

## Memorandum

**To:** Charlottesville-Albemarle MPO Technical Committee  
**From:** Taylor Jenkins, Director of Transportation  
**Date:** February 3, 2026  
**Subject:** Staff Updates

### Purpose:

To inform members of CA-MPO program and partner activities.

### 1. Virginia Department of Rail and Public Transportation (DRPT) Grant Applications

Staff are preparing grant applications for key TJPDC programs that are due by February 1, 2026. These programs include:

- Partnership for Accessible Transportation Help (PATH): Operated by TJPDC, PATH is a mobility management program dedicated to improving access to transportation for seniors and individuals with disabilities in Virginia's Region 10. Through personalized information and referral services, transportation workshops, and travel training, PATH ensures that community members have the knowledge and resources needed to travel safely and independently.
- RideShare: RideShare is a program of the TJPDC and Central Shenandoah Planning District Commission (CSPDC) that connects commuters and employers to resources to reduce single-occupant vehicles on the road by facilitating the use of alternative transportation. RideShare provides services such as carpool/vanpool matching, commuter outreach, and a guaranteed ride home program.

### 2. FFY25 Annual Obligation Report

The Annual Listing of Obligated Projects (Annual Listing) includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the immediately preceding program year. The Annual Listing is intended to improve the transparency of transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients (e.g. Charlottesville Area Transit) for expenditure on projects programmed in the TIP. The report must be publicly posted per federal regulations, and can be accessed on the CA-MPO website [here](#).

### 3. CA-MPO Safe Streets and Roads for All (SS4A) Application Update

Staff received notification that the CA-MPO SS4A application titled, "Crash Analytics and Injury Research (CAIR) - Holistic Approach to Vulnerable Road User Safety" was not selected for funding. A debrief meeting was held on Tuesday, January 27, 2026.

### 4. Performance Safety Targets

In December, CA-MPO staff provided a presentation to the Technical Committee for the adoption of the 2026 Performance Safety targets. The Committee provided a recommendation to the Policy Board to adopt the aspirational safety targets which the Policy Board will consider at their February meeting.

## **5. CA-MPO Citizens Transportation Advisory Committee (CTAC) Update**

Beginning in spring 2025, CTAC members began discussions about the purpose of the Committee. Since then, meetings of CTAC and the CA-MPO Policy Board have discussed overall responsibilities of the MPO, past CTAC activities, and opportunities to restructure CTAC. At the January 28, 2026, meeting, CTAC members were joined by the Chair and Vice Chair of the CA-MPO Policy Board for a discussion about CTAC's role. Policy Board members will take action on the structure of CTAC at their February 25, 2026, meeting.

## **6. FY27-30 TIP Development**

In coordination with VDOT, DRPT, and CAT, staff are completing a comprehensive update of the Transportation Improvement Program (TIP) covering FY27-30. A full draft document is anticipated to be available by spring 2026. The TIP is a document used to schedule spending federal transportation funds within the metropolitan region, in coordination with significant state and local funds. The TIP is a prioritized listing/program of transportation projects that is developed and formally adopted by the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) as part of the metropolitan transportation planning process.

## **7. Three Notched Trail**

Albemarle County is excited to share draft Three Notched Trail Shared Use Path (3NT) route options and they need YOUR input! Browse the project website to review maps of multiple route options and provide feedback through the online survey. You can share your thoughts on the entire corridor or specific segments of the corridor. The survey will close on February 8<sup>th</sup>. Materials from the recent public meeting that shared the process for developing these options are available online on the project website:

<https://engage.albemarle.org/three-notched-trail-master-plan>.

*\*Note this is a planning project - no land is being purchased or trail built at this stage.*

## **8. Virginia Statewide Bicycle and Pedestrian Advisory Committee (BPAC)**

VDOT's Bicycle and Pedestrian Program published the [January 2026 Active Transportation Newsletter](#).

## **9. OIPI Quarterly MPO Meeting**

The Office of Intermodal Planning and Investment (OIPI) is located within the Office of the Secretary of Transportation. OIPI collaborates with VDOT and DRPT and engages stakeholders to conduct planning studies (e.g., VTrans, Project Pipeline), prioritize investments (SMART SCALE) and track system performance.

- October 15, 2025, quarterly meeting materials attachment

## **10. FY26 Remaining CA-MPO Tech Meetings**

- April 7, 2026. 10:00am – 12:00pm.
- June 2, 2026. 10:00am – 12:00pm.

## **11. TJPDC Office Improvements**

TJPDC office renovations began on January 5, 2026, and will last for a minimum of six weeks. As such, TJPDC staff will work remotely for the 6-week construction period. Staff will arrange for public meetings to be held electronically or to be in an off-site temporary location for the duration of the project.

## MPO Quarterly Coordination Meeting

**October 15, 2025**

**1:00-3:00 pm**

**Hybrid**

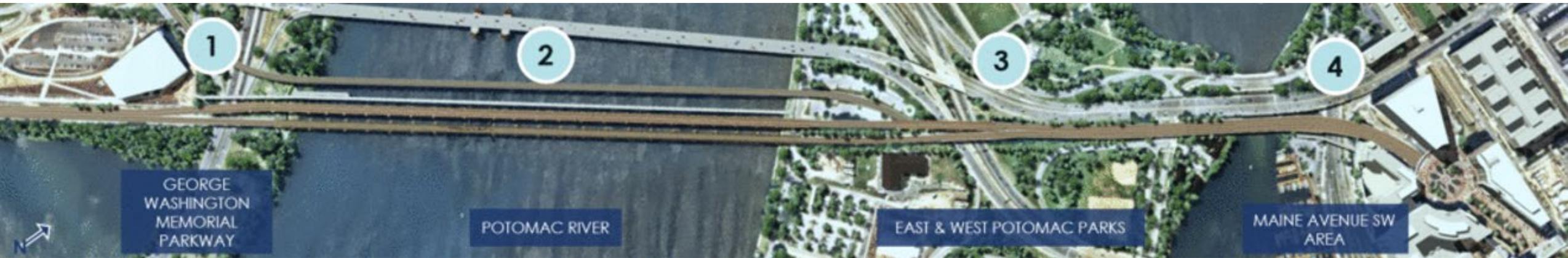
- Intros/Kickoff
- Long Bridge Project Updates
- DRPT Updates
- VDOT Updates
  - TMPD Updates
  - TOD Updates
- OIPI Updates
  - VTrans Updates
  - SMART SCALE
  - Performance Management
- Close



# Long Bridge Construction Windows and Service Plan

MPO Quarterly Meeting  
October 15, 2025

# Long Bridge Project Overview



Area		Structures
1	<b>GW Parkway</b>	<ul style="list-style-type: none"> <li>• Potomac River Rail Bridge (extends over the Parkway and Potomac River)</li> <li>• Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and River)</li> </ul>
2	<b>Potomac River</b>	<ul style="list-style-type: none"> <li>• Potomac River Rail Bridge (extends over the Parkway and Potomac River)</li> <li>• Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and River)</li> <li>• Retaining Walls and Landscape Design</li> </ul>
3	<b>East/West Potomac Parks</b>	<ul style="list-style-type: none"> <li>• Potomac River Bicycle-Pedestrian Bridge Landing</li> <li>• WMATA/I-395 Bridge</li> <li>• Ohio Drive SW Bridge</li> <li>• Washington Channel Rail Bridge</li> <li>• Retaining Walls and Landscape Design</li> </ul>
4	<b>Maine Avenue SW Area</b>	<ul style="list-style-type: none"> <li>• Maine Avenue SW Rail Bridge</li> <li>• Retaining Walls</li> <li>• Maine Avenue SW Pedestrian Bridge</li> </ul>

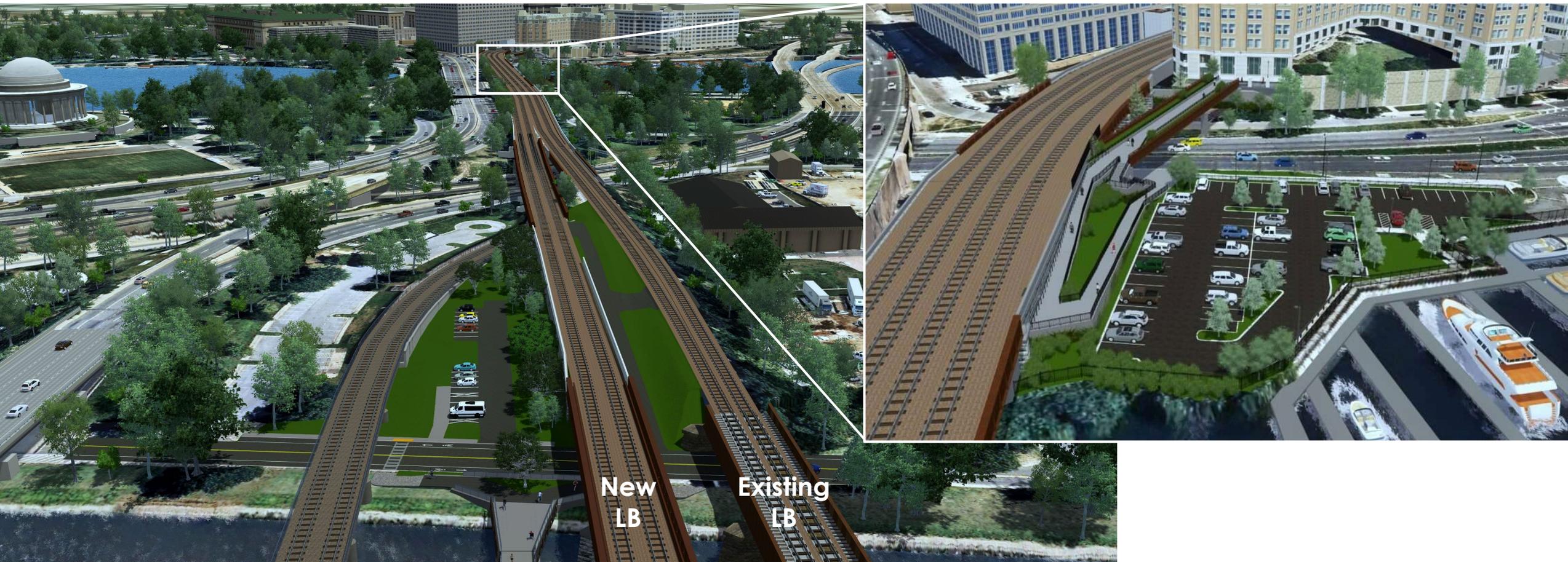
# Long Bridge South Package

Building new two-track structure adjacent to existing two track structure



# Long Bridge North Package

Building new four-track structure to replace existing two tracks

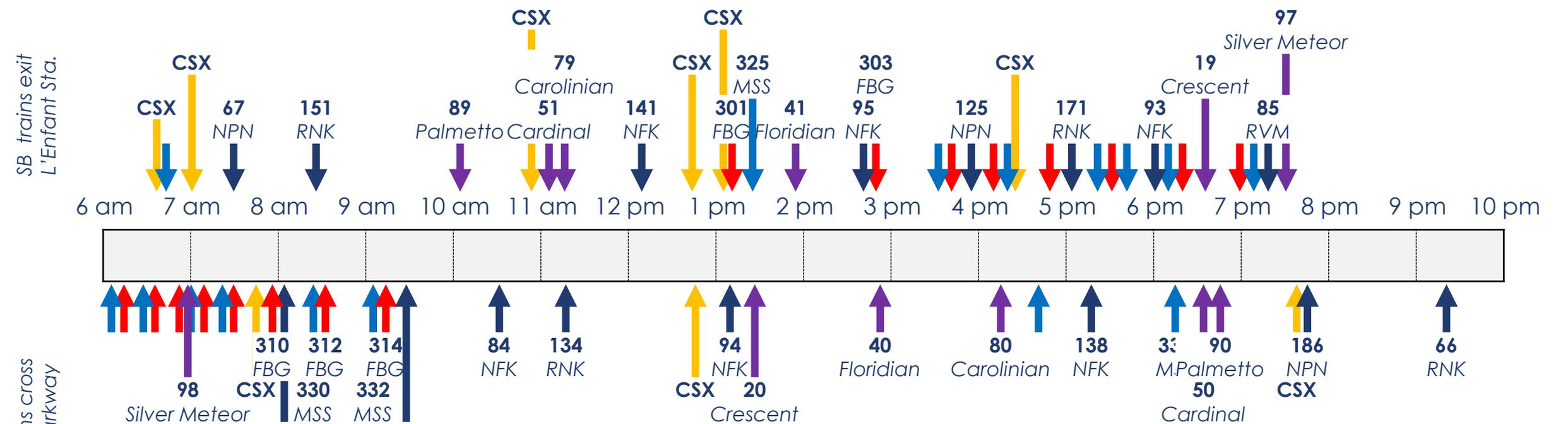


# Long Bridge Work Windows & Service Impacts

- **Objective:** develop a service plan to facilitate a ~five-hour outage at Long Bridge for up to five years starting **January 2026**.
  - Maintain maximum service and optimize performance for Amtrak, VRE, and CSX
  - Maximize work window productivity
  - Utilize the work window opportunity created by Long Bridge – North for all projects when feasible
- **Constraints:**
  - **DC Noise and Vibration laws restrict significant work to daytime hours (Mon – Sat) for the Long Bridge – North project.**
  - VRE “AM Peak” and “PM Peak” is the highest ridership times of day
  - Significant work on the NEC and at WAS also requires service adjustment considerations
  - WAS is most congested in the afternoon
  - Service Impacts affect Amtrak Virginia, Amtrak Long Distance, Carolinian, and VRE (FBG and Manassas Line)



# Current weekday service pattern in proximity to Long Bridge

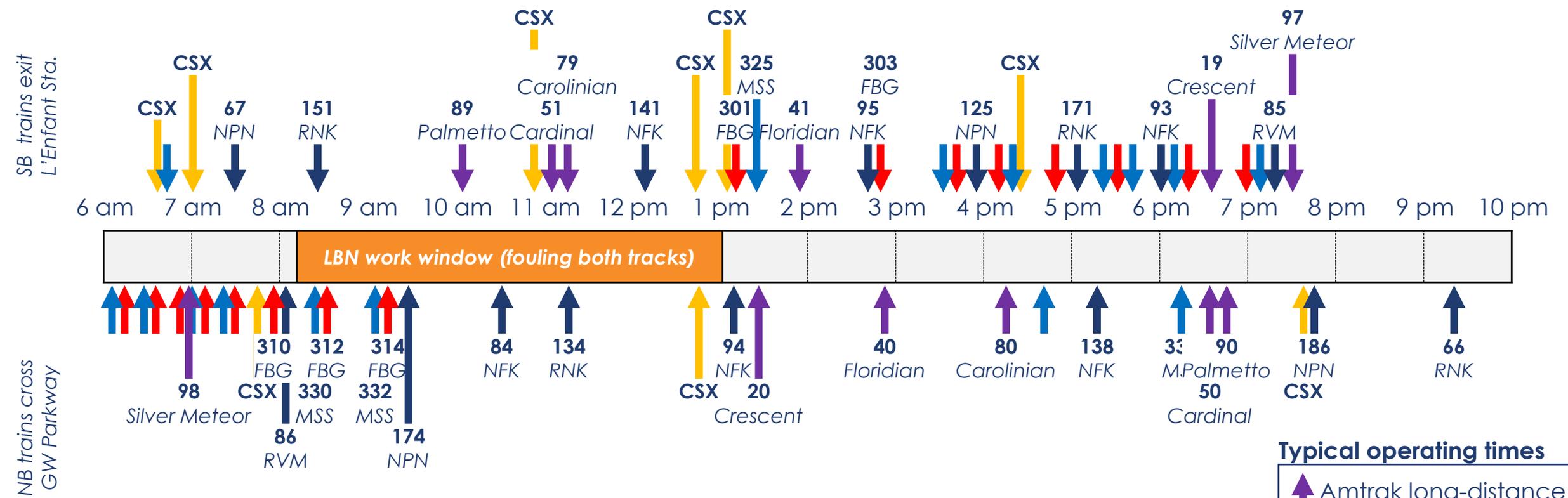


**D.C. noise and vibration regulations limit most construction activities to daytime hours (7 AM to 7 PM) Six days a week (no Sunday work)**

**Typical operating times**

- Amtrak long-distance
- Amtrak NE Regional
- VRE FBG
- VRE MSS
- CSX freight

# Current weekday service pattern in proximity to Long Bridge

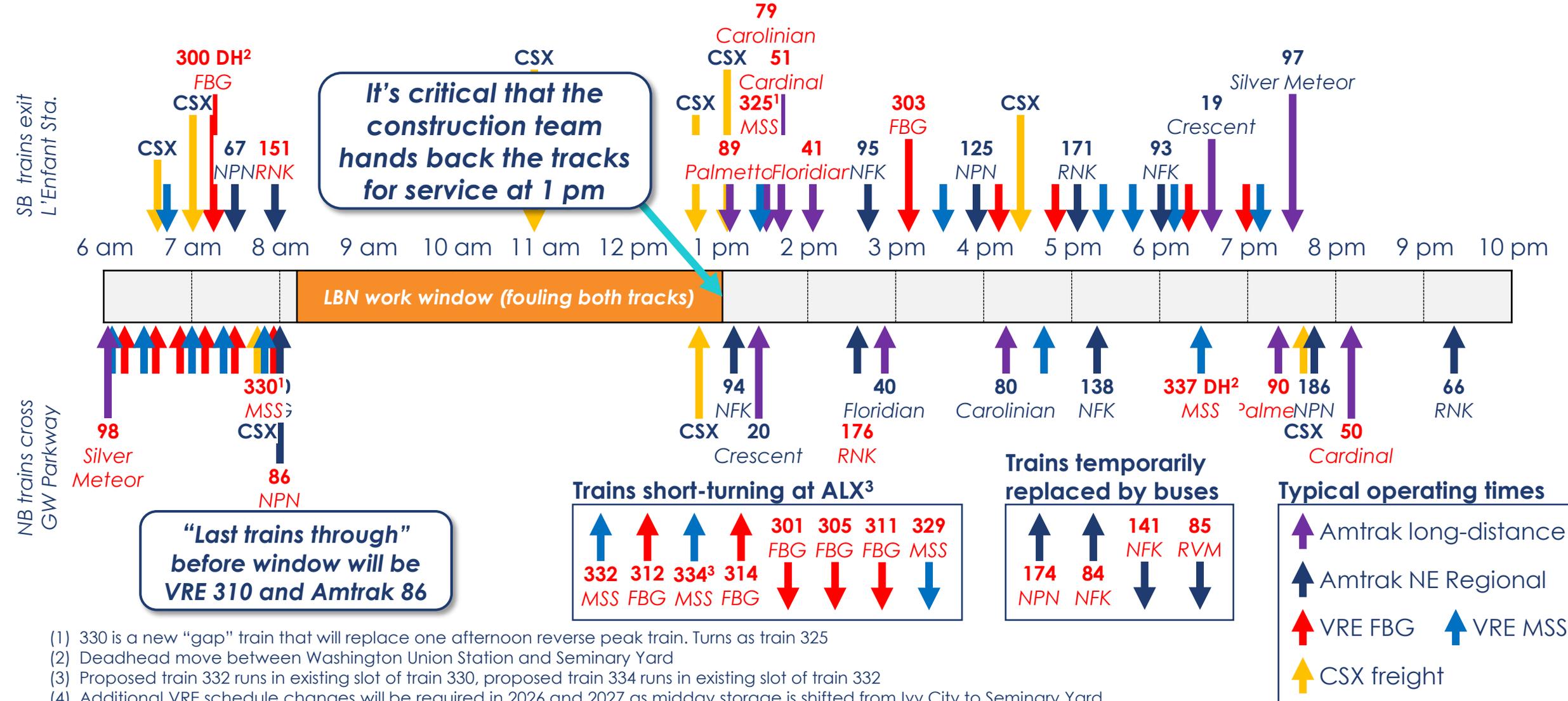


**8:15 AM – 1:00 PM was identified as the "least bad" timeframe where a window could be carved out of existing service**

**Typical operating times**

- Amtrak long-distance (purple arrow)
- Amtrak NE Regional (dark blue arrow)
- VRE FBG (red arrow)
- VRE MSS (light blue arrow)
- CSX freight (yellow arrow)

# Proposed changes to passenger service on weekdays



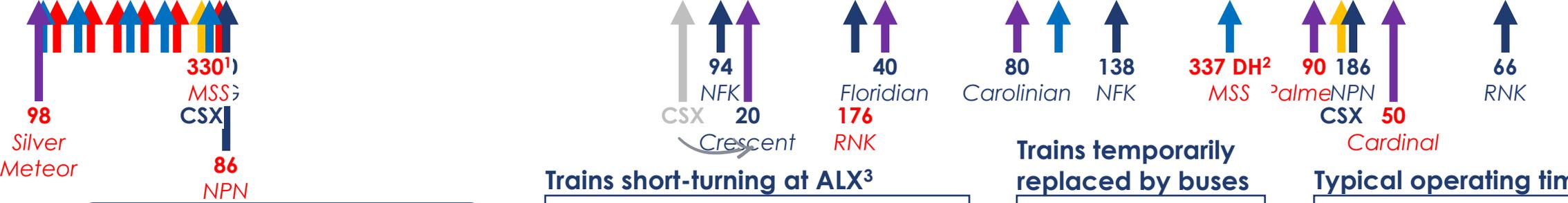
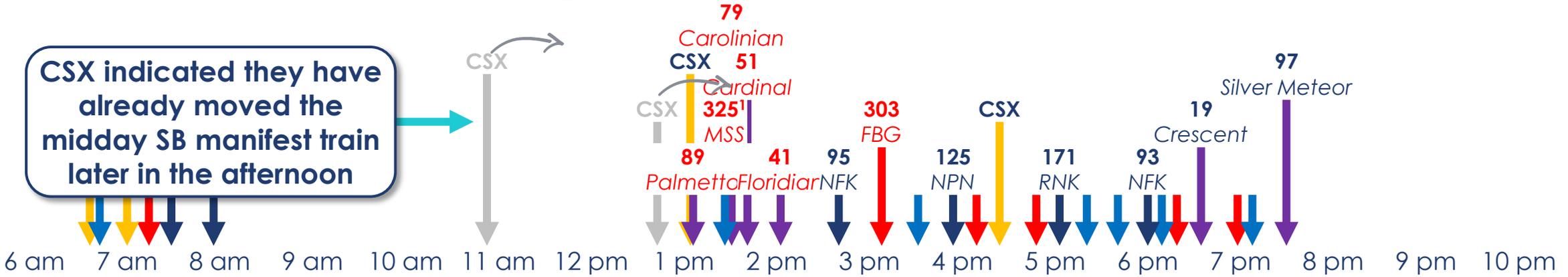
(1) 330 is a new "gap" train that will replace one afternoon reverse peak train. Turns as train 325  
 (2) Deadhead move between Washington Union Station and Seminary Yard  
 (3) Proposed train 332 runs in existing slot of train 330, proposed train 334 runs in existing slot of train 332  
 (4) Additional VRE schedule changes will be required in 2026 and 2027 as midday storage is shifted from Ivy City to Seminary Yard

# Modifications to CSX freight operations

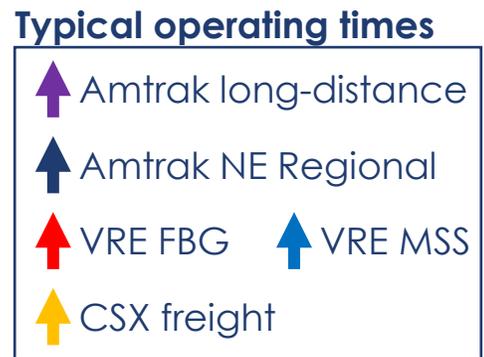
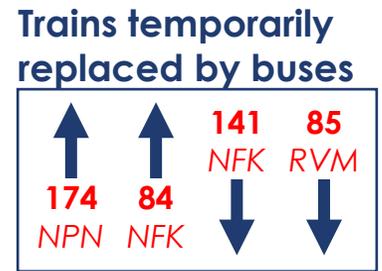
SB trains exit L'Enfant Sta.

NB trains cross GW Parkway

CSX indicated they have already moved the midday SB manifest train later in the afternoon

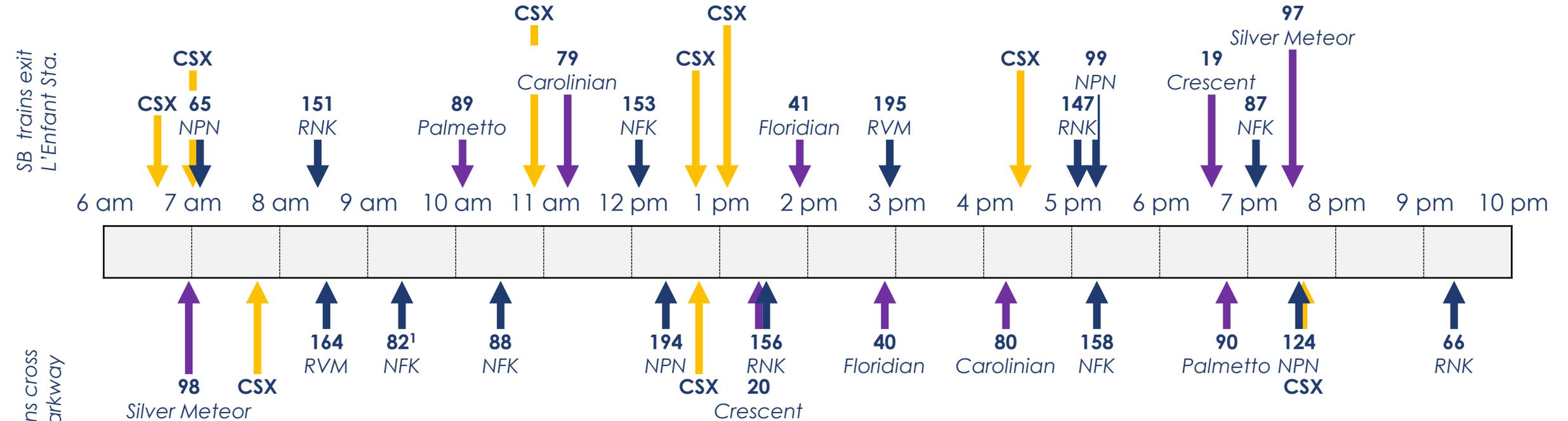


Fouling activities will be minimized during CSX peak season (Nov and Dec)



(1) 330 is a new "gap" train that will replace one afternoon reverse peak train. Turns as train 325  
 (2) Deadhead move between Washington Union Station and Seminary Yard  
 (3) Proposed train 332 runs in existing slot of train 330, proposed train 334 runs in existing slot of train 332  
 (4) Additional VRE schedule changes will be required in 2026 and 2027 as midday storage is shifted from Ivy City to Seminary Yard

# Current Saturday service pattern in proximity to Long Bridge



**Typical operating times**

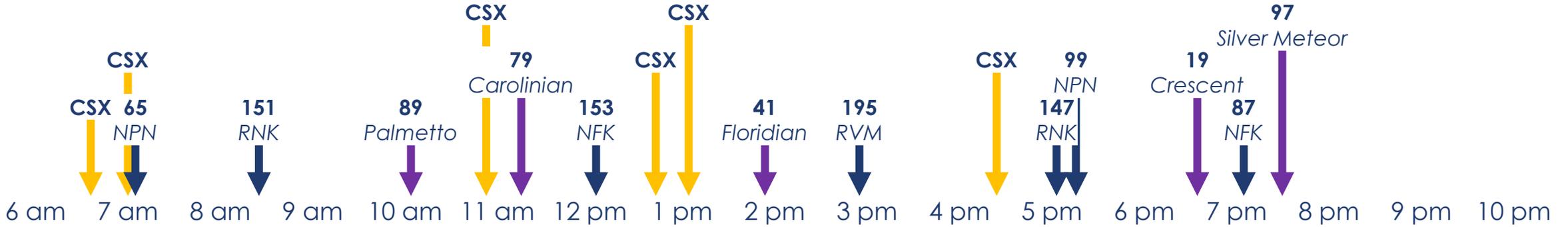
- Amtrak long-distance
- Amtrak NE Regional
- VRE FBG
- VRE MSS
- CSX freight

**Construction work is generally not allowed on Sundays in D.C. (no outages required). Amtrak aiming to run a consistent schedule on both days.**

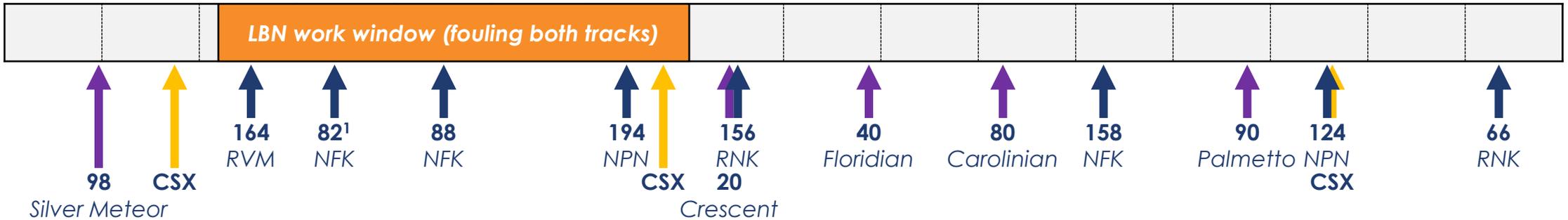
**VRE Step-Up program will be implemented on all Amtrak VA trains, including on weekends**

# Current Saturday service pattern in proximity to Long Bridge

SB trains exit L'Enfant Sta.



NB trains cross GW Parkway



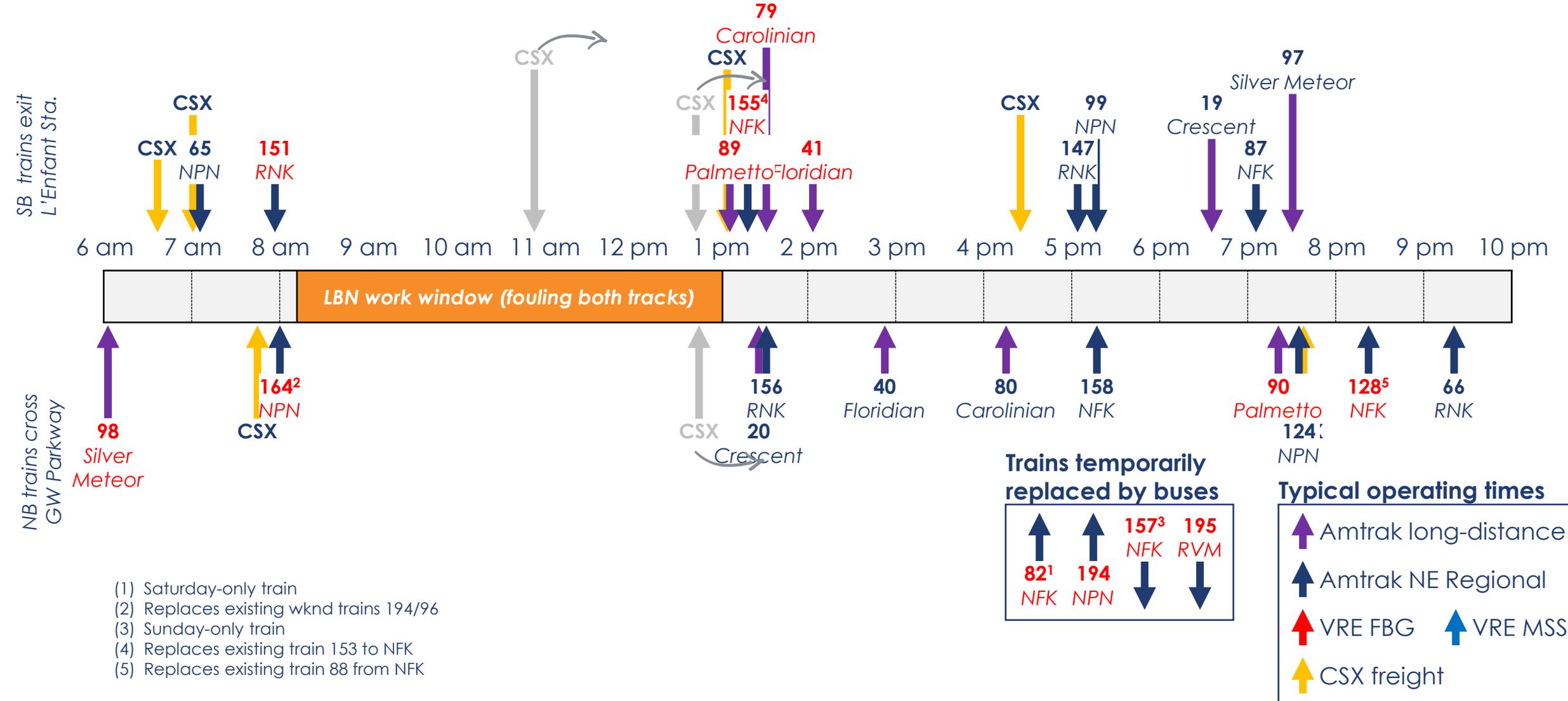
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**Typical operating times**

- Amtrak long-distance (purple arrow)
- Amtrak NE Regional (dark blue arrow)
- VRE FBG (red arrow)
- VRE MSS (light blue arrow)
- CSX freight (yellow arrow)

# Proposed changes to passenger and freight service on Saturdays



# Goal: We need to keep service running throughout construction

With a combination of peak construction activity and CSX heat orders, **summer 2027** is anticipated to be the most challenging for service.

## Construction schedules of selected TRV projects

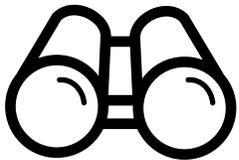
Project	2025						2026						2027						2028																
	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	
L'Enfant Fourth Track																																			
Long Bridge North							Stage 1.1A						Stage 1.2A						Stage 2.2A																
Alexandria Fourth Track																		Phase 1	Phase 2 + Track Phase Transition			Phase 3			Phase 4			Phase 5							
Franconia-Springfield Bypass	Shoofly Construction						Phase 2 Construction																												
Franconia to Lorton Third Track																		Phase 1			Phase 2			Phase 3			Phase 4 & Phase 5								
Potomac Creek Third Track South (Siding A) - Phase 1																	Construction																		

Dates from May 2025 TRV master work schedule



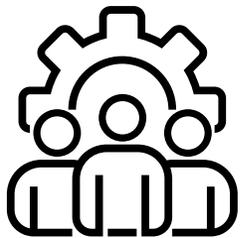
# Proactively protecting operations throughout construction

## 1. Monitoring – *Dynamic environment will require interagency coordination.*



VPRA team will be tracking construction and MOW work updates provided by the parties and conducting regular service impact evaluations

## 2. Mitigating – *“What happens if Plan A doesn’t work?”*



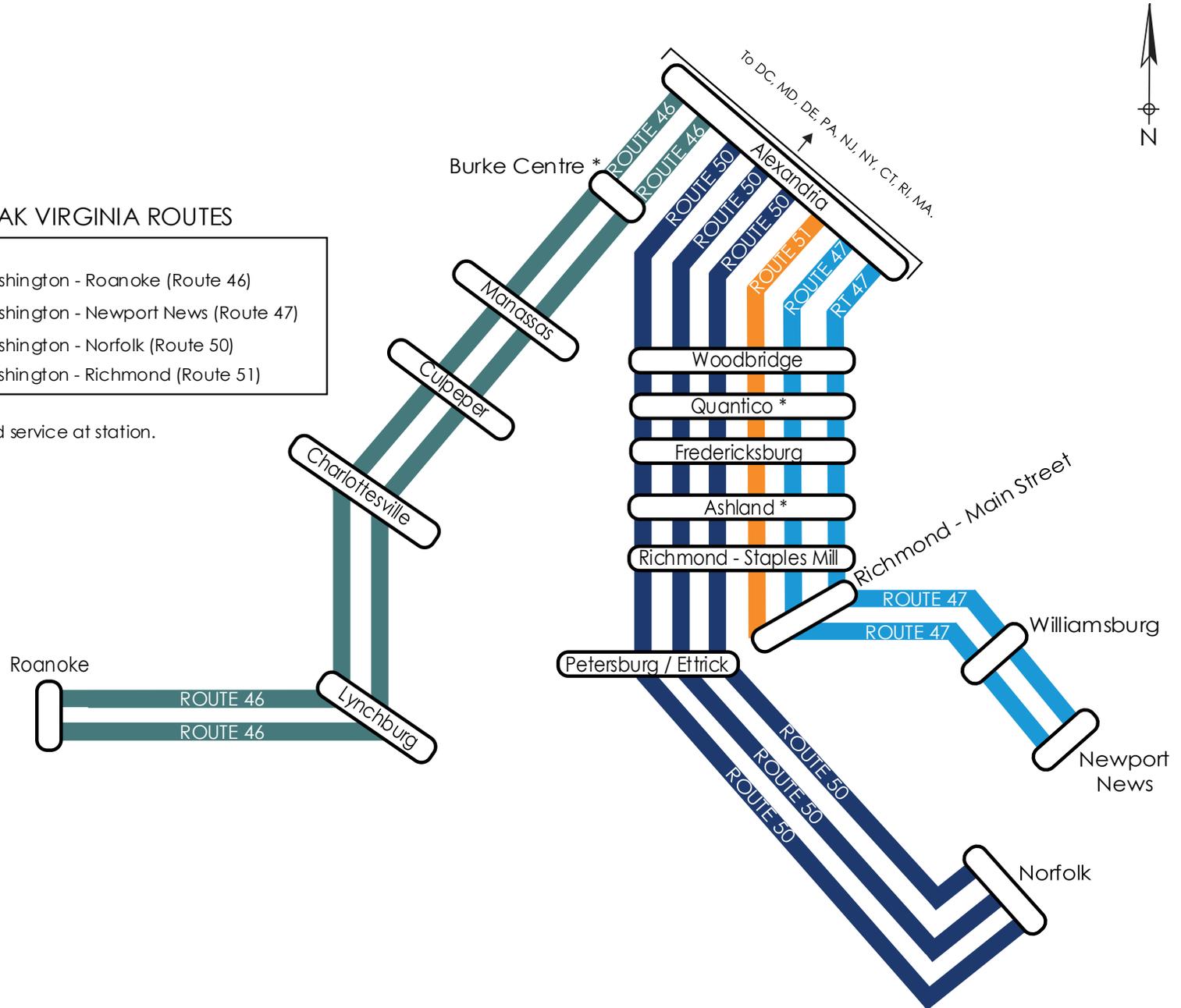
VPRA, CSX, Amtrak, and VRE will monitor and proactively implement mitigation measures as issues arise.

# Today

## AMTRAK VIRGINIA ROUTES

LEGEND	
	Washington - Roanoke (Route 46)
	Washington - Newport News (Route 47)
	Washington - Norfolk (Route 50)
	Washington - Richmond (Route 51)

**Note:**  
1. \* Limited service at station.





# Long Bridge Completed

## (One Richmond Turn)

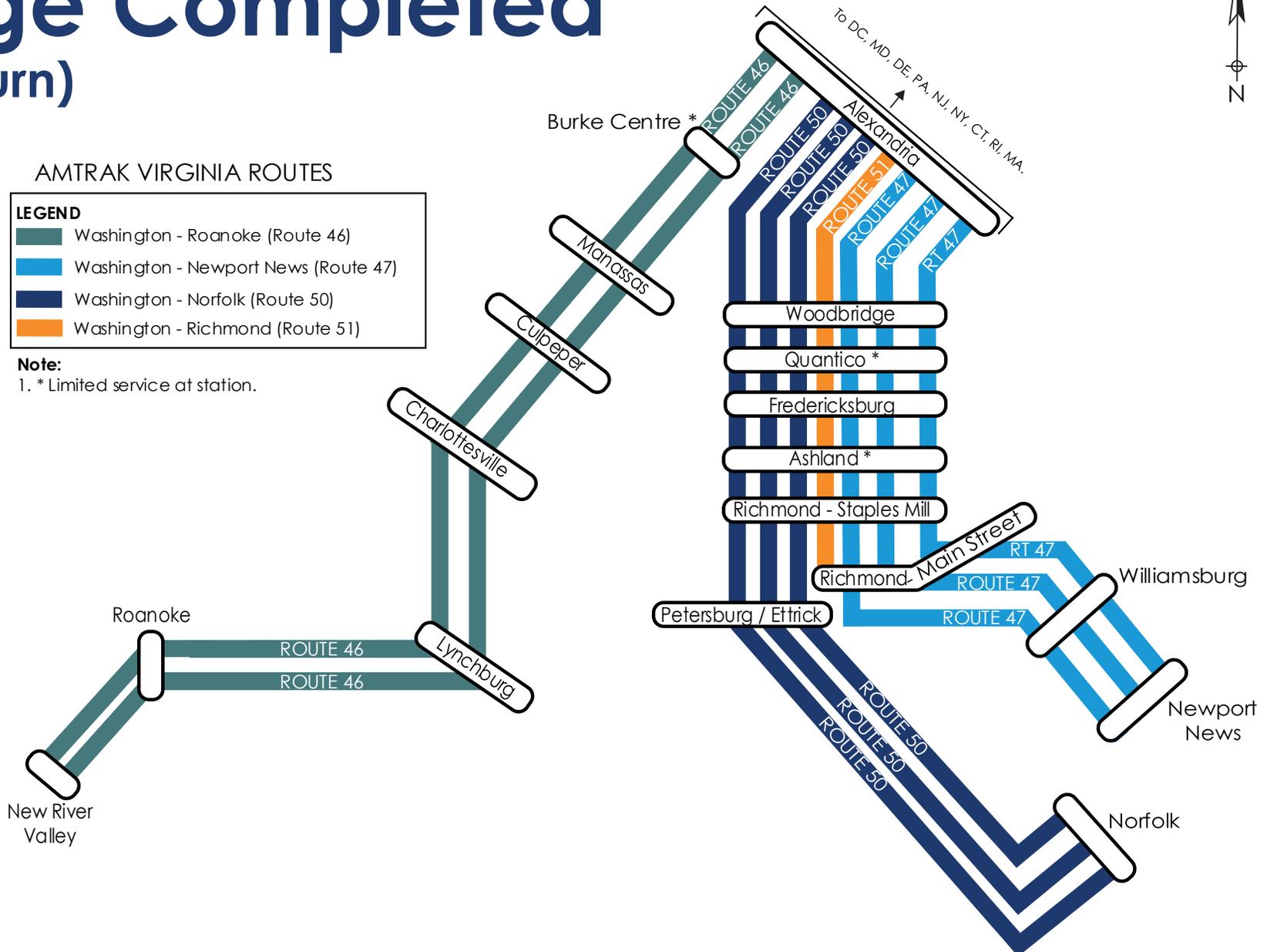


AMTRAK VIRGINIA ROUTES

**LEGEND**

- Washington - Roanoke (Route 46)
- Washington - Newport News (Route 47)
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# End of TRV Phases 1 and 2

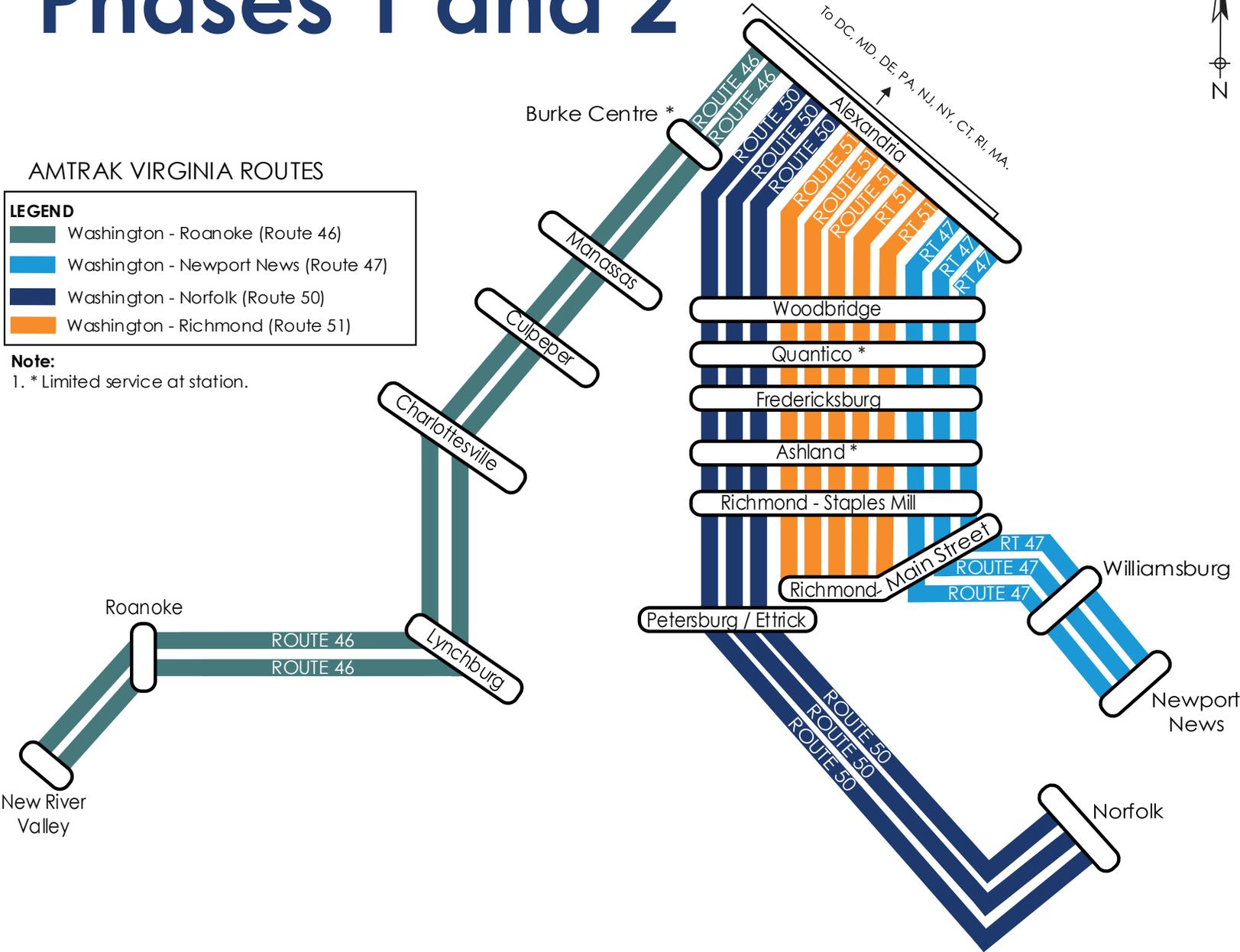


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# Communications and Outreach



Building the Future of Rail, Today - Video

A photograph of four young women of diverse backgrounds standing together and smiling. They are in front of a train. The text 'Temporary Changes. Lasting Improvements.' is overlaid in white. Below the text is a paragraph: 'Transforming Rail in Virginia will provide more options, more roundtrips, more convenience, and more service for people and goods, allowing the Commonwealth to significantly increase Amtrak Virginia and VRE service (including the first-time-ever weekend and late-night service) – all during the next decade.' At the bottom left of the image is a white button with the text 'Learn More'.

<https://vapassengerrailauthority.org/plan-my-trip/service-guide/>



# THANK YOU

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Questions?

# DRPT Update - October 2025

# Reminders

- **WebGrants Updates**

- MPOs should ensure WebGrants information is up to date concerning grant administrators, contact details, addresses, etc.

- **Claim Stewardship**

- Ensure claims are submitted at least quarterly to ensure timely spend-downs of funding.
- Grantees may only submit at the most one claim per month in WebGrants
- Grantees have 90 calendar days after the end date of the grant to submit final reimbursements

# Transit Updates

- **FY27 Grantee Application Workshop**

- DRPT will host the annual grant application workshop on November 19<sup>th</sup>. Registration details forthcoming.

- **FY27-30 S/TIP Coordination Meetings**

- DRPT has begun meeting with MPOs and Transit agencies detailing the TIP development for the 2027-2030 TIPs throughout October. Thank you to all who have responded to scheduling requests.

- **2925 CHSM Plan Update**

- DRPT is inviting all transportation providers and advocates to host pop-up engagement events in Sept. and Oct. to gather feedback on the CHSM Plan. Input will help identify gaps, set priorities, and guide funding decisions across the Commonwealth. DIY kit is available here [Coordinated Human Service Mobility Plan - DRPT](#)

# Rail Updates

- **Statewide Rail Plan Kickoff**

- Engagement for the statewide rail plan update will begin in early 2026. Reach out to DRPT with any comments, questions, or concerns leading up to and throughout the process.

- **FRA NOFO – Federal-State Partnership**

- FRA has published a Notice of Funding Opportunity (NOFO) for the Federal-State Partnership for Intercity Passenger Rail (FSP). This grant provides funding for capital projects that reduce state-of-good-repair backlogs, improve performance, or expand or establish new intercity passenger rail service. Over \$5 billion is available for award for this grant.
- Applications are due by January 7<sup>th</sup>, 2026.
- Please contact your assigned planner or Taylor Holden ([Taylor.Holden@drpt.virginia.gov](mailto:Taylor.Holden@drpt.virginia.gov)) with any questions or technical assistance applying for this funding opportunity.

# SMART SCALE Round 7: Transit Engagement Requirements

- If your SMART SCALE project is primarily focused on transit, you are required to meet with DRPT by **October 31, 2025**.
  - *Example: A new high-capacity fixed-route bus service*
- This engagement is crucial for technical support and to meet the SMART SCALE program engagement requirement.
- Projects that are roadway-based with minor transit elements are **exempt** from the DRPT engagement requirement.
  - *Example: A road widening project that includes a new bus stop.*
- Please email [Paige.Lazar@drpt.virginia.gov](mailto:Paige.Lazar@drpt.virginia.gov) to schedule an engagement meeting with DRPT before October 31.



**Upcoming SMART SCALE Round 7 Requirements**  
All transit-primary projects must engage with DRPT by October 31, 2025, to meet the program's engagement requirement.

This engagement ensures DRPT is aware of your project and can provide technical support for your application. This meeting is required for projects where transit is the primary focus, such as new fixed-route bus services. Projects that are roadway-based and include only minor transit elements, like bus stop improvements, are exempt from this engagement requirement.

To schedule your engagement meeting, contact Paige Lazar at [Paige.Lazar@drpt.virginia.gov](mailto:Paige.Lazar@drpt.virginia.gov).

**Round 7 Application Schedule**

	Open Date	Close Date
Schedule Meeting with DRPT	Now	October 31, 2025
Pre-Application Period	March 2026	March 2026
Full Application Period	June 2026	August 2026

**General SMART SCALE Reminders**

- Only capacity expansion projects are eligible; state of good repair projects are not.
- Projects can request up to 100% funding, or leverage other state, local, or federal funds.
- SMART SCALE funding is the final funding source. Projects must be fully funded and ready for implementation upon award.

**Eligible Transit Projects**

- Rolling Stock or Infrastructure for New/Expanded High-Capacity (20-m) minute headways or less or Fixed-Guideway Route
- Construct or Convert Existing General Purpose or Parking Lane to Bus-only Lane
- Construct or Expand Transit Customer Facility or Maintenance/Administrative Facility
- Construct New or Improve Existing Bus Stops
- Park and Ride Lots
- New or Expanded Vanpool or On-Demand Transit Service

**Application Requirements**

- Meeting with DRPT by October 31<sup>st</sup>
- Project Sketch
- Engineering Cost Estimate
- Ridership Data
- Planning Documentation: Project needs to be included in approved planning documentation.

For a comprehensive list of requirements, please consult the [SMART SCALE Technical Guide](#).

DRPT Connects

*Full Memo to be Emailed Separately*

# FFY2027-2030 S/TIP Development Timeline

## **VDOT and DRPT to begin new STIP development this year**

- ✓ **June 2025** – Kick-off Virtual meeting for FFY2027-2030 STIP Development
- ✓ **August 2025** - MPOs begin coordination with Human Services and Transit agencies on projects to be included in the new TIP
- **January 2026** - MPOs produce draft TIPs
- **February 2026** - MPOs begin public involvement efforts on draft TIPs
- **March 2026** - MPOs complete public involvement efforts on draft TIPs
- **April – July 2026** - MPOs approve TIPs and submit to VDOT-FPMD and DRPT
- **October 2026** - MPOs post approved TIPs on MPO websites

# S/TIP Process Updates

- MPOs should be using the new standard form for all TIP Admin. Mods. And Amendments
- An example resolution template is also available on WebGrants under *Utilities>Document Repository*
- Any questions, please reach out to your DRPT Planner

**Instructions:**  
 Make a copy of this tab for each TIP action being requested  
 The TIP Action Requirements Checklist will determine if an amendment is required based on the project's current total TIP block amount and percent change in amounts. All new TIP blocks are an amendment regardless of the amount.

**1.** Enter values from the existing TIP block in the **green** table then enter new values in the **blue** table. The TIP Action Requirements Checklist will determine if an amendment is required based on the project's current total TIP block amount and percent change in amounts.

**2. DRPT STIP funds are entered in \$1,000s** Include a detailed description of changes in the appropriate description field

**3.** Skip funding rows that are not relevant and do not add any additional funding sources  
 - Use "other Federal for Fed fund sources that are not listed"  
 - Enter STBG as RSTP  
 - Enter CAPRES/CRPSA/APP as Federal Stimulus

**4.** Submit the form to DRPT via STIP@dpt.virginia.gov and include all attachments (form and resolution)

**Actions triggering an amendment:**  
 - Adding a project is an amendment  
 - Addition or deletion of a project phase  
 - Major change to project phase start date  
 - Major change to design, concept, or scope  
 - Any change that requires air quality conformity determination  
 - Changes in cost meeting what is outlined in the TIP Action Requirements Checklist

MPO Name	
STIP ID	
Project ID	
Recipient	

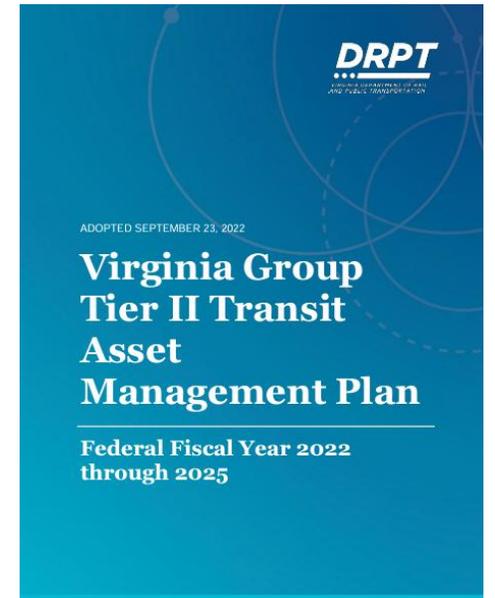
Existing TIP Block Details (Add new/updated amounts)						
	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027
FTA 5307						FTA 5307 -
FTA 5307(h)						FTA 5307(h) -
FTA 5309						FTA 5309 -
FTA 5310						FTA 5310 -
FTA 5311						FTA 5311 -
FTA 5329						FTA 5329 -
FTA 5337						FTA 5337 -
FTA 5339						FTA 5339 -
Federal Stimulus						Federal Stimulus -
FTA ADTAP						FTA ADTAP -
FTA RTAP						FTA RTAP -
Flexible STP						Flexible STP -
CMAQ						CMAQ -
RSTP						RSTP -
Other Federal						Other Federal -
State						State -
Local						Local -
Revenues						Revenues -
<b>Year Total:</b>						<b>Total Funds:</b> -

Revised TIP Block Details (Copy and paste amounts from current TIP)						
	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027
FTA 5307						FTA 5307 -
FTA 5307(h)						FTA 5307(h) -
FTA 5309						FTA 5309 -
FTA 5310						FTA 5310 -
FTA 5311						FTA 5311 -
FTA 5329						FTA 5329 -
FTA 5337						FTA 5337 -
FTA 5339						FTA 5339 -
Federal Stimulus						Federal Stimulus -
FTA ADTAP						FTA ADTAP -
FTA RTAP						FTA RTAP -
Flexible STP						Flexible STP -
CMAQ						CMAQ -
RSTP						RSTP -
Other Federal						Other Federal -
State						State -
Local						Local -
Revenues						Revenues -
<b>Year Total:</b>						<b>Total Funds:</b> -

**Project Change Request Details:**

# TAM Background

- Transit Asset Management (TAM) Plans are required under (49 C.F.R. Part 625)
- Applies to all recipients of Chapter 53 funds that either own, operate, or manage capital assets used in providing public transit
- A TAM Plan is a tool that aids transit providers in:
  - *Assessing the current condition of its capital assets*
  - *Determining what the condition and performance of its assets should be (if they are not already in a state of good repair)*
  - *Identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair*
  - *Deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means*



# FFY26 – FFY29 Group TAM Plan Update

DRPT is beginning the FFY26-FFY29 Group TAM Plan update

- TAM Plan update Kick-off webinar to be held in early December
- Details and registration link forthcoming – be on the lookout

**FFY26 – FFY29 Group TAM  
Plan adoption expected  
September 2026**

## **Next Steps:**

- **Early December:** Kick-Off Webinar
- **December – January:** Opt-in period for eligible transit agencies

## **Transit Agency Action Items:**

- Maintain accurate asset inventory in TransAM (January 15 and July 15)
- Notify DRPT of any changes with your agency's TAM Accountable Executive

# TAM Performance Targets Dashboard

- Available on DRPT's [Open Data Portal](#)
- Displays TAM Performance Targets for:
  - Vehicles
  - Equipment
  - Facilities
- Next scheduled update: October 2025

## Transit Asset Management (TAM) Performance Targets



This dashboard displays TAM performance targets as outlined in the DRPT sponsored 2022 Tier II TAM Plan. DRPT assesses targets annually and provides updates to this dashboard on an annual basis. Last updated October 2024.

About

Vehicles

Facilities

### Statewide Performance Targets

The performance targets for category and class are set based on a combination of past performance and expected condition. For Revenue Vehicles, the targets are expressed as a percentage of the total asset class inventory that have met or exceeded their Useful Life Benchmark. Asset conditions of facilities are based on the FTA's Transit Economic Requirements Model (TERM) scale. Asset condition for equipment is based on equipment age for vehicles and available industry standard scales for non-vehicle equipment.

#### Vehicles Performance Targets

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Asset Class	ULB (years)	Target
AB- Articulated Bus	14	5%
BU- Bus	14	15%
CU- Cutaway	10	10%
MV- Minivan	8	20%
BR- Over-the-Road-Bus	14	15%
VN- Van	8	20%
*AO - Automobiles	8	30%
*TX - Trucks and other rubber tire vehicles	14	30%

\* Equipment (non-revenue service vehicles)

#### Facilities Performance Targets

% of facilities with a condition rating below 3.0 on the FTA TERM scale

Asset Class	TERM	Target
Administration Facilities	< 3.0	10%
Maintenance Facilities	< 3.0	10%
Passenger Facilities	< 3.0	15%
Parking Facilities	< 3.0	10%

[Learn More about TAM Performance Measures](#)

### Tier II TAM Plan

The Virginia Department of Rail and Public Transportation (DRPT) sponsors the Tier II group Transit Asset Management (TAM) plan and developed the FY2022-2025 plan in collaboration with 33 rural and small urban transit agencies in Virginia. These agencies are located across the Commonwealth and have a combined total of 1,224 vehicles and 49 facilities.

[2022 Tier II TAM Plan](#)

The purpose of the Virginia Statewide Group Tier II TAM Plan is to aid DRPT and the participating Tier II transit agencies in achieving and maintaining a State of Good Repair (SGR) for public transportation assets operated in the Commonwealth of Virginia.

[View TAM Plan Participants](#)



# 5303 Contract Updates

- DRPT is awaiting final FTA approval for our 5303 grant application
- Once we receive the NTP we will begin issuing contracts to MPOs
- MPOs with cash flow concerns associated with the delay should reach out to us to discuss assistance options



# TMPD UPDATE - PATHWAYS FOR PLANNING (P4P)

## MPO Quarterly Meeting

| Sreehari 'Sree' KottoorMadam

10/15/2025

# Agenda

- **Pathways for Planning (P4P) Overview**
- **Platform Update - New and Upcoming Changes**
- **Announcements**
- **Questions & Comments**

# Pathways for Planning (P4P): Overview

## What is Pathways for Planning (P4P)?

- Web based planning tool with centralized login and access control.
- Designed to give us the flexibility to make changes, add features as needed and allow access to resources based on the roles and responsibilities.

## Who is the target audience?

- VDOT
- MPOs and PDCs
- Localities
- VDOT's third-party consultants
- Universities and Research Centers

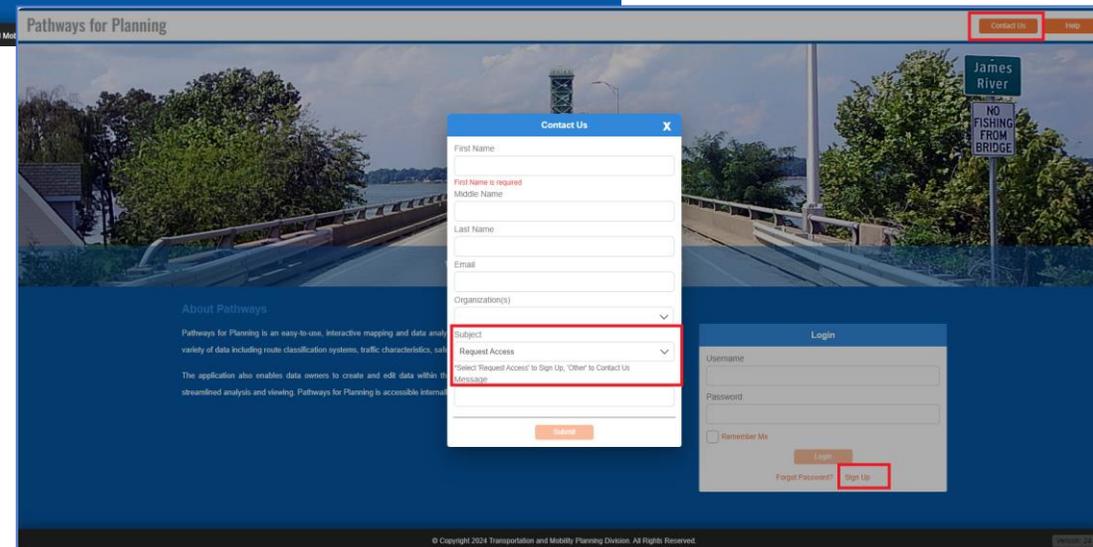
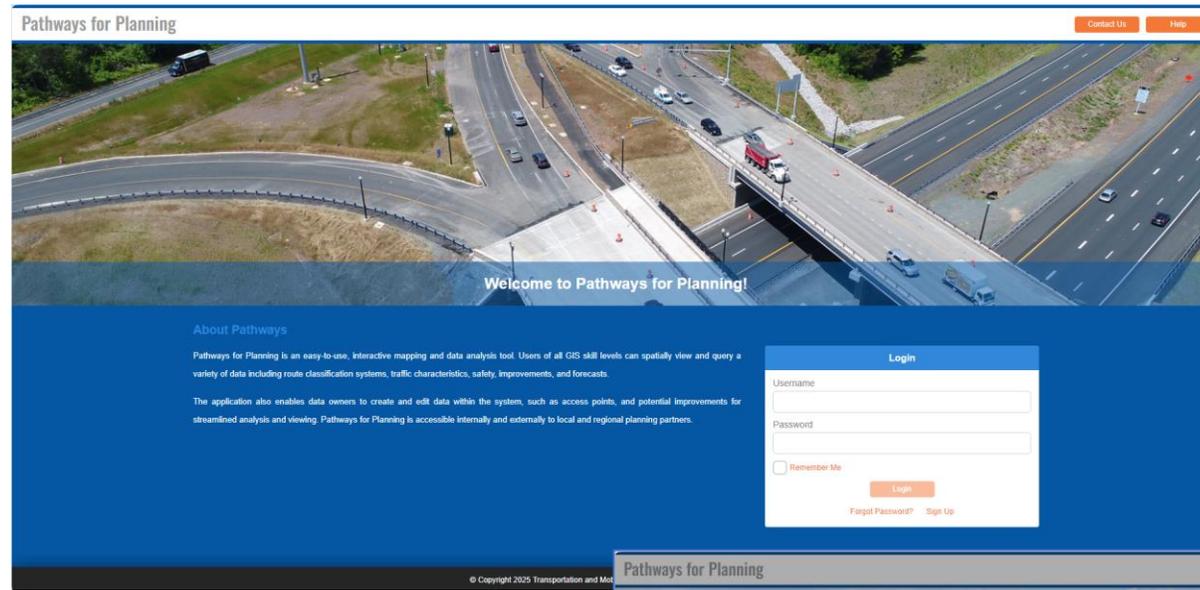
## Significance?

- P4P serves as the TMPD's Official Data Source and Tool and has replaced the legacy SPS Application (MS Access based tool) since the end of 2024.
- A unified portal that allows users to easily explore, visualize, and download planning-related data.
- Provides all short and long-range planning data requirements, including Traffic Data, Forecasts & Performance Measures, etc.

# P4P : Access & Contact Us

## Requesting Access:

- **Sign Up :**  
<https://vdotp4p.com>
- **Contact Us:** To reach out the support team in case you have any questions.



### FAQ

Do I need an account to access P4P?



Yes, you need an individual account. You can request access directly from the login page.



# P4P: Modules

## Planning Resources and Modules:



### View

Mapping,  
Visualization,  
Data Export &  
Metadata.



### Analyze

Traffic Data &  
Forecast, Inventory,  
Performance &  
Equity Analysis.



### Studies

Managing Studies &  
Recommendations.



### Contracts

Management of  
Contracts.



### Library

Document  
Management & Data  
Sharing Hub.



### Tutorial & Other

Help & reference to  
other apps and tools.

Each module serves a specific purpose, enhancing the overall functionality and utility of Pathways for Planning for all planning matters.

\*Except Studies & Contracts, all resources are available to all users by default.

# P4P : Access To Data & Planning Resources

View

## View

- Maps & Visualization
- Identify, Query & Search POI
- Metadata & Data Downloads

## Analyze

Analyze

- Traffic History & Forecast
- Performance Measures
- Roadway Inventory
- Equity Analysis

## Traffic Data & Forecast Analysis

## Performance Measures

## Roadway Inventory

Year	2022	2030	2035	2040	2050
Traffic Volume (AADT)	21,195	24,415	26,714	29,014	31,313
Demand Volume (Vd), veh/h	2,752	3,170	3,460	3,767	4,065
Capacity (C), pc/h/ft	2,400	2,400	2,400	2,400	2,400
Flow Rate (R), pc/h/ft	1,677	1,932	2,114	2,296	2,477
Volume to Capacity Ratio (V/C)	0.855	0.835	0.661	0.957	1.632
Average Speed (S), mph	67.367	63.768	66.331	56.097	
Level of Service (LOS)	C	B	F	D	F

**Next: Platform Updates - New & Upcoming**

# P4P: Updates and Recent Changes – Map Layers

## Update

- MPO Boundaries

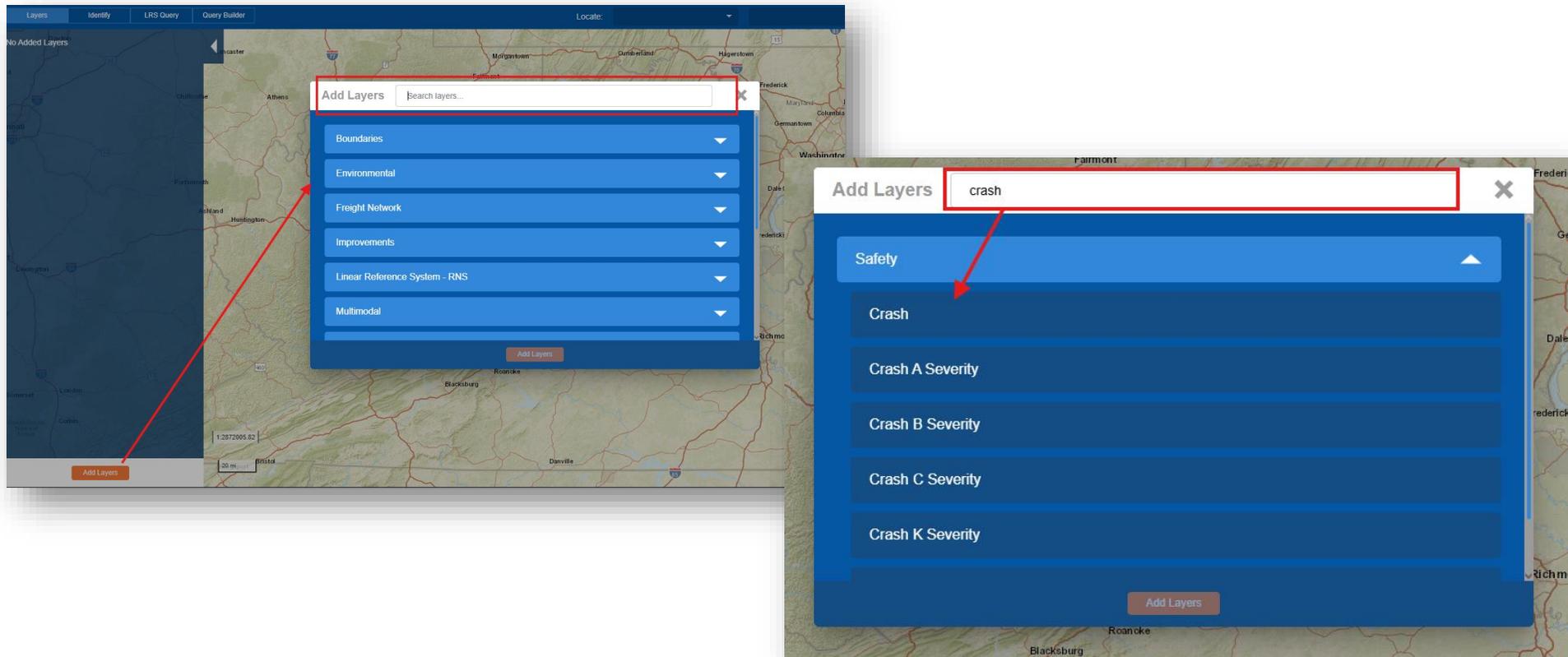
## New

- Smart Scale Projects 2026
- 2023 VTRANS Statewide Needs
- 2023 VTRANS District Needs

# P4P: Updates and Recent Changes

## Enhancements:

- View: New Search Layer functionality, a better way to find the available layers from the growing list..



# P4P: Updates and Recent Changes

## Enhancements:

- View: Existing Query Builder Improvement – Minor UI enhancements and performance improvement; GIS Export Format Update

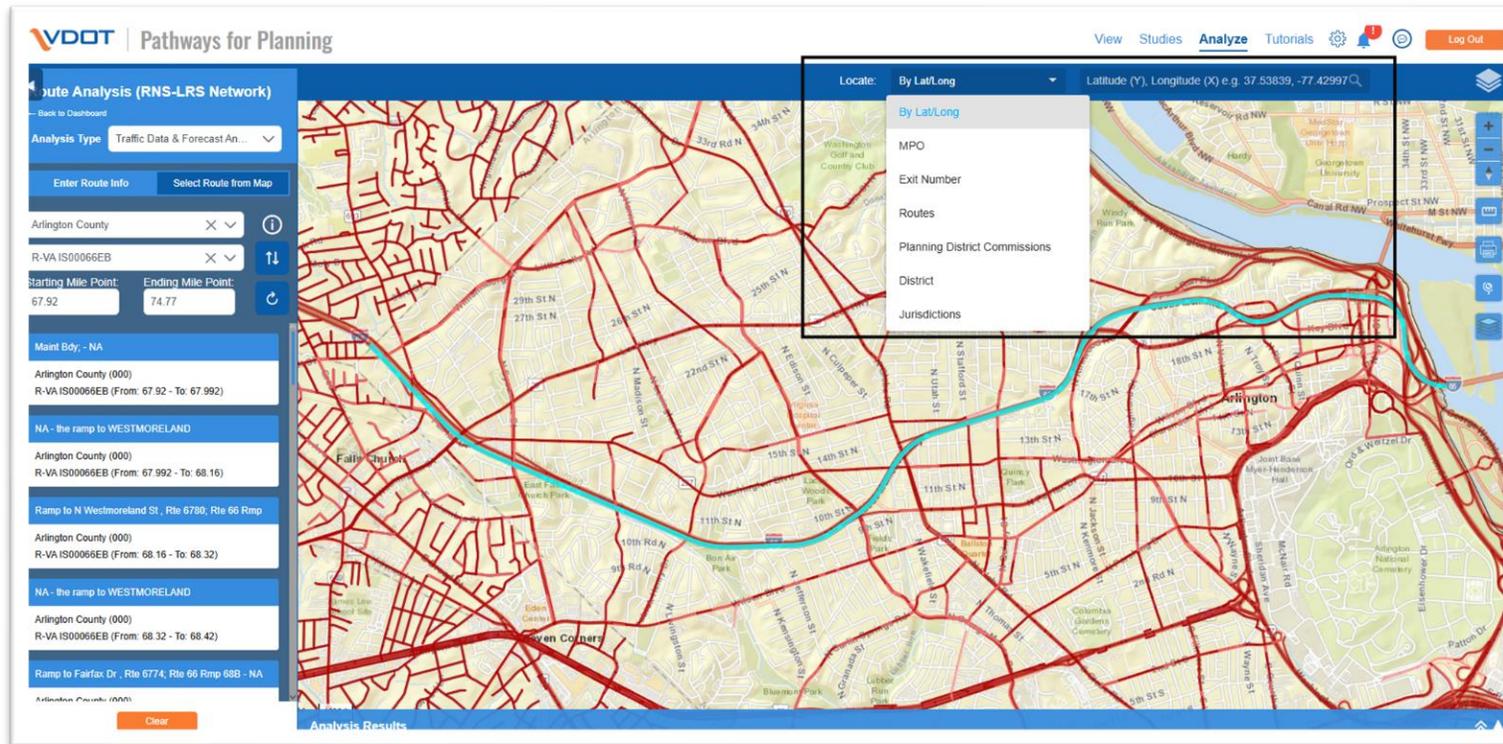
The screenshot displays the VDOT Pathways for Planning web application. The main map shows a geographic area around Danville, VA, with a green shaded region representing a selected area of interest. A 'Crash' layer is overlaid on the map, showing various crash locations marked with green dots. The sidebar on the left contains a 'Query Builder' section with a search bar and a 'Crash' layer selected. Below the map, a data table provides details for the selected crashes.

#	Route Name	Measure	Document Nbr	Local Case CD	Crash Year	Crash Date	Crash Military Time	Crash Severity	K People	A People	B People	C People	Persons Injured	Pedestrians Killed	Pedestrians Injured	Vehicle Count	Weather Condition	Light Condition	Roadway Surface Condition	Re To Ro
1	<input checked="" type="checkbox"/> R-VA US00058WBBUS014	7.58	163195180	16009245	2016	2016-11-11T05:00:00+00:00	1002	A	0	1	2	0	3	0	0	4	1	2	1	1
2	<input checked="" type="checkbox"/> R-VA SR00293SB	5.63	161885190	16005270	2016	2016-07-03T05:00:00+00:00	153	A	0	3	0	0	3	0	0	1	5	4	2	1
3	<input checked="" type="checkbox"/> R-VA071SC00729NB	3.27	161445428	DIV616057227	2016	2016-05-23T05:00:00+00:00	1640	A	0	1	0	0	1	0	0	2	1	2	1	8
4	<input checked="" type="checkbox"/> R-VA US00058EBBUS014	1.07	162855269	DIV616112609	2016	2016-10-09T05:00:00+00:00	1320	A	0	1	1	0	2	0	0	1	1	2	1	8

# P4P: Updates and Recent Changes

## Enhancements:

- Analyze: New Locator/Search option to locate features or AOI (Similar to View but tailored to work with route selections)



# P4P: Updates and Recent Changes

## Enhancements:

- Analyze: Added TMPD recommendation notes/pop-up messages - Notify users about any recommendations based on the findings on the data, accuracy or suggestions based on studies/feedback.

The screenshot displays the VDOT Pathways for Planning software interface. The main panel shows the 'Analysis Results' for route R-VA US00029NB (From: 72.24 - To: 72.35). The 'Traffic History' table is visible, showing AADT values for years 2019 to 2024. A pop-up window titled 'TMPD Recommendation' is overlaid on the table, providing a note: 'Based on the counter location and road segmentation, AADT from LinkID 130015 in TMS is more reasonable than LinkID 030269.' The interface also includes a 'Traffic History & Forecast Graph' showing AADT history and a linear trendline forecast. The sidebar on the left lists various route analysis options, including 'Ramp to Odd Fellows Rd', 'City of Lynchburg (118)', and 'Ramp to Rte 460 Rmp 207A'.

Outlier	AAAT Year	AAAT	AAAT Quality	D-Factor	Directionality	LinkID
<input type="checkbox"/>	2024	19801	G	0.5079	Combined	03
<input type="checkbox"/>	2023	19639	G	0.5079	Combined	03
<input type="checkbox"/>	2022	18513	F	0.5079	Combined	03
<input checked="" type="checkbox"/>	2021	19874	F	0.5079	Combined	03
<input checked="" type="checkbox"/>	2020	17298	F	0.5079	Combined	03
<input type="checkbox"/>	2019	20914	F	0.5079	Combined	03

Year	AAAT - Forecast	AAAT - History
2030	21298	1902
2035	22545	2013
2040	23793	2125
2045	25040	2236
2050	26288	2348

# P4P: Updates and Recent Changes

## Enhancements:

- Library module Improvement - Added new role-based actions for enhanced security (Move Files, Delete Folders, Rename Folders and user rights to perform various actions)

VDOT | Pathways for Planning

Library (Admin)

Search for Documents by Name or Description Text (in all)

Directory

- New Folder
- Salem
- Staunton
- Staunton
- Planning-General
- Bicycle and Pedestrian Plan
- Freight Plan
- Long Range Transportation Plan
- Rural Long Range Transportation Plan
- Regional Transportation Priorities Plan
- Transportation Improvement Program
- Development Area Master Plan
- Small Area Plan
- Transit Plan

Documents

Current Directory: Corridor Studies

Name	Folder	Upload By	Upload Date	Size	Actions
CVFDC_GravesMillRoadCorridorImprovementStudy_2018.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	17.17 MB	[Icons]
CVFDC_RuralSciencCorridorStudy_2012.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	6.68 MB	[Icons]
CVFDC_Route221CorridorPlanBedfordCountyLynchburg_2014.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	32.42 MB	[Icons]
NRVRC_ShawsvilleRoute11Route469CorridorStudy_2012.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	15.26 MB	[Icons]
NPVDC_Route3NorthamNeckCorridorImprovementStudy_2016.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	11.44 MB	[Icons]
TJPOC&SAWMP0_SHRP11-64CorridorPlan_2017.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	9.54 MB	[Icons]
WPPDC_DanvilleMPO_Route29AccessManagementTightqueeze_2009.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	1.91 MB	[Icons]
WPPDC_DanvilleMPO_Route29AccessManagementBlairs_2010.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	2.86 MB	[Icons]
WPPDC_DanvilleMPO_MountCrossRoadCorridorAnalysis_2018.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	10.49 MB	[Icons]
WPPDC_DanvilleMPO_MountCrossRoadImprovementStudy_2012.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	8.58 MB	[Icons]

Items per page: 10 | 1 - 10 of 32

VDOT | Pathways for Planning

Library (User)

Search for Documents by Name or Description Text (in all)

Directory

- Salem
- Staunton
- Staunton
- Planning-General
- Bicycle and Pedestrian Plan
- Freight Plan
- Long Range Transportation Plan
- Rural Long Range Transportation Plan
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CVFDC_Route221CorridorPlanBedfordCountyLynchburg_2014.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	32.42 MB	[Move, Copy]
NRVRC_ShawsvilleRoute11Route469CorridorStudy_2012.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	15.26 MB	[Move, Copy]
NPVDC_Route3NorthamNeckCorridorImprovementStudy_2016.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	11.44 MB	[Move, Copy]
TJPOC&SAWMP0_SHRP11-64CorridorPlan_2017.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	9.54 MB	[Move, Copy]
WPPDC_DanvilleMPO_Route29AccessManagementTightqueeze_2009.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	1.91 MB	[Move, Copy]
WPPDC_DanvilleMPO_Route29AccessManagementBlairs_2010.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	2.86 MB	[Move, Copy]
WPPDC_DanvilleMPO_MountCrossRoadCorridorAnalysis_2018.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	10.49 MB	[Move, Copy]
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Items per page: 10 | 1 - 10 of 32

# P4P: Upcoming Changes – Map Layers

## Update

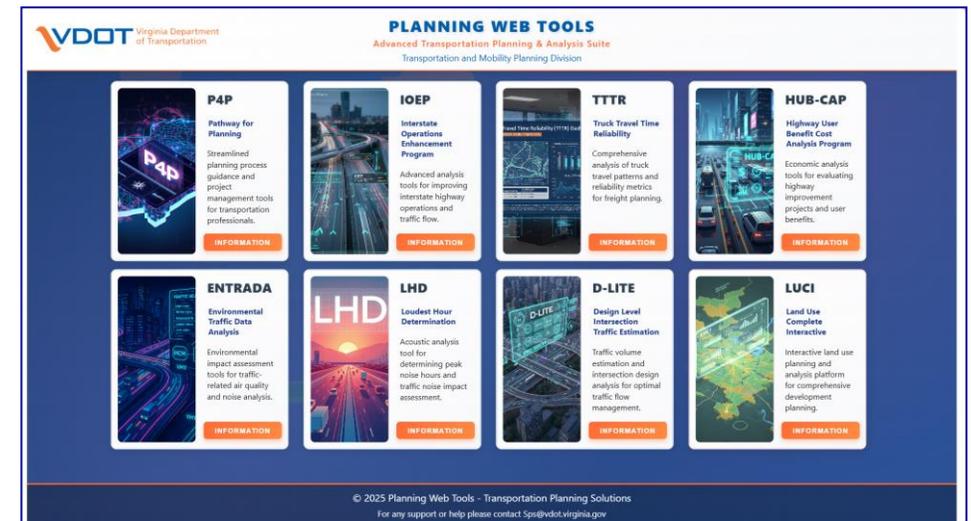
- Pavement Condition
- Bike Infrastructure
- Crash
- Traffic Volume layers (AADT, Forecast and History)
- Performance Measures (V/C Ratio & Level of Service (LOS))

## New

- **Average Vehicle Occupancy (AVO) Data**
  - American Community Survey (1)
    - County and City level
    - 5 years average
  - Police Reported Crash Document (12)
    - District, County and City, Census Block, and Corridor levels
    - 2020, 2021, 2022, 2023, and 2024
    - Weekday, Weekend, and 7-Days
- **StreetLight AADT**
  - Year: 2024
  - Included Local streets
- **Hourly Vehicle Volume Profile**
  - Year: 2024
- **Population**
  - County, City, and Town

# P4P: Upcoming Changes and Enhancements

- **New Query functionality update** in progress
  - Updated UI
  - Query Speed Optimization
  - GIS Format Export
  - Multi Filtering Enhancement
- **Reporting Tool:** Exploring an enhanced approach to capture user inputs (e.g., Growth Rate, Functional Classification etc.) and integrate them with the P4P interface and analysis results.
- **Landing Page:** Easy access to all our planning web tools through a centralized site.



# P4P: Announcements

## P4P Office Hours -

- A new initiative to support our users - Informal/open meeting times for discussion, questions, quick demo or feedback.
- The P4P team will be available for one hour from 10:30 AM to 11:30 AM on the second Thursday of every month.

## Next: November 13<sup>th</sup>, Thursday @10:30 AM

- We plan to replace Office Hours with **quarterly full P4P training sessions**. The agenda will be shared early next month with our users.

## Join the Teams Meeting

Meeting ID: 222 395 511 021 8

Passcode: Ru68ej2g

Join the P4P Office Hours



MS Teams Meeting

# P4P: Questions & Comments?

## Teams

### Contacts

Jungwook 'JJ' Jun, [jungwook.jun@vdot.virginia.gov](mailto:jungwook.jun@vdot.virginia.gov)

Sreehari 'Sree' Kottoor Madam, [sreehari.kottoormadam@vdot.virginia.gov](mailto:sreehari.kottoormadam@vdot.virginia.gov)

Qingyu 'Bill' Ma, [qingyu.ma@vdot.virginia.gov](mailto:qingyu.ma@vdot.virginia.gov)

Ian Turner, [ian.turner@vdot.virginia.gov](mailto:ian.turner@vdot.virginia.gov)

**Shared Mailbox:** [P4P@vdot.virginia.gov](mailto:P4P@vdot.virginia.gov)

Learn More about the Team:



Planning Data Solutions



# **MPO SAFETY PERFORMANCE MEASURES**

## 2026 Targets

**| VDOT Traffic Operations Division**

**October 2025**

# MPO Safety Performance Targets

All MPOs must set a target for each of the 5 Safety Performance Measures

MPOs may adopt and support the State's HSIP target, develop their own, or use a combination

MPO targets are not annually assessed for significant progress toward meeting targets

MPO targets are reported directly to VDOT by February 28, 2026

Source of facts and additional information can be found at [https://safety.fhwa.dot.gov/hsip/spm/docs/mpo\\_factsheet.pdf](https://safety.fhwa.dot.gov/hsip/spm/docs/mpo_factsheet.pdf)

# What MPO Safety Performance Targets are Submitted?

Fatalities

Fatality Rate

Serious Injuries

Serious Injury  
Rate

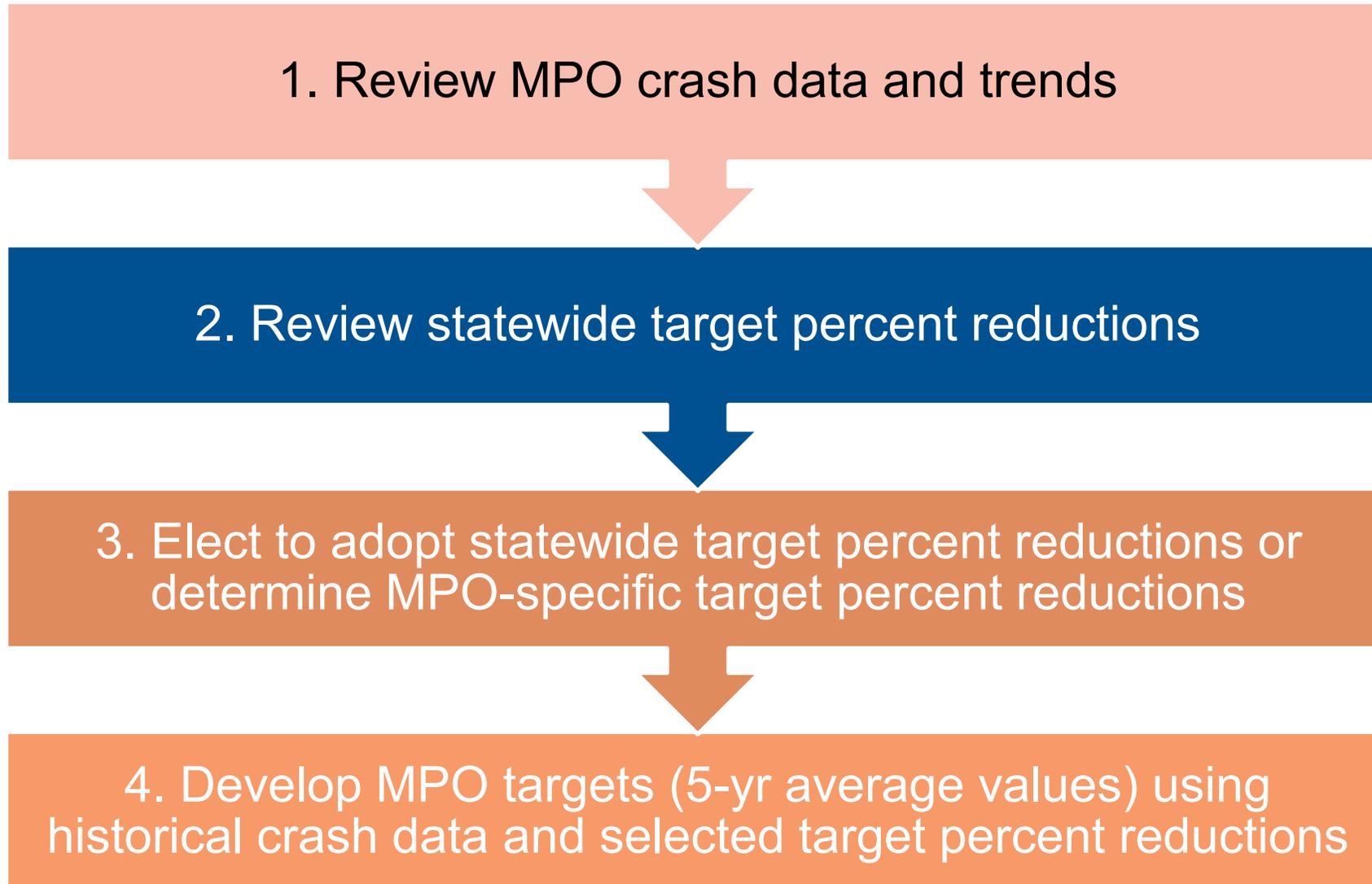
Non-Motorized  
Fatalities and  
Serious Injuries

# Statewide Safety Performance Targets

Target percentages calculated by comparing the five-year average statewide targets to the most recent five-year period of available data

Description	VMT (Millions)	F People	SI People	F & SI Ped/Bike People
2020-2024: Actual	82,796	932.4	7,210.0	717.4
2022-2026: Target	86,950	908.0	7,021.6	703.6
2-Year Difference	+4,155	-24.4	-188.4	-13.8
Target % Change Per Year	+2.51%	-1.31%	-1.31%	-0.96%

# MPO Target Setting: Four-Step Process



# MPO Target Setting Resources

## MPO Target Setting Excel Workbook\*

- To complete four-step process

## MPO Safety Target Letter

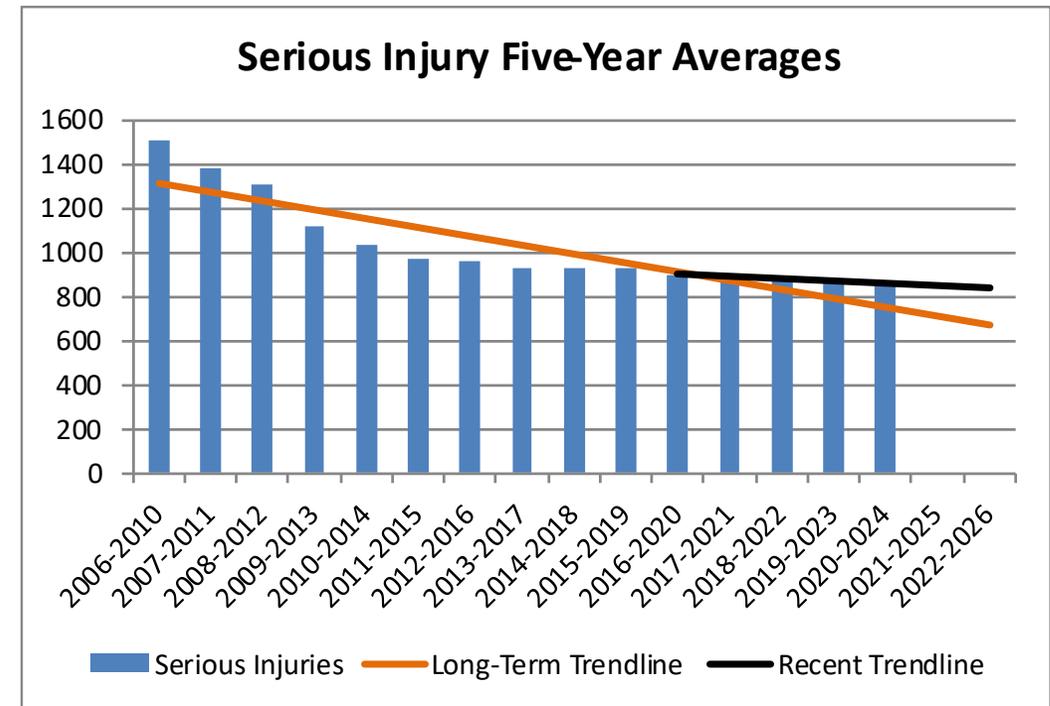
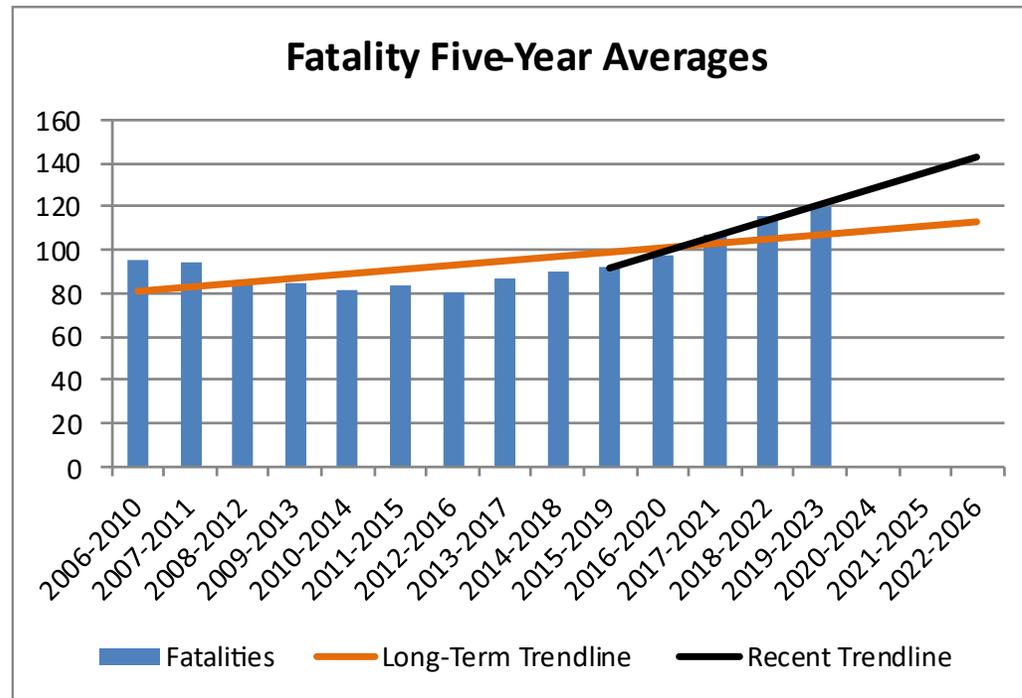
- To submit MPO targets to VDOT

\*Examples shown in following slides

# 1. Review MPO Crash Data and Trends

## Review trends in historical crash data

Historical crash data provided in tabular and graphical format



Two trendlines illustrate how long-term trend differs from more recent trend

## 2. Review Statewide Target Percent Reductions

### Review statewide goals for percent changes in fatalities, serious injuries, and VMT

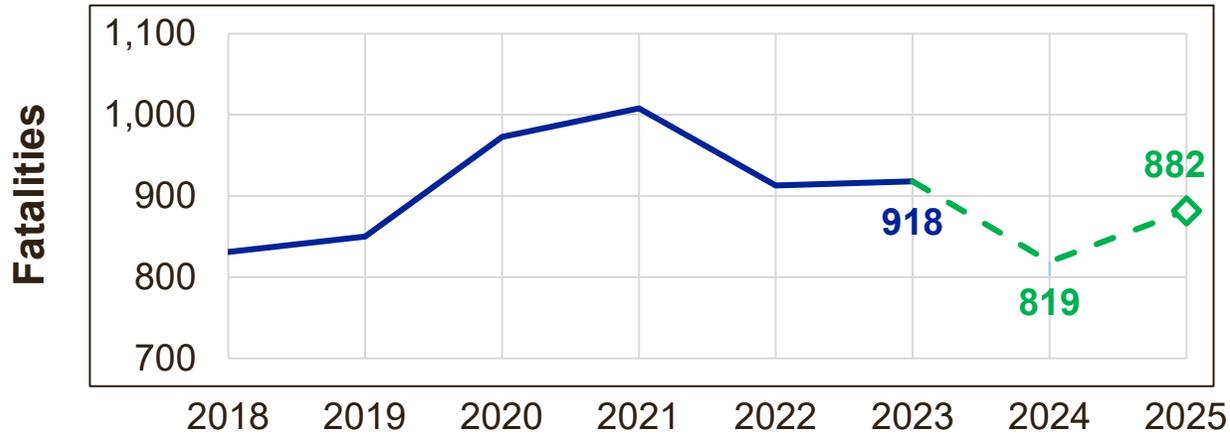
Goal Percent Changes	Description	Statewide Goal Percent Change
<b>Instructions:</b> Enter a goal percent change in the yellow cells. The goals will be used to develop the 2026 MPO safety targets in coordination with historical data in the table below. The statewide goal percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	Fatalities	-1.31%
	Serious Injuries	-1.31%
	VMT	2.51%

Negative value indicates a reduction in five-year averages between 2020-2024 and 2022-2026

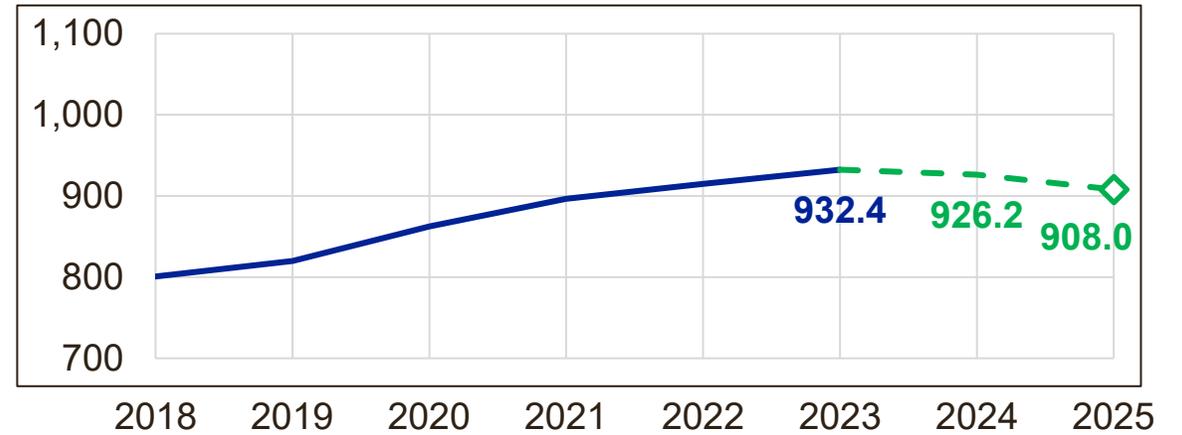
Statewide percent changes listed as reference

# 2. Review Statewide Target Percent Reductions (2)

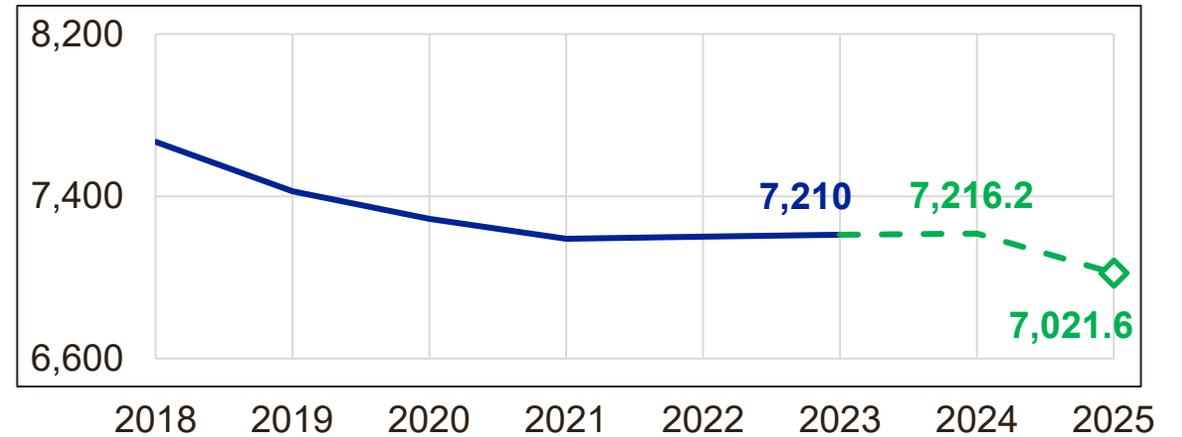
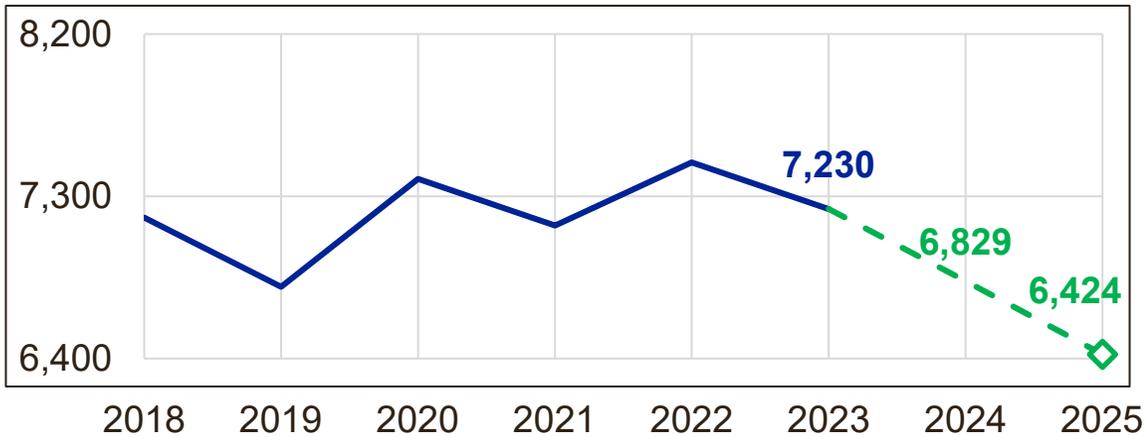
### Annual



### Five-Year Averages



### Serious Injuries



# 3. Set MPO Target Percent Reductions

## Review statewide goals for percent changes in fatalities, serious injuries, and VMT

Determine if MPO wants to adopt statewide goals or set own

Goal Percent Changes	Description	Statewide Goal Percent Change	MPO Goal Percent Change
<b>Instructions:</b> Enter a goal percent change in the yellow cells. The goals will be used to develop the 2026 MPO safety targets in coordination with historical data in the table below. The statewide goal percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	Fatalities	-1.31%	
	Serious Injuries	-1.31%	
	VMT	2.51%	

Enter MPO goals in yellow input cells if electing not to use the statewide goals

# 4. Develop MPO Targets

Projected Five-Year Average Based on Goal Percent Changes and Projected VMT Change	Description	2024	2025	2026
<b>Instructions:</b> This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. If no values are entered in the MPO goal percent changes cells, the five-year averages will be calculated using the statewide goal percent changes. Graphs for this data are shown in the <i>Graphs_Fatal_SI</i> tab.	<b>VMT (100 Million)*</b>	104.86	107.49	110.19
	<b>Fatalities</b>	118	117	116
	<b>Fatality Rate</b>	1.130	1.088	1.048
	<b>Serious Injuries*</b>	855	844	833
	<b>Serious Injury Rate*</b>	8.178	7.852	7.559

\*Historical data provided for 2024. Projections reported for 2025-2026

2026 MPO Targets	Description	2026
<b>Instructions:</b> If using the statewide goal percentages or selecting a different goal percentage, this table references the 2026 values calculated in the above table and can be copied into the 2026 MPO safety target submission letter. If a different methodology is used that does not use goal percent changes (e.g., setting a zero goal, reducing by 2 per year), override the formulas in this table with the established goals and copy into the 2026 MPO safety target submission letter.	<b>Fatalities*</b>	116
	<b>Fatality Rate*</b>	1.048
	<b>Serious Injuries*</b>	833
	<b>Serious Injury Rate*</b>	7.559

2026 values calculated based on historical data and selected goals

Copy final five-year target values into the safety target submission letter

# Submit MPO Safety Target Letter

## Sign and submit it to VDOT – State Traffic Operations Engineer by February 28, 2026

### Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the table below. Please check a box to indicate if your MPO plans to adopt the statewide annual percent targets or to establish your own. If the MPO elects to use a different methodology, provide the percent changes in the table and describe the methodology in the section below.

- The MPO plans to adopt the statewide annual goal percent changes
- The MPO chooses to set safety targets using a different methodology

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	-1.31%	
Serious Injuries	-1.31%	
Non-Motorized Fatalities and Serious Injuries	-0.96%	
Vehicle Miles Traveled (VMT)	+2.51%	

\*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2024 to 2026

### Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

Adopt statewide goal percent change or establish MPO goal

Describe methodology if statewide percent changes are not adopted

### 2026 Safety Performance Targets

Please enter the five-year average target values in the table below. If the MPO adopts the statewide goal percentages, copy the values from the “2026 MPO Targets” table in the Excel target setting workbook. If the MPO elects to use a different methodology, update the goal percent changes in the Excel target setting workbook and copy the values from the “2026” MPO Targets” table.

Target Description	Target Value from Target Setting Workbook
Fatalities	XX
Fatality Rate	X.XXX
Serious Injuries	YYY
Serious Injury Rate	Y.YYY
Non-Motorized Fatalities and Serious Injuries	ZZ

Copy final target values from Excel

# Resources on SharePoint

## Resources to Download



MPO\_2026\_Target\_  
Setting\_Workbook\_MPO Name



MPO\_2026\_  
Safety\_Target\_Submission\_Letter

<https://covgov.sharepoint.com/sites/TM-VDOT-TMPD-PlanningConnection-External/SitePages/Home.aspx>

## Folder Path

Planning Connection  
(see link)

Map-21 Performance  
Measures

Resources

Safety

2026\_Targets

# Submittals on SharePoint

## Resources to Submit



MPO\_2026\_Target\_  
Setting\_Workbook\_MPO Name



MPO\_2026\_  
Safety\_Target\_Submission\_  
Letter\_MPO Name

<https://covgov.sharepoint.com/sites/TM-VDOT-TMPD-PlanningConnection-External/SitePages/Home.aspx>

## Folder Path

Planning Connection  
(see link)

Map-21 Performance  
Measures

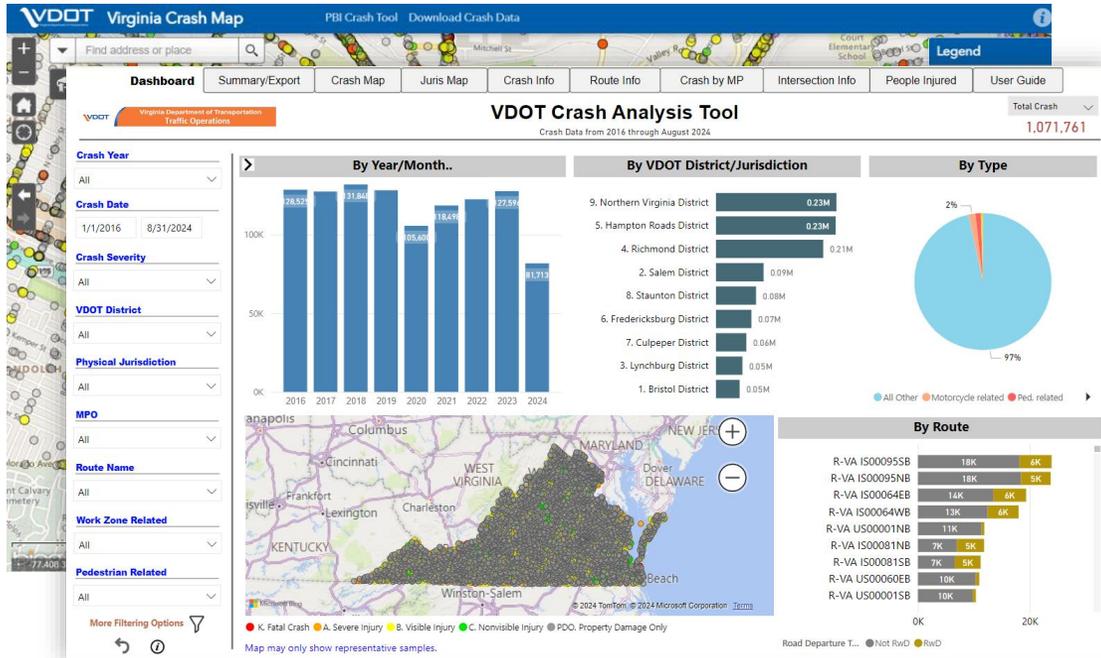
MPO Submittals

MPO Name

2026\_Targets

# Crash Data Analysis Resources

## VDOT Crash Analysis Tool & Map



[bit.ly/VDOTCrashTool\\_Public](https://bit.ly/VDOTCrashTool_Public)

[bit.ly/VirginiaTrafficCrashMap](https://bit.ly/VirginiaTrafficCrashMap)

## Crash Summary Book

**Crash Summary Book**  
(2015 - 2023)  
Virginia Department Of Transportation  
Traffic Operations

Crash rates in the Crash Summary Book are defined two ways:

**Crash rates:** the number of crashes per 100M vehicle miles traveled (VMT)

$$\text{Crash rate (crashes per 100M VMT)} = \frac{\text{crashes} \times 100,000,000}{365 \times \text{DVMT} \times \# \text{ years}}$$

**Person rates:** the number of people killed or injured per 100M VMT

$$\text{Person rate (persons per 100M VMT)} = \frac{\text{persons} \times 100,000,000}{365 \times \text{DVMT} \times \# \text{ years}}$$

How to use the Crash Summary Book:

- Click on the buttons on the top to navigate to the tabs included in this dashboard
- Use filters on the left pane to specify year, district, system, etc.
- Click the plus sign (+) next to a category when applicable to expand to view data per year
- Crash rates by Ownership and by MPO don't include older years
- Use the [Crash Summary Book App](#) (download tables using VDOT account or providing your email)
- 2023 is the new benchmark due to VMT increase, road inventory and attribute changes

Related Links:

- [VDOT Crash Analysis Tool](#)
- [VDOT Crash GIS Map](#)

Crash Severity KABCO Scale Definitions:

- K - Fatality
- A - Serious Injury
- B - Minor Injury
- C - Possible Injury
- O - Property Damage Only

Disclaimer: This database is what VDOT uses for safety analyses; it is not the Virginia official version which is owned and maintained by the Department of Motor Vehicles. Also, in providing this for you for use by all those who access Crash Summary Book, we assume no responsibility for the accuracy and completeness of this data. In the process of recording and compiling this database, some deletions and/or omissions of data does occur and VDOT is not responsible for any such occurrences.

[bit.ly/VDOTCrashSummaryBook](https://bit.ly/VDOTCrashSummaryBook)

# Contact Information

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Virginia Department of Transportation



COMMONWEALTH of VIRGINIA  
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# VTrans Freight Element VTrans Long-term Risk & Opportunity Register, and Strategic Actions

Jitender Ramchandani  
Office of Intermodal Planning and Investment (OIPi)

October 15, 2025



### ➤ **This presentation includes:**

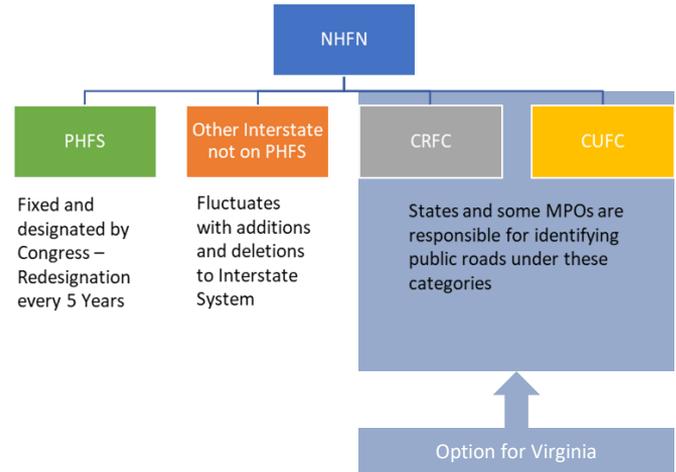
- VTrans Freight Element Update
- Recommended updates to the VTrans Long-term Risk & Opportunity Register
- Status of 2021 VTrans Strategic Actions and recommended updates for 2025

# VTRANS FREIGHT ELEMENT

- ▶ **The BIL requires that states update their freight plans on a 4-year update cycle, rather than the previously required 5-year cycle.**
  - ▶ The BIL authorizes funding through fiscal year 2026, meaning the programs and activities it funds are authorized until September 30, 2026.
  - ▶ Virginia's state freight plan is dated July 2022; thus, a new one would need to be submitted by June 2026 before the current transportation bill expires.
- ▶ **AASHTO has requested that FHWA revert to a 5-year update cycle.**
  - ▶ Changes in the update cycle may be included in a new transportation bill.
  - ▶ In years past, Congress has frequently extended the existing transportation bill if it was unable to pass a new transportation bill.
  - ▶ Assuming a 5-year cycle is authorized on time, Congress could make it apply retroactively to states whose freight plans were due before the law was passed, although this would require legislators to consider these details.

- ▶ **The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Network (NHFN). The NHFN includes the following subsystems of roadways:**
  - ▶ Primary Highway Freight System (PHFS)
  - ▶ Other Interstate portions not on the PHFS (non-PHFS)
  - ▶ Critical Rural Freight Corridors (CRFCs)
    - ▶ Designation responsibility is with the State, in consultation with MPOs and other entities
  - ▶ Critical Urban Freight Corridors (CUFCs)
    - ▶ Designation responsibility is with MPOs of an urbanized area with a population of 500,000 or more individuals, in consultation with the State
    - ▶ Designation responsibility is within the State, in consultation with the representative MPOs

- ▶ **CUFC and CRFC are voluntary designations**
- ▶ **In Virginia, NHFP funds are allocated to projects selected via SMART SCALE and other established processes; therefore, CUFC and CRFC designations do not impact allocation of dollars**
- ▶ **Therefore, the purpose of CUFC and CRFC designations is to gain more programming flexibility for dollars that are allocated through SMART SCALE and other established processes.**



## VTRANS FREIGHT ELEMENT: CUFC AND CRFC DESIGNATIONS

- ▶ **Virginia designated Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs) in 2022 as part of its submission.**
- ▶ **For CUFCs, OIPI collaborated with three regions (Richmond, Hampton Roads, and Northern Virginia) on the designation to ensure a continuous and logical network.**
- ▶ **For CRFCs, OIPI identified a network to ensure continuity.**
- ▶ **BIL increased the maximum mileage for CRFC to 300 and for CUFC to 150 for Virginia.**
- ▶ **Under the BIL, significant mileage for CRFC and CUFC remains available for allocation.**
  - ▶ 146.03 CRFC miles remain to be allocated
  - ▶ 97.94 CUFC miles remain to be allocated

# VTRANS FREIGHT ELEMENT: VIRGINIA'S NHFN

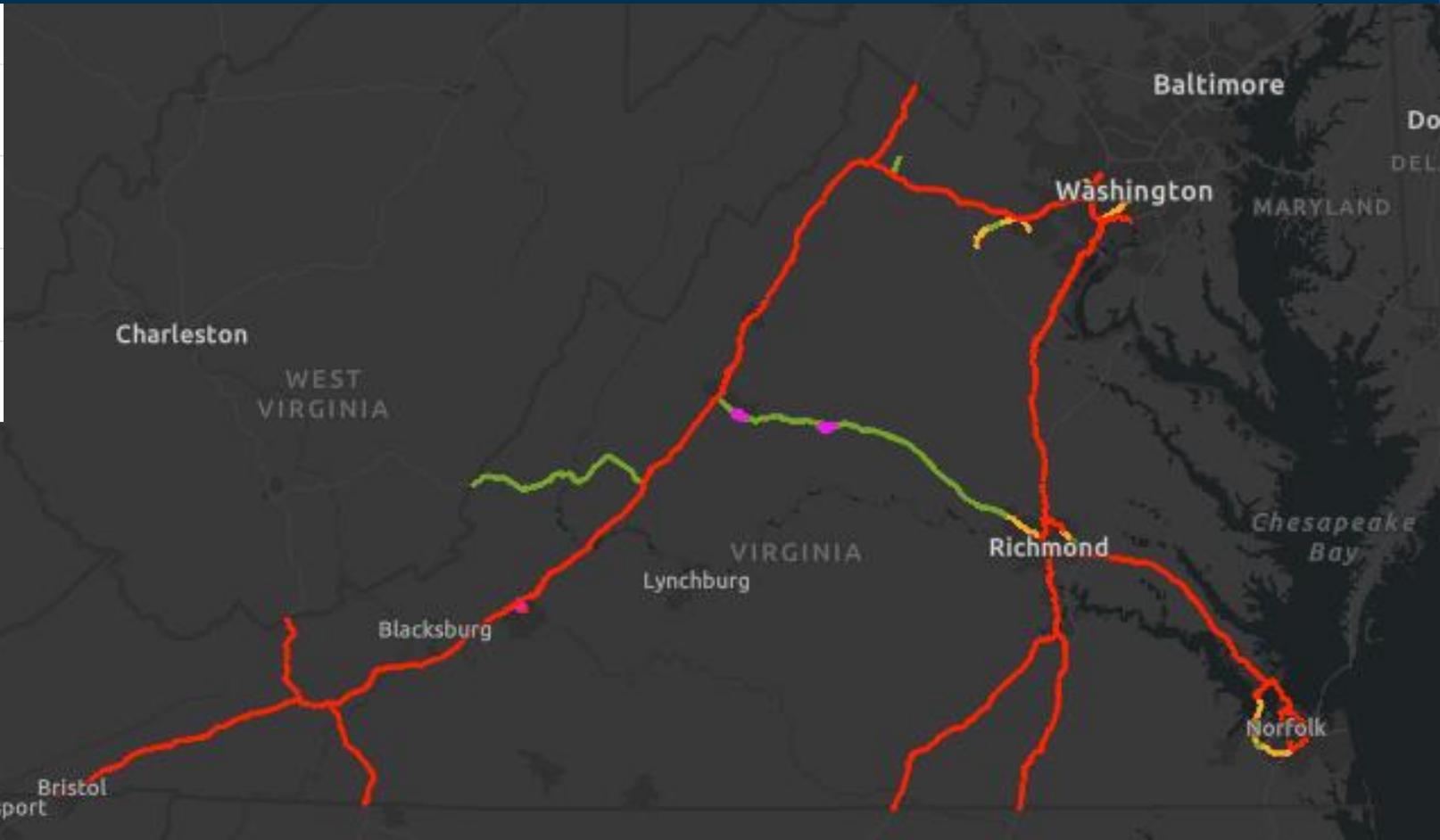
Legend

Primary Highway Freight System  


State Designated CUFC  


State Designated CRFC  


MPO Designated CUFC  

## VTRANS FREIGHT ELEMENT: STATUS AND FUTURE UPDATES

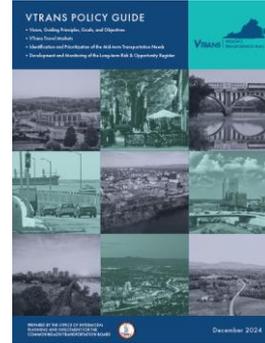
- ▶ **OIPI has initiated work on the Freight Element, including the designation of CUFC and CRFC.**
- ▶ **OIPI is coordinating with Richmond, Tri-Cities, Hampton Roads, Fredericksburg MPOs, and the Transportation Planning Board (TPB).**
- ▶ **OIPI expects to present the initial results of the data analysis at the January MPO Quarterly Meeting.**

# **POLICY FOR DEVELOPMENT AND MONITORING OF VTRANS RISK & OPPORTUNITY REGISTER**

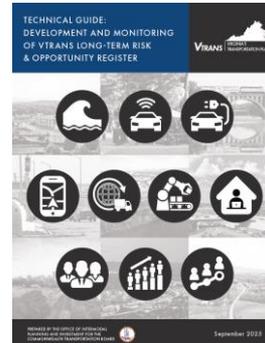
- ▶ **Virginia Code § 33.2-353 and 23 CFR § 450.216 require the State's Transportation Plan, VTrans, to cover a 20-year planning horizon.**
  - ▶ This VTrans plan must be submitted to the GA and the Governor every four years.
  - ▶ The last submission was in December 2021.
  
- ▶ **Commonwealth Transportation Board (CTB) is meeting the Code requirements by maintaining and monitoring a Long-term Risk and Opportunity Register, which has a 20-year planning horizon.**
  - ▶ This evaluates the impacts of relevant global macroeconomic factors that are projected to have a measurable effect on Virginia's transportation system.
  
- ▶ **CTB has also adopted Strategic Actions to address the impacts of the identified risks and opportunities.**

# IDENTIFIED TRENDS

- ▶ **The current CTB VTrans policy includes four megatrends and ten macrotrends that are likely to impact Virginia’s transportation system in the coming decades.**
  - ▶ The trends were identified based on available research and literature review.
  - ▶ The focus is on trends that are “Known Unknowns”
    - ▶ Trends that are known and expected to have a measurable impact on Virginia’s transportation system
    - ▶ Trends that have an unknown or uncertain level of impact
  - ▶ Three scenarios were developed to capture uncertainty around the impacts of the identified trends.
  - ▶ Each scenario identifies **cumulative impacts** over and above the business-as-usual scenario.
- ▶ **Staff recommendation:**
  - ▶ OIPI does not recommend any changes to the identified megatrends.



VTrans Policy Guide



Technical Guide:  
Development And  
Monitoring Of VTrans  
Long-term Risk &  
Opportunity Register

# IDENTIFIED TRENDS (cont.)

MEGATREND

CLIMATE

TECHNOLOGICAL  
ADVANCEMENTS

CHANGE IN  
CONSUMPTION  
PATTERNS

SOCIO-DEMOGRAPHIC /  
EMPLOYMENT  
CHANGES

MACROTREND



## Increase in Flooding Risk

- Sea-level Rise
- Storm Surge
- Inland/Riverine Flooding



## Adoption of Highly Autonomous Vehicles



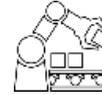
## Adoption of Electric Vehicles



## Growth in Shared Mobility (e.g. Uber, Lyft, e-Scooters, e-bikes, etc.)



## Growth in E-commerce



## Greater Automation of Production and Services



## Growth of the Professional Service Industry



## Increase in Workplace Flexibility



## Growth of the 65+ Cohort



## Population and Employment Shift

# ESTIMATED ANNUAL IMPACTS OF THE IDENTIFIED TRENDS IN 2050

Metrics related to the 2025 VTrans Vision, Goals, Objectives, and Guiding Principles	Annual Impacts by Scenarios in 2050: Impact of VTrans Macrotrends (Over and above impacts due to economic growth)			Desirability	
	2025 Low Estimate / (2021 Low Estimate)	2025 Medium Estimate / (2021 Medium Estimate)	2025 High Estimate / (2021 High Estimate)		
<b>Vehicle Miles Traveled (VMT) Index</b> (Estimated change in VMT)	+1% / (4%)	+3% / (8%)	+9% / (17%)		
<b>Shared Mobility Index</b> (Estimated switchable urban single-occupancy auto VMT to micromobility + ridesourcing)	+1% / (9%)	+5% / (18%)	+7% / (27%)		
<b>Safety Index</b> (Estimated change in number of crashes involving fatalities + serious injuries)	-42% / (-26%)	-46% / (-38%)	-55% / (-67%)		
<b>Tailpipe Emissions Index</b> (Estimated change in tailpipe emissions)	-14% / (-3%)	-33% / (-17%)	-58% / (-69%)		
<b>Flooding Risk</b> (Estimated number of at-risk directional roadway miles; rounded to the nearest hundred)	Sea Level Rise	1,100 / (900)	1,300 / (1,100)		
	Storm Surge	8,600 / (7,7000)	13,900 / (13,100)		17,800 / (17,100)
	Inland/Riverine Flooding	14,000 / (17,5000)	14,800 / (17,900)		18,000 / (18,200)

# RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER

- **The Board’s preferences regarding the trends and their impacts are captured in the Long-term Risk and Opportunity Register.**
  - Staff is recommending the removal of the following four of the 19 risks (⚠️) and opportunities (☀️) documented in 2021.

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		<ol style="list-style-type: none"> <li>1. A large number of the state’s roadways are at risk of flooding.</li> <li>2. Several unknown and unquantified flooding risks are present.</li> <li>3. Impacts of increased flooding risk are disproportionately higher for certain geographic areas and populations.</li> </ol>
		<ol style="list-style-type: none"> <li>4. Proactively eliminate or mitigate identified flooding risks.</li> <li>5. Increase the state’s preparedness to address other macrotrends associated with the climate change megatrend.</li> </ol>

# RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER *(cont.)*

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		<p>6. Greater wear-and-tear of the transportation system due to increased vehicle miles traveled (VMT) and an increase in average vehicle weight. (Electric vehicles are no longer estimated to be a meaningful contributing macrotrend for greater wear and tear of the transportation system.)</p>
		<p><del>7. Improve the state's ability to manage a transportation system with a high number of highly autonomous vehicles.</del> (The timeframe for higher fleet penetration of highly autonomous vehicles (Levels 4 and 5) is estimated to be further out in the planning horizon. Additionally, VDOT has completed 2021 VTrans Strategic Action # 4, which helps improve the state's ability to manage highly autonomous vehicles.)</p> <p>8. Maximize safety benefits offered by highly autonomous vehicles, especially those with an Automated Driving System.</p>
		<p>9. Higher vehicle miles traveled (VMT) for each unit of economic activity compared to the present fleet. (Growth of e-commerce has been added as a macrotrend influencing higher vehicle miles traveled.)</p>

# RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER *(cont.)*

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		10. Minimize the environmental impacts of the transportation system development.
		11. Increased curb access conflicts in urbanized areas.
		12. Projected growth in shared mobility ((e.g. Uber, Lyft, e-Scooters, e-bikes, etc.) does not provide measurable benefits to the transportation system. 13. Benefits of growth in shared mobility are not equally accessible <del>by</del> <u>to</u> all areas and population segments.
		14. Utilize shared mobility services to improve accessibility. <del>15. Improve the state's ability to manage a transportation system with a high number of shared mobility vehicles.</del> (The usage and growth rate of the shared mobility services in Virginia are lower than previously estimated. Additionally, OIPI is currently working on the 2021 VTrans Strategic Action # 9, which helps improve the state's ability to manage shared mobility vehicles.)
		16. Proactively eliminate or mitigate transportation impacts associated with e-commerce, including those related to large warehouse and distribution centers.

# RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER *(cont.)*

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		<p><del>17. Improve the state's ability to proactively manage transportation impacts associated with greater automation of production and services.</del> (This risk has become less relevant from a state transportation entity's perspective.)</p>
		<p><del>18. Maximize the utilization of workplace flexibility for telework-capable jobs.</del> (Virginia's approach focuses on maximizing the economic benefits of collaboration enabled by in-person work.)</p>
		<p><del>19. The transportation system and services are unable to meet the mobility needs of Virginians age 65 and older.</del> Due to the higher life expectancy and higher growth rate of this population cohort in rural areas, there is a greater need for more mobility options across the state. (The description of the risk has been modified to clarify the intent and the underlying issue.)</p>

## RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS

- **Trend trackers are used to monitor changes and fluctuations associated with the identified trends.**
- **Staff recommendation:**
  - Remove three trend trackers included in the 2021 policy.
  - Add two trend trackers.
  - OIPI to annually report on the identified trend trackers to the CTB.

# RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS *(cont.)*

Macrotrend	VTrans Trend Trackers (Rationale for deletion or modification)
	<ul style="list-style-type: none"> <li>▪ Number of directional miles at risk from sea level rise</li> <li>▪ Number of directional miles at risk from storm surge</li> <li>▪ Number of directional miles at risk from inland/riverine flooding</li> <li>▪ Annual cost of transportation repair due to flooding events</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Market Penetration of Semi-Autonomous (Levels 1 and 2) Vehicles</li> <li>▪ Attitude and Preferences for Adoption of Semi-Autonomous (Levels 1 and 2) Vehicles</li> <li>▪ Market Penetration of Highly Autonomous (Levels 3 and 4) Vehicles</li> <li>▪ Attitude and Preferences for Adoption of Highly Autonomous (Levels 3 and 4) Vehicles</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Number of Electric Vehicles</li> <li>▪ Market Penetration of Electric Vehicles</li> <li>▪ Attitude and Preferences for Adoption of Electric Vehicles</li> <li>▪ Transportation Funding by Funding Source</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Access to Shared Mobility Services</li> <li>▪ Utilization of Shared Mobility Services by Type</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Number of Warehouses and Distribution Centers</li> <li>▪ Square Footage of Warehouse and Distribution Centers</li> <li>▪ Share of E-commerce Sales (Business-to-business, business-to-customers)</li> <li>▪ <del>Number of Jobs in Goods Movement Dependent Industries</del> (This is no longer a relevant tracker due to higher automation in these industries.)</li> </ul>

# RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS *(cont.)*

Macrotrend	VTrans Trend Trackers (Rationale for deletion or modification)	
	<ul style="list-style-type: none"> <li>▪ <del>Number of short-range drone deliveries</del></li> <li>▪ <del>Number of long-range drone deliveries</del></li> <li>▪ <u>Percent of plants with robots and percent of employees exposed to robots</u></li> <li>▪ <u>Capital expenditures for industrial robotic equipment</u> (The recommended trackers are expected to be more relevant and reliable for this macrotrend.)</li> </ul>	
	<ul style="list-style-type: none"> <li>▪ Share of Professional Services Industry Jobs</li> <li>▪ Number of Science, Technology, Engineering, and Mathematics (STEM) Jobs</li> </ul>	
	<ul style="list-style-type: none"> <li>▪ Number of Workers with Workplace Flexibility</li> <li>▪ Utilization of Workplace Flexibility</li> </ul>	
	<ul style="list-style-type: none"> <li>▪ Number of Virginians Age 65 or higher</li> <li>▪ Share of Age 65+ Cohort</li> </ul>	
	<ul style="list-style-type: none"> <li>▪ VTrans Land Use Vitality Index</li> <li>▪ Population</li> </ul>	<ul style="list-style-type: none"> <li>▪ Employment</li> <li>▪ Income</li> </ul>

## **VTRANS STRATEGIC ACTION**

- ▶ **The VTrans planning process culminates with a set of actions, called Strategic Actions, which are developed to:**
  - ▶ Advance transportation goals and objectives
  - ▶ Address identified transportation needs, and
  - ▶ Minimize long-term risks to Virginia's transportation system and be better prepared to maximize benefits from long-term opportunities.
- ▶ **Transportation entities under the CTB purview should incorporate these actions in their business plans.**
- ▶ **Staff recommendation:**
  - ▶ OIPI to annually report the status of the 2025 Strategic Actions to the CTB.

# STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: CLIMATE MEGATREND

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p><b>1. Collect data</b> (e.g., right-of-way mapping, precipitation, roadway elevation, etc.) to accurately assess flooding risks for state- and locally-maintained roadways that can be used to identify funding needs and prioritize investment.</p>	VDOT	Ongoing (VDOT has developed a resiliency plan for data collection.)	Delete
<p><b>2. Develop policies</b>, based on robust data collection and analysis, to ensure flooding risks are reflected in transportation asset life cycle and/or transportation project planning processes.</p>	VDOT, DRPT	Underway (VDOT has developed a resiliency plan.)	Retain
<p><b>3. Collaborate with state/regional agencies</b> to systematically identify solutions that facilitate consistent and systematic prioritization and support the allocation of state resources to address flooding risks.</p>	VDOT, DRPT	Ongoing (VDOT has developed a resiliency plan.)	Retain

# STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TECHNOLOGY MEGATREND

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p><b>4. Evaluate options to gather vehicle automation and capability data</b> for the state’s registered vehicle fleet to develop a more complete and accurate assessment of risks and opportunities associated with automated vehicles.</p>	VDOT	<p>Complete (VDOT’s Research Council investigated options to estimate.)</p>	Delete
<p><b>5. Develop a roadmap for implementing foundational digital practices</b> such as digital as-builts (DABs) and information management processes for capturing asset information for transportation infrastructure.</p>	VDOT, DRPT	<p>Complete (VDOT and DRPT are making steady progress in implementing through a multi-pronged, phased approach.)</p>	Delete
<p><b>6. Evaluate and facilitate desirable deployment of vehicle-to-infrastructure</b> communications along limited-access highways by the private sector.</p>	VDOT	<p>Underway (VDOT has coordinated and partnered with the private sector.)</p>	Retain

# STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TECHNOLOGY MEGATREND (cont.)

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p><b>7. Evaluate opportunities to provide access to the available real-time</b> or up-to-date state transportation asset and operations data in digital formats for use by the public and industry partners to support autonomous vehicle deployment.</p>	<p>VDOT, DRPT</p>	<p>Underway (VDOT has completed the initial evaluation, and both VDOT and DRPT are continuing their evaluations.)</p>	<p>Retain</p>
<p><b>8. Identify and develop solutions</b> to address barriers to the installation of electric vehicle charging infrastructure by the private sector.</p>	<p>OIPI</p>	<p>Underway (OIPI has identified the current barriers.)</p>	<p>Retain</p>
<p><b>9. Evaluate and establish sidewalk and curb management best practices</b> for state-owned roadways and promote them for locality-owned roadways.</p>	<p>OIPI</p>	<p>Underway (OIPI has evaluated the current state of practice and will be forming a working group.)</p>	<p>Retain</p>

# STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TRANSPORTATION NEEDS

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p><b>10. Formalize a process for comprehensive needs identification and prioritization</b> for the § 33.2-372: Interstate Operations and Enhancement Program, utilizing the transportation planning policies established by the CTB in VTrans.</p>	<p>OIPI</p>	<p>Complete (CTB has adopted a policy for the administration of the Interstate Operations and Enhancement Program.)</p>	<p>Delete</p>
<p><b>11. Evaluate the performance of selected construction</b> projects from the SMART SCALE, Interstate Operations and Enhancement Program, Virginia Highway Safety Improvement Program, and DRPT’s MERIT program to determine if the selected projects are providing the anticipated benefits and to support efforts to continue to improve project evaluation criteria and methods.</p>	<p>OIPI</p>	<p>Ongoing (OIPI has completed the initial evaluation of completed SMART SCALE projects.)</p>	<p>Retain</p>
<p><b>12. Establish a regular study cycle for Project Pipeline studies</b>, as defined in the CTB Policy for the Prioritization of VTrans Mid-term Needs adopted in March 2021, to include solutions for the most up-to-date VTrans Priority 1 and 2 locations.</p>	<p>OIPI</p>	<p>Complete (OIPI has developed and implemented a regular study cycle.)</p>	<p>Delete</p>

# STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: VTRANS GUIDING PRINCIPLES

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p><b>13. Evaluate the feasibility of and alternatives to a combined dashboard</b> to monitor performance and delivery of projects and programs included in the Six-Year Improvement Program (SYIP).</p>	<p>VDOT, DRPT</p>	<p>Complete (The evaluation has found a combined dashboard unfeasible at this time.)</p>	<p>Delete</p>
<p><b>14. Evaluate and, if feasible, integrate</b> the remaining application-based highway and transit capital funding programs and transit operating funding programs administered by OIPI, VDOT, and DRPT into the SMART PORTAL to provide one-stop access to the state’s funding programs.</p>	<p>VDOT, DRPT, OIPI</p>	<p>Complete (The evaluation has found integration is unfeasible at this time.)</p>	<p>Delete</p>

# STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: LONG-TERM RISKS & OPPORTUNITIES

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p><b>15. Identify and clarify the roles and responsibilities of the state transportation agencies</b> related to emerging areas such as curb management, shared mobility, drones, etc., to ensure greater focus.</p>	<p>OIPI</p>	<p>Initiated (OIPI, through VTrans, is conducting a peer review.)</p>	<p>Retain</p>
<p><b>16. To methodically address items in the 2021 VTrans Risk &amp; Opportunity Register, formalize OIPI’s role in supporting and advising the CTB</b> in the conduct of CTB business, and develop a comprehensive transportation policy as required by 2.2-229.</p>	<p>OIPI</p>	<p>Initiated (OIPI will continue to address the items in the 2025 VTrans Risk &amp; Opportunity Register.)</p>	<p>Retain</p>

## NEXT STEPS

- ▶ **OIPI will continue work on the VTrans Freight Element.**
- ▶ **OIPI will request CTB action on the following at the December CTB Meeting:**
  - ▶ The 2025 VTrans Long-term Risk & Opportunity Register, based on agreed-upon modifications to the 2021 version and reflective of the Vision, Goals, Objectives, and Guiding Principles adopted in 2025.
  - ▶ The 2025 VTrans Strategic Actions are based on agreed-upon modifications to the 2021 version.
  - ▶ Direct OIPI to submit the plan, collection of four policies, to the General Assembly and the Office of the Governor.



COMMONWEALTH of VIRGINIA  
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## Preparing for Round 7

Brooke Jackson, SMART SCALE Program Manager  
Office of Intermodal Planning and Investment  
MPO Quarterly, October 2025



# Agenda - Preparing for Round 7

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- 1. Policy Revisions**
- 2. VTrans Needs**
- 3. Resource Updates**
- 4. Resolutions of Support**
- 5. SMART Portal**
- 6. Relevant Timeline Items**

# Policy Revisions

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## None!\*

One request for PDC area typology adjustment.

# VTrans Needs

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**There are no changes to the approach to identify VTrans Mid-term needs.**

- As a critical part of the SMART SCALE Process, the bi-annual release of the 2025 Draft Mid-term Needs is scheduled for the beginning of November.
- Due to ongoing planning studies, we are also accepting the 2023 VTrans Mid-term Needs.
- Please utilize Interact VTrans to reference the relevant 2023 applicable needs.

# Resource Updates

## 1. Technical Guide (Dec 1)

- a. Reorganizing, Streamlining Guide
- b. Adding more scoring details
  - 1) Transit sections have been lacking detail
  - 2) Rail Freight
  - 3) Bike and Ped
  - 4) Park and Ride

## 2. Funding and Delivery Guidance - updated with dates

## 3. One-Pagers (Winter 2025)

## 4. SMART Portal User Guides (Winter 2025)

## 5. Performance-Based Planning for Successful Applications - Review posted presentations

### SMART SCALE Resources

Pre-applications for SMART SCALE funding must be submitted by April 1 of each even-numbered year, with final applications due no later than August 1. Please note for certain high-risk documents, VDOT staff engagement in the creation or review of the document should be currently underway and continue through the April 1 pre-application submission deadline. During pre-application validation from April 1 - April 30, staff will confirm for each document that they were engaged by the applicant and that the document is on track to be completed before July 15. For more information on this, see below the "Readiness Gates Appendix in the SMART SCALE Technical Guide." To make sure your project receives its highest possible score, please download and review the materials below. When you're ready, sign in and apply online.

Resources for previous rounds (FY2017 – FY2024) are available upon request. Please use the [Contact Us](#) page for points of contact.

SMART SCALE Round 6 Funding Scenario	Presentations
<a href="#">FY26 Consensus Scenario - Approved May 21, 2025</a> (Excel, 49KB)	<a href="#">NVTA Presentation 02/13/2025</a>
<a href="#">FY26 Screening Decisions</a> (Excel, 17KB)	<a href="#">FAMPO Presentation 04/07/2025</a>
<a href="#">FY26 Staff Recommended Funding Scenario</a> (Excel, 50KB)	<a href="#">RVTPPO Presentation 06/26/2025</a>
<a href="#">FY26 Project Scorecards</a> (PDF, 77.6MB)	<a href="#">CTB Presentation 07/15/2025</a>

# Resolutions of Support

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**ALL (own and external) Resolutions of Support will all be due August 1, no exceptions**

*Note: This is not a change in the text or policy; we have provided courtesy extensions in previous rounds*

- SMART Portal will help to identify using the location of the linework
- OIPI will be checking for these documents on August 3rd and 4th

# Relevant Timeline Items

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**1. October 31 - Engagement Deadline for DRPT**

*For VDOT, please reach out to your VDOT POC for each district's relevant engagement deadlines. Engaging the state is a requirement prior to starting a pre-application.*

**2. November 1 - Draft 2025 VTrans Mid-Term Needs (2023 remains eligible for Round 7)**

**3. December 1 - Round 7 Technical Guide Posted**

**4. Mid-February - Pre-Application Training with Round 7 Updates**

**5. March 2 - Pre-Application Opens**



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

Thank you.





COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# Performance Management Update

Beverly Quinlan  
Office of Intermodal Planning and Investment

October 15, 2025



# VTrans Performance Measures



- In April 2025, the CTB adopted **measures and targets for VTrans** to monitor and evaluate performance against the goals and objectives.
  - The March 2025 presentation includes the proposed measures targets. <https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/03/2025-03-ctb-vtrans-measures.pdf>
- October 2025, OIPI presented an update on those measures and the current performance.
  - [https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/10/CTB\\_Workshop\\_Meeting\\_Oct\\_2025-101325\\_249PM.pdf](https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/10/CTB_Workshop_Meeting_Oct_2025-101325_249PM.pdf)  
(starting on page 254)

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



## Objective A.1 – A.2: Reduce Highway Fatalities and Serious Injuries

**A.1.i:** Annual fatalities

**A.1.i:** Annual fatalities per 100 million VMT

**A.1.ii:** Annual serious injuries

**A.1.ii:** Annual serious injuries per 100 million VMT

**A.2.i:** Total non-motorized fatalities and serious injuries

## Objective A.3: Reduce Transit Fatalities and Serious Injuries

**A.3.i:** Total transit fatalities

**A.3.i:** Transit fatalities per 100,000 VRM

**A.3.ii:** Total transit injuries

**A.3.ii:** Transit injuries per 100,000 VRM

**A.3.iii:** Total safety events

**A.3.iii:** Events per 100,000 VRM

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



## Objective B.1: Ensure Highway State of Good Repair

**B.1.i:** Percentage of Sufficient Lane Miles (Pavement - High Volume)

**B.1.i:** Percentage of Sufficient Lane Miles (Pavement - Low Volume)

**B.1.ii:** Average Weighted General Condition Rating (Bridge)

**B.1.iii:** Percentage of non-poor (sufficient) condition structures

**B.1.iv:** Special Structures 50-year long-term plan update (annually) and report to CTB (biennially)

**B.1.v:** Routine maintenance best practices accomplishments

## Objective B.2: Ensure Transit and Rail State of Good Repair

**B.2.i:** Percentage of revenue vehicles that have met or exceeded the FTA Useful Life Benchmark

**B.3.i:** Percentage of transit facilities rating below 3.0 on the FTA TERM Scale

**B.4.i:** Number of Miles with Rail Preservation Fund Investments

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



## Objective C.1: Improve Reliability, Throughput, and Congestion (Highway)

- C.1.i:** Percentage of person-miles traveled that are reliable (Interstate)
- C.1.ii:** Percent of Person-Miles traveled that are reliable (Non-Interstate NHS)

## Objective C.1: Improve Reliability, Throughput, and Congestion (Transit & Rail)

- C.1.iii:** VRE on-time performance
- C.1.iii:** Virginia Breeze on-time performance
- C.1.iii:** Amtrak on-time performance (Newport News/Norfolk/Richmond)
- C.1.iii:** Amtrak on-time performance (Roanoke)
- C.1.iv:** Mean distance between major failures (Transit)

## Objective C.2: Improve Freight Throughput

- C.2.i:** Truck travel time reliability (TTTR) index
- C.2.ii:** Change in travel time reliability of freight bottlenecks

## Objective C.3: Improve Transit Efficiency and Effectiveness

- C.3.i:** Total transit passenger miles
- C.3.i:** Transit passengers per vehicle revenue hour
- C.3.i:** Transit passengers per vehicle revenue mile
- C.3.ii:** Percent of jobs accessible by transit
- C.3.iii:** Percent of people with access to transit

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



## Objective D.1: Support Network Resiliency

**D.1.i:** List of projects advancing to implementation that contribute to multimodal redundancy

## Objective D.2: Increase Bus Ridership

**D.2.i:** Percentage of passenger facilities with TERM rating below 3.0

## Objective D.3: Enhance Freight Rail Movements

**D.3.i:** Number of new carloads generated by DRPT's rail grant programs

## Objective D.4: Support Economic Development

**D.4.i:** Annual VDOT engagement efforts of EDA program

**D.4.i:** Annual DRPT engagement efforts of EDA program

**D.4.ii:** Number of new carloads added through Rail Industrial Access (RIA) Grant Program

**D.4.iii:** Number of new jobs added as a result of Rail Industrial Access (RIA) projects

*VRM – Vehicle Revenue Miles*

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



## Objective E.1: Deliver Transportation Solutions that Consider Environmental Impacts

**E.1.i:** Documented Compliance with State and Federal Environmental Review Requirements

## Objective E.2: Support Attainment of National Ambient Air Quality Standards

**E.2.i:** Documented compliance with the NAAQS

# 2025 Biennial Report



- OIPI is responsible for development of a biennial report on surface transportation performance.
- The purpose is to provide transparency and accountability related to the use of funds to implement surface transportation improvements throughout Virginia and is required pursuant to [Code of Virginia \(§ 33.2-232\)](#).
- Performance results presented today are included in the 2025 Biennial Report (**Due November 2025**).

## List of Approved and/or Modified Transportation Projects During Prior Fiscal Year



## Results of Most Recent SMART SCALE Project Evaluations



## Performance of the Commonwealth's Transportation System



## Status of the Virginia Transportation Infrastructure Bank



## Status of the Toll Facilities Revolving Account



## Progress Made Toward Achieving Performance Targets Established by the CTB



Code of Virginia reference 

# StreetLight User Learning Opportunities



## Office Hours with Rosie

**Office Hours** is an open format/schedule. It's a great opportunity to ask technical questions or share feedback about the platform with me, your Customer Success Associate, Rosie Garcia.

These sessions are *completely optional* and are open to all customers that I work with across the United States – not just users on your subscription.

### Next Office Hours Topic: [“What are Zones?”](#)

- Thursday, 10/30/2025, 1pm EST (60 mins)
- Learn about the types of Zones available in the StreetLight InSight® platform and when to use them.
- [Click here to register](#)

## Upcoming Instructor-Led Open Trainings

- **Fundamentals Live!**
  - Dates/Times: October 21<sup>st</sup> at 1pm CST
  - Next Topic: Intro to Origin Destination Analysis
  - [Click here to register](#)
- **Beyond Fundamentals Live!**
  - Dates/Times: December 16<sup>th</sup> at 1pm CST
  - Next topic: Origin and Destination Analysis Types
  - [Click here to register](#)

# StreetLight User Learning Opportunities



## StreetLight Webinar Recordings:

- **Where Do Your Customers Go and Why?**  
**Tuesday, 9/30/2025** - How customers move, who they are, and where they're going, and more can determine the success of major business decisions. Learn how industries are leveraging transportation data to unlock consumer insights
- **StreetLight Quarterly Product Update Webinar**  
StreetLight's Product team presents a session all about StreetLight InSight® and the product features that launched in our Summer 2025 release.
- **Introduction to StreetLight Webinar**  
Learn how StreetLight is used to fill transportation data gaps, safety planning, signal timing, traffic management, making data-driven transportation decisions and getting stakeholder buy-in
- **Traffic Operations Beyond Sensors: Real-time, network-wide dashboard to plan, forecast, monitor**  
A discussion with Iowa DOT and other industry experts on how StreetLight's Traffic Monitor dashboard is bringing clarity and precision to operations, while minimizing traffic disruptions and improving public outreach.