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)

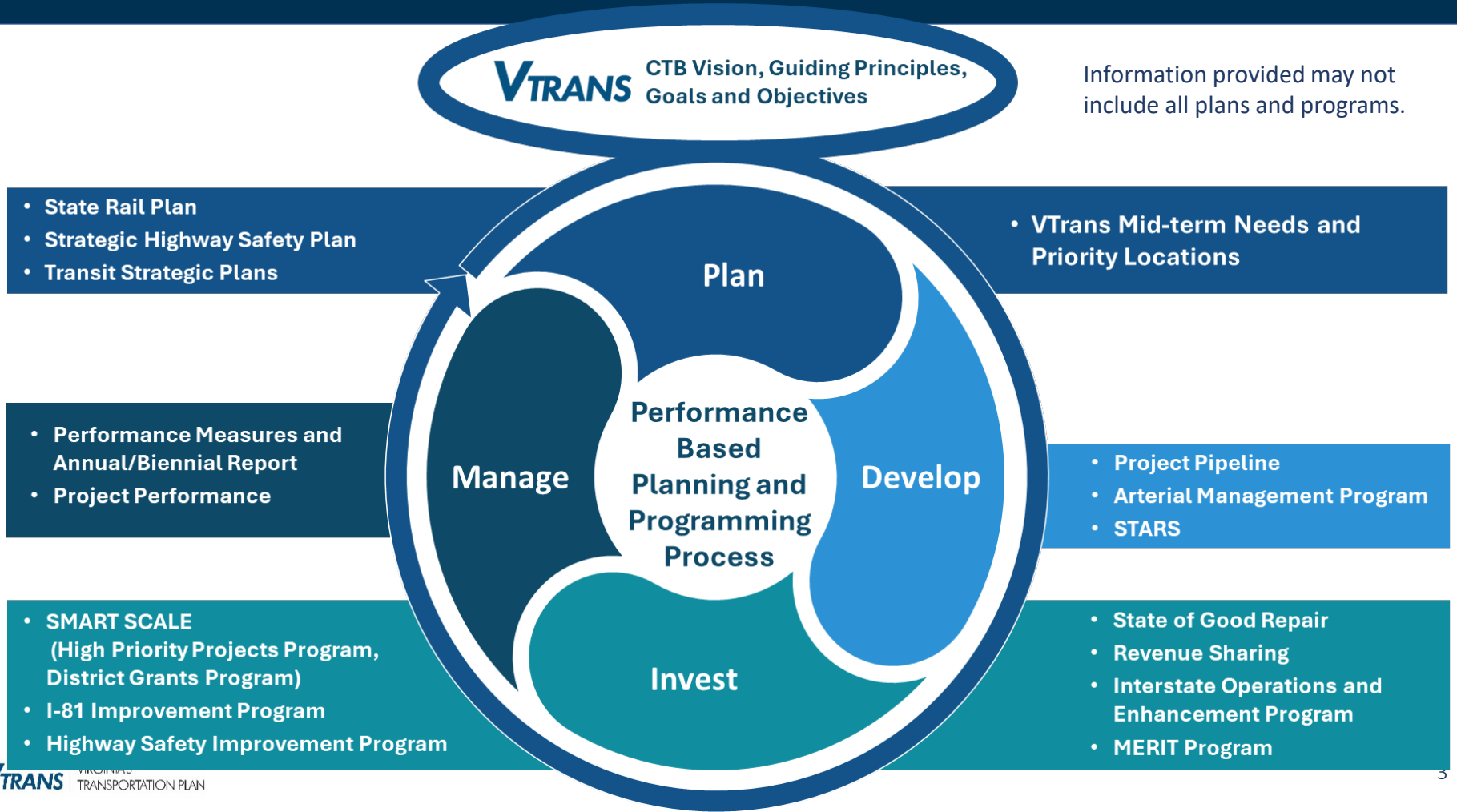
March 18, 2025

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