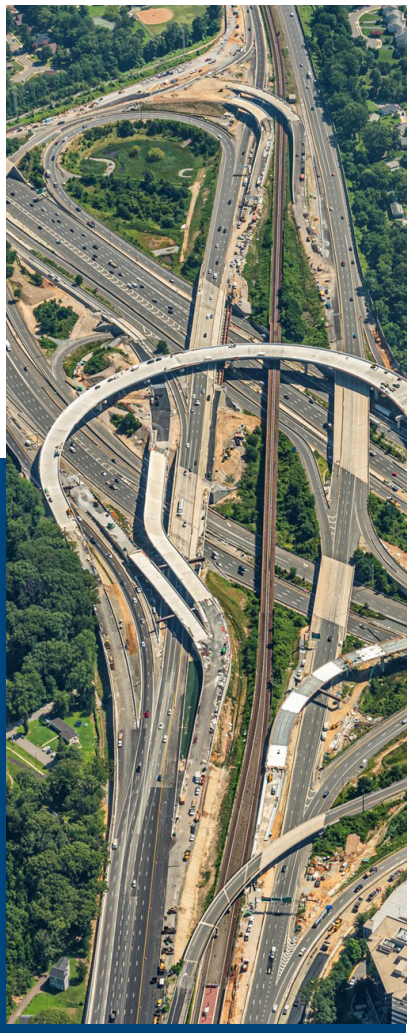
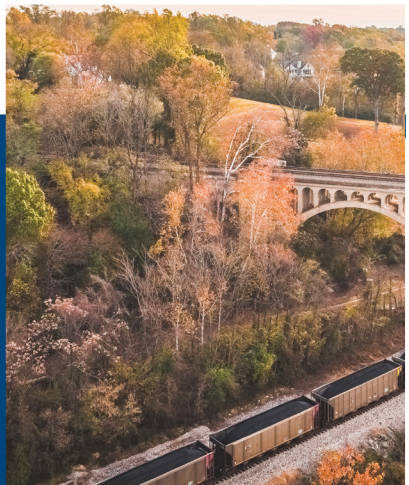
2025

BIENNIAL REPORT

Surface Transportation Performance in Virginia





Office of INTERMODAL Planning and Investment

Secretary of Transportation

DECEMBER 2025

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Letter from the Secretary

The Honorable Glenn Youngkin
Members of the General Assembly
Members of the Commonwealth Transportation Board

Dear Governor Youngkin, Members of the General Assembly, and the Commonwealth Transportation Board:

I am pleased to submit the Office of Intermodal Planning and Investment Biennial Report for 2025.

Section 33.2-232 of the *Code of Virginia* directs the Office of Intermodal Planning and Investment (OIPI), an Office of the Secretary of Transportation, to provide a Biennial Report that illustrates how the Commonwealth's transportation agencies remain transparent and accountable in the use of transportation funds.

To meet the requirements of the legislation, this report includes information on the current performance of Virginia's surface transportation system and future targets established by the Commonwealth Transportation Board (CTB). Progress toward targets is assessed through measures aligned with the CTB's vision, goals, and objectives. In the report, you will find highlights representing key projects or programs that advance a transportation system that is safe, well-maintained, reliable, and inter-connected—all while providing solutions that enhance quality of life and spur economic development. Safety on Virginia roads remains of critical and utmost importance, and while Virginia has observed a decline in fatalities on our highways, we continue to advance projects through a data-driven, strategic approach to safety improvements.

To address the many and varied transportation needs across the Commonwealth, OIPI, along with the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and the Virginia Passenger Rail Authority (VPRA) continue to focus on data-driven, transparent processes to aid decision-making and ensure we are effectively utilizing transportation dollars. Over the last two years, notable and significant accomplishments include:

Transit and Rail

Transit ridership in Virginia has increased significantly since the COVID pandemic. For fiscal year 2025 (FY25), Amtrak Virginia set a new ridership record with 1.4 million passengers, marking a 4.8% increase compared to the previous year. This is the highest ridership total since the state-supported service began in 2009. Virginia is actively working on projects to increase rail capacity and provide more frequent and reliable passenger rail service as part of VPRA's Transforming Rail in Virginia initiative, including:

- The Long Bridge project (new Potomac River Crossing)
- The S-Line (faster route between Richmond and Raleigh)
- The Commonwealth Corridor (east-west link)

In April, Governor Youngkin and others attended the ground-breaking for the New River Valley Rail Project in Christiansburg, Virginia. This is a $264.5 million project that will extend Amtrak service from Roanoke to Christiansburg and provide service in the New River Valley for the first time since 1979. Under the new agreement executed with Norfolk Southern in 2024, passenger rail to Christiansburg will begin in 2027, years earlier than possible under the original agreement, and provide savings of $100 million to Virginia taxpayers. In addition, the Manassas Line was acquired as part of the deal, supporting expanded VRE service in Northern Virginia.

Highways

VDOT continues to advance projects and programs to improve mobility and safety on the highway network. There are many major projects underway throughout the Commonwealth, including:

- The Hampton Roads Bridge Tunnel (HRBT) Expansion—a $3.9B project with anticipated completion in 2027
- The I-64 Gap Widening Project—three segments totaling $725 million to be completed in 2029
- Coalfields Expressway—121/460 Poplar Creek Phase B totaling $172 million to be completed in late 2027
- Continued progress on I-81—with a portfolio of $3.9 billion, Virginia is advancing the I-81 Corridor Improvement Program (CIP) with 38 of the 65 projects completed to date and a pending update to the CIP will add 20 projects totaling more than $2.25 billion. Also, $254 million of General Fund monies were provided to accelerate the I-81 CIP and $250 million of Priority Funds were directed by the Governor to construct the S-Curves Project in Botetourt County.

There have been recent significant project completions, including the I-95 Express Lanes Fredericksburg Extension (December 2023, the I-95 Rappahannock River Crossing (completed 2024), and the 495 NEXT project (November 2025).

Project Prioritization

In 2023, under my direction, the CTB engaged in a year-long comprehensive review to determine if SMART SCALE was meeting its purpose of supporting the Board in identifying and selecting the right projects. Making informed funding decisions ensures that tax dollars are being spent efficiently and where the Commonwealth can expect a high return on the investment. As a result of the review, policy revisions were implemented made and the FY26 round of SMART SCALE reflects those changes. DRPT's key prioritization process Making Efficient and Responsible Investments in Transit (MERIT) is currently undergoing a similar review.

The report also provides insight into the Six-Year Improvement Program (SYIP), the results of SMART SCALE, and the status of the Virginia Transportation Infrastructure Bank (VTIB) and Toll Facilities Revolving Account (TFRA). The Biennial Report is available on the Legislative Information System.

If you have any questions or comments, please do not hesitate to contact me or Ronique Day, Deputy Director of OIPI, at Ronique.day@oipi.virginia.gov.

Sincerely,

W. Sheppard Miller III
Secretary of Transportation

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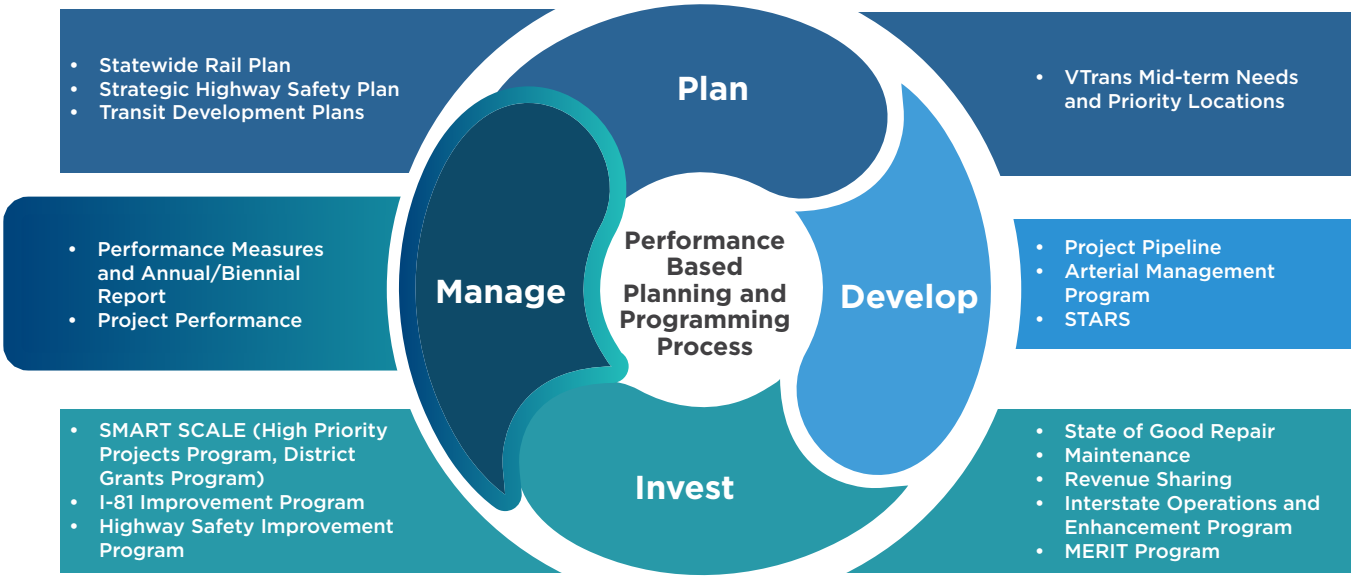
EXECUTIVE SUMMARY

Purpose and Requirements

The biennial reporting requirement was established by the General Assembly in 2018 for the Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation (VDOT). The purpose of this report is to provide transparency and accountability related to the use of funds to implement multimodal transportation improvements throughout Virginia. The report fulfills the requirements outlined in the Code of Virginia § 33.2-232. To meet the requirements of the legislation, the 2025 Biennial Report includes information on the current performance of Virginia's multimodal surface transportation system, targets for future performance as well as progress toward those targets, and project highlights that embody the Commonwealth's efforts to meet the set objectives. The report also provides insight into the Six-Year Improvement Program, the results of SMART SCALE project evaluations, and the status of the Virginia Transportation Infrastructure Bank and the Toll Facilities Revolving Account.

Transportation Investment Cycle

Performance-based planning and programming guides decisions within each step of the planning, project development, investment, and asset and system management life cycle.



Information provided does not include all plans and programs

VTRANS Vision

Virginia's best-in-class multimodal transportation system provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life.

Virginia's transportation agencies actively engage in performance-based planning and programming, utilizing data-driven processes to identify strategies and investments to achieve the VTrans **vision, goals, objectives** adopted by the Commonwealth Transportation Board (CTB) in April 2025. In addition, the CTB also adopted performance measures and targets in April 2025. VTrans applies to the surface transportation network developed, managed, or operated by VDOT, the Department of Rail and Public Transportation (DRPT), and, indirectly, the Virginia Passenger Rail Authority (VPRA). VTrans unifies these agencies under a common vision and set of overarching goals.

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Plan & Develop

Virginia has several transportation plans that set strategic goals and objectives and identify needs for the Commonwealth's transportation network, including VTrans, the Strategic Highway Safety Plan (SHSP), the Statewide Rail Plan, the DRPT Transit Asset Management Plan, and agency-specific Transit Asset Management (TAM) plans. Collectively, these planning initiatives help maintain and improve safety for all users, maintain and preserve transportation infrastructure, ensure economic competitiveness through travel time reliability, provide an integrated multimodal transportation system, and preserve agricultural, natural, historical, and cultural resources.

Virginia's multimodal transportation network integrates various modes of transportation, keeping the Commonwealth connected. The vast rail and transit network in the Commonwealth consists of 41 transit agencies, commuter rail service, and interstate passenger rail. Virginia operates and maintains the third largest state-owned highway network in the country.

With the VTrans goals, objectives, and needs providing focus and direction, the Commonwealth can support and lead planning efforts to identify cost-effective solutions. Study programs include Project Pipeline, Strategically Targeted Affordable Roadway Solutions (STARS), Strategic Highway Safety Plan (SHSP), Pedestrian Safety Plans, Transit Development Plans (TDP), and Transit Strategic Plans (TSP). Through these efforts, Virginia can ensure needs are understood before solutions are offered, focus limited resources on the needs and priorities outlined in VTrans, streamline project planning and improve readiness, develop and refine tools to share data and improve collaboration, and institutionalize a performance-centric and multidisciplinary approach.

130K lane miles of roadway

5.6K interstate miles

22K primary road miles

102K secondary road miles (paved and unpaved)

21.2K bridges and structures

2.4K on interstate highway system

5.8K on primary roads

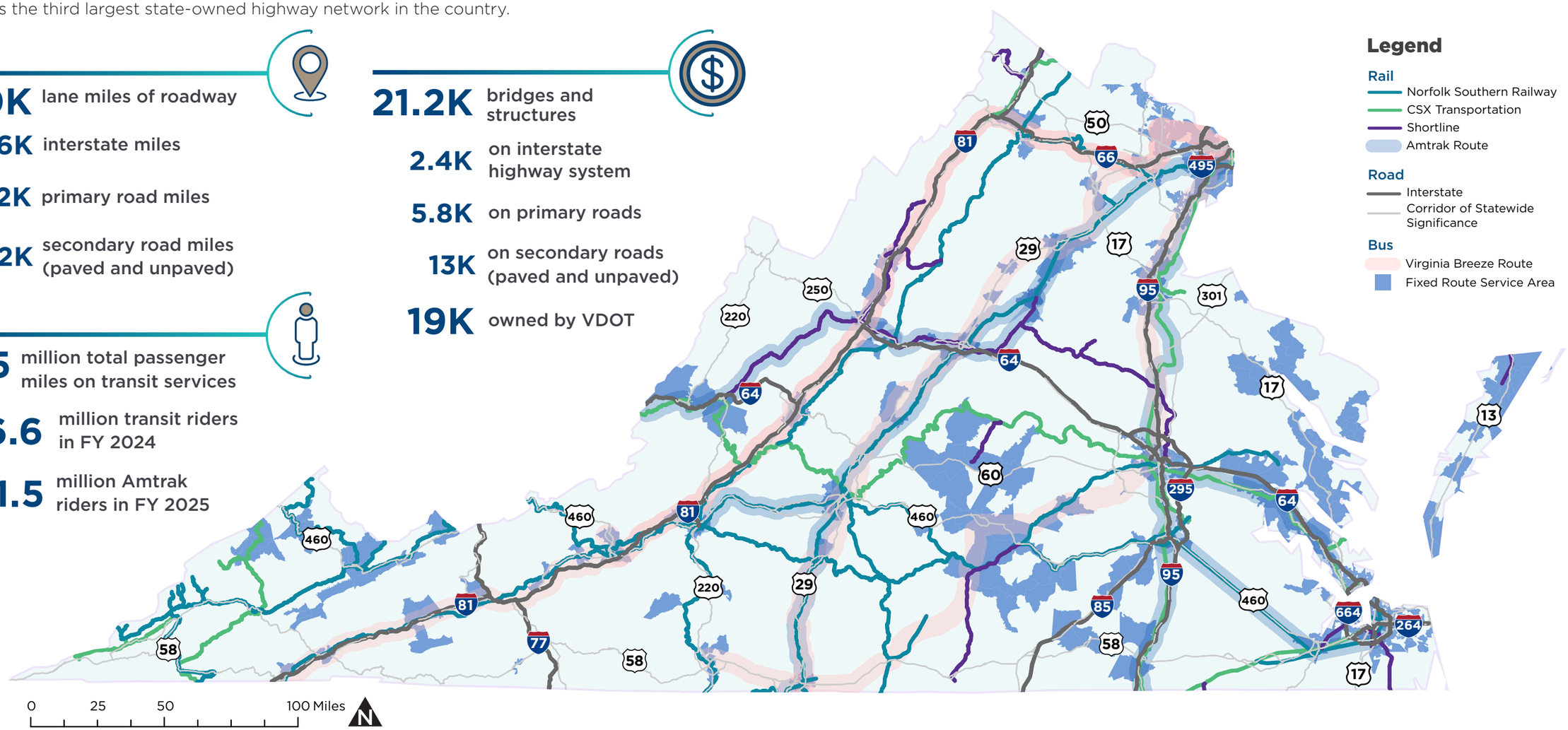
13K on secondary roads (paved and unpaved)

19K owned by VDOT

255 million total passenger miles on transit services

126.6 million transit riders in FY 2024

1.5 million Amtrak riders in FY 2025



Invest

The CTB employs a variety of transparent and data-driven project prioritization processes to align surface transportation projects with state and/or federal funding. OIPI, VDOT, and DRPT work with regional and local agencies to scope, evaluate, score, and prioritize projects for federal, state, regional, local, and private funding. Some of these processes include SMART SCALE, Making Efficient and Responsible Investments in Transit (MERIT), (DRPT's statewide public transportation grants program), the I-81 Corridor Improvement Program, and the Interstate Operations and Enhancement Program (IOEP). Both the Virginia Transportation Infrastructure Bank (VTIB) and Toll Facilities Revolving Account (TFRA) are methods to provide loans or financing to transportation projects. Projects selected through these processes are included in the Six-Year Improvement Program each fiscal year.

The SMART SCALE process is Virginia's method to effectively allocate limited tax dollar resources to the most vital transportation improvements. The CTB's holistic review in 2023 resulted in the following changes: 1) improved readiness requirements, 2) modified eligibility of high-priority funds, 3) modified the land use and congestion factors to improve performance-based planning and programming, 4) incorporated economic assessments to better reflect Virginia's priorities, and 5) considered applicant delivery history in funding decisions. These changes were implemented with Round 6, which is summarized below.

SMART SCALE Round 6 Summary

277 applications submitted

270 applications scored

53 were selected for **FUNDING**

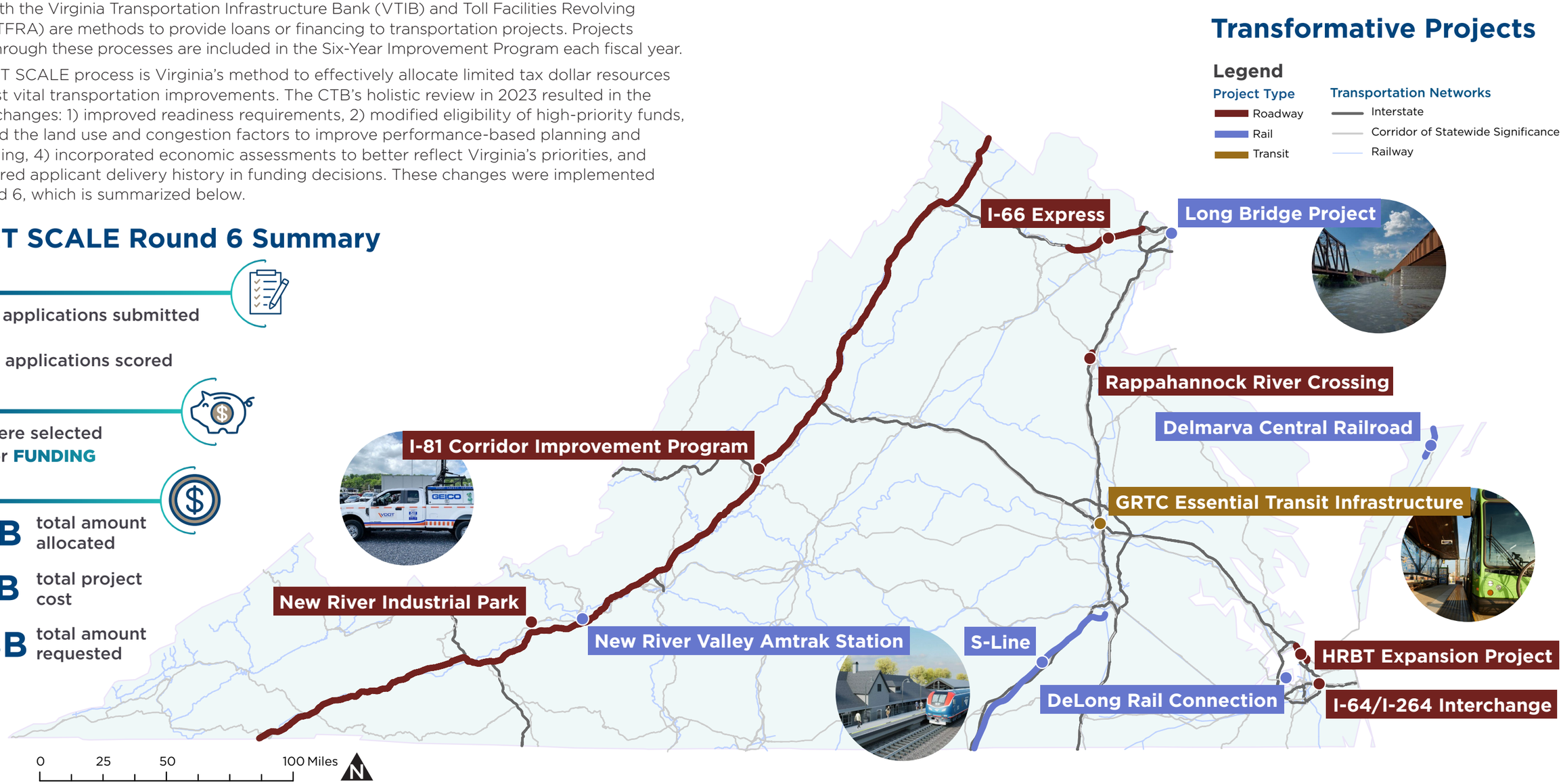
$1.0B total amount allocated

$1.2B total project cost

$8.8B total amount requested

Through these various funding processes, the Commonwealth is delivering many transformative projects that will advance the VTrans vision and goals, providing a safe, well-maintained, and reliable statewide multimodal transportation system. Some of these are indicated on the map below.

Transformative Projects



Manage

The following summarizes performance of Virginia's diverse, multimodal surface transportation system through measures and targets supporting the VTrans vision, goals, and objectives recently adopted by the CTB. These performance measures tell a story about whether the Commonwealth is making progress towards the VTrans vision and goals. The table below presents the goals, objectives, and performance measures and shows how current performance compares to established targets. For every performance measure, the current performance trends are tracked using a rating graphic. Each target is further explained in the respective section, further expanding upon efforts to address a missed target or one requiring attention, where applicable.

- **RED** means that the target was missed and the measure needs attention
- **YELLOW** means that the target was missed but progress is being made
- **GREEN** means that the target has been met

Objective	Measures	Current Performance Trend
Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.		
Reduce Highway Fatalities and Serious Injuries	Total fatalities	
	Fatalities per 100 million Vehicle Miles Traveled (VMT)	
	Total serious injuries	
	Serious injuries per 100 million VMT	
	Total non-motorized fatalities and serious injuries	
Reduce Transit Fatalities and Serious Injuries	Total transit fatalities	
	Transit fatalities per 100,000 Vehicle Revenue Miles (VRM)	
	Total transit injuries	
	Transit injuries per 100,000 VRM	
	Total safety events	
	Safety events per 100,000 VRM	
Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.		
Ensure Highway State of Good Repair	Percentage of sufficient lane miles (Pavement – High Volume)	
	Percentage of sufficient lane miles (Pavement – Low Volume)	
	Average weighted general condition rating (Bridge)	
	Percentage of non-poor (sufficient) condition structures	
	Special Structures 50-Year Long-Term Plan update (annually) and report to CTB (biennially)	
	Routine maintenance best practices accomplishments	
Ensure Transit and Rail State of Good Repair	Percentage of revenue vehicles that have met or exceeded the Federal Transit Administration's (FTA) Useful Life Benchmark (ULB)	
	Percentage of transit facilities rating below 3.0 on the FTA Transit Economics Requirements Model (TERM) Scale	
	Number of miles with Rail Preservation Fund (RPF) investments	
Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.		
Improve Reliability, Throughput, and Congestion	Percentage of person-miles traveled that are reliable (Interstate)	
	Percentage of person-miles traveled that are reliable (Non-Interstate NHS)	
	VRE on-time performance	
	Virginia Breeze on-time performance	
	Amtrak on-time performance (Newport News/Norfolk/Richmond)	
	Amtrak on-time performance (Roanoke)	
	Mean distance between major failures (Transit)	
Improve Freight Throughput	Truck travel time reliability (TTTR) index	
	Change in travel time reliability of freight bottlenecks	
Improve Transit Efficiency and Effectiveness	Total transit passenger miles	N/A
	Transit passengers per vehicle revenue hour (VRH)	
	Transit passengers per vehicle revenue mile (VRM)	
	Percentage of jobs accessible by transit	
	Percentage of people with access to transit	
Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.		
Support Network Resiliency	List of projects advancing to implementation that contribute to multimodal redundancy	
Increase Bus Ridership	Percentage of passenger facilities with a TERM rating below 3.0	
Enhance Freight Rail Movements	Number of new carloads generated by DRPT's rail Grant Programs	
Support Economic Developments	Annual VDOT engagement efforts for the Economic Development Access (EDA) Program	
	Annual DRPT engagement efforts for the EDA Program	
	Number of new carloads added through Rail Industrial Access (RIA) Grant Program	
	Number of new jobs added as a result of RIA projects	
Goal E: Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.		
Deliver Transportation Solutions that Consider Environmental Impacts	Documented compliance with state and federal environmental review requirements	
Support Attainment of National Air Quality Standards	Documented compliance with the National Ambient Air Quality Standards (NAAQS)	

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1 OVERVIEW

Purpose and Requirements

The biennial reporting process was established by the General Assembly in 2018 for the Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation (VDOT). The purpose of this report is to provide transparency and accountability related to the use of funds to implement surface transportation improvements throughout Virginia. The Secretary of Transportation provides this report in writing to the Governor, the General Assembly, and the Commonwealth Transportation Board (CTB). The report contents fulfill the requirements outlined in the Code of Virginia §33.2-232(C):

1. *A list of transportation projects approved or modified during the prior fiscal year, including whether each such project was evaluated pursuant to §33.2-214.1 and the program from which each such project received funding (Section 4);*
2. *The results of the most recent project evaluations pursuant to §33.2-214.1, including a comparison of (i) projects selected for funding with projects not selected for funding, (ii) funding allocated by district and by mode of transportation, and (iii) the size of projects selected for funding (Section 4);*
3. *The current performance of the Commonwealth's surface transportation system, the targets for future performance, and the progress toward such targets based on the measures developed pursuant to §2.2-229 (Section 3);*
4. *The status of the Virginia Transportation Infrastructure Bank, including the balance in the Bank, funding commitments made over the prior fiscal year, and performance of the current loan portfolio (Section 5);*
5. *The status of the Toll Facilities Revolving Account, including the balance in the account, project commitments from the account, repayment schedules, and the performance of the current loan portfolio (Section 5); and*
6. *Progress made toward achieving the performance targets established by the Commonwealth Transportation Board (Section 3).*

The Office of Intermodal Planning and Investment is part of the Office of the Secretary of Transportation. It was created in 2002 to act in an advisory capacity to the Secretary in his/her role as the chairperson of the CTB. OIPI's goals and responsibilities are specified in the Code of Virginia §2.2-229.

Report Organization

Section 2
Transportation Investment Cycle

Section 2 provides an overview of Virginia's process for performance-based planning and programming, linking the Statewide Transportation Plan (VTrans) to data-driven, transparent, and goal-oriented actions to ensure investment decisions are in line with desired outcomes.

Section 3
Surface Transportation Performance

Section 3 of the report presents information on surface transportation system performance utilizing the measures and targets adopted by the CTB.

Section 4
Investments in Surface Transportation

Section 4 summarizes the current Six-Year Improvement Program (SYIP) and results of the most recent project evaluations from SMART SCALE, Virginia's process for prioritizing transportation projects, to allocate limited resources most effectively. This section also includes an overview of the Commonwealth Transportation Fund as well as information on other prioritization processes and funding programs to ensure transparency and accountability in the use of transportation funds.

Section 5
Status of VTIB and TFRA

Section 5 provides updates on the Virginia Transportation Infrastructure Bank (VTIB) and the Toll Facilities Revolving Fund (TFRA).

Route 10 in Chesterfield County

2 TRANSPORTATION INVESTMENT CYCLE

VTrans Vision, Guiding Principles, Goals, and Objectives

The Commonwealth relies on a multimodal transportation system for the safe and efficient movement of goods, services, and people to opportunities for employment, commerce, education, healthcare, recreation, and more. Maintaining and improving this vast network requires the collaboration of a variety of agencies under the guidance of the Office of the Secretary of Transportation. Virginia's Statewide Transportation Plan (VTrans) applies to the surface transportation network developed, managed, or operated by the Virginia Department of Transportation (VDOT), Department of Rail and Public Transportation (DRPT), or, indirectly, the Virginia Passenger Rail Authority (VPRA). VTrans unifies these agencies under a common vision and set of overarching goals.

The VTrans goals and guiding principles communicate the key values that drive planning, policy, and investment decisions and guide the agencies' actions and approach. Objectives help operationalize how transportation agencies will achieve each goal. Together, the goals and objectives support the VTrans vision and form the basis for performance measures. Performance measures tell a story about whether the Commonwealth is making progress towards the VTrans vision and goals. In April 2025, the Commonwealth Transportation Board (CTB) took action to update its vision, guiding principles, goals, and objectives. In addition, the CTB adopted performance measures and targets. Please refer to Appendix A for a listing of the full goal, objective, and performance measure descriptions adopted by the CTB.

VTRANS Vision

Virginia's **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life.

VTRANS GUIDING PRINCIPLES

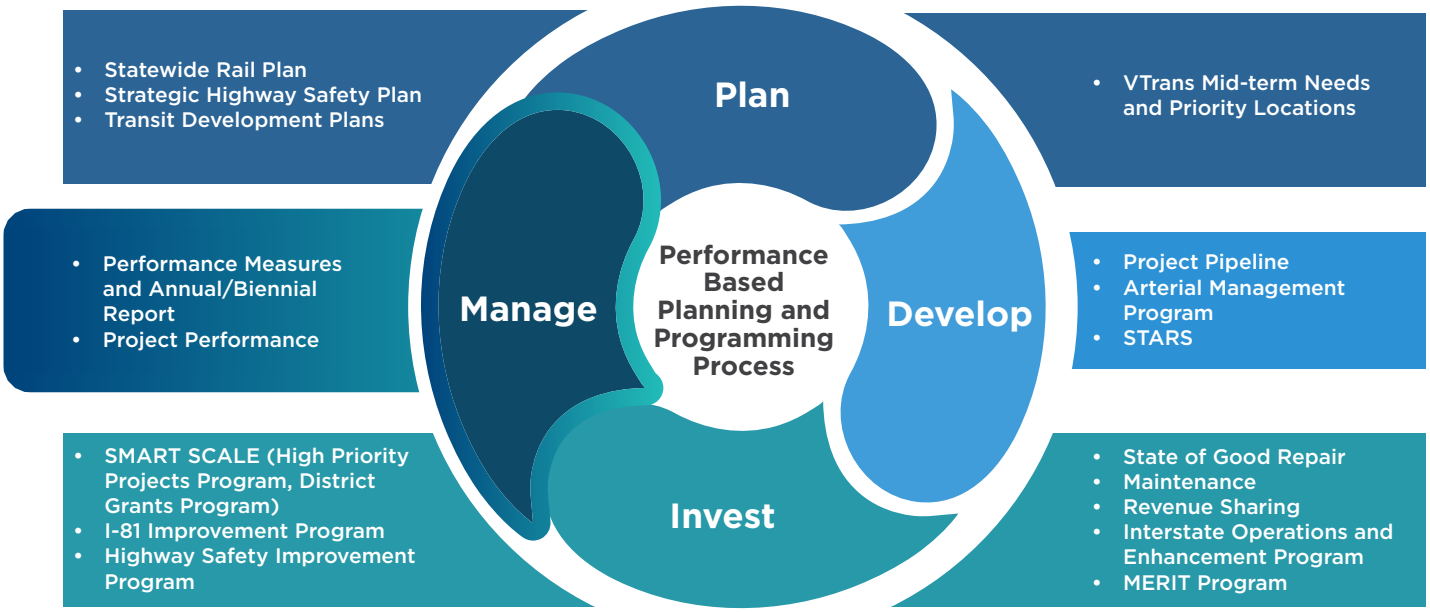
- **Promote Safety, Security, and Resiliency.** Provide a safe transportation system for all users that is responsive to short-term events, such as weather or security emergencies, and adapts effectively to long-term issues (e.g., resiliency).
- **Optimize Return on Investments.** Implement the right solution at the right price to meet identified needs while advancing long-term prosperity and livability.
- **Deliver Programs Efficiently.** Deliver high-quality projects and programs in a cost-effective and timely manner.
- **Implement Operational Improvements and Demand Management First.** Optimize the capacity of the transportation network by managing the demand through increased use of technology and operational improvements before investing in major capacity expansions.
- **Ensure Transparency, Accountability, and Promote Performance Management.** Work with stakeholders in developing transportation plans and programs. Establish performance targets, measure progress, and adjust programs and policies as necessary.
- **Enhance Coordination Between Transportation and Land Planning.** Inform and advise local governments to ensure coordination between local land planning and potential impacts on transportation.
- **Ensure Efficient Intermodal Connections.** Provide seamless connections between modes of transportation.
- **Maintenance First.** Maintain the current system to the agreed-upon performance standards at the lowest life-cycle cost.

Interstate 66 Outside the Beltway in Fairfax County

Performance-Based Planning and Programming

Performance-based planning and programming guides decisions within each step of the planning, project development, investment, and asset and system management life cycle. Transportation agencies in Virginia actively engage in performance-based planning and programming. They use processes to identify strategies and investments that achieve the vision established by the CTB and memorialized in VTrans. This approach is data-driven, transparent, and goal-oriented to help ensure investment decisions are in line with desired outcomes. The intent is to monitor and evaluate performance to provide insights into system performance, trends, and investment decisions to track progress and allow for process and policy improvements as needed.

Figure 2-1 Transportation Investment Cycle



Information provided does not include all plans and programs

Downtown Transportation Center, Charlottesville

Plan

Virginia has several transportation plans that set strategic goals and objectives and identify needs for the Commonwealth's transportation network, including, but not limited to VTrans, the Strategic Highway Safety Plan (SHSP), the Statewide Rail Plan, the DRPT Transit Asset Management Plan, and agency-specific Transit Asset Management (TAM) plans. Planning initiatives such as these help maintain and improve safety for all users; maintain and preserve transportation infrastructure; ensure economic competitiveness through travel time reliability; provide an integrated multimodal transportation system; and preserve agricultural, natural, historical, and cultural resources. This robust planning work provides a strong foundation for agency leadership and public bodies, such as the CTB, to make informed investment decisions.

Develop

With goals, objectives, and needs providing focus and direction, the Commonwealth can support and lead planning efforts to identify cost-effective solutions. Study programs include Project Pipeline, Strategically Targeted Affordable Roadway Solutions (STARS), Strategic Highway Safety Plan, Pedestrian Safety Plans, Transit Development Plans (TDP), and Transit Strategic Plans (TSP). These are collaborative efforts between local and regional partners and the Commonwealth (VDOT, DRPT, VPRA, and OIPI) to identify performance-based solutions to the most pressing needs, connecting them with funding programs like District Grant, High Priority Projects, Revenue Sharing, and more. Through these efforts Virginia can ensure needs are understood before solutions are offered, focus limited resources on the needs and priorities outlined in VTrans, streamline project planning and improve readiness, develop and refine tools to share data and improve collaboration, and institutionalize a performance-centric and multidisciplinary approach.

Invest

The CTB employs a variety of transparent and data-driven project prioritization processes to align surface transportation projects with state and/or federal funding. OIPI, VDOT, DRPT, and VPRA work with regional and local agencies to scope, evaluate, score, and prioritize projects for funding through federal, state, regional, local, and private funds. These processes include, but are not limited to, SMART SCALE, Making Efficient and Responsible Investments in Transit (MERIT), the I-81 Corridor Improvement Program, and the Interstate Operations and Enhancement Program (IOEP).

Manage

Virginia's surface transportation performance is managed by a series of key steps (VTrans): establishing goals, developing objectives to help achieve goals, and finding ways to measure progress. In partnership with VDOT, DRPT, and VPRA, OIPI developed measures and targets to assess the performance of Virginia's surface transportation network while addressing the VTrans vision, goals, and objectives. This report assesses progress through analyzing performance trends and outlining proactive strategies and solutions to help achieve the Commonwealth's performance goals for statewide transportation, ensuring that programs are working as intended.

3 SURFACE TRANSPORTATION PERFORMANCE

This section reports on the performance of Virginia's surface transportation system, the targets for future performance, and the progress toward those targets. Performance is described using measures developed by the Office of Intermodal Planning and Investment (OIPI), the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and the Virginia Passenger Rail Authority (VPRA), which are adopted by the Commonwealth Transportation Board (CTB) and address the VTrans vision, goals, and objectives.

The section begins with a table summarizing all objectives and performance measures followed by more detailed information on each measure. In the narrative, descriptions of the objectives and measures have been simplified. The full descriptions of the objectives and measures approved by the CTB in April 2025 are included in Appendix A.

Approach to Presenting Performance Measures

For each performance measure, performance results are presented in the following format:

Measuring Performance

Performance measures for each objective are defined by calendar year (CY) or by fiscal year (FY). Where it is available, six years of performance data is provided to include pre-COVID conditions. There are some new measures where the number of years may be less. In all cases, the most recent year of available data is provided.

Assessing Performance

Performance measures are reported with charts visualizing data from VDOT, DRPT, and VPRA. Most data labels show whole numbers; therefore, negligible variations in visualized results may be present due to rounding.

Highlights

A project, program, or investment strategy is highlighted that embodies the Commonwealth's efforts to meet objectives.

Summary Table of Goals, Objectives, and Performance Measures

The table below outlines each VTrans goal, objective and measure, and shows how current performance compares to established targets. Performance may have met or exceeded the target, be progressing toward the target, or have room for improvement in the coming years, as outlined in the key at right.

Click the names of the goals, objectives, and measures in the table below to navigate to the performance results. To navigate back to this page, press Alt+Left Arrow Key.

KEY

Current Performance Trend	
Target Met	
Target Missed, Making Progress	
Target Missed, Needs Attention	

Table 3-1 Summary Table of Goals, Objectives, and Performance Measures

Objective	Measures	Current Performance Trend
Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.		
Reduce Highway Fatalities and Serious Injuries	Total fatalities - *Page 13*	
	Fatalities per 100 million Vehicle Miles Traveled (VMT) - *Page 13*	
	Total serious injuries - *Page 14*	
	Serious injuries per 100 million VMT - *Page 14*	
	Total non-motorized fatalities and serious injuries - *Page 15*	
Reduce Transit Fatalities and Serious Injuries	Total transit fatalities - *Page 18*	
	Transit fatalities per 100,000 Vehicle Revenue Miles (VRM) - *Page 18*	
	Total transit injuries - *Page 19*	
	Transit injuries per 100,000 VRM - *Page 19*	
	Total safety events - *Page 20*	
	Safety events per 100,000 VRM - *Page 20*	

Objective	Measures	Current Performance Trend
Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.		
Ensure Highway State of Good Repair	Percentage of sufficient lane miles (Pavement – High Volume) - *Page 24*	
	Percentage of sufficient lane miles (Pavement – Low Volume) - *Page 25*	
	Average weighted general condition rating (bridge) - *Page 26*	
	Percentage of non-poor (sufficient) condition structures - *Page 26*	
	Special Structures 50-Year Long-Term Plan update (annually) and report to CTB (biennially) - *Page 28*	
	Routine Maintenance Best Practices Accomplishments - *Page 28*	
Ensure Transit and Rail State of Good Repair	Percentage of revenue vehicles that have met or exceeded the FTA Useful Life Benchmark - *Page 31*	
	Percentage of transit facilities rating below 3.0 on the FTA TERM Scale - *Page 32*	
	Number of miles with Rail Preservation Fund investments - *Page 33*	
Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.		
Improve Reliability, Throughput, and Congestion	Percentage of person-miles traveled that are reliable (interstate) - *Page 37*	
	Percentage of person-miles traveled that are reliable (non-interstate NHS) - *Page 38*	
	VRE on-time performance - *Page 39*	
	Virginia Breeze on-time performance - *Page 39*	
	Amtrak on-time performance (Newport News/Norfolk/Richmond) - *Page 39*	
	Amtrak on-time performance (Roanoke) - *Page 39*	
	Mean distance between major failures (transit) - *Page 40*	
Improve Freight Throughput	Truck travel time reliability (TTTR) index - *Page 44*	
	Change in travel time reliability of freight bottlenecks - *Page 45*	

Objective	Measures	Current Performance Trend
Goal C (cont.): Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.		
Improve Transit Efficiency and Effectiveness	Total transit passenger miles - *Page 47*	N/A
	Transit passengers per vehicle revenue hour (VRH) - *Page 48*	
	Transit passengers per vehicle revenue mile (VRM) - *Page 48*	
	Percentage of jobs accessible by transit - *Page 48*	
	Percentage of people with access to transit in Virginia - *Page 48*	
Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.		
Support Network Resiliency	List of projects advancing to implementation that contribute to multimodal redundancy - *Page 51*	
Increase Bus Ridership	Percentage of passenger facilities with a TERM rating below 3.0 - *Page 52*	
Enhance Freight Rail Movements	Number of new carloads generated by DRPT's Rail Grant Programs - *Page 55*	
Support Economic Developments	Annual VDOT engagement efforts for the Economic Development Access (EDA) Program - *Page 58*	
	Annual DRPT engagement efforts for the EDA Program - *Page 58*	
	Number of new carloads added through the Rail Industrial Access (RIA) Grant Program - *Page 59*	
	Number of new jobs added as a result of RIA projects - *Page 60*	
Goal E: Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.		
Deliver Transportation Solutions that Consider Environmental Impacts	Documented compliance with state and federal environmental review requirements - *Page 62*	
Support Attainment of National Air Quality Standards	Documented compliance with the National Ambient Air Quality Standards (NAAQS) - *Page 62*	

Goal A
Transportation System Safety

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

The safety of all who travel Virginia's transportation network—whether they are driving, walking, biking, or riding transit—is paramount. The Commonwealth is committed to providing a transportation system that is safe for all ages and abilities.

OBJECTIVE: REDUCE FATALITIES AND SERIOUS INJURIES

Virginia is implementing its 2022-2026 Strategic Highway Safety Plan (SHSP), with the objective of reducing fatalities and serious injuries by 50% by the year 2045 (a decline of approximately 2% to 4% per year from 2020 values). Achieving this would mean more than 400 fewer deaths and more than 3,000 fewer injuries annually. The SHSP has 11 Emphasis Areas of measurable safety factors that are tracked for progress, along with actions taken in these areas each year[1]. VDOT partners with multiple state and federal agencies to develop the SHSP, including but not limited to the Department of Motor Vehicles (DMV), the Federal Highway Administration (FHWA), and the National Highway Traffic Safety Administration (NHTSA). The CTB-adopted investment strategy prioritizes projects that have the greatest potential to make a positive impact on safety[2]. Each year, the CTB adopts the following year's safety targets for each safety measure that must be submitted to USDOT oversight agencies. The targets provided in this report are for 2025, with the 2026 targets recently adopted in July 2025. Additionally, the Virginia General Assembly continues to strengthen safety practices and requirements; in 2025, they enacted legislation requiring 1) all passengers in the back seat to be belted, 2) installation of speed limiting devices for drivers cited for speeds over 100 MPH (starting in 2026), and 3) increased penalties for drivers seriously injuring a pedestrian.

Route 45 at Route 690 Roundabout in Cumberland County

1 Strategic Highway Safety Plan | Virginia Department of Transportation

2 2022 CTB Resolution

Over the past five years, Virginia has experienced increased fatalities and serious injuries for the state's aging population and for vulnerable road users, such as pedestrians, bicyclists, and motorcyclists. There have been reductions in severe outcomes from crashes involving unbelted occupants as well as those impaired by alcohol, drugs, and distractions. However, severe outcomes from speed-related crashes have been increasing. Roadway departure fatalities also have been increasing but serious injuries are declining. Intersection related fatalities and serious injuries have increased since COVID.

Virginia has experienced challenges with reducing fatalities and serious injuries. To address these challenges, VDOT continues to advance the CTB's adopted highway safety investment strategy. In addition, VDOT works closely with other federal, state, and local partners to identify opportunities to implement strategies from the SHSP on VDOT and locality-maintained roadways. For infrastructure safety treatments, funding has focused on low-cost roadway rumble strips, pavement markings, signing, and signals that have a higher benefit and return on investment. These treatments improve the visibility of the roadway alignment, intersections, and pedestrian/bicyclist crossings as well as provide advance warning and/or signals. While some intersection and roadway improvements—such as adding turn lanes or shoulder widening—are funded by the safety program, most infrastructure improvements that reconfigure intersections or interchanges, add travel lanes, or add pedestrian and bicyclist facilities are constructed with other funding sources, such as the District Grant, High Priority Projects, or Revenue Sharing Programs.

Measuring Performance

- **Total Fatalities and Fatalities per 100 million vehicle miles traveled (VMT):** The total annual (CY) number of fatalities and fatalities per 100 million vehicle miles (fatality rate).
- **Total serious injuries and serious injuries per 100 million VMT:** The total annual (CY) number of serious injuries and serious injuries per 100 million vehicle miles (serious injury rate).
- **Total annual non-motorized fatalities and serious injuries:** The total annual (CY) number of bicycle and pedestrian fatal and serious injuries resulting from crashes involving a motor vehicle.

To measure performance related to reducing fatalities and serious injuries, both the total annual fatalities and serious injuries are assessed. These values are then normalized by calculating a rate of fatalities/injuries per 100 million vehicle miles traveled (VMT). The annual number of fatalities and serious injuries for non-motorized modes is also measured and assessed, but no rate is included with this measure. These measures apply to all public roads.

Vehicles Driving in Snowy Conditions

Assessing Performance

TOTAL FATALITIES

FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED

Desired Trend: Decreasing
2025 Target: 819 fatalities and 0.894 fatality rate
Current Performance: 918 fatalities; 1.04 fatality rate (CY 2024)

Post-COVID, there was an observed increase in fatalities and the fatality rate, peaking in CY 2022. This trend is consistent with the national trend during that time. CY 2023 and 2024 have declined but remain above pre-COVID performance.

Figure 3-1 Total fatalities

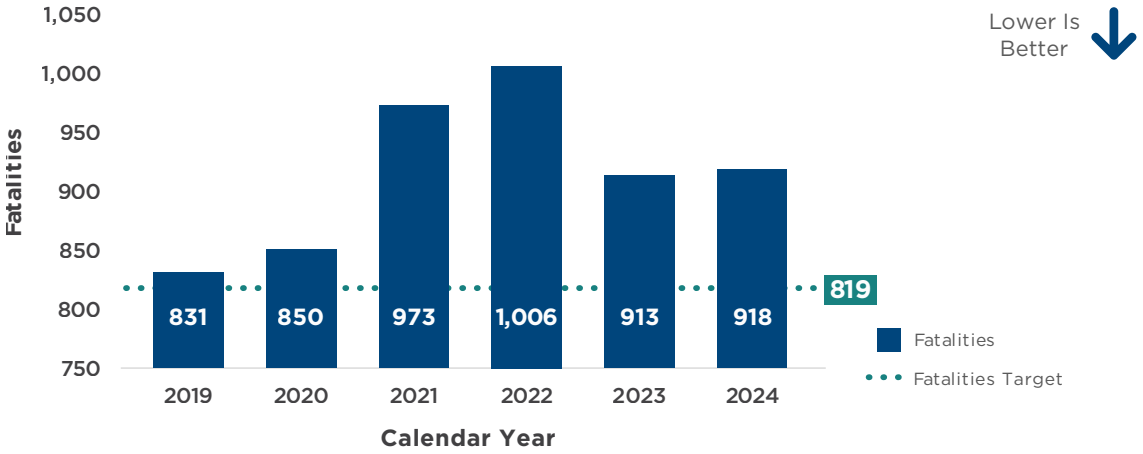
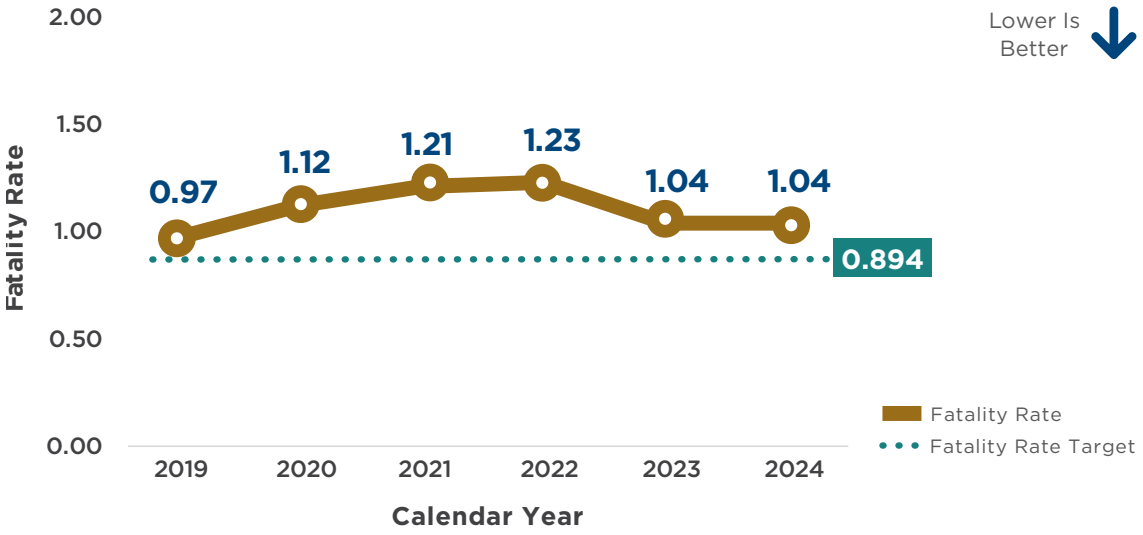


Figure 3-2 Fatalities per 100 million vehicle miles traveled



Data Source: DMV Traffic Records Electronic Data System (TREDS) and National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), VDOT Traffic Monitoring System (TMS) Vehicle Miles Traveled (VMT) - Figures 3-1, 3-2

TOTAL SERIOUS INJURIES

SERIOUS INJURIES PER 100 MILLION VEHICLE MILES TRAVELED

Desired Trend: Decreasing
2025 Target: 6,829 serious injuries and 7.457 serious injury rate
Current Performance: 7,230 serious injuries; 8.22 serious injury rate (CY 2024)

Between CY 2019 and CY 2024, the number of annual serious injuries has remained relatively consistent, with a slight increase in CY 2023, the highest number of serious injuries recorded during the observed timeframe. The rate of serious injuries peaked in CY 2021 but has steadily decreased since then.

Figure 3-3 Total serious injuries

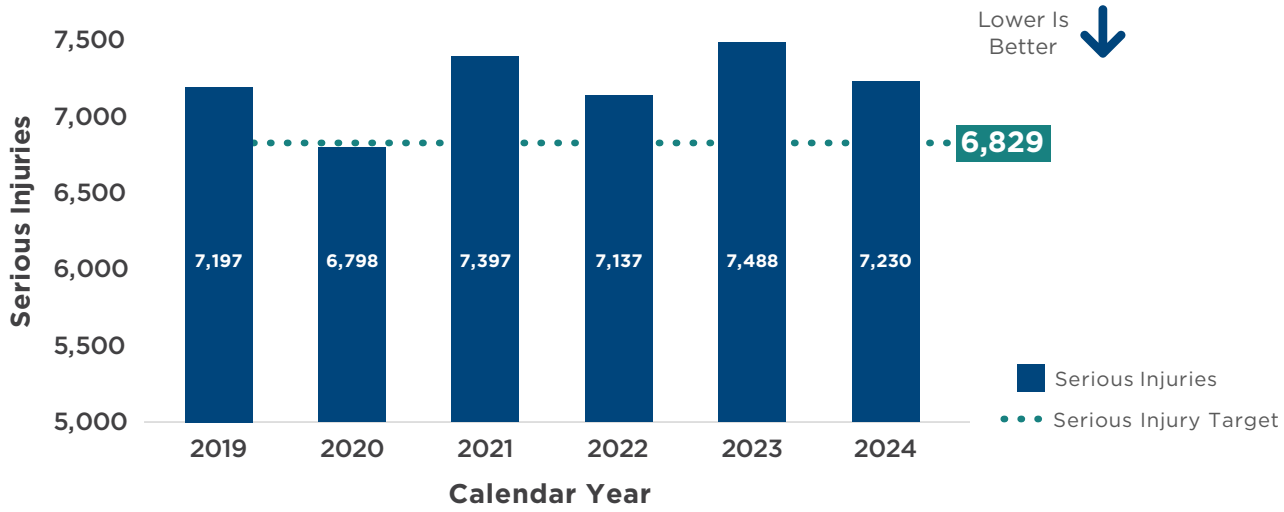
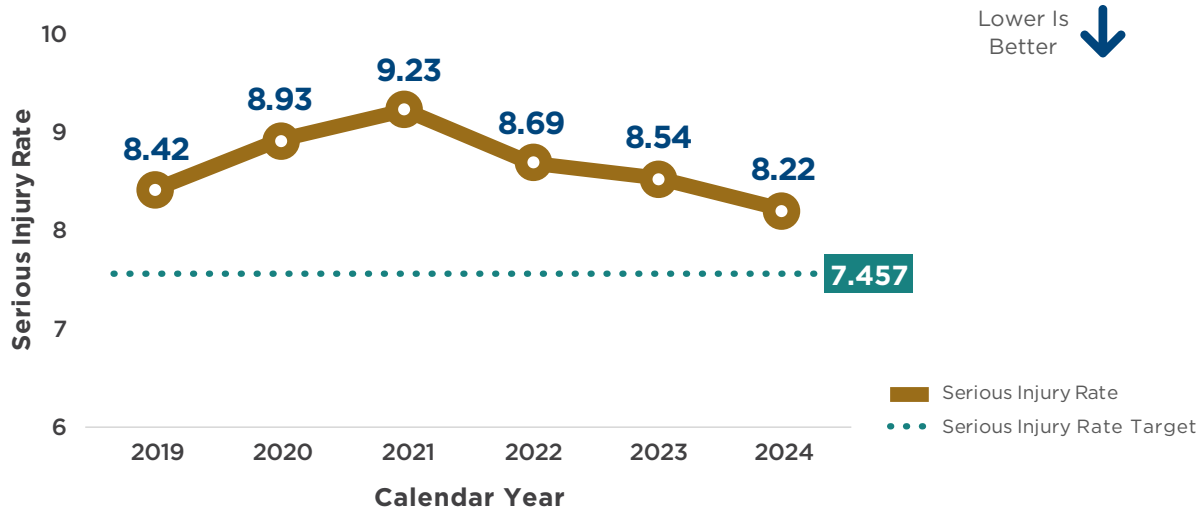


Figure 3-4 Serious injuries per 100 million Vehicle Miles Traveled



Data Source: DMV Traffic Records Electronic Data System (TREDS) and VDOT Traffic Monitoring System (TMS) Vehicle Miles Traveled (VMT) - Figures 3-3, 3-4

TOTAL NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

Desired Trend: Decreasing
2025 Target: 619 non-motorized fatalities and serious injuries
Current Performance: 767 non-motorized fatalities and serious injuries (CY 2024)

During the observed timeframe (CY 2019 to 2024), most non-motorized deaths and serious injuries occur among pedestrians. During COVID, non-motorized fatalities and serious injuries reached a 15-year low in CY 2020. The observed increase in CY 2022 was primarily from increasing pedestrian fatalities and serious injuries. In CY 2023 and CY 2024, pedestrian fatalities dropped to pre-COVID levels, but serious injuries increased to keep the totals level.

Figure 3-5 Total non-motorized fatalities and serious injuries

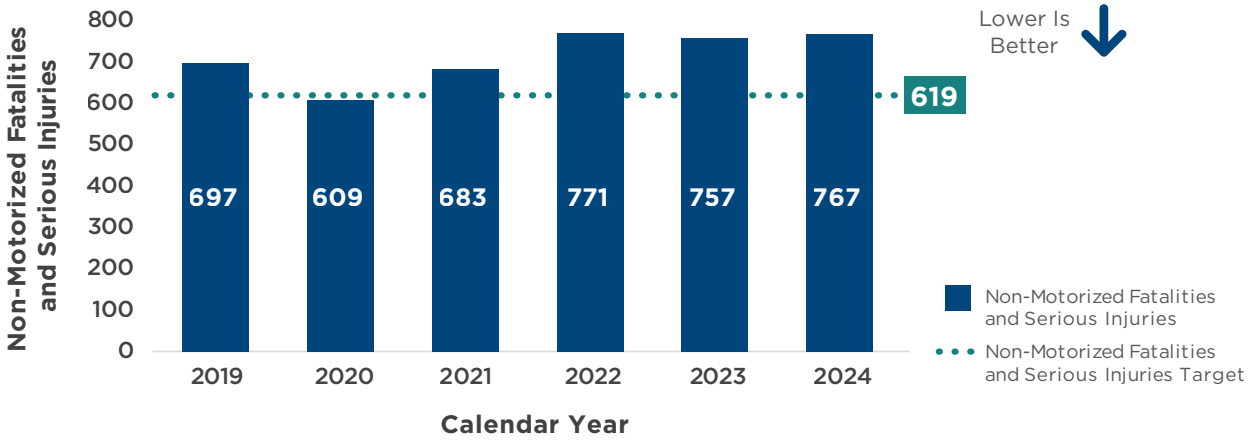
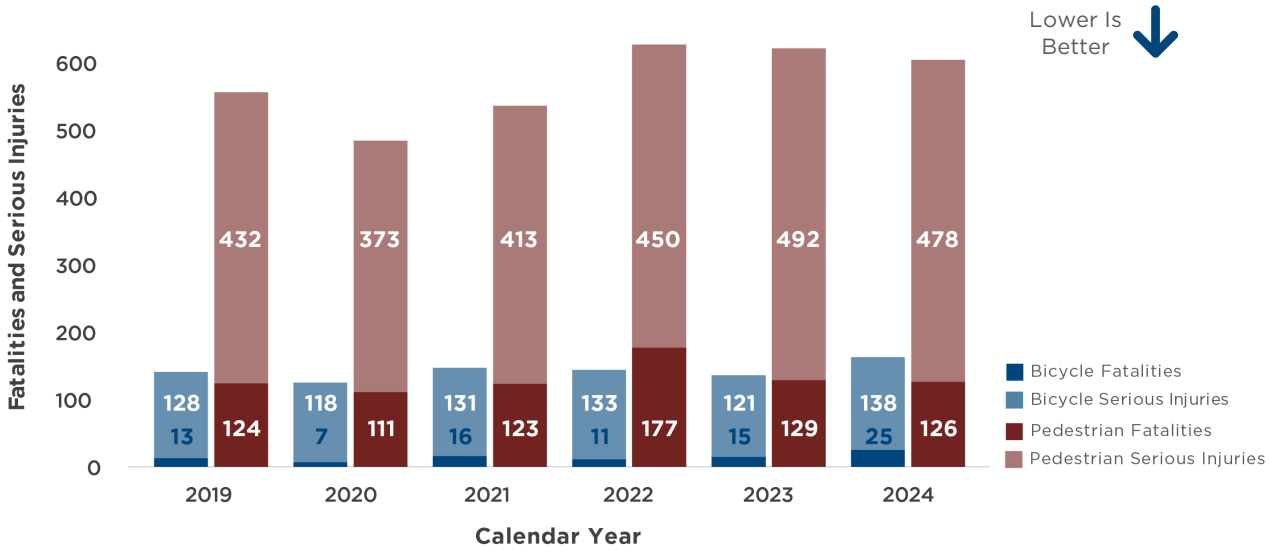


Figure 3-6 Total bicycle and pedestrian fatalities and serious injuries



Data Source: DMV Traffic Records Electronic Data System (TREDS) and National Highway Traffic Safety Administration (NHTSA) - Figure 3-5
Fatality Analysis Reporting System (FARS) - Figure 3-6

Highlights

The Safety Service Patrol (patrol) is a free-of-charge safety service that helps when emergencies arise while traveling on a Virginia interstate. The patrol covers more than 1,000 miles of interstate along corridors such as I-95, I-64, I-81, and I-66. The patrol provides core services like conducting short-term traffic control and scene management, detecting incidents and disruptions in traffic, minimizing incident duration, clearing obstructions and debris from the roadway, and supporting reversible roadway and high-occupancy vehicle gate operations. The patrol also offers help to individual motorists, including tire change assistance, fuel to get to the nearest gas station, jump starts, water for overheating radiators, phone access to tow or recovery service, and directions. Given the success of the program, it has been expanded to include other roadways across the state, including Virginia State Route 28 in Northern Virginia, Interstate 85 in Dinwiddie County, and the Interstate 64 Express Lanes in Hampton Roads.

For more information, visit vdot.virginia.gov/about/programs/safety-service-patrol/

OBJECTIVE: REDUCE TRANSIT FATALITIES AND SERIOUS INJURIES

The Commonwealth has seen a rise in transit ridership over the past few years, with 2024 being the highest ridership year since 2019, the year before COVID[3]. Virginia is committed to providing a safe and efficient transit network for all riders and employees. Federal Public Transportation Agency Safety Plans (PTASP) regulations require that certain agencies identify processes and procedures to implement a Safety Management System (SMS)—a comprehensive, collaborative, and systematic approach to managing safety. Through a proactive, data-driven approach, an SMS aims to enhance safety by identifying and mitigating risks, fostering a safety-conscious culture, and improving overall system reliability.

Measuring Performance

- **Total transit fatalities and fatalities per 100,000 Vehicle Revenue Miles (VRM):** The total annual (FY) number of transit fatalities and transit fatalities per 100,000 revenue miles (fatality rate).
- **Total transit injuries and injuries per 100,000 VRM:** The total annual (FY) number of transit injuries and transit injuries per 100,000 revenue miles (transit injury rate).
- **Total safety events and safety events per 100,000 VRM:** The total annual (FY) number of safety events and event rate per 100,000 revenue miles (safety event rate).

Assessing the total number of fatalities, injuries, and safety incidents helps transit agencies and other decision-makers understand how well transit systems are keeping riders and employees safe and secure. Public transportation safety is measured through an assessment of the annual total and rate of fatalities, injuries, and safety events. Like motor vehicle related fatalities and serious injuries, these totals are normalized into a rate per 100,000 vehicle revenue miles.

These measures apply to all Virginia public transit agencies, excluding the Washington Metropolitan Transit Authority (WMATA). Each transit agency is responsible for reviewing its annual targets and performance. These agencies run both fixed-route and demand response services. The safety trends assessed below provide a basis upon which transit agencies and operators can identify strategies to mitigate safety issues to ultimately decrease and ideally eliminate transit-related deaths, injuries, and safety incidents.

A Vehicle Revenue Mile is a mile traveled by a transit vehicle when it is available to the public for transportation.

Fixed-route service is regularly scheduled and runs on a preset route. Demand response provides on-demand transit service between two destinations (i.e., door-to-door).

3 DRPT Data Stories, March 2025

Assessing Performance

TOTAL TRANSIT FATALITIES

TRANSIT FATALITIES PER 100,000 VEHICLE REVENUE MILES

Desired Trend: Decreasing
2025 Target: 0 transit fatalities and 0 fatalities per 100k miles
Current Performance: 3 transit fatalities; 0.005 transit fatality rate (FY 2023)

Between FY 2019 and FY 2023, the number of transit-related fatalities in Virginia has varied slightly with no clear trend. The highest number of deaths occurred in FY 2021. Fatality rates have varied slightly throughout the observed timeframe.

Figure 3-7 Total transit fatalities

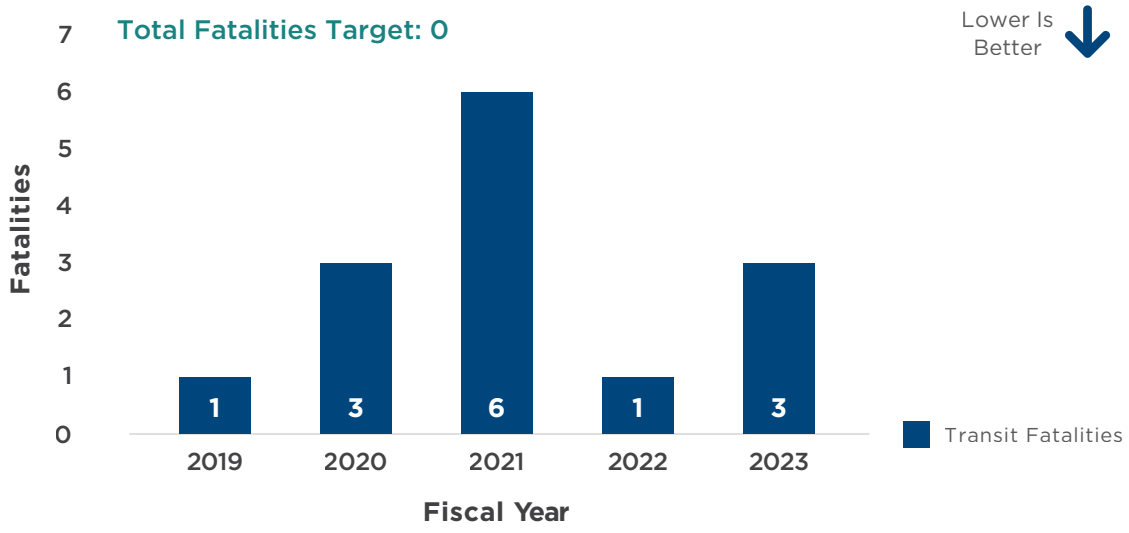
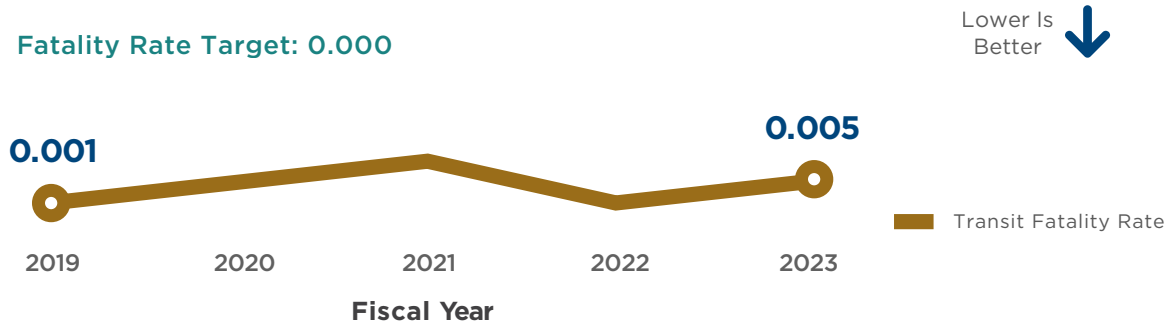


Figure 3-8 Transit fatalities per 100,000 vehicle revenue miles



Data Source: FTA National Transit Database via local transit agencies - Figures 3-7, 3-8
Note: NTD has a two-year lag behind the current year for its most recent reporting year

TOTAL TRANSIT INJURIES

TARGET MET

TRANSIT INJURIES PER 100,000 VEHICLE REVENUE MILES

TARGET MISSED, NEEDS ATTENTION

Desired Trend: Decreasing
2025 Target: 204 transit injuries and 0.295 injuries per 100k miles
Current Performance: 196 transit injuries; 0.328 transit injury rate (FY 2023)

For the last three years of the observed timeframe (FY 2019 to FY 2023), the number of transit-related injuries has remained steady. This is a decrease from pre-COVID levels in FY 2019. And, while the number of transit vehicle revenue miles has remained the same, the number of transit trips in the Commonwealth has increased each year post-COVID[4]. This explains why transit injury rates have increased during this timeframe, even though the number of injuries has remained steady.

Figure 3-9 Total transit injuries

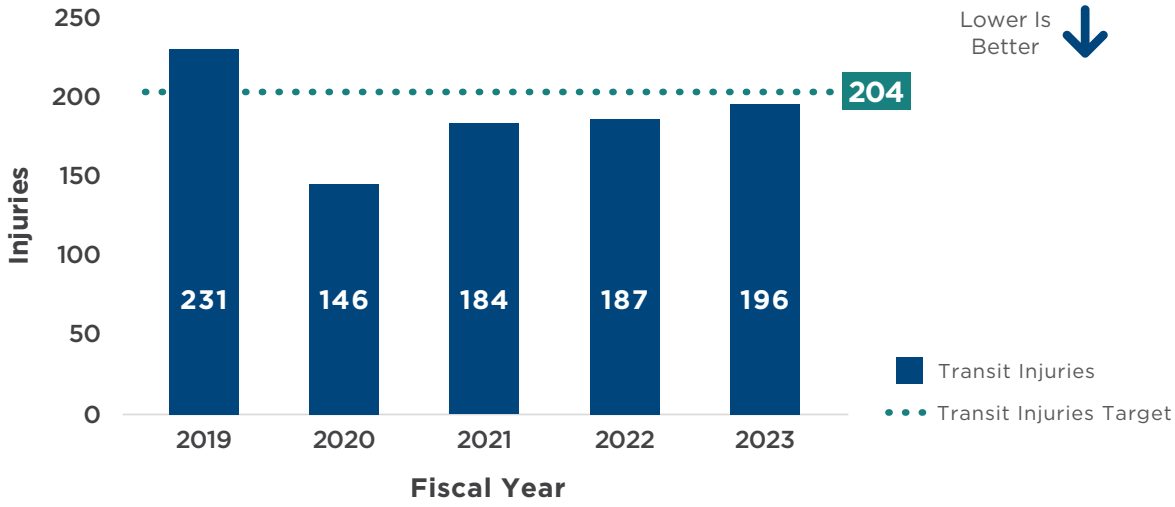
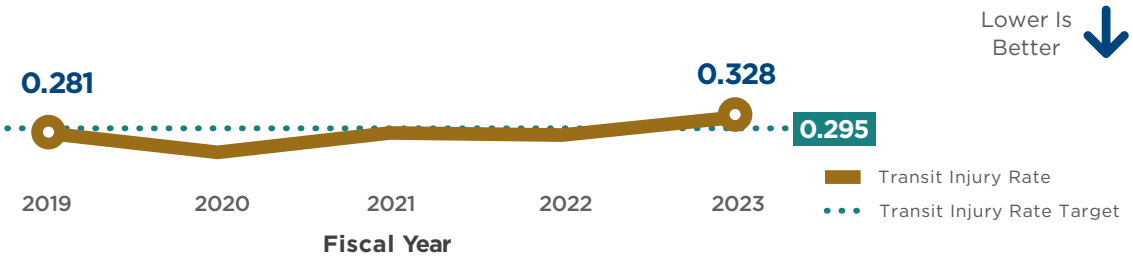


Figure 3-10 Transit injuries per 100,000 Vehicle Revenue miles



Data Source: FTA National Transit Database via local transit agencies - Figures 3-9, 3-10
Note: NTD has a two-year lag behind the current year for its most recent reporting year

4 DRPT Data Stories, March 2025

TOTAL SAFETY EVENTS

SAFETY EVENTS PER 100,000 VEHICLE REVENUE MILES

Desired Trend: Decreasing
2025 Target: 217 total safety events and 0.317 events per 100k miles
Current Performance: 229 safety events; 0.383 safety event rate (FY 2023)

Safety events occurring within Virginia's transit system decreased dramatically between FY 2019 and 2020, likely due to lower ridership during COVID, before rising closer to pre-COVID levels in FY 2021 and remaining consistent throughout the next year. There was a rise in the number of events between FY 2022 and 2023, both in the number of events and the rate. The increase in the number and rate of safety events may be due to aging infrastructure, increased ridership, and vehicle usage. DRPT continues to work with transit providers and encourages applying for various funding processes to improve infrastructure and safety.

The FTA defines a safety event as an unexpected outcome that results in: injury or death, damage to or loss of public transportation facilities, equipment, rolling stock, or infrastructure, or damage to the environment.

Figure 3-11 Total safety events

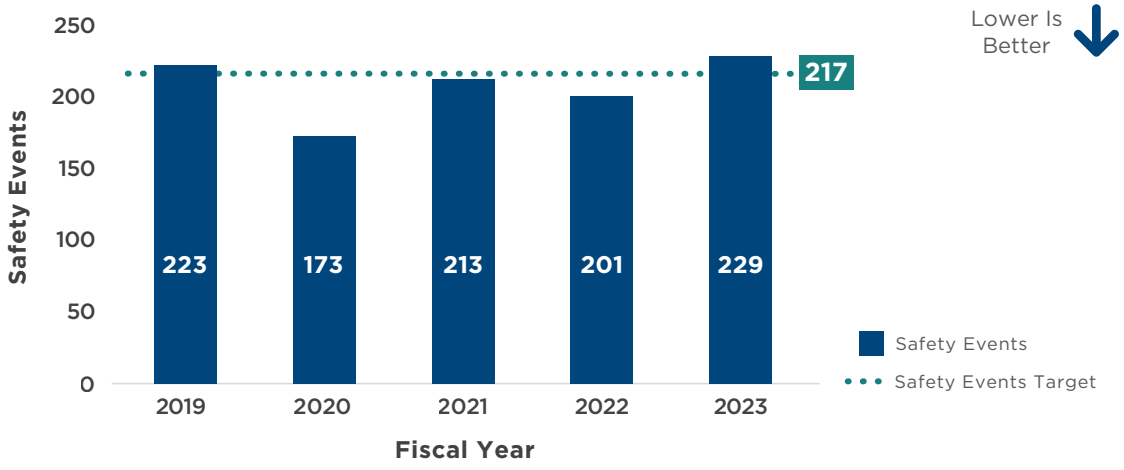
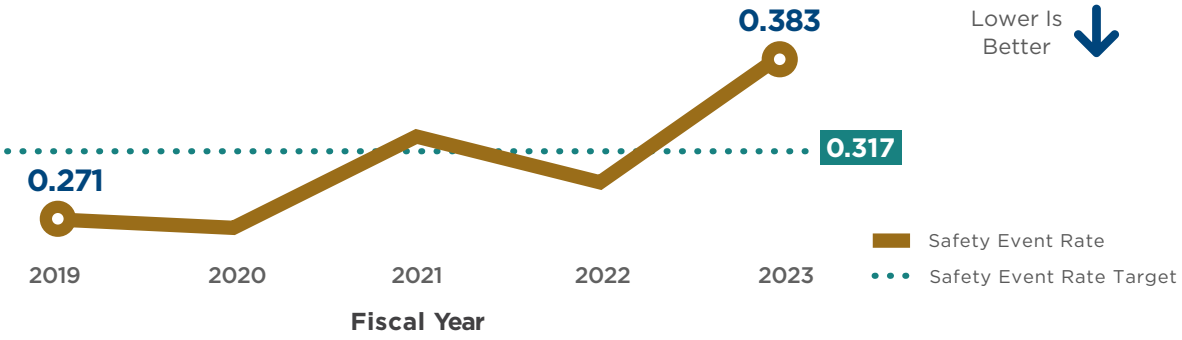


Figure 3-12 Safety events per 100,000 Vehicle revenue miles



Data Source: FTA National Transit Database via local transit agencies - Figure 3-11, 3-12
Note: NTD has a two-year lag behind the current year for its most recent reporting year

Highlights

The Transit Ridership Incentive Program (TRIP) is a DRPT administered program that provides funding to transit agencies and governing bodies to help create more accessible, safe, and regionally significant transit network. To improve safety on and accessing transit riders, and to improve safety for the transit workforce in delivering transit service, the TRIP program has been expanded to fund public safety equipment, public safety planning and public safety programming and training.

This funding is provided through an annual grant application period that lasts from December 1 to February 1.

For more information, visit
drpt.virginia.gov/our-grant-programs/trip

Goal B
System Preservation

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

The key to a functioning transportation system is preserving the quality of infrastructure, including roadways, bridges, rail, and transit assets and facilities. Continued strategic investment in preserving the condition of the transportation system helps maintain and grow opportunities for employment, education, health care, and recreation for all Virginians.

OBJECTIVE: ENSURE HIGHWAY STATE OF GOOD REPAIR

The purpose of this objective is to achieve the following outcomes by implementing recommendations outlined in VDOT's 2019 Maintenance and Operations Comprehensive Review:

1. *Meet long-term sustainable pavement and bridge performance targets adopted by the CTB*
2. *Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan*
3. *Meet routine maintenance best practices performance metrics*

The Maintenance and Operations Comprehensive Review[5] (Comprehensive Review), gives an overview of VDOT's Maintenance and Operations Program and the State of Good Repair Program. The Comprehensive Review examined the assets in which the programs invest, including pavements, bridges, special structures, and routine maintenance resulting in an investment strategy to achieve long-term sustainable performance. It also outlined the strategies VDOT has in place for its maintenance and operations and how those strategies align with performance goals VDOT reports annually to the CTB, most recently in October 2025.

Midtown Tunnel

5 https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2024/oct/5-comp-review-cmo-slides.pdf

PAVEMENTS

The VDOT-maintained highway network comprises over 130,000 lane-miles of roadway, including over 5,600 lane miles of interstates, over 22,000 lane miles of primary roads, and nearly 102,000 lane-miles of secondary roads (paved and unpaved).

Measuring Performance

- **Percentage of sufficient lane miles (pavement - high and low volumes):** The annual (CY) percentage of sufficient lane miles. The measure applies to VDOT maintained roads.

VDOT uses a numeric scale called the Critical Condition Index (CCI) to measure and categorize the condition of the roadway network's pavements. This condition rating is known as pavement sufficiency. CCI uses a value scale of 1 to 100, with a value of 100 given to pavements with no visible signs of wear or distress. Pavement condition is considered sufficient with a CCI value of 60 and above. Pavement condition is monitored by roadway system and volume (interstate, primary-high volume, secondary-high volume, primary low volume and secondary low volume). 100% of the interstate, primary and secondary high-volume roads are assessed annually along with 20% of the secondary low-volume roads.

A lane mile is a measurement that considers not only the length, but also the number of lanes along a roadway. The total length of the roadway in miles is multiplied by the number of lanes.

Construction Worker Repairing Road

Assessing Performance

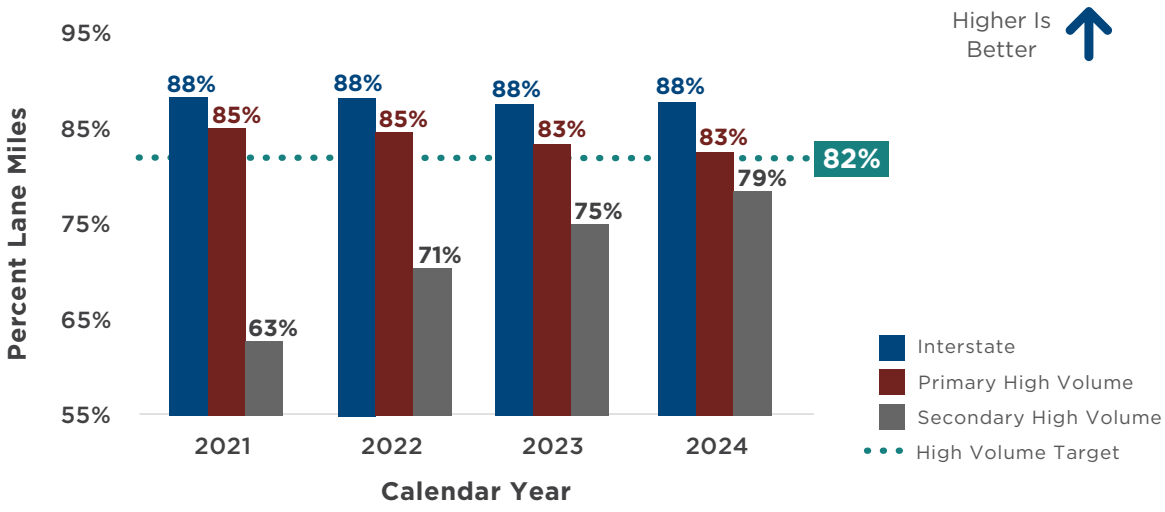
PERCENTAGE OF SUFFICIENT LANE MILES (PAVEMENT – HIGH VOLUME)

PERCENTAGE OF SUFFICIENT LANE MILES (PAVEMENT – LOW VOLUME)

Desired Trend: Planned decrease or maintaining per investment strategy
2025 Target: 82% of Interstate/Primary High-Volume/Secondary High-Volume; 75% of primary low-volume; 60% of secondary low-volume with sufficient lane miles
Current Performance: 88% Interstate; 83% Primary High-Volume; 78% Primary Low-Volume; 79% Secondary High-Volume; 61% Secondary Low-Volume (CY 2024)

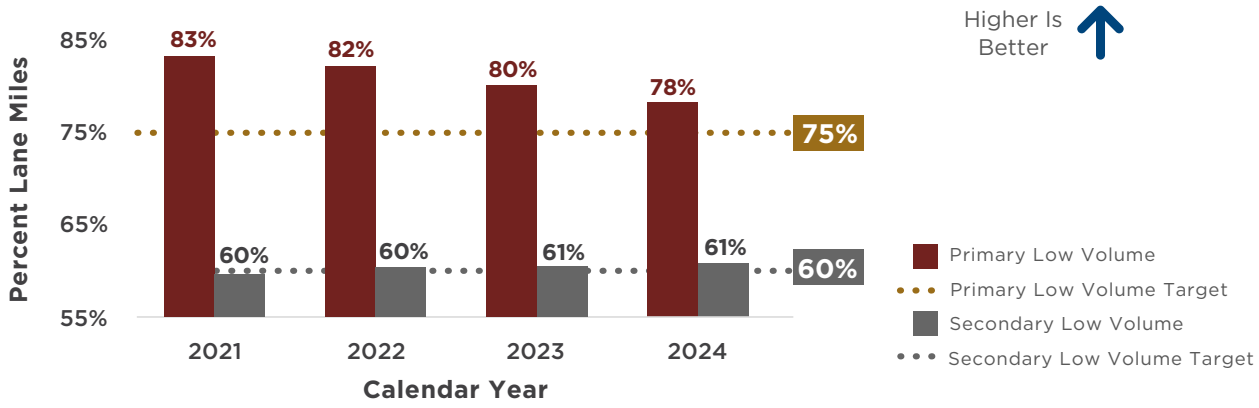
During the observed timeframe (CY 2021-2024), the percentage of sufficient lane miles has remained steady throughout the network. As outlined in Figure 3-13, high-volume primary and interstate roadways are maintaining optimal performance. Secondary high-volume roadways have shown a significant increase in performance. These trends, including the slight decline in primary high-volume performance, are in accordance with the investment strategy outlined in the Comprehensive Review. Low-volume primary roadways are maintaining performance, and secondary low-volume roads are showing a slight increase (Figure 3-14).

Figure 3-13 Percentage of sufficient lane miles (Pavement - High Volume)



Data Source: VDOT Pavement Management System (PMS)

Figure 3-14 Percentage of sufficient lane miles (Pavement - Low Volume)



Data Source: VDOT Pavement Management System (PMS)

STRUCTURES

There are more than 21,200 transportation structures in Virginia that are part of the National Bridge Inventory (NBI). More than 19,000 are owned by VDOT[6]. Over 2,400 structures are on the Interstate Highway System, over 5,800 on primary roads, and over 13,000 on secondary roads.

Measuring Performance

- **Average weighted general condition rating (Bridge)**: The annual (FY) averaged weighted General Condition Rating (GCR) of structures. The measure applies to VDOT and locality-maintained bridges that are part of the NBI.
- **Percentage of non-poor (sufficient) condition structures**: The annual (FY) percentage of structures that are in non-poor condition (good or fair). The measure applies to VDOT and locality-maintained bridges that are part of the NBI.

At least every two years, VDOT assesses bridges and culverts to evaluate their condition. The average weighted general condition rating (GCR) is applied to Virginia's bridges to assess their condition. GCR is rated on a scale of 0 to 9 and is further weighted by a factor of importance that takes into account bridge characteristics like traffic volume and detour length. Similar to the CCI described for pavement conditions, a higher GCR is preferable. A bridge with a GCR of 9 is considered in excellent condition with high structural integrity. A bridge with a GCR of 0 indicates that the bridge is out of service and no longer functions for vehicular use.

Assessing the percentage of non-poor condition structures is another way to summarize the conditions of Virginia's bridges and large culverts. It is outlined in the VDOT State of the Structures Report, which is published annually each fiscal year. All bridges of any length and culverts with a total opening in excess of 36 square feet or more are included in the assessment and are referred to as "Virginia Responsible Structures," which include VDOT and locality-maintained bridges.

6 VDOT State of Structures and Bridges

Assessing Performance

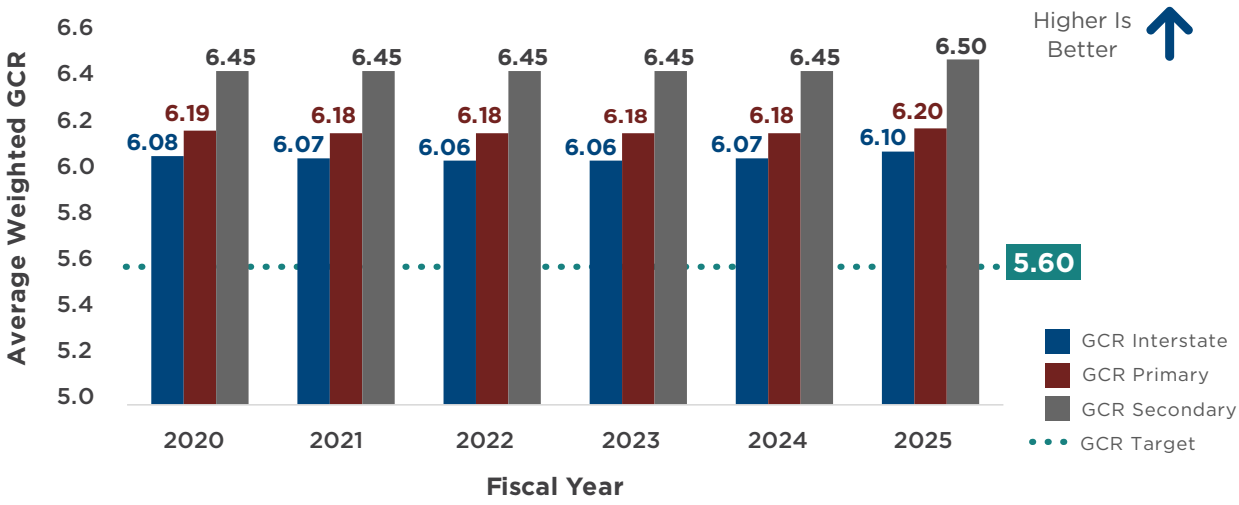
AVERAGE WEIGHTED GENERAL CONDITION RATING (BRIDGE)

TARGET MET

Desired Trend: Planned decrease or maintaining per investment strategy
2025 Target: ≥ 5.60 GCR
Current Performance: 6.10 Interstate; 6.20 Primary; 6.50 Secondary (FY 2025)

As previously mentioned, the GCR ranges from 0 to 9, with 9 being the highest possible score. Throughout the observed timeframe (FY 2020-2025), performance of structures along interstates, primary, and secondary roads have maintained their average weighted GCR, as planned.

Figure 3-15 Average weighted general condition rating (Bridge)



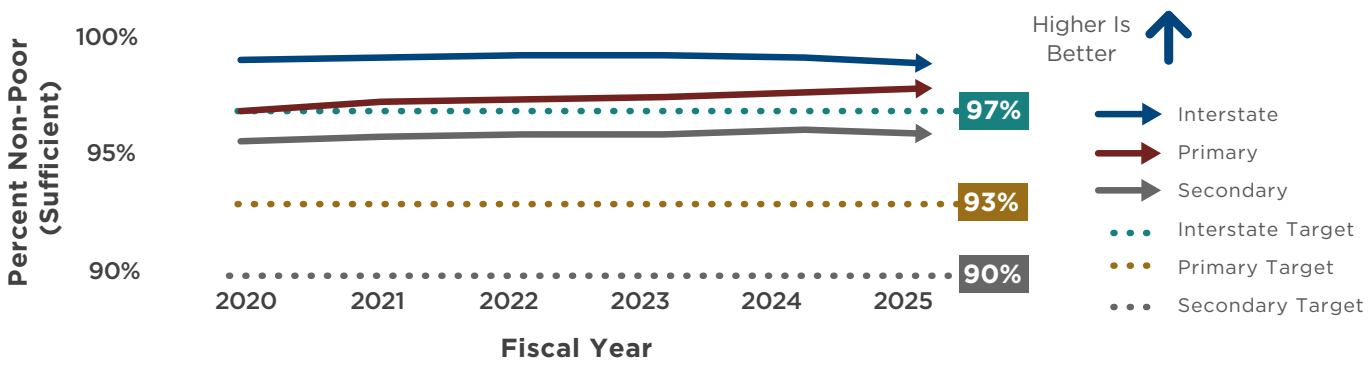
PERCENTAGE OF NON-POOR (SUFFICIENT) CONDITION STRUCTURES

TARGET MET

Desired Trend: Planned decrease or maintaining per investment strategy
2025 Target: 97% of Interstate, 93% of Primary, and 90% of Secondary roadways in non-poor condition
Current Performance: Interstate 99%; Primary 98%; Secondary 96% (FY 2025)

For the observed timeframe (FY 2020 - 2025), interstate, primary, and secondary roadway structures are exceeding the desired performance and VDOT continues to proactively invest in preserving the condition of its bridges.

Figure 3-16 Percentage of non-poor (sufficient) condition structures



Data Source: VDOT Bridge Management System (BrM) - Figure 3-15, 3-16

OTHER PERFORMANCE MEASURES

Measuring Performance

- **Special Structures 50-Year Long-Term Plan update (annually) and report to CTB (biennially)**: Confirms the annual (FY) update of the Special Structures 50-year Long-Term Plan (Long-Term Plan). The Long-Term Plan provides consistent classification and life-cycle approach to managing and monitoring the health of each structure. The measure applies to movable bridges, tunnels and complex structures.
- **Routine Maintenance Best Practices Accomplishments**: Confirms the annual (FY) reporting of Routine Maintenance Best Practices Accomplishments. VDOT has defined the assets, best practices and desired frequency for routine maintenance activities determined to provide the greatest benefits and extend the life of assets.

SPECIAL STRUCTURES 50-YEAR LONG-TERM PLAN UPDATE (ANNUALLY) AND REPORT TO CTB (BIENNIALLY)

The Special Structures 50-Year Long-Term Plan focuses on the most complex, costliest, and most important structures within Virginia's transportation system, including movable bridges, complex structures, and tunnels. The plan outlines all work needed on a facility to include maintenance, daily operational needs, and rehabilitation and replacement of structure components or entire structures.[7] Each year, VDOT updates the plan and reports to the CTB biennially. The measure tracks the CTB biennial reports.

ROUTINE MAINTENANCE BEST PRACTICES ACCOMPLISHMENTS

As part of the Maintenance and Operations Comprehensive Review presentation to the CTB, VDOT outlines performance metrics for certain routine maintenance along with the associated accomplishments.

Robert O. Norris Bridge

7 CTB - December 2024 Special Structure 50-Year Long Term Plan

Assessing Performance

SPECIAL STRUCTURES 50-YEAR LONG-TERM PLAN UPDATE (ANNUALLY) AND REPORT TO CTB (BIENNIALLY)

Desired Trend: Update plan and Report to CTB
2025 Target: Update plan and Report to CTB

Every other year, VDOT reports its updated Special Structures Plan to the CTB (the annual updates to the plan). VDOT provided its most recent update to the CTB and the CTB-approved the Special Structures 50-Year Long Term Plan at its December 2024 meeting.

Data Source: VDOT Special Structures 50-Year Long-Term Plan

ROUTINE MAINTENANCE BEST PRACTICES ACCOMPLISHMENTS

Desired Trend: Report best practices to CTB
2025 Target: Report best practices to CTB

VDOT reports annually to the CTB on the performance of the routine maintenance accomplishments of certain assets. VDOT provided its most recent update to the CTB at the October 2025 meeting.

Data Source: VDOT Highway Maintenance Management System

Highlights

The Hampton Roads Bridge Tunnel (HRBT) expansion project is a $3.9 billion expansion of the existing structure, which aims to ease congestion along a nearly 10-mile I-64 corridor. The project consists of adding two bored tunnels under the harbor between Hampton and Norfolk and widening the approach segments on both sides of the bridge. This is the largest highway construction project in Virginia's history.

The project is set to open in late 2027.

For more information, visit hrbtexpansion.vdot.virginia.gov

OBJECTIVE: ENSURE TRANSIT AND RAIL STATE OF GOOD REPAIR

Transit state of good repair refers to the practice of maintaining and replacing transit assets to ensure the provision of safe, efficient, and reliable service to riders in the most cost-effective manner. Transit Asset Management (TAM) plans outline the process to procure, operate, maintain, and replace transit assets in a systematic way. Proper asset management allows for increased customer service and productivity, reduced costs, and appropriate resource allocation. They also provide an important framework for discussions with stakeholders to communicate capital and operating needs. TAM plans are federally required for all agencies that own, operate, or manage capital assets used to provide public transportation and receive federal financial assistance. More than 30 agencies took part as Group Plan Participants in DRPT's Virginia Group Tier II TAM Plan in 2022.[8]

Measuring Performance

- **Percentage of revenue vehicles meeting/exceeding the FTA Useful Life Benchmark (ULB)**: The annual (FY) percentage of revenue vehicles that have met or exceeded the Federal Transit Administration (FTA) Useful Life Benchmark (ULB) for rolling stock (buses, vans, and trains). The asset condition of rolling stock is assessed using ULB standards from the FTA. This applies to all transit operators, excluding WMATA and Virginia Railway Express (VRE).
- **Percentage of transit facilities rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale**: The annual (FY) percentage of transit facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale. TERM assesses facility condition on a 1 to 5 scale, from poor to excellent condition.
- **Number of miles with Rail Preservation Fund (RPF) investments**: The total annual (FY) track miles improved by projects awarded a Rail Preservation Fund (RPF) grant for that fiscal year. This total does not include multi-year projects that remain on the the Six-Year Improvement Program (SYIP) with previously allocated funds.

Norfolk Tide Light Rail Vehicles

8 DRPT Transit Asset Management Plan

PERCENTAGE OF REVENUE VEHICLES MEETING/EXCEEDING THE FTA USEFUL LIFE BENCHMARK

To assess transit state of good repair, the FTA has established the Useful Life Benchmark (ULB). According to the FTA, the ULB is the "expected lifecycle of a capital asset for a particular transit agency's operating environment, or the acceptable period of use in service for a particular transit agency's operating environment."

PERCENTAGE OF TRANSIT FACILITIES RATING BELOW 3.0 ON THE FTA TERM SCALE

TAM plans help guide the optimal prioritization of capital investments in transit networks to keep them in a state of good repair. Part of that process involves assessing the condition of transit facilities—including maintenance, administration, passenger, and parking facilities. To measure the condition of transit facilities, the FTA TERM Scale is used. The TERM scale uses a numerical rating between 1.0 and 5.0, with scores between 4.8 and 5.0 given to transit facilities with no visible defects and/or in near new condition, and scores of 1.0 to 1.9 received by critically damaged facilities well past their useful life. The performance measure assesses the percentage of facilities that are rated less than 3.0.

NUMBER OF MILES WITH RAIL PRESERVATION FUND INVESTMENTS

This measure outlines the vision to maximize benefits of the Rail Preservation Fund (RPF) by effectively allocating funds to Class 2 and Class 3 track improvements. Shortline Railroads are regional freight lines, often serving to connect smaller cities and towns to the largest railroads. The RPF will fund track improvements to these lines at a maximum of 70% state contribution with a minimum 30% contribution from a local source.

WMATA Train in Tysons Corner

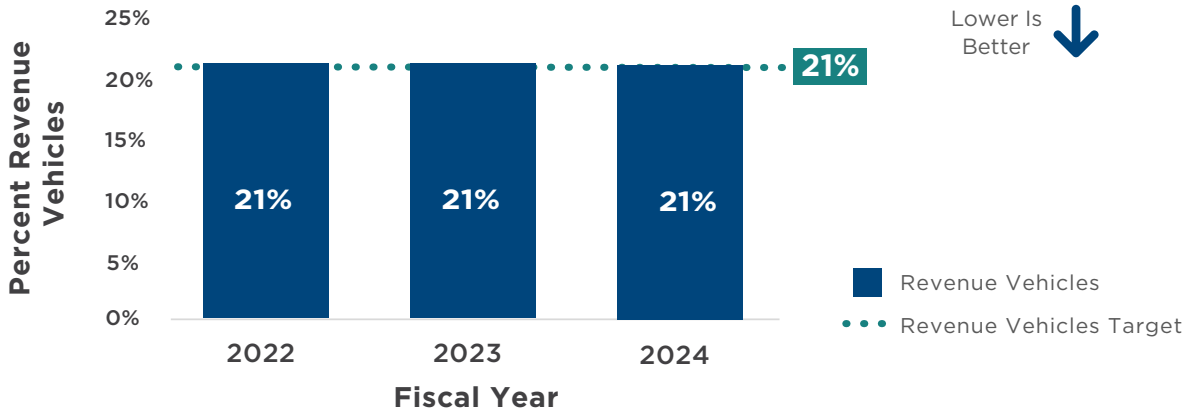
Assessing Performance

PERCENTAGE OF REVENUE VEHICLES THAT HAVE MET OR EXCEEDED THE FEDERAL TRANSIT ADMINISTRATION'S (FTA) USEFUL LIFE BENCHMARK (ULB)

Desired Trend: Decreasing
2025 Target: 21% of revenue vehicles beyond ULB
Current Performance: 21% of revenue vehicles beyond ULB (FY 2024)

During the observed timeframe (FY 2022 to 2024), 21% of revenue vehicles were determined to have exceeded the ULB. If transit agencies are able to maintain fleets to this degree or higher into the next fiscal year, performance will continue to be met. DRPT works closely with transit agencies and tracks performance on its dashboard[9].

Figure 3-17 Percentage of revenue vehicles in the statewide fleet that have met or exceeded the FTA Useful Life Benchmark



Petersburg Area Transit Bus

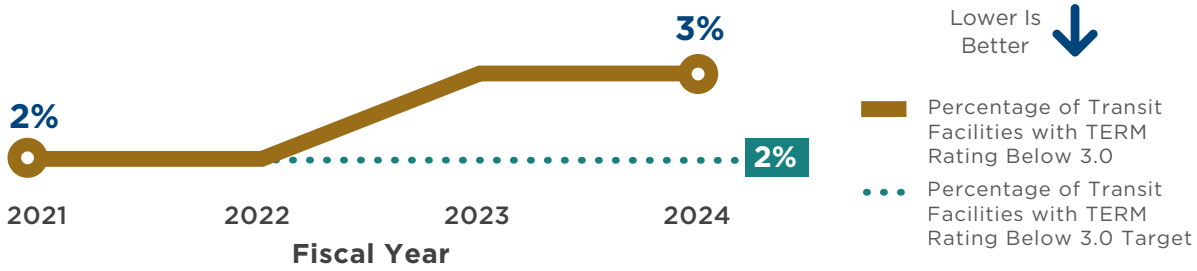
9 drpt.virginia.gov/data/performance-measures/transit-performance-data-dashboard

PERCENTAGE OF TRANSIT FACILITIES RATING BELOW 3.0 ON THE FTA TERM SCALE

Desired Trend: Decreasing
2025 Target: 2% of transit facilities with a condition rating below 3.0
Current Performance: 3% of transit facilities with a condition rating below 3.0 (FY 2024)

Between FY 2021 and FY 2024, the percentage of transit facilities with a TERM rating below 3.0 only increased by 1%, indicating that conditions of transit facilities throughout the state remain in good condition.

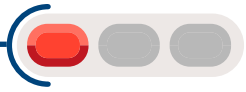
Figure 3-18 Percentage of transit facilities with a condition rating below 3.0 on the FTA TERM Scale



Data Source: DRPT Transit via local transit agencies - Figure 3-17, 3-18

Radford Transit Bus

NUMBER OF MILES WITH RAIL PRESERVATION FUND INVESTMENTS

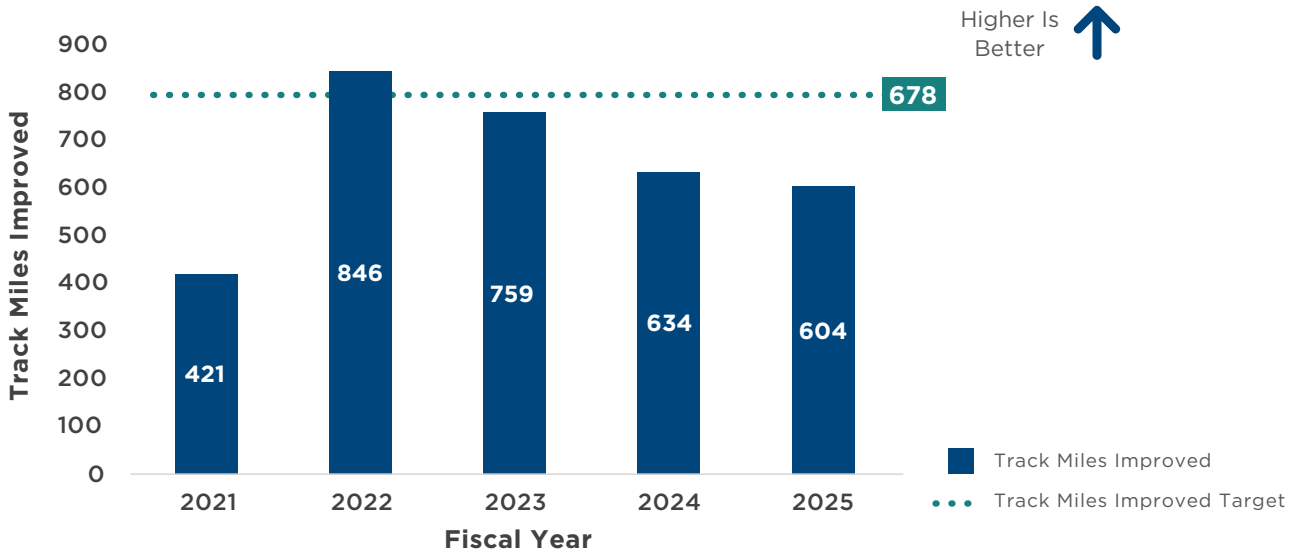


TARGET MISSED, NEEDS ATTENTION

Desired Trend: Increasing
2025 Target: 678 track miles
Current Performance: 604 track miles (FY 2025)

The Rail Preservation Fund (RPF) seeks to invest across the shortline network to maintain a state of good repair. While a positive trend is desirable, there are a limited number of miles that can be invested in each year. Additionally, some years may show lower miles if more bridge projects are funded compared to the far longer tie and rail projects. The target is a guideline to ensure we are investing evenly across the Commonwealth and the various shortline railroads. The lower mileage in 2021 was due to bridge projects as well as post-COVID effects leading to caution in investments by the private railroad companies. The increase in 2022 and subsequent leveling off suggests a stable trend will return.

Figure 3-19 Number of miles that the Rail Preservation Program has invested in to maintain a state of good repair



Data Source: DRPT Rail SYIP GIS Layer

Buckingham Branch Railroad outside Doswell

Highlights

In March 2025, DRPT announced the approval of a $750,000 Rail Industrial Access (RIA) grant to DeLong Co., Inc., a Wisconsin based global distributor of grains, oils, and byproducts. The company exports over two million tons of goods annually from its facilities across the Midwest and Northeast. DeLong's new Portsmouth intermodal facility will feature a rail connection, funded by the grant, that enhances the facility's operations in the import of soybeans, corn, wheat, and biodiesel from the Midwest and Northeast, while also supporting the export of filled containers through the Port of Virginia to global customers. The expansion of DeLong's operations into Virginia underscores the Commonwealth's commitment to supporting businesses through strategic rail investments that enhance freight mobility and promote sustainable transportation solutions.

For more information, visit content.govdelivery.com/accounts/VADRPT/bulletins/3d77884

Goal C
Economic Competitiveness Through Travel Time Reliability

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

Measuring transportation reliability offers numerous benefits, including enhanced safety, increased efficiency, improved user experience, and significant economic advantages. By understanding and addressing the variability in travel times, transportation systems can become more predictable, leading to better decision-making for commuters, businesses, and freight carriers.

OBJECTIVE: IMPROVE RELIABILITY, THROUGHPUT, AND CONGESTION

Virginia's economy is supported by and relies on a network of roads, rail, transit, waterways, ports, and airports. When the network capacity is overwhelmed, the result is congestion. Some of the congestion is recurring during peak travel periods, such as before and after the workday and on weekends. Random events, such as weather or roadway incidents, are non-recurring events and are a significant contributor to variability in travel time conditions. The performance measures for this objective indicate the variability in travel times across modes to understand overall network reliability.

Measuring Performance

- **Percent of reliable person-miles traveled (interstate)**: The annual (CY) percentage of Person-Miles traveled (PMT) that are reliable on the Interstate. Reliability is measured by the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS).
- **Percent of reliable person-miles traveled (non-interstate NHS)**: The annual (CY) percentage of Person-Miles traveled that are reliable on the Non-Interstate National Highway System (NHS). Ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's NPMRDS.
- **Intercity bus and passenger rail on-time performance**: The annual (FY) average percentage of on-time performance. On-time performance reports the percentage of time a passenger rail or bus service arrives and departs within a designated window of time. The exact time frame for what is considered "on-time" varies depending on the service provider and the length of the trip. The measure applies to Virginia-sponsored Amtrak trains, VRE commuter rail, and Virginia Breeze intercity-bus service.
- **Mean distance between major failures (transit)**: The annual (FY) mean distance between major failures measured in miles. Represents the reliability of transit fleets for all transit operators in Virginia operating more than 30 vehicles (full reporters).

PERCENT OF PERSON-MILES TRAVELED THAT ARE RELIABLE (INTERSTATE AND NON-INTERSTATE NHS)

This measure is used to assess the overall reliability of a highway system in terms of the predictability of travel times. A highway is considered reliable when travel times are consistent and predictable, meaning that unexpected delays are minimal and infrequent. These measures apply to the National Highway System in Virginia which includes major highways, interstates, and other key routes.

INTERCITY BUS AND PASSENGER RAIL ON-TIME PERFORMANCE

The definition of on-time performance varies by provider with Virginia-sponsored Amtrak trains and Virginia Breeze intercity-bus service utilizing 15 minutes. VRE commuter rail utilizes 5 minutes. The Amtrak data incorporates the total number of customers who arrive at their destination during the 15-minute window. For Virginia Breeze and VRE, the data incorporates trips that depart more than a minute before the scheduled time are considered early; early arrivals are deemed to be on time. If there are trips that arrive or depart past the scheduled time per the limits identified, they are considered late.

MEAN DISTANCE BETWEEN MAJOR FAILURES (TRANSIT)

The mean distance between major failures is calculated by dividing the total statewide vehicle revenue miles (VRM) by statewide major failures. Major failures are defined by the National Transit Database (NTD) as a mechanical failure that prevents the vehicle from completing a scheduled trip or from starting the next scheduled trip. The measure considers both fixed-route (regularly scheduled service on a fixed route) and demand response (door-to-door) service, as outlined by the federal Public Transportation Agency Safety Plans (PTASP). It illustrates the reliability of transit fleets indicating less service disruptions. The measure helps transit agencies identify areas for improvement to increase safety and reliability for passengers and operators.

VA 267 and I 495 interchange under construction in Tysons Corner

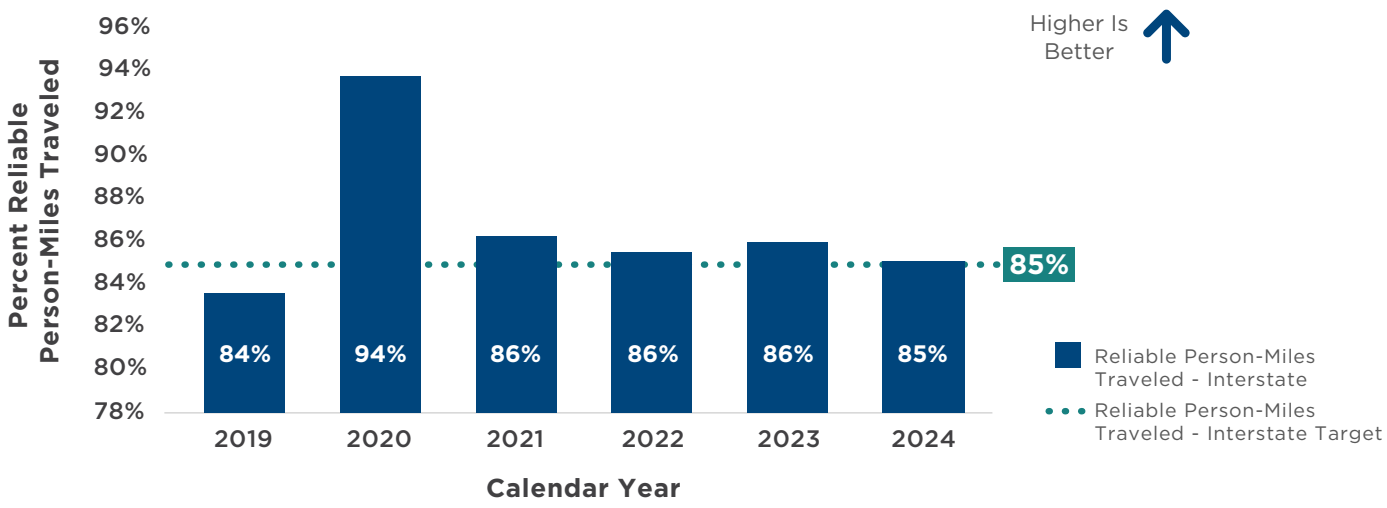
Assessing Performance

PERCENTAGE OF PERSON-MILES TRAVELED THAT ARE RELIABLE (INTERSTATE)

Desired Trend: Increasing
2025 Target: 85% of person-miles traveled reliable
Current Performance: 85% of person-miles traveled reliable (CY 2024)

Less travel in CY 2020 resulted in improved travel time reliability, followed by a reduction in performance as vehicle miles traveled rebounded post-COVID. Performance has been steady from CY 2021 to CY 2024 but above pre-COVID levels. VDOT continues to implement operational improvements on the interstates to manage incident response and impacts of work zone delays, which in turn help non-recurring congestion. Programs like Towing and Recovery Incentive Program (TRIP) on the I-95 and I-81 corridors, which were designed to facilitate quick and safe clearance of commercial vehicle crashes, are improving incident clearance times. TRIP began along the Interstate 95 corridor and has since been expanded to the Interstate 81 and 77 corridors.

Figure 3-20 Percent of Person-Miles traveled that are reliable (Interstate)



Data Source: FHWA National Performance Management Research Data Set (NPMRDS), VDOT Traffic Monitoring System (TMS) Volume

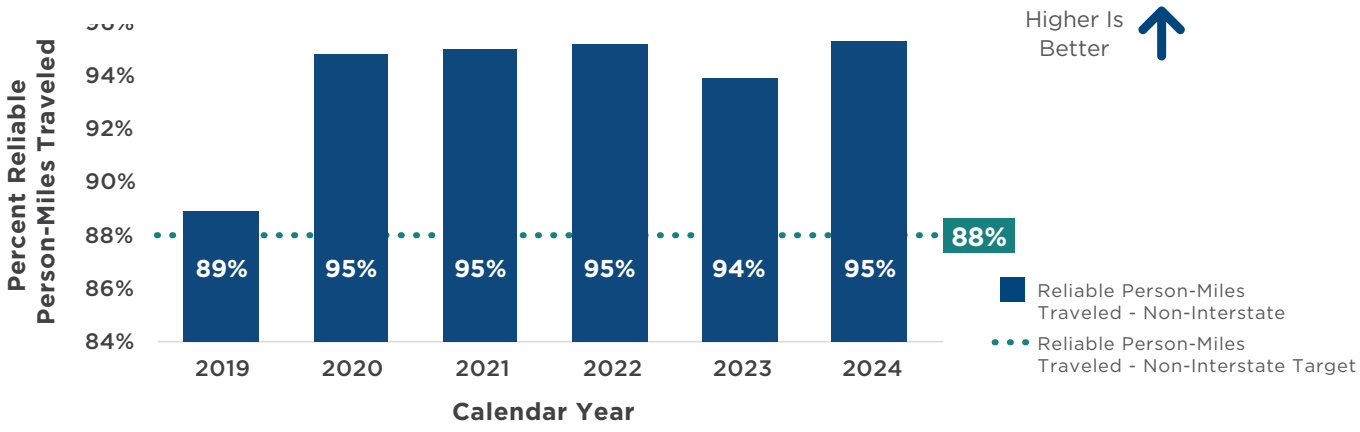
PERCENTAGE OF PERSON-MILES TRAVELED THAT ARE RELIABLE (NON-INTERSTATE NHS)

TARGET MET

Desired Trend: Increasing
2025 Target: 88% of person-miles traveled reliable
Current Performance: 95% of person-miles traveled reliable (CY 2024)

Performance on the non-Interstate system improved during COVID and has remained steady throughout the remainder of the observed timeframe (CY 2019-2024), with much of the network performing in reliable conditions.

Figure 3-21 Percent of Person-Miles traveled that are reliable (Non-Interstate NHS)



Data Source: FHWA National Performance Management Research Data Set (NPMRDS), VDOT Traffic Monitoring System (TMS) Volume

US 250 at VA 20 in Charlottesville

VRE ON-TIME PERFORMANCE

VIRGINIA BREEZE ON-TIME PERFORMANCE

AMTRAK ON-TIME PERFORMANCE (NEWPORT NEWS/NORFOLK/RICHMOND)

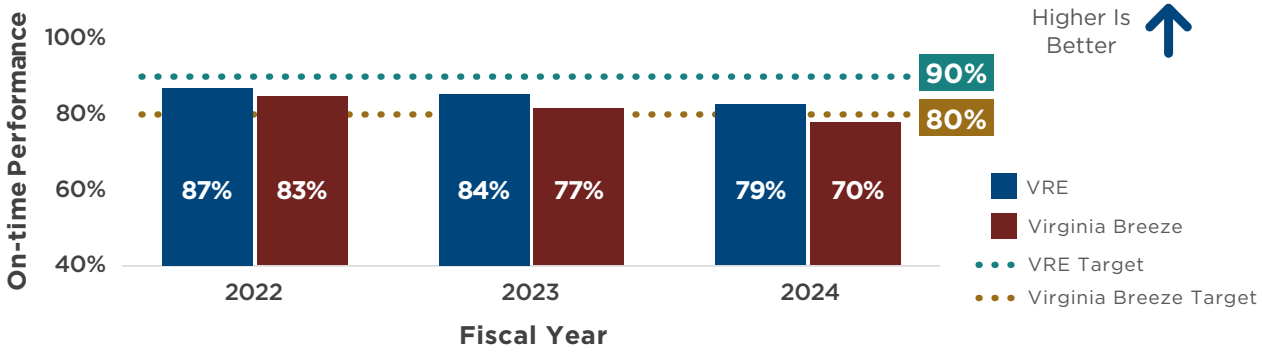
AMTRAK ON-TIME PERFORMANCE (ROANOKE)

Desired Trend: Increasing
2025 Target: On-Time Performance (Amtrak 80%; VRE 90%; Virginia Breeze 80%)
Current Performance: VRE 79%, Virginia Breeze 70% (FY 2024); Amtrak Roanoke Routes 69%, Amtrak Richmond/Newport News/Norfolk Routes 63% (Q4 FY 2024)

During the observed timeframe (FY 2022-2024), the on-time performance (within 15 minutes for Virginia supported Amtrak Routes and Virginia Breeze, within 5 for VRE) has been on a downward trend, falling below expected performance. There were multiple factors that contributed to this slight decline, including a return to pre-COVID travel patterns that impacted traffic along Virginia Breeze routes, an aging rail fleet, and needed adjustments to the scheduled intervals between destinations.

VPRA is undertaking a $5 billion capital program to add rail capacity, with the goal of improving on-time performance for Amtrak and VRE service. VPRA also works with freight railroads, VRE, and Amtrak on a host of measures that will improve on-time performance, including supporting Amtrak's procurement of new train sets coming in 2027 that will reduce dwell time at stations.

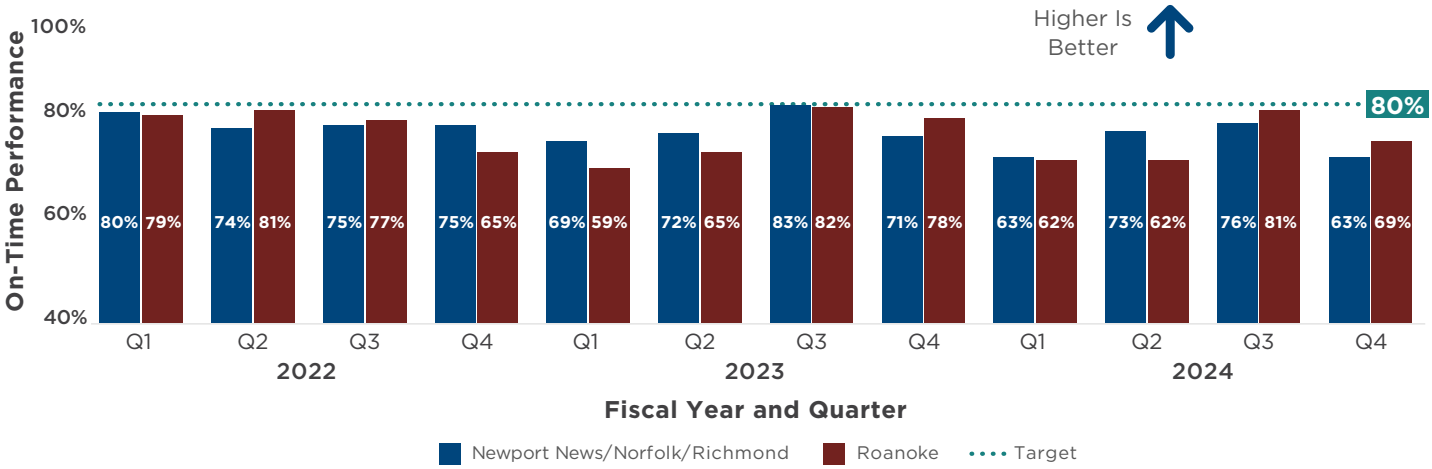
Figure 3-22 Intercity bus and passenger rail on-time performance (VRE and Virginia Breeze)



Data Source: VPRA, VRE, DRPT Transit

Note: Data prior to FY 2022 was excluded due to the impacts of COVID

Figure 3-23 Passenger rail on-time performance (Amtrak)



Data Source: VPRA, VRE, DRPT Transit

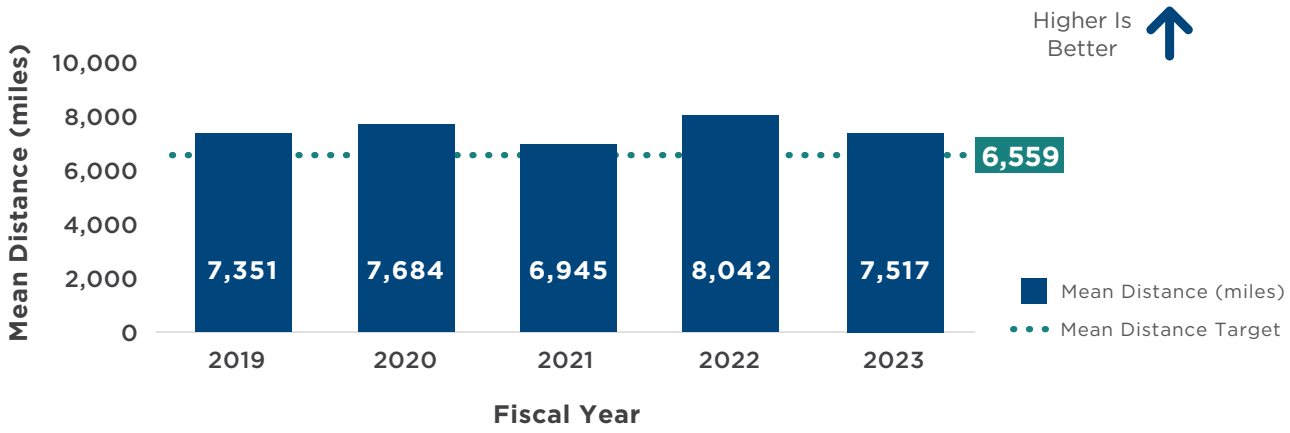
Note: Data prior to FY 2022 was excluded due to the impacts of COVID

MEAN DISTANCE BETWEEN MAJOR FAILURES (TRANSIT)

Desired Trend: Increasing
2025 Target: 6,559 miles
Current Performance: 7,517 miles (FY 2023)

During the timeframe observed (FY 2019-2023), the mean distance between major failures fluctuated with no discernible pattern. From FY 2019 to FY 2023, the mean distances between major failures trended in an optimal direction. There was an increase from FY 2021 to FY 2022 showing improvement in vehicle and operational performance, followed by a decline in FY 2023.

Figure 3-24 Mean distance between major failures for fixed-route and demand responsive modes



Data Source: FTA National Transit Database via local transit agencies

Note: NTD has a two-year lag behind the current year for its most recent reporting year

Highlights

The New River Valley Rail Project is an endeavor to extend state-supported Amtrak passenger rail service from the current terminus in Roanoke to Christiansburg. This project consists of $264.5 million in investment to construct a new station platform from VPRA. The New River Valley Passenger Rail Station Authority will fund and construct other improvements. Construction began in late February 2025 and service is set to begin in 2027. Two daily round trips will occur between Christiansburg and Washington, DC, with stops in Roanoke, Lynchburg, Charlottesville, Culpeper, Manassas, Burke Center, and Alexandria. From Washington, the service will continue on Amtrak's Northeast Corridor to Philadelphia, New York, Boston, and places in between. Below is a rendering of a future station. This represents a return of passenger service to the New River Valley, which has not been served by Amtrak since 1979.

For more information, visit vapassengerrailauthority.org/projects/nrvproject/

Highlights

The Long Bridge Project is an endeavor to construct a new two-track railroad bridge parallel with the existing Long Bridge between Virginia and Washington, DC. This project aims to increase capacity along the corridor, expanding the number of tracks from two to four. The current bridge operates at 98% capacity, with freight and passenger rail operators utilizing the bridge. Up to 2 million Amtrak and 3 million VRE riders cross the Long Bridge each year. The additional capacity generated by the project will alleviate the current chokepoint, increasing connections between Virginia and the Northeast Corridor. VPRA is leading the development and construction of this project along with other projects as part of Transforming Rail in Virginia[10]. The Long Bridge Project is scheduled for completion in 2030. Below is a rendering of the existing Long Bridge and the new rail bridge over the Potomac River.

For more information, visit vapassengerrailauthority.org/projects/longbridgeproject

10 Transforming Rail in Virginia

OBJECTIVE: IMPROVE FREIGHT THROUGHPUT

Virginia's unique geographic location makes it a prime area for freight transportation through a variety of modes, including by ship, airplane, rail, and truck. The Virginia Freight Plan and the 2022 Statewide Rail Plan provide strategies and information to help maintain and improve the freight network throughout the Commonwealth. Both plans outline a long-term vision and goals for the future of this vital industry in Virginia, including expanding freight rail capacity, increasing network efficiency and reliability, and supporting economic growth and development.

Measuring Performance

- **Truck travel time reliability (TTTR) index**: The annual (CY) TTTR index value for the interstate system. The index is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time. Lower index values indicate higher reliability.
- **Change in travel time reliability of freight bottlenecks**: The annual (CY) percentage of freight bottlenecks that are maintaining or improving reliability. Freight bottlenecks included in the 2022 State Freight Plan are identified based on a combination of severity and magnitude of TTTR and cumulative truck delay. There are 16 identified bottlenecks. The measure compares the change in travel time reliability of freight bottlenecks to the 2019 baseline.

TTTR INDEX

Assessing how well Virginia is implementing the vision and goals of the Virginia Freight Plan and the 2022 Statewide Rail Plan involves taking into consideration a key measure of performance that is also measured nationally, the TTTR index. This index is calculated for freight movement along the interstate system and involves finding the ratio between truck travel times in the 95th percentile (worst travel conditions) and truck travel times in the 50th (median) percentile (average travel conditions). A higher TTTR index means that travel times are less reliable, and freight trips require significantly more time to arrive on schedule compared to normal traffic conditions, resulting in increased costs and resource usage.

CHANGE IN TRAVEL TIME RELIABILITY OF FREIGHT BOTTLENECKS

Another useful measure is calculating the change in travel time reliability at freight bottlenecks previously identified in the Virginia Freight Plan. This tracks the percentage of bottleneck locations with maintaining or improving reliability.

Note: The index is a measure of truck travel time reliability on the Commonwealth's interstate system. By comparison, the freight bottleneck performance measure is focused on the 16 worst freight bottlenecks described in the 2022 State Freight Plan.

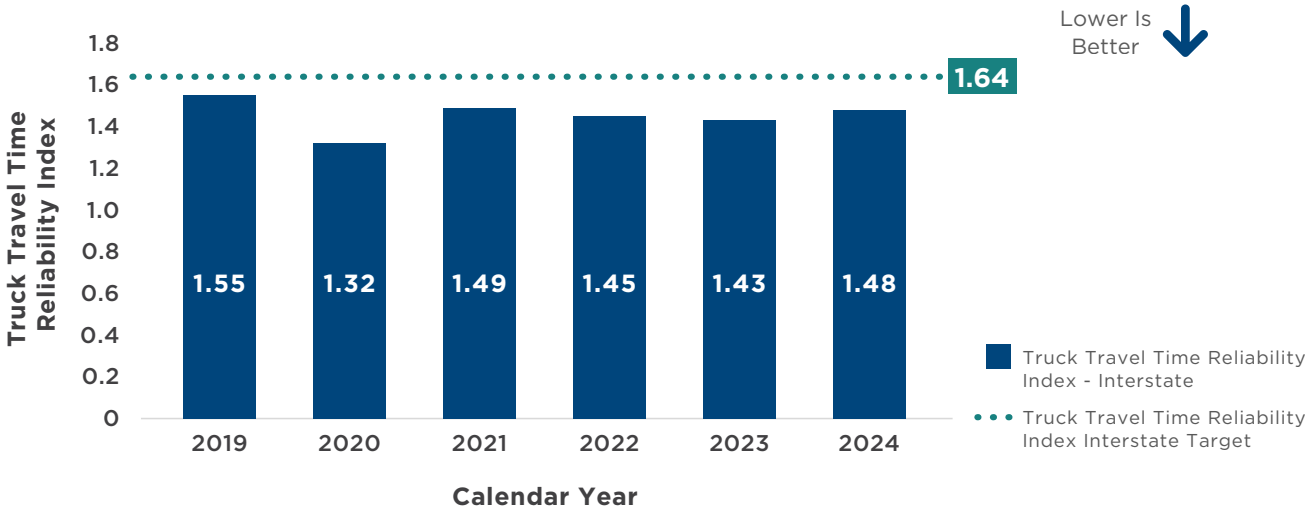
Assessing Performance

TTTR INDEX

Desired Trend: Decreasing
2025 Target: Index value of 1.64
Current Performance: Index value of 1.48 (FY 2024)

Between CY 2019 and CY 2024, the TTTR index remained steady, with no discernible trend. The CY 2020 index is noticeably lower than other years in the observed timeframe, due to the reduction of congested conditions along Virginia's interstates during COVID. Programs, such as the Interstate Operations and Enhancement Program, are advancing projects intended to improve the safety, reliability, and travel flow along interstate highway corridors.

Figure 3-25 TTTR Index



Data Source: FHWA National Performance Management Research Data Set (NPMRDS)

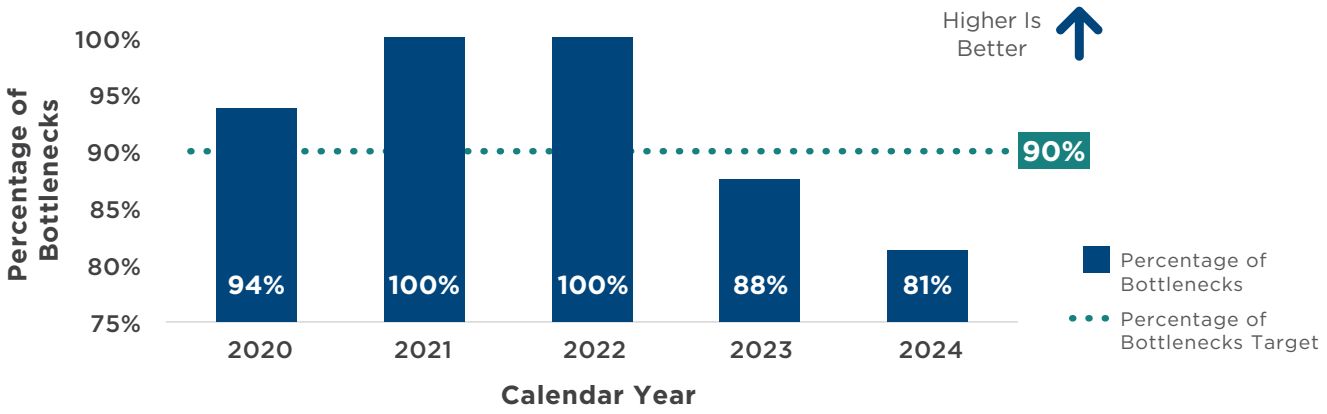
CHANGE IN TRAVEL TIME RELIABILITY OF FREIGHT BOTTLENECKS

Desired Trend: Increasing
2025 Target: 90% of locations show maintaining or improved reliability
Current Performance: 81% of locations show maintaining or improved reliability (CY 2024)

The most recent Virginia Freight Plan identified numerous freight bottlenecks throughout the state. This performance measure assesses what percentage of these bottlenecks have maintained or improved reliability compared to 2019 (baseline). During and post COVID, each of the identified bottleneck locations performed with similar or improved reliability. Reduced performance in CY 2023 and CY 2024 is likely the result of increases in vehicles miles traveled (VMT) above pre-COVID conditions.

Programs, such as the Interstate Operations and Enhancement Program, are advancing projects intended to improve the safety, reliability, and travel flow along interstate highway corridors. These projects should result in improvements to identified freight bottlenecks.

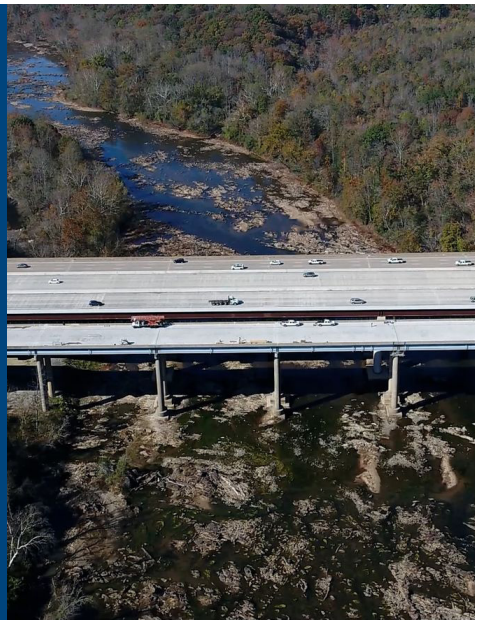
Figure 3-26 Percentage of freight bottlenecks that are maintaining or improving reliability



Data Source: INRIX Travel Time Reliability Data, VDOT Traffic Monitoring System (TMS) Volume

Highlights

In part to improve freight efficiency, the Rappahannock River Crossing Project, located in the city of Fredericksburg and Stafford County, is a recently completed major project along the busy I-95 Corridor to improve long- and short-distance travel and reducing congestion between two major intersections at US 17 and VA 3. The project consisted of widening the road to include six lanes of collector and distributor lanes, resulting in the construction of two brand new bridge spans over the Rappahannock that parallel the existing pair of bridges. Additional reconfiguration was done at the US 17 and VA 3 interchanges in coordination with the widening of the road.



OBJECTIVE: IMPROVE TRANSIT EFFICIENCY AND EFFECTIVENESS

Transit agencies throughout the Commonwealth develop Transit Strategic Plans (TSP) and Transit Development Plans (TDP) to establish long-term visions and goals for their systems and targets to improve performance and reliability of their services. These measures are tracked to assess both system-wide and route-level performance. System-wide performance measures help agencies understand if they are on track to meet important goals, such as efficiency, cost-effectiveness, and sustainability. Route-level measures focus on the operational performance of individual routes. Tracking these measures helps provide critical information related to how routes are performing, how to best prioritize investments, and how to meet the needs of riders throughout Virginia.

Measuring Performance

- **Total passenger miles and passengers per revenue hour/mile**: The total annual (FY) passenger miles traveled (PMT) and passengers per revenue hour/mile. Passengers per vehicle revenue mile and vehicle revenue hour provide a measure of efficiency (how many passengers are carried per revenue mile or revenue hour of service). Revenue miles and revenue hours measure the distance and the time vehicles are in passenger services.
- **Percentage of jobs accessible by transit**: Number of jobs within walking distance of transit stops and stations consistent with Making Efficient and Responsible Investments in Transit (MERIT)-Capital Assistance Scoring methodology.
- **Percentage of people with access to transit in Virginia**: Number of people that live within walking distance of local transit stops and stations, and close driving distance of commuter rail stations, consistent with MERIT-Capital Assistance Scoring-methodology.

The first measure tracks the number of passenger miles traveled (PMT), the number of passengers per revenue hour and the number of passengers per revenue mile. The combination of these measures provide insights in how efficiently the Commonwealth's transit systems are operating, and higher numbers for all are preferred.

The number of jobs accessible by transit and the number of people in the Commonwealth with access to transit indicates how well existing fixed-route transit services meets the riders' needs or identifies gaps in communities. Starting in FY 2024, DRPT began comparing existing fixed route systems and station locations in proximity to employment centers and residential areas throughout Virginia. Utilizing Remix, a transit planning and scheduling software, to overlay General Transit Feed Specification (GTFS) data of fixed route service networks and transit stops with Longitudinal Employer-Household Dynamics (LEHD) and American Community Survey (ACS) 5-year data. GTFS data is currently only for fixed route service and does not capture demand response or other mobility services so the measures will not reflect all available transit modes. As additional years are observed for analysis, the goal is to increase these percentages and expand to include all transit modes in Virginia.

Assessing Performance

TOTAL TRANSIT PASSENGER MILES

NOT APPLICABLE

TOTAL TRANSIT PASSENGERS PER REVENUE HOUR (VRH)

TARGET MISSED, MAKING PROGRESS

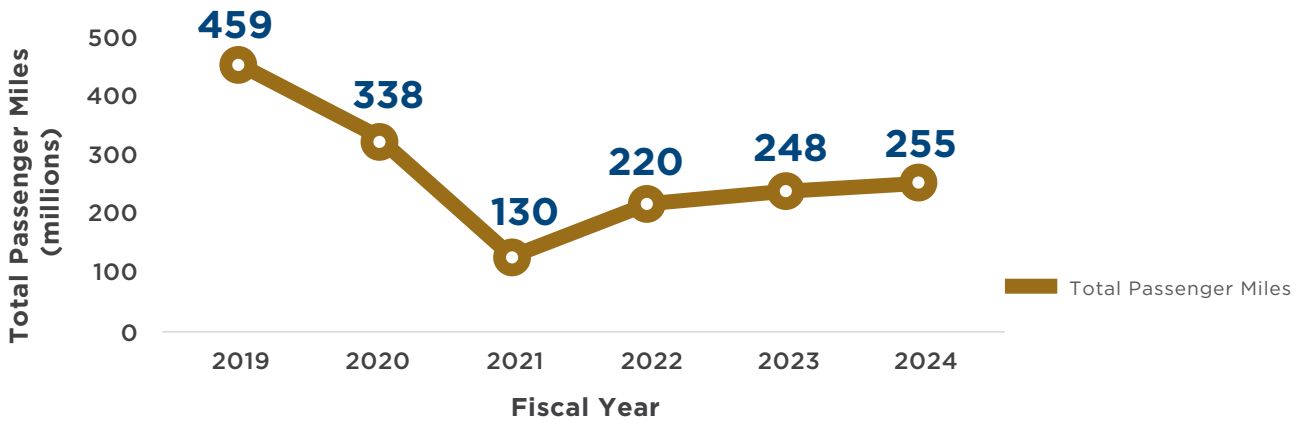
TOTAL TRANSIT PASSENGERS PER REVENUE MILE (VRM)

TARGET MET

Desired Trend: Increasing
2025 Target: N/A - total passenger miles; 18.0 passengers per revenue hour; 1.2 passengers per revenue mile
Current Performance: 255 million passenger miles; 17.9 passengers per revenue hour; 1.2 passengers per revenue mile (FY 2024)

During the observed timeframe of FY 2019 and FY 2024, transit provision and ridership were affected by COVID and work from home mandates, leading to a decrease in all three measures. Post-COVID the passengers per revenue hour and passengers per revenue mile were slow to recover before returning to near pre-COVID performance. The total passenger miles were slower to recover, explaining the slight reduction in passengers per revenue hour between FY 2022 and FY 2023. However, as more workers returned to the office, the number of passengers has increased, remaining steady the last two years of the observed timeframe (FY 2023 and FY 2024). Many transit agencies have reached or exceeded pre-COVID ridership, and several agencies have reported record highs in ridership.

Figure 3-27 Total transit passenger miles



Data Source: DRPT Transit via local transit agencies

Figure 3-28 Transit passengers per vehicle revenue hour (VRH)

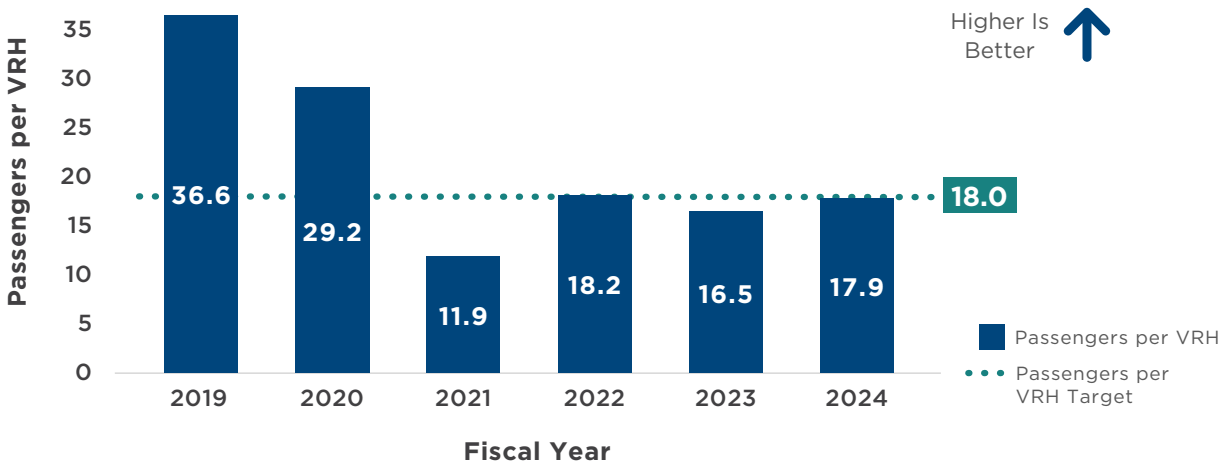
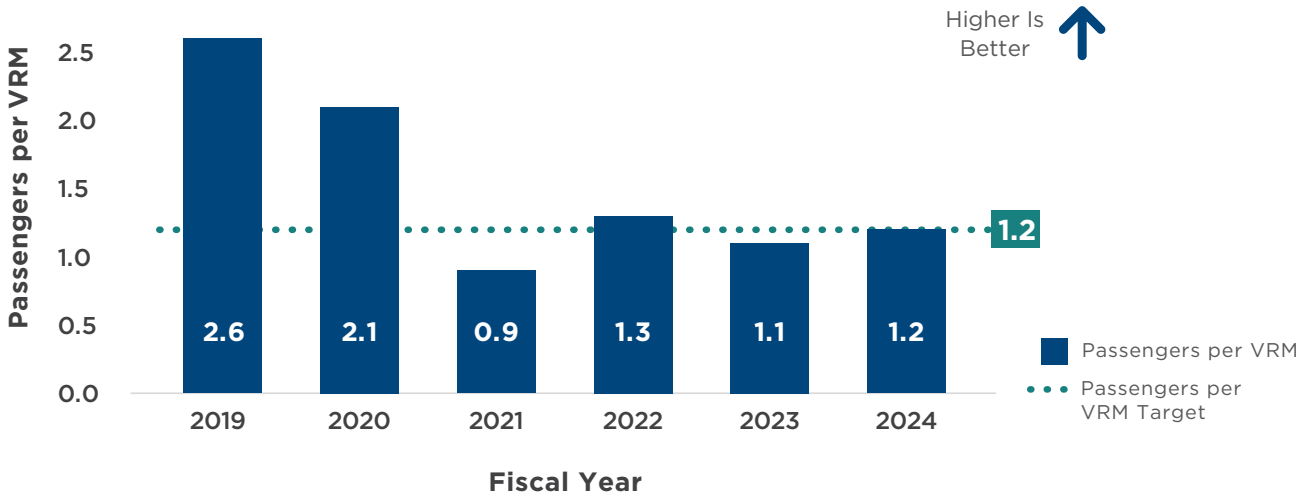


Figure 3-29 Total passengers per vehicle revenue mile (VRM)



Data Source: DRPT Transit via local transit agencies - Figure 3-28, 3-29

PERCENTAGE OF JOBS ACCESSIBLE BY TRANSIT

Desired Trend: Increasing
2025 Target: 75% of Virginia jobs accessible by transit

In FY 2024, more than 2.6 million jobs were transit-accessible, or 73% of jobs.

Data Source: Statewide Transit Stop and Route data (source: GTFS feeds) and Remix "Jobs (Work)" data layer (Source: LEHD Origin-Destination Employment Statistics (LODES) 2012-2021)
Note: This is a new performance measure and only one year of data (FY 2024) is available.

PERCENTAGE OF PEOPLE WITH ACCESS TO TRANSIT IN VIRGINIA

Desired Trend: Increasing
2025 Target: 65% of people with access to transit in Virginia

In FY 2024, 5.5 million people had access to transit—64% of the population.

Data Source: Statewide Transit Stop and Route data (source: GTFS feeds) and Remix "Population" data layer (Source: American Community Survey 5-year, 2022-2018)
Note: This is a new performance measure and only one year of data (FY 2024) is available.

Highlights

FY 2024 was an incredibly successful year for Virginia's transit services. DRPT reports that 126.6 million riders utilized transit in the commonwealth, setting a post-COVID high. Ridership is back strong in Virginia with levels at 90% of pre-COVID numbers. Ten public transit agencies in the state have reported that their ridership levels have met or exceeded their pre-COVID numbers. 34 out of 40 agencies have reported year-over-year increases since FY 2020. WMATA, GRTC, and Fairfax Connector are the top three agencies in the state in terms of ridership, but some agencies outside Virginia's major metropolitan centers, including Blacksburg and Harrisonburg, are found in the top ten. Chincoteague's Pony Express saw a 104% increase in ridership between FY 2023 and 2024, the highest increase in the state.

In addition, Amtrak ridership reached record-setting levels in 2025. Nearly 1.5 million passengers traveled on Amtrak Virginia in the fiscal year, which is an increase of 4.8% over the prior year. This was the highest record ridership since the service launched in 2009. The Roanoke corridor saw the highest ridership increase at 6.9%.

For more information, visit vapassengerrailauthority.org/amtrak-virginia-closes-state-fiscal-year-with-record-ridership

Goal D
Inter-Connected Systems and Services

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

Offering various travel options facilitates access to jobs, social connections, services, activity centers, and distribution hubs. It also helps businesses connect with the workforce. Integrating various modes of transportation and technologies allows for improved efficiency, safety and accessibility. VTrans aims to ensure transportation decisions consider a multimodal system and provide opportunities through multiple travel options.

OBJECTIVE: SUPPORT NETWORK RESILIENCY

Multimodal redundancy is the practice of providing multiple travel options that connect travelers to their destinations safely and efficiently, regardless of how they choose to travel. Further, redundancy is a way to provide a resilient network that can withstand disruptions and continue to allow for efficient movement of not only people, but goods and services. Resiliency in this context is focused on supporting the network appropriately through modal options and operational improvements, based on attributes of the geographic area, such as express bus services connecting suburban and rural communities to job centers in urban areas, or intercity rail service connecting Virginia's cities.

Measuring Performance

- **List of projects contributing to multimodal redundancy**: Annual update to CTB of a list of projects that are advancing to implementation and contribute to multimodal redundancy.

To track multimodal redundancy in Virginia, Appendix B provides an illustrative list of projects that contribute to an efficient network as well as support multimodal choices to increase overall system performance. The list is not exhaustive, but showcases a variety of projects that improve resiliency and efficiency. Many other projects also provide similar benefits.

Virginia Breeze

Assessing Performance

LIST OF PROJECTS ADVANCING TO IMPLEMENTATION THAT CONTRIBUTE TO MULTIMODAL REDUNDANCY

Desired Trend: Annual update to CTB of projects that are advancing to implementation and contribute to multimodal redundancy.
2025 Target: Compliance with the requirement to annually update the CTB.
Current Performance: Included in Appendix B

The Commonwealth is investing in a variety of projects that support multimodal redundancy and travel choice. VDOT is advancing many projects intended to improve safety, reliability, travel flow, and connectivity. By supporting diverse transportation options that promote better detours, provide for alternate means of transportation, and encourage carpooling, these projects foster a resilient transportation ecosystem. This resilient system also adapts more easily to disruptions from severe weather, infrastructure maintenance, traffic incidents, or emergencies.

In addition to VDOT, both VPRA and DRPT are evaluating and advancing projects that will improve transportation options, including:

- Capital projects from the Transforming Rail in Virginia program
- The introduction of an east-west route along I-64 to increase Virginia Breeze service
- The provision of funding for bus rapid transit (BRT) projects
- Many other projects that are increasing or enhancing transit services that expand multimodal travel options

This multimodal approach delivers measurable benefits by reducing economic impacts of travel disruptions, enhancing public safety, and supporting Virginia's competitiveness through reliable access to markets and employment centers. When one transportation mode experiences interruption, alternative options remain available to maintain connectivity and protect economic activity.

Harrisonburg Transit Bus with new Livery

Blacksburg Transit (BR) Transit Center Ribbon Cutting Ceremony (March 2025)

OBJECTIVE: INCREASE BUS RIDERSHIP

Improving bus stop conditions and accessibility has enormous benefits, both to riders and the overall transit system. Better facilities can contribute to increased ridership, as more people will be willing to use the service if boarding facilities are safe, clean, and accessible to people of all ages and abilities. For riders, well-maintained facilities can increase the feelings of safety and help them perceive the transit service as dependable and reliable, attracting more riders and improving the overall customer experience.

Measuring Performance

- **Percentage of passenger facilities with TERM rating below 3.0**: The annual (FY) percentage of passenger facilities with a condition rating below 3.0 on the FTA TERM Scale.

The TERM rating was developed by the Federal Transit Administration (FTA) to help agencies understand and assess the condition of transit facilities, such as passenger bus or rail stations, and other assets. The TERM rating is scored on a scale of 1 to 5, with 1 being a Poor rating and 5 being an Excellent rating. With a score of 1, a transit facility would have significant damage and be past its useful life, requiring replacement. A score of 5 would indicate that the transit facility is new or in near-new condition. A TERM rating above 3.0 is considered acceptable.

Assessing Performance

PERCENTAGE OF PASSENGER FACILITIES WITH TERM RATING BELOW 3.0

Desired Trend: Decreasing
2025 Target: 15% of all passenger facilities below 3.0
Current Performance: 0% of all passenger facilities below 3.0

During the observed time period between FY 2022 and 2024, 0% of transit facilities assessed had a TERM below 3.0, indicating that all facilities were in average to excellent condition. DRPT continues to conduct ongoing assessment of large passenger facilities, such as bus transfer centers as part of efforts to maintain performance to achieve TERM ratings below 3.0 for no more than 15% of transit facilities.

Data Source: DRPT Transit via MERIT Capital Grant Program and Transit Ridership Incentive Program (TRIP) data (Annually)

Highlights

The Greater Richmond Transit Company (GRTC) Essential Transit Infrastructure (ETI) Plan is focused on making facilities more comfortable, accessible, and welcoming for all riders. The process involved inventorying and identifying the needs of bus stop infrastructure, including landing pads, seating, trash cans, and shelters. Over the next few years, GRTC will install hundreds of new shelters and benches across the system, with the goal that 50% to 75% of stops will have shelters or seating by 2027. Right now, fewer than 6% of 1,600 local facilities have shelters, and less than 25% offer seating. The plan also establishes goals to improve ADA compliance at agency facilities, particularly by the inclusion of access sidewalks and landing pads.

For more information, review the plan at ridegrtc.com/wp-content/uploads/2024/11/Essential_Infrastructure_Plan_August_2022.pdf

OBJECTIVE: ENHANCE FREIGHT RAIL MOVEMENTS

The Port of Virginia is of vital importance to the Commonwealth, to the nation, and to global markets. It plays a huge role in the movement of goods worldwide, and ensuring adequate connectivity to rail is key to its continued economic vitality. DRPT developed the 2022 Statewide Rail Plan with multiple strategies to enhance freight movements with the Port of Virginia. Key freight enhancements the plan outlines include expansion of rail capacity on key corridors that serve the Port, investments in short line railroads to connect smaller distributors to the Port, and public-private partnerships with rail companies to align infrastructure improvements with the Port's plans for growth.

Measuring Performance

- **Number of new carloads generated by DRPT's Rail Grant Programs**: Total annual (FY) carloads reported by grantees.

This performance measure assesses how the number of carloads has increased. DRPT's Rail Grant Programs support the 2022 Statewide Rail Plan goals for rail enhancement to the Port of Virginia[11]:

- **FREIGHT Program**—the goal of this program is to increase rail capacity and functionality of the rail network through infrastructure expansion
- **Rail Industrial Access (RIA) Program**—this program funds projects to connect new or growing businesses to the existing rail network
- **Rail Preservation Fund**—the goal of this program is to maintain and improve nine key shortline railroads in Virginia

A carload is a unit of measure to describe the quantity of freight that can fill a railcar.

11 https://drpt.virginia.gov/our-grant-programs

Assessing Performance

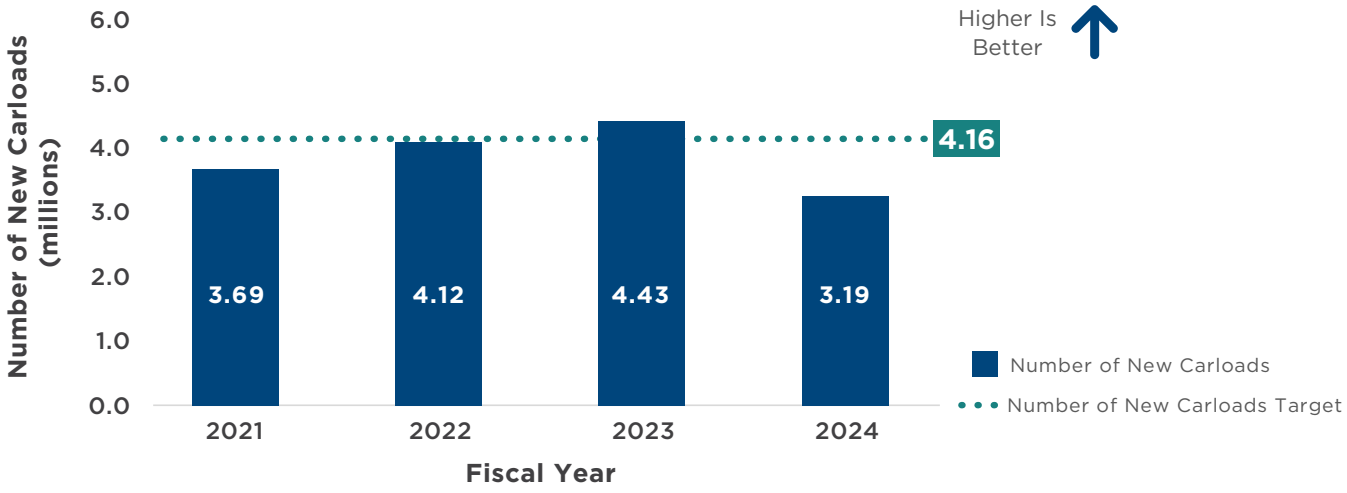
NUMBER OF NEW CARLOADS GENERATED BY DRPT'S RAIL GRANT PROGRAMS

Desired Trend: Increasing (short-term)
2025 Target: 4,160,571 carloads
Current Performance: 3,185,273 carloads (FY 2024)

From FY 2021 to FY 2023 the number of new carloads reported as a result of DRPT's Rail Grant Programs rose steadily, exceeding the target in FY2023. In FY 2021, nearly 3.7 million carloads were moved with the total number of new carloads growing to more than 4.4 million in FY 2023. This growth was largely fueled by the completion of rail infrastructure investments at the Port of Virginia that led to a record twenty-foot equivalent units (TEU) moved in FY22.

A significant contributing factor in the decline of reported carloads in 2024 is the completion of the 15 year reporting requirement for three major projects. These projects contributed over 1.2 million carloads in 2023, which were not reported in 2024, though the benefits from their ongoing carload accrual continue. Because rail grant reporting periods vary from three to 15 years, annual carload totals can fluctuate in ways that do not necessarily reflect recent project performance. For example, DRPT's analysis of the twelve projects reporting in both 2023 and 2024 showed negligible differences in carloads.

Figure 3-30 Number of new carloads generated by DRPT's Rail Grant Programs



Data Source: DRPT Rail Performance Dashboard

Highlights

Delmarva Central Railroad (DCRR) continues to make improvements in northern Accomack County on a line once known as the Eastern Shore Railroad. DCRR began operations in Virginia in 2018 and manages 15 miles of track through Accomack County into Pocomoke, Maryland and other northern destinations. During FY 2025, DCRR was instrumental in assisting SharpTech with completing a RIA Grant funded rail spur to their business. SharpTech USA produces virgin grade glycols and operates a custom blending system for specialized glycol-based products. They are the only glycol producer on the East Coast. Upgrades to the mainline track using the Rail Preservation Grant fund by DRPT has provided more reliable service to customers and allowed DCRR to bring new businesses to the rail shipping mode of transportation. DCRR also moves propane and other chemicals along this rehabilitated line.

For more information, visit carloadexpress.com/railroads/delmarva-central-railroad

OBJECTIVE: SUPPORT ECONOMIC DEVELOPMENT

The ability to achieve Virginia's goals for economic development depends on providing connections between businesses, manufacturers, distribution centers, and others that are generating significant economic benefits in the market, including job creation. Two key investment programs in the Commonwealth are available to improve site accessibility—the Economic Development Access Program (EDA) and the Rail Industrial Access Grant Program (RIA).

The EDA Program is administered by VDOT and is designed to help communities provide new or improved road access to businesses or sites that are or are expected to contribute to economic growth in the area, such as corporate headquarters, manufacturing facilities, distribution centers, and research centers. The program supports the design and construction of new roads to the site and improvements to existing roads to meet the site's growing and changing needs.

The RIA Grant Program is administered by DRPT and aims to help new and growing businesses connect to the rail network. The goals of the program include contributing to economic growth, job creation, and reducing highway congestion by diverting the businesses' freight needs from truck to rail. Funds can be used for design, site preparation, environmental mitigation, and construction and installation of rail lines.

Measuring Performance

- **Annual VDOT and DRPT engagement efforts for the Economic Development Access (EDA) Program**: Annual (CY) number of outreach and engagement activities and application support services provided.
- **Number of new carloads from the Railroad Industrial Access (RIA) Grant Program**: Total annual (FY) new carloads reported in approved RIA grant applications.
- **Number of new jobs added from the Railroad Industrial Access (RIA) projects**: Total annual (FY) number of new jobs reported in approved RIA applications.

The impact of these investment programs is enhanced through outreach by VDOT and DRPT to educate localities about the programs and how they can be used to contribute to economic growth and development. The first measure tracks VDOT's and DRPT's engagement efforts with communities to communicate the availability of the EDA and RIA programs as well as their efforts to provide application support services. The second and third measures track the positive outcomes of the RIA, including new carloads of freight added to the market and new jobs added since improvements were installed.

Assessing Performance

ANNUAL VDOT ENGAGEMENT EFFORTS FOR THE EDA PROGRAM

ANNUAL DRPT ENGAGEMENT EFFORTS FOR THE EDA PROGRAM

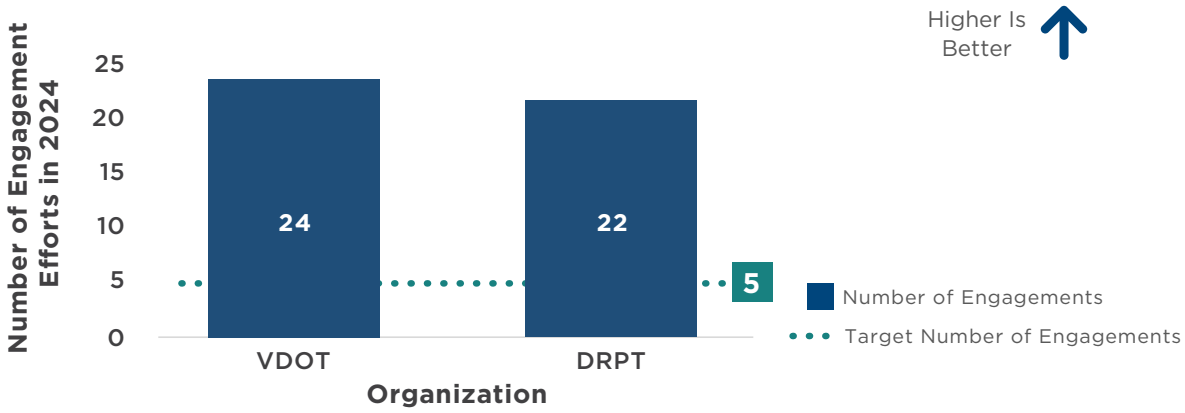
Desired Trend: Increasing
2025 Target: 5 or more annual outreach activities
Current Performance: 24 VDOT events; 22 DRPT Events (CY 2024)

Beginning in CY 2024, VDOT and DRPT have started to formally track efforts to inform localities about the EDA and RIA programs and their benefits.

Examples of these outreach activities include, but are not limited to:

- Number of communication efforts (webinars, conferences, presentations, eblasts, press releases, etc.)
- Number of supported projects deemed ineligible
- Number of supported projects under review (not ineligible, but not funded)
- Number of supported projects funded

Figure 3-31 Number of VDOT and DRPT Engagements for the EDA program in 2024



Data Source: VDOT Local Assistance Division, DRPT

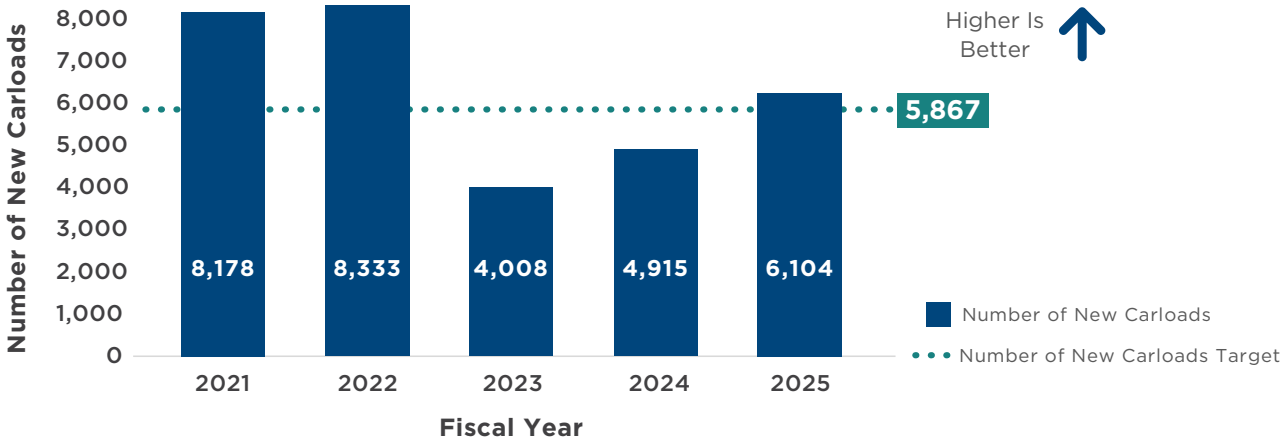
Commonwealth Railroad Median Project in Portsmouth

NUMBER OF NEW CARLOADS FROM THE RIA GRANT PROGRAM

Desired Trend: Increasing
2025 Target: 5,867 new carloads
Current Performance: 6,104 new carloads (FY 2025)

This measure is a subset of the number of new carloads added through DRPT's Rail Grant Programs provided above. During the observed timeframe (FY 2021-2025), thousands of new freight carloads have been added each year through the RIA Grant Program. In FY 2021 and FY 2022, more than 8,000 new carloads were added per year. The number of new carloads in FY 2023 was below target but increased to above the target number into FY 2025.

Figure 3-32 Number of new carloads added through Rail Industrial Access (RIA) Grant Program



Data Source: DRPT Rail Industrial Access Dashboard

Norfolk Southern Locomotive

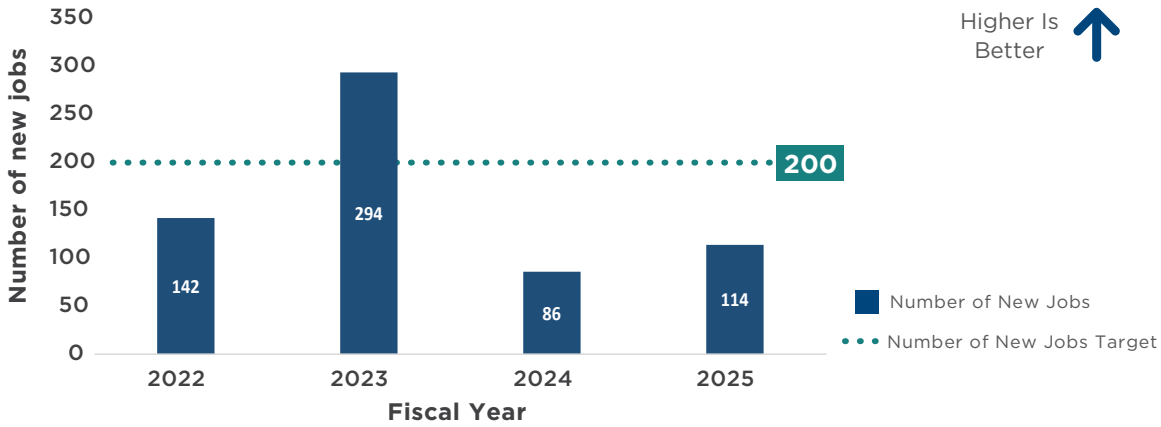
NUMBER OF NEW JOBS ADDED FROM RIA PROJECTS

TARGET MISSED, MAKING PROGRESS

Desired Trend: Increasing
2025 Target: 200 new jobs
Current Performance: 114 new jobs (FY 2025)

During the observed timeframe (FY 2022 to FY 2025), more than 600 new jobs have been added with RIA projects.

Figure 3-33 Number of new jobs added as a result of Rail Industrial Access (RIA) projects



Data Source: DRPT Rail Industrial Access Dashboard

Highlights

On May 21, 2025, the Commonwealth Transportation Board (CTB) awarded a $850,000 Economic Development Access (EDA) grant to Pulaski County for the construction of International Boulevard's 0.37-mile-long extension to accommodate Patton Logistics Group's new facility. Pulaski County will utilize the EDA grant to design and construct access to an undeveloped 55-acre lot in New River Valley Commerce Park.

On April 3, 2025, Governor Glenn Youngkin announced that The Patton Logistics Group will be investing $10 million to build a new 100,000 square-foot warehouse and distribution facility within New River Valley Commerce Park. The Patton Logistics Group is a U.S. integrated supply chain company, which provides solutions ranging from motor carrier transportation, warehousing, distribution services, logistics, and brokerage sourcing. In 2020, Patton Logistics Group constructed a 250,000 square-foot logistics center in the New River Valley Commerce Park. In 2021, the company expanded their warehouse by an additional 100,000 square feet and constructed a new trucking operations and maintenance center. This latest buildout of a new 100,000-square-foot distribution and warehousing facility in Pulaski County will enable Patton Logistics Group to expand its customer base across the Southeast.

Goal E

Environmental Stewardship

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

OBJECTIVE: DELIVER TRANSPORTATION SOLUTIONS THAT CONSIDER ENVIRONMENTAL IMPACTS

Both the Commonwealth and the federal government have requirements for environmental review that must be undertaken as part of transportation projects, considering factors like watershed impacts and habitat preservation. The two environmental review processes are known as the State Environmental Review Process (SERP—Virginia process) and the National Environmental Policy Act (NEPA—Federal process).

- **SERP**—construction projects receiving more than $500,000 of state funds must undergo this process to evaluate environmental impacts. The process is managed by VDOT and includes several components, including inputting projects in the Comprehensive Environmental Data and Reporting (CEDAR) system where environmental data and decisions are tracked, and performing either a Preliminary Environmental Inventory (PEI) to assess potential impacts to the environment as a result of the project or a PEI exemption, and an annual reporting process undertaken by VDOT. When a project scope meets the criteria of one or more of the categories listed on the PEI Exemption List, the project is exempt from SERP and a PEI is not required.
- **NEPA**—this process requires federal agencies to assess environmental effects of projects before they make decisions to distribute federal funds to those projects. Key components of the program include Categorical Exclusions (CE), which represent actions that do not have a significant effect on the human environment, Environmental Assessments (EA), which are a preliminary analysis to determine if further documentation is needed; Environmental Impact Statements (EIS), which are detailed evaluations of the potential environmental impacts of the projects; and public involvement to ensure transparency and coordination with the public and other agencies.

Measuring Performance

- **Documented compliance with state and federal environmental review requirements**: Total annual numbers of NEPA and SERP Completions

Meeting environmental regulatory requirements helps ensure Virginia is furthering its goals for environmental stewardship aimed at preserving vital natural and agricultural areas and contributing to a healthier quality of life for all who live, work, and recreate in Virginia. This measure tracks how many NEPA and SERP completions occurred each year, and what percentage were compliant with these processes.

Assessing Performance

DOCUMENTED COMPLIANCE WITH STATE AND FEDERAL ENVIRONMENTAL REVIEW REQUIREMENTS

Desired Trend: 100% Compliance
2025 Target: 100% Compliance

More than 700 projects completed an environmental review process in CY 2024 (699 NEPA and 39 SERP) and 100% reached total compliance.

Data Source: Comprehensive Environmental Data and Reporting (CEDAR) System

OBJECTIVE: SUPPORT ATTAINMENT OF NATIONAL AMBIENT AIR QUALITY STANDARDS

The U.S. Environmental Protection Agency (EPA), as part of the Clean Air Act, established the National Ambient Air Quality Standards (NAAQS). NAAQS establish targets for various pollutants, such as carbon monoxide and ozone, with the goal of maintaining or improving air quality to protect:

- **Public health**, including the health of sensitive populations, such as children, the elderly, and those with asthma
- **Public welfare**, including visibility and damage to crops, infrastructure, animals, and vegetation

Measuring Performance

- **Documented compliance with the NAAQS**: Total annual completion of required air quality conformity determinations.

This performance measure tracks both the number of required air quality conformity determinations completed annually as well as what percentage of those determinations were in 100% compliance with the requirements.

Assessing Performance

DOCUMENTED COMPLIANCE WITH THE NAAQS

Desired Trend: 100% Compliance
2025 Target: 100% Compliance

During the observed timeframe (CY 2020 to 2024), there were 16 total completions of required air quality conformity determinations, all of which were 100% compliant.

Data Source: VDOT CO Environmental Air Section

Highlights

The Commuter Choice program is a partnership between the Northern Virginia Transportation Commission (NVTC) and the Commonwealth that invests toll revenues from the I-66 and I-395/I-95 express lane corridors into transit and multimodal projects that aim to reduce single occupancy vehicle (SOV) trips.

For more information, visit novatransit.org/programs/commuterchoice

Jurisdictions that are served by the corridors in Northern Virginia are eligible to apply for Commuter Choice funding for projects such as:

- Expanded transit services and related capital improvements
- Roadway improvements specific to the corridor
- Access to transit improvements
- Transportation system management strategies
- Transportation Demand Management efforts

Over $39 million in grant funding has been awarded to projects across Northern Virginia so far, including the Richmond Highway Bus Rapid Transit (BRT), the Leeland Road Station Improvement Project, and local bus service on Route 1 in Prince William County. Each of these projects help shift commuters to other modes of transportation, further reducing the number of SOV trips along Virginia's busy corridors.

4 INVESTMENTS IN SURFACE TRANSPORTATION

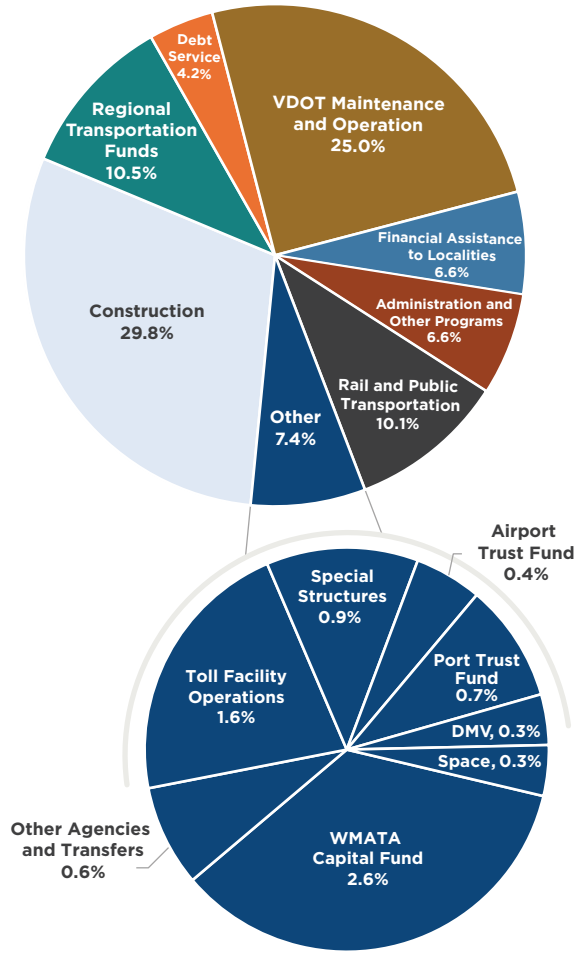
The Commonwealth has a systematic approach to investing in surface transportation, taking in revenue for transportation, distributing it to various funding programs, prioritizing investment decisions, and then delivering on those investments.

Funding Resources	Funding Distribution	Investment Decisions
The monetary assets used to plan, develop, maintain, operate, and improve the multimodal transportation system	How transportation revenues are distributed into the different funding programs	The processes used by the Commonwealth to allocate resources and ensure accountability and transparency during decision making

Overview of Commonwealth Transportation Fund

The Commonwealth Transportation Fund (CTF) serves as the main fund to which major state transportation revenues are deposited and then distributed to programs. Chart A in Appendix C represents the major transportation revenues and Chart B in Appendix C showcases the distribution of major transportation allocations to various programs. The Commonwealth Transportation Board (CTB) considered and approved the FY 2026 CTF budget in June 2025, as shown in Figure 4-1. The CTB adopted a Revised FY 2026 budget in November 2025.

Figure 4-1 Fiscal Year 2026 Allocations

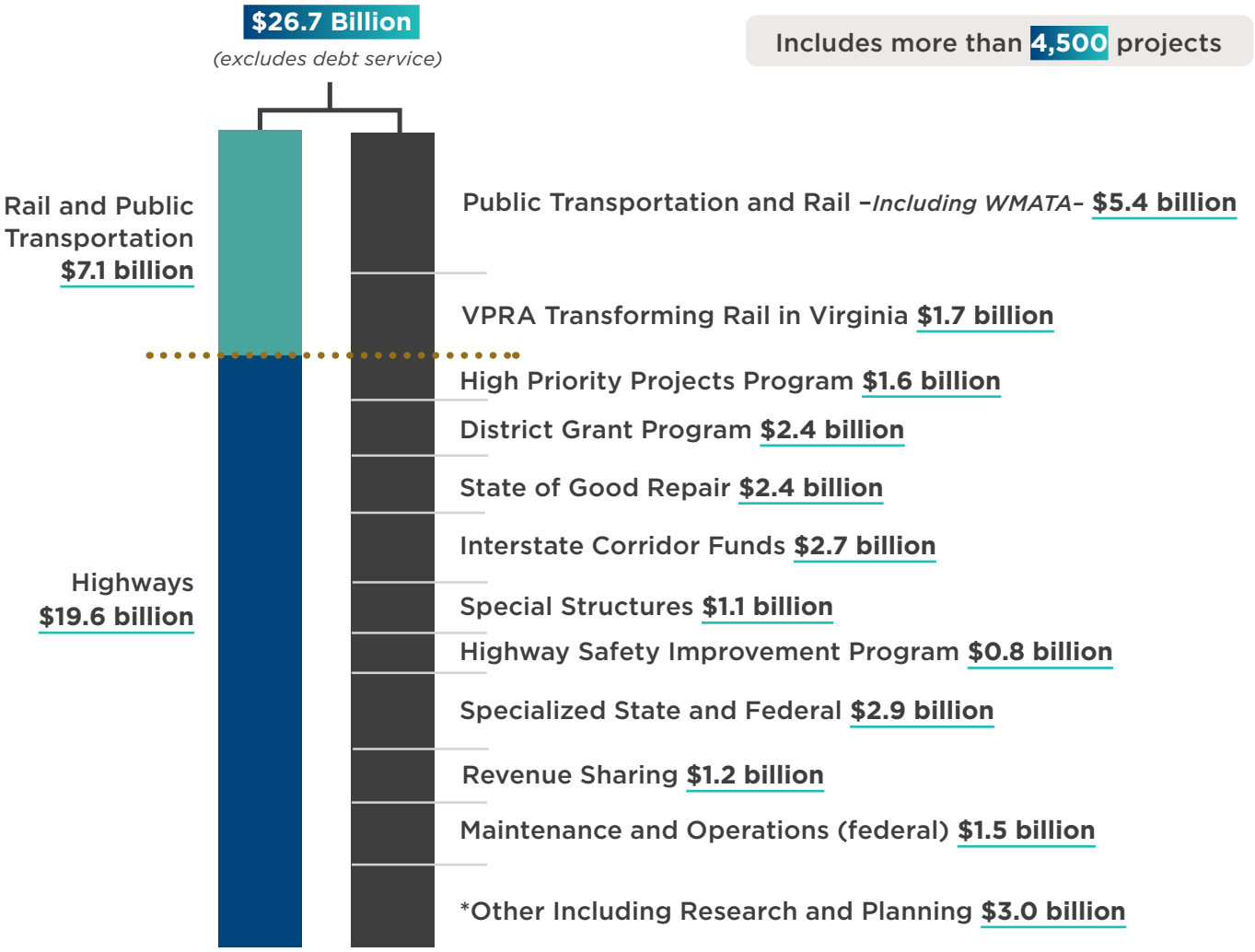


Note: Category totals do not add up to 100% due to rounding.

SYIP Summary

The CTB adopted a new CTF Six-Year Financial Plan and the Fiscal Years 2026-2031 Six-Year Improvement Program (SYIP) in June 2025. The CTF identifies $58.3 billion for transportation over the next six years, including revenue from bond proceeds. The SYIP allocates $26.7 billion from the CTF and other sources for surface transportation over the next six years. It incorporates the results of the SMART SCALE Round 6 project prioritization process, other Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) processes and programs, and Virginia Passenger Rail Authority (VPRA) funding for Transforming Rail in Virginia (a mix of VPRA and CTB-allocated funds). The CTB-approved SYIP includes transportation projects for funding, development, or study over the next six years and includes more than 4,500 projects.

Figure 4-34 FY 2026-2031 SYIP Summary



The approved projects included in the SYIP can be found on both VDOT and DRPT websites.

VDOT Six-Year Improvement Program

*Includes local, regional, and various other sources of project contributions

The VDOT SYIP database provides a user-friendly, menu-driven interface to explore project details, including descriptions, locations, estimated costs, and funding sources. Projects can be filtered by VDOT Construction District, locality, round, and other variables.

There is also a filter that flags if a project was selected for funding through the prioritization process of Section 33.2-214.1 of the Code of Virginia (SMART SCALE).

Table 4-1 SMART SCALE Round Filters

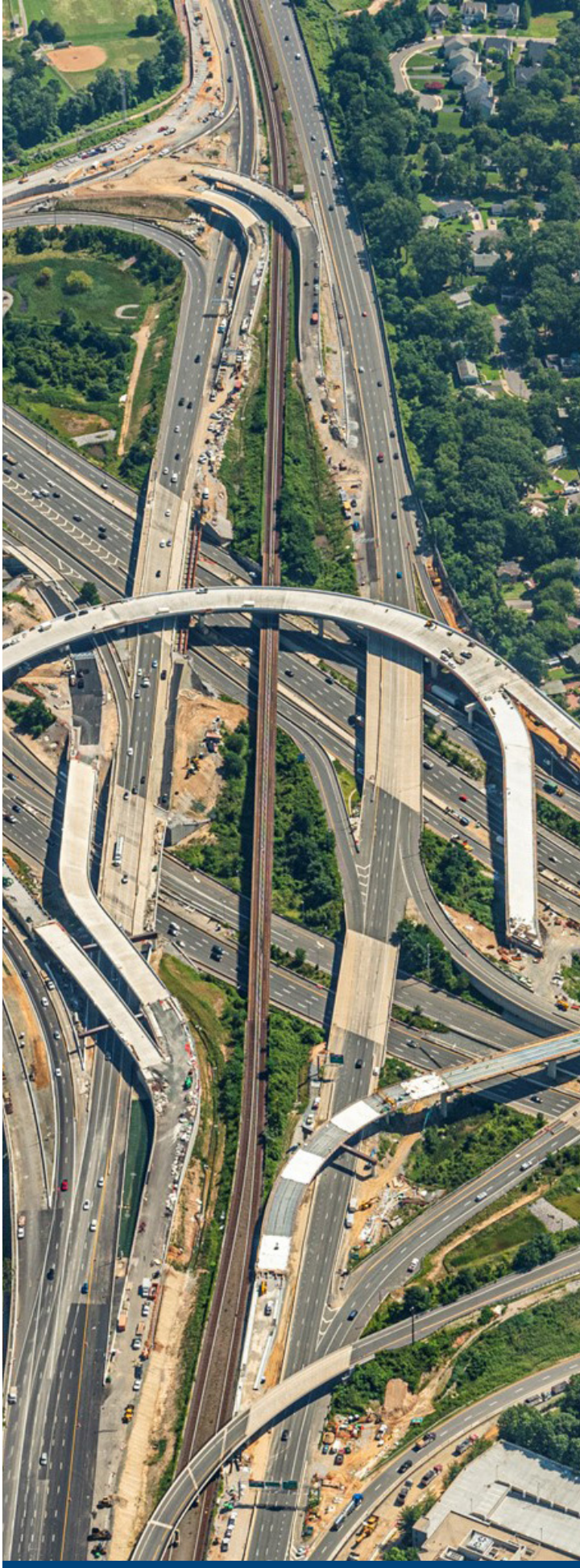
Round	Keyword
Round 1: FY2017	#HB2
Round 2: FY2018	#SMART18
Round 3: FY2020	#SMART20
Round 4: FY2022	#SMART22
Round 5: FY2024	#SMART24
Round 6: FY2026	#SMART26

Filtering the current public SYIP (FY 2026-2031) scenario in this way will not return a full list of projects selected in prior rounds. Completed projects are removed from the SYIP. In order to get a full list of projects selected in each round, go to the SMART Portal website or select the appropriate SYIP Scenario from the public database and then filter.

The DRPT SYIP page provides rail and public transit allocations for the upcoming fiscal year at this link: drpt.virginia.gov/data/fy26-syip

CTB action on the FY2026-2021 SYIP is available at this link: ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/06/ctb-minutes-action-meeting-2025-06.pdf.

More information on CTB actions regarding SMART SCALE, along with monthly amendments to the SYIP, are available on the CTB website at this link: ctb.virginia.gov/meetings-news/agendas-and-meeting-minutes.



Interstate 66 at Interstate 495 Interchange

SMART SCALE Summary

INTRODUCTION TO SMART SCALE

Overview

Virginia's SMART SCALE process is the Commonwealth's method to guide the effective allocation of limited tax dollar resources to the most vital transportation improvements. It is the method of scoring and recommending projects that meet one or more transportation needs identified in Virginia's Statewide Transportation Plan, VTrans. The scoring process is objective and outcome-based with the goal of being transparent to the public, allowing taxpayers to hold decision-makers accountable. Once projects are scored, they are prioritized based on the results of the scoring process. The CTB uses this information to select projects for funding. Projects are advanced through two key funding programs, the Construction District Grant Program (DGP) as defined in § 33.2-371, and the High-Priority Projects Program (HPP) as defined in § 33.2-370. Projects applying for DGP funds compete with projects from the same construction district and are only open to localities. Projects applying for HPP funds compete with projects from across the Commonwealth. A project sponsor may request funding under both programs.

For more information on SMART SCALE

Click Here

smartscale.virginia.gov

History

The Virginia General Assembly required a project prioritization process and SMART SCALE was developed in response (§33.2-214.1). Developing SMART SCALE required a partnership between many different agencies and localities to develop the process, seek input on the proposed methodology, and implement. These partners included:

- The Office of the Secretary of Transportation
- VDOT
- DRPT
- Virginia's 15 Metropolitan Planning Organizations (MPO)
- Virginia's 21 Planning District Commissions (PDC)
- Localities, including counties, cities, and towns
- Transit operators

Across the six rounds, federal, state, and local funding sources have been leveraged to advance more than $16.2 billion in total project costs and 828 projects.

Table 4-2 SMART SCALE Project Applications by Round

Project Applications	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
Submitted	321	436	468	406	413	277	2,321
Scored	287	404	433	397	394	270	2,185
Funded	163	147	134	167	164	53	828
Total Funding Allocated	**$1.7B**	**$1.1B**	**$0.9B**	**$1.4B**	**$1.6B**	**$1.0B**	**$7.7B**
Total Funded Project Costs	**$3.3B**	**$2.4B**	**$5.1B**	**$1.9B**	**$2.4B**	**$1.1B**	**$16.2B**
Percent of Projects Funded	**56.8%**	**36.4%**	**30.9%**	**42.1%**	**41.6%**	**19.6%**	**37.9%**

The below is based on the primary scope of work identified in the project application.

Table 4-3 SMART SCALE Share of Funding by Mode

Mode	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Average
Highway	92.0%	81.3%	67.4%	71.7%	78.1%	87.0%	79.6%
Bicycle and Pedestrian	3.3%	4.5%	14.2%	19.0%	20.7%	9.6%	10.1%
Bus Transit	1.9%	4.1%	14.2%	4.4%	1.3%	3.5%	4.9%
Rail Transit	0.7%	9.0%	2.9%	3.6%	0%	0%	2.7%
Transportation Demand Management*	2.1%	1.1%	1.4%	1.3%	0%	0%	1.0%

*Example Transportation Demand Management (TDM) strategies include park-and-ride lots, workforce shuttles, and commuter incentive programs.

Trail Crossing

ROUND 6 SUMMARY

There were 270 project applications scored for Round 6 of SMART SCALE, totaling more than $8 billion in funding requests. Of that number, 53 projects were selected for funding, totaling $1.1 billion. Information, including the Round 6 scores and CTB project selections, is available on the SMART SCALE website, smartscale.virginia.gov.

Share of Projects Scored and Funded by Mode

Highway	Bike and Ped	Transit
Scored: 81.1% **Funded:** 19.6%	**Scored:** 17.4% **Funded:** 17.0%	**Scored:** 1.1% **Funded:** 66.7%

The above information is based on the primary scope of work identified in the project application; however, SMART SCALE is truly a multimodal investment process. 62% of funded highway projects included at least one multimodal element, resulting in nearly $741 million in funding for these projects. Common multimodal elements included sidewalks, shared-use paths, and bus stops or shelters. 11% of all funded highway projects incorporated a combination of bicycle/pedestrian and transit components.

Funded Projects by Number and Value

The SMART SCALE score is based on the SMART SCALE funding request. Many projects may include other sources of funding for the Total Project Cost. The following summarizes the SMART SCALE Cost and Total Project Cost to understand the size of projects selected for funding. The total cost of projects in Round 6 ranged from $0.7 million to $419 million.

Table 4-4 SMART SCALE Round 6 Cost Range

Cost Range	SMART SCALE Request Project Count	Total Project Cost Project Count	Funded by SMART SCALE Request Project Count	Funded by Total Project Cost Count
$10M or less	57	53	12	10
$10M to $50M	177	175	40	41
$50M or more	36	42	1	2
TOTAL	**270**	**270**	**53**	**53**

After projects are scored and ranked, a two-step selection process is implemented.

- **Step 1:** the top scoring projects within each district that are eligible for the District Grant Program are funded until the remaining DGP funds within that district are insufficient to fund the next highest-scoring project.
- **Step 2:** the remaining top-scoring projects statewide that are eligible for the High Priority Projects program are funded until the remaining HPP funds are insufficient to fund the next highest-scoring project.

Using this approach, a staff recommended funding scenario was presented to the CTB in January 2025. The CTB may make changes through a public process with consensus of the board – the consensus scenario. The consensus scenario was adopted by the CTB in May 2025. More information is available at this link: ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/may/reso/11.pdf. Table 4-5 reflects the distribution of DGP and HPP funds by construction district using the consensus scenario.

SMART SCALE RESULTS AND KEY OUTCOMES

Table 4-5 SMART SCALE Round 6 Distribution by Construction District

District	Available DGP (millions)	Available HPP (millions)	Allocated DGP (millions)	Allocated HPP (millions)	Number of Funded Projects	Total Allocated Funding (millions)
Bristol	$36.9	---	$33.8	---	2	$ 33.8
Culpeper	$68.0	---	$57.0	$36.4	4	$ 93.4
Fredericksburg	$76.1	---	$73.5	$16.8	4	$ 90.3
Hampton Roads	$ 121.6	---	$113.3	$27.3	11	$ 140.6
Lynchburg	$85.6	---	$85.9	---	4	$ 85.9
Northern Virginia	$97.4	---	$87.4	---	3	$ 87.4
Richmond	$104.8	---	$104.5	$255.8	16	$360.9
Salem	$64.2	---	$53.9	---	3	$53.9
Staunton	$39.4	---	$30.6	$44.7	6	$75.3
Statewide	---	$384.7	---	---	---	---
TOTAL	**$694.6**	**$384.7**	**$639.9**	**$381.0**	**53**	**$1,021.0**

Note: Category totals do not add up to grand total due to rounding.

Interstate 64 Corridor East of Richmond

SMART SCALE Process Review

ONGOING REVIEWS AFTER EACH ROUND OF SMART SCALE

To help facilitate continuous improvement processes, the Office of Intermodal Planning and Investment (OIPI), VDOT, and DRPT conduct regular reviews, developing lessons learned and opportunities for improvement as part of the overall SMART SCALE process. This process review extends to all elements of SMART SCALE, including the application, scoring, presentation of results, and programming decisions.

Since the ongoing reviews first began after Round 1 in 2016, SMART SCALE has transformed Virginia's transportation planning by fostering greater coordination between VDOT, DRPT, and project applicants while establishing transparent connections between state planning (VTrans) and local efforts. The process has enhanced decision-making through improved transparency, process for continuous improvement, and early risk identification that allows for better project feasibility assessment. These improvements have ultimately resulted in more targeted, cost-effective surface transportation investments with enhanced fairness.

FULL REVIEW OF SMART SCALE

In 2023, the CTB charged OIPI with conducting a full review of the SMART SCALE process in collaboration with VDOT and DRPT. The CTB engaged in a year-long holistic review to determine if SMART SCALE was meeting its goal of identifying—and funding—those transportation projects that provide the greatest benefit with the investment of taxpayer dollars. Stakeholder engagement was actively encouraged, with multiple surveys conducted and one virtual town hall. Based on the 2023 SMART SCALE review, the following action items were identified and implemented during Round 6.

Administrative Improvements

- **Readiness Gates:** Applications must pass readiness requirements before submission to improve quality and reduce staff resources

Policy Improvements

- **High-Priority Projects Program:** Clarified eligible project types and effectively shifted to statewide rather than district-based rankings
- **Land Use Factor:** Restructured as a multiplier across all factors rather than a dominant single factor, and allocated the Land Use factor weighting to Safety, Congestion, and Accessibility
- **Congestion Analysis:** Applied 7-year, forward-looking benefit assessment to align with project design requirements
- **Economic Impact:** Incorporated the Virginia Economic Development Partnership's (VEDP) economic assessments to better reflect Commonwealth priorities
- **Performance Tracking:** Applicant delivery history now considered in final CTB funding decisions

Overview of Other Prioritization Processes and Funding Programs

In addition to the SMART SCALE prioritization process and use of the DGP and HPP funds, there are a number of other programs in the Commonwealth that allocate resources to further the CTB's goals for surface transportation in Virginia. Included below are many of the key funding programs administered by VDOT and DRPT. Many of these funding programs are supported by robust data-driven prioritization processes and follow performance-based planning and programming principles. This approach helps guide the CTB in their investment decisions and to achieve the vision established by the CTB as part of VTrans.

VDOT ADMINISTERED

Virginia state code (§33.2-358) designates the distribution of construction funding to the VDOT administered programs as follows:

State of Good Repair	High-Priority Projects Program	District Grant Program	Interstate Operations and Enhancement Program	Virginia Highway Safety Improvement Program
30%	20%	20%	20%	10%

The Revenue Sharing Program (§33.2-357) allocates $100 million per year. The Transportation Alternatives Set-Aside Program utilizes federal funding and local matching funds.

State of Good Repair

The State of Good Repair (SGR) fund program was established by the Code of Virginia (§33.2-369) to provide funding for deficient bridges and pavements owned or operated by VDOT and/or localities. The prioritization and allocation of funds follow the CTB approved State of Good Repair Prioritization Process[12] and takes into consideration the number, condition, and costs of bridges with a general condition rating of no more than five for at least one major bridge component and the mileage, condition, and costs to replace deteriorated pavements. Additionally, prioritization ensures an equitable needs-based distribution of funding among the highway construction districts. In 2024, the General Assembly expanded the use of funding to make "fair-5" (also known as "cusp") rated bridges eligible for SGR funding as part of new project allocations made by the Commonwealth Transportation Board after June 1, 2025.

A "fair-5" bridge is any bridge with at least one component (deck, superstructure, or substructure) or culvert with a GCR of 5 but not lower than 5.

12 ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2024/july/res/6.pdf

Special Structures Fund

The Special Structures Fund, established under Virginia Code §33.2-1532, is a state-managed fund used to ensure the long-term safety and functionality of Virginia's most critical bridges and tunnels. The fund is part of the state's transportation budget, with an initial annual deposit of $80 million that is adjusted annually for inflation. Funding comes from this dedicated, non-reverting fund, which is used exclusively for these assets.

The code allows for the funding to be used on the maintenance, rehabilitation and replacement of Special Structures. Distribution of funding is supported by a 50-year strategy updated annually and approved by the CTB every two years. By prioritizing proactive asset management and strategic investment, the program safeguards connectivity, economic vitality, and public safety across Virginia's transportation network.

Interstate Operations and Enhancement Program (IOEP)

The Interstate Operations and Enhancement Program (IOEP) was established by the General Assembly, Code of Virginia (§33.2-372) to improve safety, reliability, and efficiency of the interstate corridors in the Commonwealth. To be eligible for funding, a project must address a need identified in VTrans or an approved interstate corridor improvement plan through operational or transportation demand management strategies or other transportation improvements, strategies, or services. Potential strategies and improvements are evaluated and prioritized based on improving reliability, safety, and access to jobs using a SMART SCALE like process. The CTB allocates funding based on this objective and transparent process.

For a list of approved plans

Click Here

vdot.virginia.gov/projects/project-planning/interstate-operations-and-enhancement-program

Virginia Highway Safety Improvement Program (VHSIP)

Virginia Highway Safety Improvement Program (VHSIP), governed by the Code of Virginia (§33.2-373) is intended to reduce motorized and nonmotorized fatalities and serious injuries on highways in the Commonwealth. The CTB's investment strategy governs prioritization and selection of infrastructure improvements and certain highway funded behavioral safety programs ensuring consistency with the emphasis areas included in Virginia's current SHSP. VHSIP leverages both federal and state resources to target the most critical safety deficiencies throughout the state's transportation infrastructure.

For more information on VHSIP

Click Here

vdot.virginia.gov/doing-business/technical-guidance-and-support/traffic-operations/vhsip

Revenue Sharing Program

The Revenue Sharing Program is a 50/50 match program governed by the Code of Virginia (§33.2-357). Revenue Sharing is administered by VDOT in partnership with participating localities and provides additional funding to municipalities for construction of or improvements to the highway system, with statutory limitations on the amount of state funds authorized per project and locality. Projects are selected through a biennial application process following the CTB approved policy.

For more information on VDOT's Revenue Sharing Program

Click Here

vdot.virginia.gov/doing-business/for-localities/local-assistance/revenue-sharing

Transportation Alternatives Set-Aside Program

The Transportation Alternatives Set-Aside Program (TA) is a federal program administered by VDOT to help localities fund projects to support non-motorized transportation. Funds are not available for traditional roadway projects or maintenance. Instead, the program seeks to enhance the transportation experience by supporting projects that provide bicycle and pedestrian facilities and other community improvements and projects that help mitigate the adverse effects of highways.

For more information on the TA program

Click Here

vdot.virginia.gov/doing-business/technical-guidance-and-support/technical-guidance-documents/transportation-alternatives-program-guide

DRPT ADMINISTERED

Virginia Code 33.2-1526.1 establishes the distribution of funding for DRPT's public transportation grant programs through the Commonwealth Mass Transit Fund (CMTF). DRPT uses off the top funding to match federal grant funds, administer state safety oversight, fund program administration, and provide matching funds for human service transportation. After the off the top funding, CMTF funding is distributed as follows: 46.5% to WMATA, 24.5% to transit operating assistance, 17% for transit capital assistance, 6% to the Transit Ridership Incentive Program, up to 3.5% to the Virginia Railway Express, and 2.5% to commuter programs and special programs.

MERIT

Making Efficient and Responsible Investments in Transit (MERIT) is a statewide public transportation grants process administered by DRPT. MERIT's available grants assist with operating, capital, project demonstration, technical assistance, and public transportation workforce expenses. The Operating Assistance program uses a performance-based formula to determine the appropriate allocation of state operating assistance funds to each transit service provider in the state, excluding WMATA and VRE (no more than 30% of previously audited operating expenses). The Capital Assistance program includes a prioritization process to allocate resources to address critical needs through three program areas—State of Good Repair, Minor Enhancements, and Major Expansions—with an up to 68% state match.

For more information on MERIT

Click Here

drpt.virginia.gov/our-grant-programs/merit

TRIP

During the 2020 Session, the General Assembly established the Transit Ridership Incentive Program (TRIP), which is set out in Code of Virginia (§33.2-1526.3). TRIP is a statewide grant program with goals to improve transit's regional connectivity in urban areas with a 100,000+ population and reduce barriers to transit use for low-income riders. Project applications are reviewed and prioritized following the CTB policy. TRIP funds four project categories: zero and reduced fare, regional connectivity, public safety, and passenger amenities and facilities. Project eligibility, evaluation and prioritization are governed by CTB adopted policy.

For more information on TRIP

Click Here

drpt.virginia.gov/our-grant-programs/trip

Shortline Railway Preservation and Development Fund

Nine shortline railroads operate in Virginia and the Shortline Railway Preservation and Development Fund (RPF) was developed pursuant to the Code of Virginia (§33.2-1602) to promote the continuation of rail service along these lines. These shortlines make up the local network and "last mile" of service for the state's rail freight, allowing this cargo to reach its destination. The RPF makes it possible to achieve Federal Railroad Administration Class 2 track safety standards for speeds of up to 25 mph. In addition, the Fund can be used to build and operate rail transportation support facilities, encouraging economic growth and diverting trucks from highways. Grant applications are evaluated and scored through an objective, data-driven process and recommendations made to the CTB based on the scoring and available funding The grant allocation requires an in-kind or minimum of 30% contribution from private sources, and no more than 50% of the total funds per year can be dedicated to a single project.

For more information on the RPF

Click Here

drpt.virginia.gov/our-grant-programs/rpf

Commonwealth Rail Fund (CRF)

The Commonwealth Rail Fund (CRF) was established by the 2020 General Assembly. This fund promotes the development and continuation of intercity passenger and freight rail operations and the development of rail infrastructure and support facilities to support intercity passenger and freight rail service, with most funds (93%) dedicated to the newly developed Virginia Passenger Rail Authority (VPRA). The VPRA manages all administrative and fiduciary responsibilities for Virginia's state-supported Amtrak passenger rail service and provides some funding to Virginia Railway Express (VRE). The remaining 7% of CRF funds are reserved for the Department of Rail and Public Transportation (DRPT) for planning purposes and to fund grants not administered by VPRA.

For more information on CRF

Click Here

law.lis.virginia.gov/vacode/title33.2/chapter15/section33.2-1526.4

For more information on CPRA visit

Click Here

vapassengerrailauthority.org

5 STATUS OF VTIB AND TFRA

The Virginia Transportation Infrastructure Bank (VTIB) and the Toll Facilities Revolving Account (TFRA) offer two other key financial mechanisms to support the delivery of surface transportation improvements and expansion in the Commonwealth. These programs play a critical role by enhancing Virginia's ability to plan for, finance, and deliver transportation projects. The following sections outline the purpose, structure, and key outcomes of these programs.

Virginia Transportation Infrastructure Bank (VTIB)

Per Code of Virginia (§33.2-1500)—which established the fund, the Office of Intermodal Planning and Investment (OIPI) is required to report on the status of the VTIB, the Commonwealth's special, non-reverting, revolving loan fund, which is a sub-fund of the Transportation Trust Fund. The Bank was created to provide loans and other financial assistance to localities, private entities, and other eligible borrowers for multimodal transportation projects.

As manager of the VTIB, the Virginia Resources Authority (VRA) is required to submit Biannual Reports on the VTIB to the General Assembly. The required sections include the balance, funding commitments made in the previous fiscal year, and performance on the current loan portfolio, and were summarized based on information included in the Biannual Report on VTIB as of June 30, 2025.

VTIB STATUS AND BALANCE

- As of June 30, 2025, there were $287.4 million in VTIB funds available and the outstanding loan balance is $254.2 million

FUNDING COMMITMENTS

- There are five closed loans totaling $297.7 million (excluding capitalized interest) that have been fully disbursed
  - *There are no current pending applications*

PERFORMANCE OF LOAN PORTFOLIO

- Projected loan repayments currently scheduled during the next decade (through FY 2035) totaling $101.1 million

VTIB OUTSTANDING LOANS

U.S. Route 17/Dominion Boulevard – Project Completed 2017

EXPAND DOMINION BOULEVARD, REPLACE THE "STEEL BRIDGE" OVER THE ELIZABETH RIVER, AND OTHER IMPROVEMENTS (Hampton Roads District)

LOAN CLOSING DATE	November 15, 2012
AMOUNT DISBURSED	$119,700,130
LOAN BALANCE	$97,178,949 payback ongoing (debt service ramp up scheduled to begin in 2030)
TERM	Not to exceed 35 years after project completion
FINAL LOAN MATURITY DATE	Final Maturity of July 15, 2051

Pacific Boulevard Extension And Expansion – Project Completed 2016

EXPAND PACIFIC BOULEVARD FROM TWO TO FOUR LANES AND EXTEND TO RUSSELL BRANCH PARKWAY (Northern Virginia District)

LOAN CLOSING DATE	December 12, 2013
AMOUNT DISBURSED	$34,991,791 construction loan (plus capitalized interest)
LOAN BALANCE	$10,581,176 payback ongoing
TERM	Not to exceed 20 years after date of loan closing
FINAL LOAN MATURITY DATE	Final Maturity of December 1, 2033

I-395 Express Lanes – Project Completed 2019

I-95 EXPRESS LANES EXTENSION 8 MILES NORTH ON I-395 (Northern Virginia District)

LOAN CLOSING DATE	July 25, 2017
AMOUNT DISBURSED	$45,000,000 construction loan (plus capitalized interest)
LOAN BALANCE	$46,355,149 (including capitalized interest), interest payments ongoing, principal payments started in June 30, 2024
FINAL LOAN MATURITY DATE	Final Maturity of December 31, 2047

Parallel Thimble Shoals Tunnel – Ongoing Project

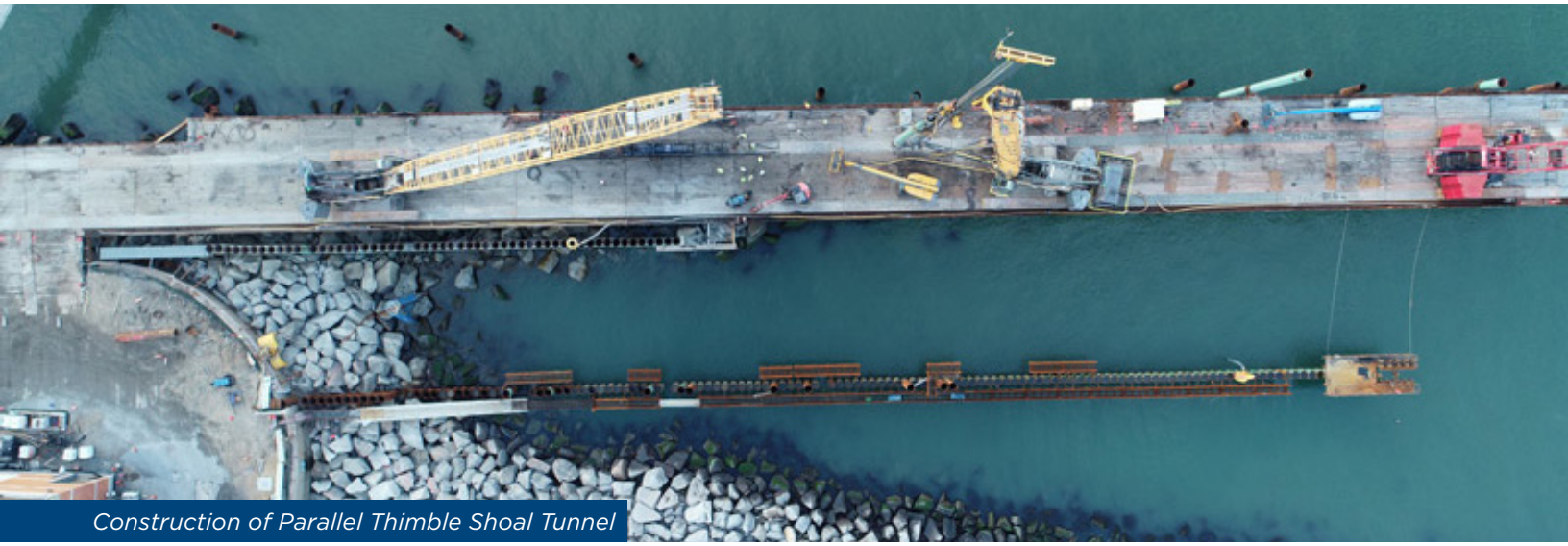
BUILD A NEW TWO-LANE TUNNEL ON U.S. 13 (Hampton Roads District)

LOAN CLOSING DATE	November 10, 2016
LOAN AMOUNT	$50,000,000 construction loan (plus capitalized interest)
LOAN BALANCE	$50,073,856 (including capitalized interest), interest payments ongoing, principal payments start July 1, 2025
PROJECT STATUS	Completion estimated in 2027 (pending ongoing project delays)
TERM	Not to exceed 35 years after project completion
FINAL LOAN MATURITY DATE	Final Maturity of July 1, 2054

I-495 Express Lanes – Ongoing Project

EXTEND THE EXISTING 495 EXPRESS LANES BY 2.5 MILES NORTH TO THE GEORGE WASHINGTON MEMORIAL PARKWAY (Northern Virginia District)

LOAN CLOSING DATE	February 28, 2022
LOAN AMOUNT	$49,000,000 construction loan (plus capitalized interest)
LOAN BALANCE	$50,003,279 (including capitalized interest)
PROJECT STATUS	Completion planned for December 2025
FINAL LOAN MATURITY DATE	Final Maturity no later than June 30, 2060



Construction of Parallel Thimble Shoal Tunnel

Toll Facilities Revolving Account (TFRA)

Statutory requirements and authorization for the TFRA are set out in the Code of Virginia (§33.2-1529). As required, OIPI is reporting on the status of the TFRA, including the balance, project commitments from the account, repayment schedules, and the performance of the current loan portfolio. TFRA provides a method for the CTB to finance and/or refinance existing and potential toll facilities. Funds allocated from TFRA intended for planned or operating toll facilities are considered advance funding and are expected to be repaid.

TFRA BALANCE

- The fund balance in the TFRA as of June 30, 2025 is $103.7 million

FUNDING COMMITMENTS

- There are eight projects currently funded through the TFRA totaling $199.7 million in outstanding loan balances
- Loans are actively being repaid

Table 5-1 Current Balances and Anticipated Repayment (Inter-Fund Transfers Maintained by VDOT)

Fund/Facility Due From	Amount (In Millions)	Anticipated Repayment Date
E-ZPass / Toll Collection Support (Working Capital)	$17.9	On-going
Highway Construction Fund Legacy Projects	$23.1	Addressing through project closeout process
I-64 Hampton Roads Express Lanes Network	$60.3	2036-2039
Coleman Bridge Toll Facility	$29.9	FY 2026 (Partial forgiveness is required in Appropriation Act)
I-66 Inside the Beltway Express Toll Facility	$68.9	Annual payments: 2023 – 2047
TOTAL	**$199.7**	

Note: Category totals do not add up to grand total due to rounding.

The TFRA has one outstanding advance receivable. On April 1, 1999, VDOT entered into an agreement with the City of Chesapeake. The advance was for the Chesapeake Expressway construction in the amount of $33.7 million.

VDOT and the City of Chesapeake acknowledged via a City-State Agreement in 2012, that the TRFA repayment would not be made until the VTIB Loan has been repaid in full. Revenues generated by the project will be used for repayment of the VTIB loan and the TFRA Payments. The 1999 TFRA Payment accrues interest at a rate of 3% per year, compounded semi-annually on each Interest Payment Date. The outstanding principal and interest accrued as of June 30, 2025, is $36.8 million.

Interstate 95 in Petersburg

Appendix A: Full Objective and Measure Names

GOAL A: REDUCE FATALITIES AND SERIOUS INJURIES TO MAKE THE TRANSPORTATION NETWORK SAFER FOR THE TRAVELING PUBLIC.

Objectives	Measure	Data Source
A.1: Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.	**A.1.i:** Total fatalities and fatality rate per 100 million vehicle miles traveled	DMV Traffic Records Electronic Data System (TREDS) and National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), VDOT Traffic Monitoring System (TMS) Vehicle Miles Traveled (VMT)
	A.1.ii: Total serious injuries and serious injury rate per 100 million vehicle miles traveled	DMV Traffic Records Electronic Data System (TREDS) and VDOT Traffic Monitoring System (TMS) Vehicle Miles Traveled (VMT)
A.2: Reduce the number of non-motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.	**A.2.i:** Total non-motorized fatalities and serious injuries	DMV Traffic Records Electronic Data System (TREDS) and National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS)
A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans (PTASP).	**A.3.i:** Total transit fatalities and fatality rate per 100k vehicle revenue miles	FTA National Transit Database via local transit agencies
	A.3.ii: Total transit injuries and injury rate per 100k vehicle revenue miles	FTA National Transit Database via local transit agencies
	A.3.iii: Total safety events and event rate per 100k vehicle revenue miles	FTA National Transit Database via local transit agencies

GOAL B: PROVIDE WELL-MAINTAINED AND MANAGED TRANSPORTATION INFRASTRUCTURE AND SERVICES ACROSS THE COMMONWEALTH.

Objectives	Measure	Data Source
B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review. 1. Meet long-term sustainable pavement and bridge performance targets adopted by the Board. 2. Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan. 3. Meet routine maintenance best practices performance metrics.	**B.1.i:** Percentage of sufficient lane miles (Pavement)	VDOT Pavement Management System (PMS)
	B.1.ii: Average weighted general condition rating (Bridge)	VDOT Bridge Management System (BrM)
	B.1.iii: Percentage of non-poor (sufficient) condition structures	VDOT Bridge Management System (BrM)
	B.1.iv: Special Structures 50-Year Long-Term Plan updated annually and reported to CTB biennially	VDOT Special Structures 50-Year Long-Term Plan
	B.1.v: Accomplishment data for Routine Maintenance Best Practices is reported annually to the CTB	VDOT Highway Maintenance Management System
B.2: Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management Plans.	**B.2.i:** Percentage of revenue vehicles in the statewide fleet that have met or exceeded the FTA Useful Life Benchmark (ULB)	DRPT Transit via local transit agencies
B.3: Ensure transit state of good repair through the prioritization of state capital investments in public transportation.	**B.3.i:** Percentage of transit facilities with a condition rating below 3.0 on the FTA TERM Scale as identified in the Virginia Group Tier II TAM Plan	DRPT Transit via local transit agencies
B.4: Maximize the benefits of the Rail Preservation Fund through effective allocations to Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) track improvements.	**B.4.i:** Number of miles that the Rail Preservation Program has invested in to maintain a state of good repair	DRPT Rail SYIP GIS Layer

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

Objectives	Measure	Data Source
C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.	**C.1.i:** Percent of Person-Miles traveled that are reliable (Interstate)	FHWA National Performance Management Research Data Set (NPMRDS), VDOT Traffic Monitoring System (TMS) Volume
	C.1.ii: Percent of Person-Miles traveled that are reliable (Non-Interstate NHS)	FHWA National Performance Management Research Data Set (NPMRDS), VDOT Traffic Monitoring System (TMS) Volume
	C.1.iii: Intercity bus and passenger rail on-time performance (Amtrak, VRE, and Virginia Breeze)	VPRA, VRE, DRPT Transit
	C.1.iv: Mean distance between major failures for fixed-route and demand responsive modes as reported in agency PTASP	FTA National Transit Database via local transit agencies
C.2: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.	**C.2.i:** Truck travel time reliability (TTTR) index	FHWA National Performance Management Research Data Set (NPMRDS)
	C.2.ii: Change in travel time reliability of freight bottlenecks identified in the most recent Virginia Freight Plan	INRIX Travel Time Reliability Data, VDOT Traffic Monitoring System (TMS) Volume
C.3: Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.	**C.3.i:** Total passenger miles and passengers per revenue hour/mile	DRPT Transit via local transit agencies
	C.3.ii: Percentage of jobs accessible by transit	Statewide Transit Stop and Route data (source: GTFS feeds) and Remix "Jobs (Work)" data layer (Source: LEHD Origin-Destination Employment Statistics (LODES) 2012-2021)
	C.3.iii: Percentage of people with access to transit in Virginia	Statewide Transit Stop and Route data (source: GTFS feeds) and Remix "Population" data layer (Source: American Community Survey 5-year, 2022-2018)

GOAL D: PROVIDE AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM FOR BETTER ACCESSIBILITY AND TRAVEL OPTIONS.

Objectives	Measure	Data Source
D.1: Create multimodal redundancy to support network resiliency by providing alternative modes of travel where appropriate.	**D.1.i:** List of projects advancing to implementation that contribute to multimodal redundancy	IOEP Corridor Plans, SYIP
D.2: Increase bus ridership by improving bus stop condition and accessibility.	**D.2.i:** Percentage of passenger facilities with a TERM rating below 3.0	DRPT Transit via MERIT Capital Grant Program and Transit Ridership Incentive Program (TRIP) data (Annually)
D.3: Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan.	**D.3.i:** Number of new carloads generated by DRPT's Rail Grant Programs	DRPT Rail Industrial Access Dashboard
D.4: Support economic development initiatives through investments in site accessibility.	**D.4.i:** Annual VDOT and DRPT's engagement efforts communicating availability and benefits of the EDA program along with application support services	VDOT Local Assistance Division, DRPT
	D.4.ii: Number of new carloads added through the Rail Industrial Access (RIA) Grant Program	DRPT Rail Industrial Access Dashboard
	D.4.iii: Number of new jobs added as a result of Rail Industrial Access (RIA) projects	DRPT Rail Industrial Access Dashboard

GOAL E: PROVIDE TRANSPORTATION SOLUTIONS THAT ENHANCE THE QUALITY OF LIFE WHILE PRESERVING AGRICULTURAL, NATURAL, HISTORICAL, AND CULTURAL RESOURCES.

Objectives	Measure	Data Source
E.1: Deliver transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review.	**E.1.i:** Documented compliance with state and federal environmental review requirements	Comprehensive Environmental Data and Reporting (CEDAR) System
E.2: Implement solutions to support the attainment of National Ambient Air Quality Standards.	**E.2.i:** Documented compliance with federal transportation conformity requirements in compliance with the NAAQS.	VDOT CO Environmental Air Section

Appendix B: Illustrative Project List

To track multimodal redundancy in Virginia, an illustrative list of projects that contribute to an efficient network and support multi-modal choices to increase overall system performance is provided and represents a variety of projects that improve resiliency and efficiency. This list is not exhaustive as there are many projects that provide similar benefits.

VDOT SYIP Projects

UPC	District	Jurisdiction	Description	PE Start Date	CN End Date	Total Estimate
97715	Hampton Roads	Hampton	Wythe Creek Road - Widen To 3 Lanes	2/28/2011	11/5/2027	$60,100,025
102739	Hampton Roads	Virginia Beach	Shore Drive - Safety/Ped Improvements	10/17/2012	1/4/2029	$85,170,645
102980	Hampton Roads	James City County	Route 60 (Pocahontas Trail) Widening And Complete Street	6/20/2014	7/18/2031	$48,840,000
106274	Northern Virginia	Fairfax County	Springfield Cbc Commuter Parking Garage	7/11/2016	9/12/2023	$54,595,572
106962	Northern Virginia	Alexandria	Alexandria Bus Shelters FY'21	7/30/2018	3/9/2027	$2,502,202
107187	Northern Virginia	Fairfax County	Richmond Highway Corridor Improvements	8/18/2015	7/7/2031	$134,269,646
109076	Hampton Roads	Newport News	Amtrak Multimodal Station - Station, Platform, Parking Lot		2/29/2024	$18,685,716
111467	Richmond	Chesterfield County	#SMART18 - Sb Rt 288 To Wb Us 360 Wb Off-Ramp	7/31/2017	12/4/2025	$24,974,657
111485	Northern Virginia	Prince William County	#SMART18 - Potomac Commuter Garage	5/24/2019	10/31/2025	$56,436,854
112479	Northern Virginia	Fairfax County	Soapstone Connector Road	1/9/2018	12/3/2035	$244,275,694
112813	Northern Virginia	Prince William County	Rte 621 Balls Ford Road Widen To 4 Lanes	5/14/2018	10/26/2023	$47,704,545

UPC	District	Jurisdiction	Description	PE Start Date	CN End Date	Total Estimate
112816	Northern Virginia	Fairfax	George T. Snyder Trail	7/26/2018	4/17/2028	$20,035,150
115411	Richmond	Henrico County	#SMART20 - N Laburnum Ave Ped And Transit Improvements	1/9/2023	10/5/2029	$4,314,107
115423	Hampton Roads	Chesapeake	George Washington Highway Widening	10/27/2023	7/18/2029	$60,113,792
115882	Northern Virginia	Arlington County	Route 1 Multimodal Corridor Improvements	11/13/2019	6/13/2035	$202,480,665
116168	Bristol	Wytheville	#I81CIP Sb Mm 73.2 Aux. Lane (Id #14)	7/18/2022	12/6/2027	$10,313,879
117085	Lynchburg	Lynchburg	Revsh21 Breezewood Drive - Reconstruction	8/21/2023	11/1/2028	$10,239,330
117944	Staunton	Frederick County	#I81CIP Detour Improvements - Exit 317	6/6/2022	10/31/2025	$493,779
118100	Staunton	Augusta County	#I81CIP Detour Improvements - Exits 220, 225, 227 And 235	4/19/2021	10/31/2024	$3,839,539
118101	Staunton	Warren County	#I81CIP Detour Improvements - Exit 300 And Exit 313	5/11/2021	10/31/2024	$2,706,602
118294	Salem	Roanoke	Wasena Bridge (Main Street - Sr 221) Bridge Replacement	10/7/2022	4/16/2026	$46,917,382
118313	Northern Virginia	Prince William County	University Blvd Extension (Devlin Rd To Wellington Rd)	2/15/2024	12/31/2031	$120,053,736
118870	Culpeper	Multi-jurisdictional: Charlottesville MPO	#SMART22 - Fifth Street Hub And Trails	1/10/2022	5/26/2027	$10,185,958
118872	Culpeper	Albemarle County	#SMART22 - Exit 107 Park And Ride Lot	11/29/2021	1/8/2027	$4,242,301
118937	Richmond	Henrico County	#SMART22 - Williamsburg Rd Pedestrian & Transit Improvements	1/10/2022	10/14/2031	$29,195,203

UPC	District	Jurisdiction	Description	PE Start Date	CN End Date	Total Estimate
118941	Richmond	Richmond	#SMART22 - Broad Street Streetscape W/ Pulse Brt Expansion	7/17/2025	2/23/2032	$26,803,183
118980	Fredericksburg	Fredericksburg	#SMART22 - Lafayette Blvd Multimodal Improvements	2/28/2022	10/17/2030	$13,556,322
119469	Salem	Christiansburg	#SMART22 - I-81/Route 8 (Exit 114) Park & Ride Lot	1/5/2022	1/14/2026	$6,122,272
119638	Hampton Roads	Hampton	Hampton Roads Express Lanes, Segment 4C	2/15/2022	12/30/2026	$399,153,311
119648	Staunton	Rockingham County	#SMART22 - Mount Crawford Park And Ride Lot Improvements	10/22/2021	9/14/2027	$2,433,045
119655	Staunton	Augusta County	#SMART22 - Brite Pedestrian Improvements	10/22/2021	4/1/2027	$3,594,685
120441	Richmond	Goochland County	#I64CIP - I-64 E/W Hickory Haven-New/Relocate P&R Lot	1/10/2022	8/31/2029	$12,804,482
120444	Richmond	New Kent County	#I64CIP - I-64 - Bottom'S Bridge-Expand P&R	1/10/2022	2/4/2026	$2,991,294
120522	Northern Virginia	Fairfax County	#I95CIP - Detour Rt 1 Communication Upgrades Fairfax County	4/6/2022	8/11/2027	$3,741,662
120523	Northern Virginia	Prince William County	#I95CIP - Detour Rt 1 Communication Upgrades Prince William Co	4/6/2022	3/31/2028	$5,803,542
120943	Fredericksburg	Spotsylvania County	Germanna Point Drive Extension	11/1/2024	4/20/2033	$59,023,258
121154	Staunton	Winchester	Papermill Road Sidewalks And Bike Lanes	4/14/2023	6/10/2033	$19,484,792
121323	Northern Virginia	Loudoun County	Metro Bike Ped Improvements Shared Use Path Package 2	4/20/2022	6/3/2030	$10,419,058

UPC	District	Jurisdiction	Description	PE Start Date	CN End Date	Total Estimate
121324	Northern Virginia	Loudoun County	Metro Bike Ped Improvements Shared Use Path Package 3	4/20/2022	4/8/2030	$13,138,150
121403	Richmond	Henrico County	Woodman Road Improvements Phase 1	7/11/2024	11/15/2033	$75,036,483
122978	Northern Virginia	Fairfax County	Sunrise Valley Cycle Track Innovation To Herndon Phase 1	2/21/2025	5/17/2030	$32,373,356
123195	Lynchburg	Danville	#SMART24 - Piedmont Drive-Construct Sidewalk	2/6/2025	1/24/2029	$6,674,853
123672	Bristol	Tazewell County	#SMART24 - Rte.460/Rte.19 Intersection Improvements	12/9/2024	2/15/2033	$26,609,204
123833	Northern Virginia	Fairfax County	#SMART24 - Route 7 Widening (Route 123 To I-495)	4/12/2024	5/18/2032	$78,604,898
124012	Staunton	Frederick County	#SMART24 - I-81 Exit 317 Interchange Improvements	1/10/2024	5/29/2028	$32,006,075
124020	Culpeper	Multi-jurisdictional: Charlottesville MPO	#SMART24 - Avon Street Multimodal Imp- Avon To Druid	12/20/2024	2/28/2029	$17,260,885
124264	Fredericksburg	Multi-jurisdictional: Fredericksbug MPO	#SMART24 - Fred Regional - Vcr Multimodal Improvments	5/7/2024	6/25/2031	$17,489,604
125215	Bristol	Lebanon	Lebanon Technology Park Sidewalk	7/31/2024	12/1/2028	$3,209,103
125954	Salem	Roanoke County	Orange Market Park And Ride/Parking Lot Improvements	7/22/2024	6/9/2027	$1,537,988
126730	Fredericksburg	Fredericksburg	#SMART24 - Dixon Pk Connector - Multimodal Improvements	12/19/2024	12/28/2028	$9,337,209

DRPT SYIP Projects

Object ID	District	Recipient	Project Name	Start Date	End Date	Project Cost
1	Northern Virginia	Dulles Area Transportation Association	Employer Trip Reduction - Dulles Airport	7/1/2025	6/30/2026	$224,658
3	Fredericksburg	George Washington Regional Commission	Vanpool Assistance - Fredericksburg Region	7/1/2025	6/30/2026	$164,311
19	Northern Virginia	County of Fairfax	Employer Trip Reduction - Fairfax County	7/1/2025	6/30/2026	$263,181
25	Northern Virginia	City of Alexandria	Transit Infrastructure (Bus Stop Amenities - Shelters) (12)	7/1/2025	6/30/2027	$500,000
33	Multi-District	Enterprise Leasing Co of Norfolk/ Richmond, LLC	Vanpool Assistance - Commute With Enterprise	7/1/2025	6/30/2026	$328,000
38	Richmond	Chesterfield County, VA	Transit Infrastructure (Bus Stop + Pedestrian Access Improvements)	7/1/2025	6/30/2027	$809,199
39	Richmond	Chesterfield County, VA	Transit Infrastructure (Bus Stop + Pedestrian Access Improvements)	7/1/2025	6/30/2027	$965,540
40	Richmond	Chesterfield County, VA	New Service - Fixed Route (Route 1A) [FY26 to FY28]	7/1/2025	12/31/2026	$2,190,522
49	Richmond	Greater Richmond Transit Company	Expansion - Light-duty, Van with ramp (5)	7/1/2025	6/30/2027	$800,000

Object ID	District	Recipient	Project Name	Start Date	End Date	Project Cost
69	Richmond	Greater Richmond Transit Company	New Service - Microtransit (Ashland Zone) [FY26 - FY28]	7/1/2025	12/31/2026	$993,740
70	Richmond	Greater Richmond Transit Company	New Service - Fixed Route (Route 1) [FY26 - FY28]	7/1/2027	6/30/2028	$3,729,512
76	Salem	New River Valley Senior Services, Inc.	Mobility Management	7/1/2025	6/30/2027	$58,424
111	Multi-District	Bay Aging, Inc	Mobility Management	7/1/2025	6/30/2027	$134,883
116	Multi-District	Bay Aging, Inc	New Service - Microtransit Conversion (Tappahannock Zone)	7/1/2025	12/31/2026	$114,756
117	Multi-District	Bay Aging, Inc	New Service - Microtransit Conversion (Charles City Zone)	7/1/2025	12/31/2026	$114,756
118	Multi-District	Bay Aging, Inc	New Service - Microtransit Conversion (New Kent Zone)	7/1/2025	12/31/2026	$114,756
126	Salem	Town of Blacksburg	Transit Infrastructure (Bus Pull-off at Stop #1325)	7/1/2025	6/30/2027	$140,000
143	Staunton	Central Shenandoah Planning District Commission	Transit Infrastructure (Bus Stop Amenities - Shelters) (3)	7/1/2025	6/30/2027	$45,400
146	Culpeper	City of Charlottesville	Expansion - Heavy-duty, Large bus (BEB) (2)	7/1/2025	6/30/2027	$2,600,000
156	Bristol	City of Bristol	New Service - Microtransit Conversion (East Bristol Zone)	7/1/2025	12/31/2026	$203,000

Object ID	District	Recipient	Project Name	Start Date	End Date	Project Cost
160	Salem	County of Roanoke	New Service - Fixed Route (McAfee Knob Trailhead Shuttle)	7/1/2027	12/31/2028	$158,000
182	Lynchburg	Town of Farmville	Transit Infrastructure (Bus Stop Amenities - Shelters) (3)	7/1/2025	6/30/2027	$129,338
192	Fredericksburg	City of Fredericksburg	Transit Infrastructure (Bus Stop Amenities - Shelters) (1)	7/1/2025	6/30/2027	$34,000
200	Lynchburg	Greater Lynchburg Transit Company	Transit Infrastructure (Bus Stop Amenities - Seating) (12)	7/1/2025	6/30/2027	$12,000
201	Lynchburg	Greater Lynchburg Transit Company	Transit Infrastructure (Secure Bicycle Parking)	7/1/2025	6/30/2027	$50,000
208	Hampton Roads	Transportation District Commission of Hampton Roads	Vanpool Assistance - Hampton Roads GoCommute	7/1/2025	6/30/2026	$100,000
211	Hampton Roads	Transportation District Commission of Hampton Roads	Expansion - Light-duty, Medium-size transit bus or BOC (6)	7/1/2025	6/30/2027	$973,812
228	Hampton Roads	Transportation District Commission of Hampton Roads	Construction of Customer Facility (Evelyn Butts Transfer Station)	7/1/2025	6/30/2028	$8,527,216
229	Hampton Roads	Transportation District Commission of Hampton Roads	Construction of Customer Facility (Tidewater Community College Transfer Station)	7/1/2025	6/30/2028	$1,699,640

Object ID	District	Recipient	Project Name	Start Date	End Date	Project Cost
230	Hampton Roads	Transportation District Commission of Hampton Roads	Transit Infrastructure (Bus Stop ADA Improvements)	7/1/2025	6/30/2027	$796,000
233	Hampton Roads	Transportation District Commission of Hampton Roads	New Service - Microtransit (Hampton Zone) [FY26]	7/1/2025	12/31/2026	$1,302,000
234	Hampton Roads	Transportation District Commission of Hampton Roads	New Service - Microtransit (Chesapeake Zone) [FY26]	7/1/2027	6/30/2028	$1,302,000
236	Hampton Roads	Transportation District Commission of Hampton Roads	New Service - Microtransit (Newport News Zone) [FY26 - FY28]	7/1/2025	12/31/2026	$1,350,000
246	Multi-District	JAUNT Inc	New Service - Microtransit Conversion + Software (Greene County)	7/1/2025	12/31/2026	$224,400
257	Northern Virginia	County of Loudoun	Employer Trip Reduction - Loudoun County	7/1/2025	6/30/2026	$95,587
260	Northern Virginia	County of Loudoun	New Service - Microtransit (Leesburg Zone)	7/1/2025	12/31/2026	$2,089,000
261	Northern Virginia	County of Loudoun	New Service - Commuter Bus (Loudoun to Dale City)	7/1/2025	12/31/2026	$736,680
267	Northern Virginia	NVTC - Arlington County	Transit Infrastructure (Bus Stop ADA Improvements)	7/1/2025	6/30/2027	$857,000
268	Northern Virginia	NVTC - Arlington County	Transit Infrastructure (Bus Stop Amenities - Shelters)	7/1/2025	6/30/2027	$796,000
281	Richmond	City of Petersburg	New Service - Fixed Route (Green Trolley)	7/1/2027	12/31/2028	$708,700

Object ID	District	Recipient	Project Name	Start Date	End Date	Project Cost
311	Salem	Greater Roanoke Transit Company	New Service - Microtransit (MetroFLX)	7/1/2025	12/31/2026	$3,263,104
324	Hampton Roads	Williamsburg Area Transit Authority	Expansion - Light-duty, Small-size transit bus or BOC (1)	7/1/2025	6/30/2027	$220,532
333	Hampton Roads	Williamsburg Area Transit Authority	Transit Infrastructure (Bus Stop Amenities)	7/1/2025	6/30/2027	$17,328
334	Hampton Roads	Williamsburg Area Transit Authority	New Service - Fixed Route (Route 1 + Route 2) [FY26 - FY30]	7/1/2029	12/31/2030	$642,893
354	Salem	Town of Bedford	New Service - Fixed Route (Bedford Otter Bus - Phase 4)	7/1/2025	12/31/2026	$193,964
355	Northern Virginia	County of Arlington	New Service - Microtransit (Northwest Arlington Zone)	7/1/2025	12/31/2026	$2,500,000
370	Bristol	Mountain Empire Older Citizens Inc	Mobility Management	7/1/2025	6/30/2027	$61,153
377	Northern Virginia	Potomac Rappahannock Transportation Commission	Employer Trip Reduction - Prince William County	7/1/2025	6/30/2026	$56,200
395	Richmond	City of Richmond	Transit Infrastructure (Bus Stop ADA Improvements)	7/1/2025	6/30/2027	$478,000
409	Hampton Roads	Transportation District Commission of Hampton Roads	HRT Traffix Program	7/1/2025	6/30/2027	$1,000,000

Appendix C: Major CTF Revenues and Allocations

Chart A: FY 2026 Revenue

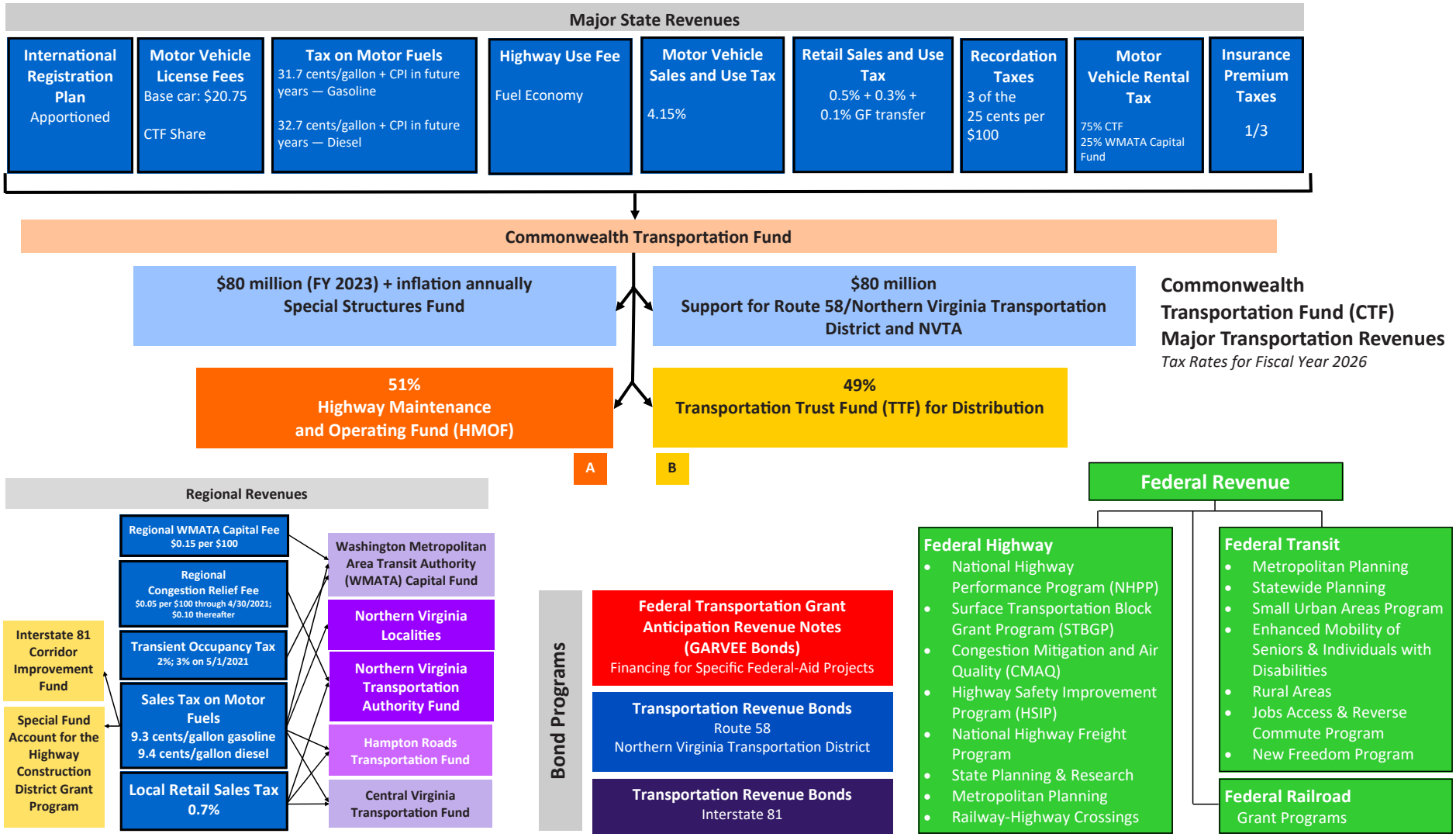
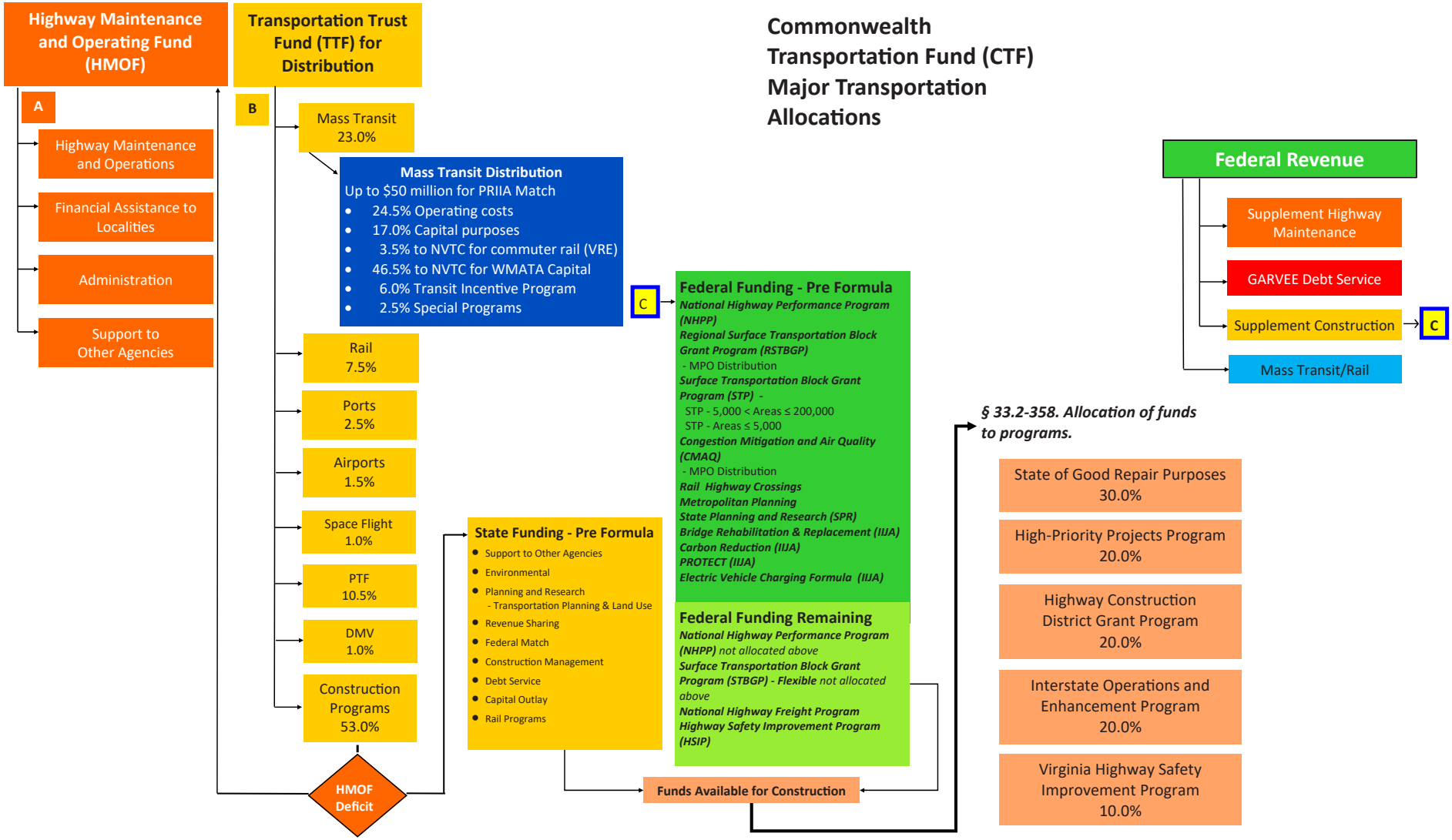


Chart B: FY 2026 Allocation Distribution



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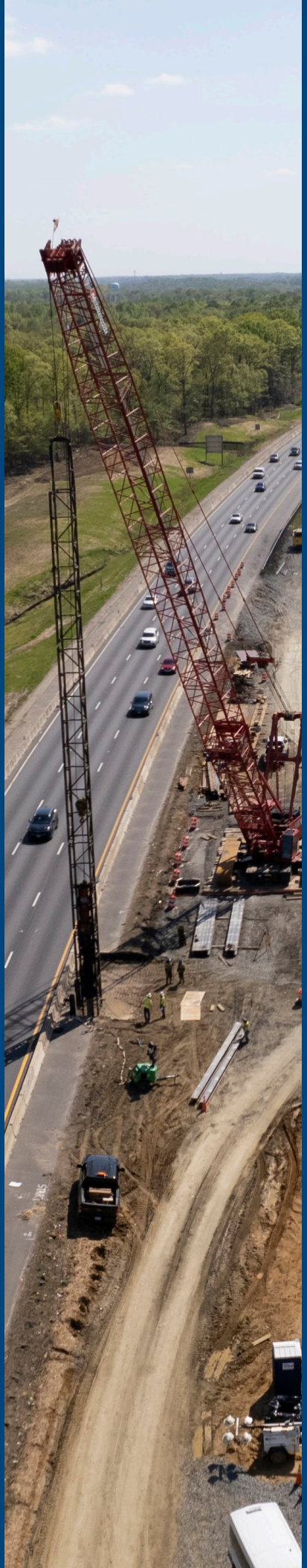


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BABS


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