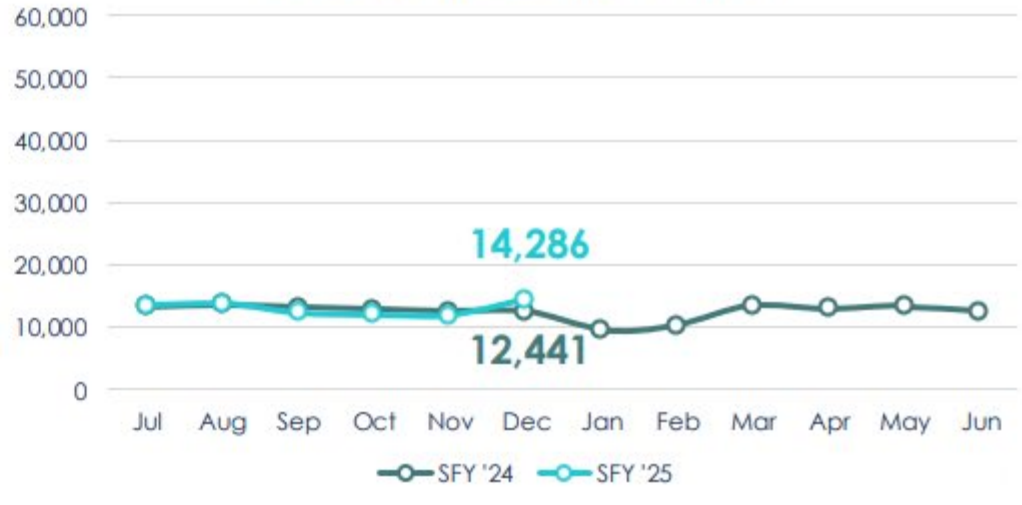
Route 47: Newport News (+25.8%)



Route 50: Norfolk (+20.4%)



Route 51: Richmond (+14.8%)



VPRA

Virginia & Comparable State-Supported Services

Normalized: Monthly Ridership ÷ Trains

