



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

## VTrans Objectives and Measures

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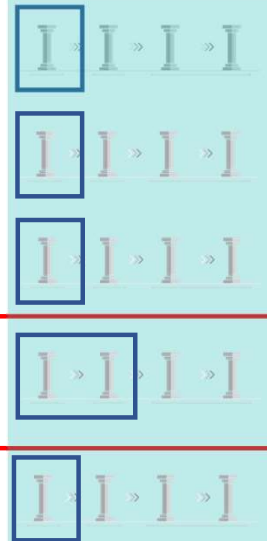
January 16, 2024



## VTRANS TIMELINE

- ▶ Apr-May 2023: Introduction of VTrans Vision, Guiding Principles, and Goals
- ▶ Jun 2023: Recommended VTrans Vision, Guiding Principles, and Goals
- ▶ Sept 2023: Introduction of VTrans Objectives
- ▶ Jan 2024: (1) Recommend VTrans Objectives; introduce Measures  
(2) Provide an overview of the VTrans Mid-term Needs Policy
- ▶ Feb 2024: Request action on VTrans Vision, Guiding Principles, Goals, Objectives, and Measures**

We are here



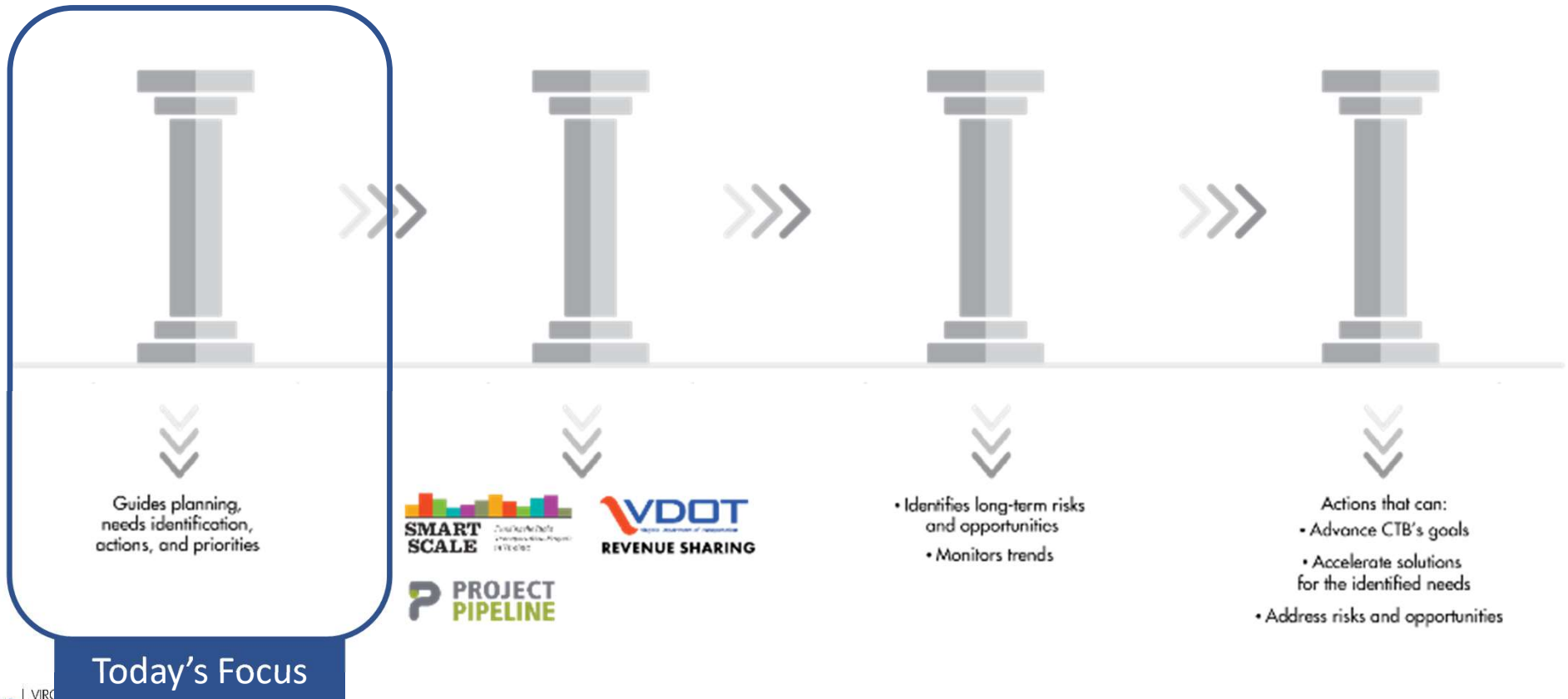
# VTRANS FOCUS AREAS

CTB Vision, Guiding Principles, Goals and Objectives

Mid-term Needs and Priority Locations (0 – 10 Years)

Long-term Risk & Opportunity Register (20+ Years)

Strategic Actions (Recommendations)



Today's Focus

# TRANSPORTATION INVESTMENT CYCLE

**VTRANS** CTB Vision, Guiding Principles, Goals and Objectives

- State Rail Plan
- Strategic Highway Safety Plan
- Transit Strategic Plans

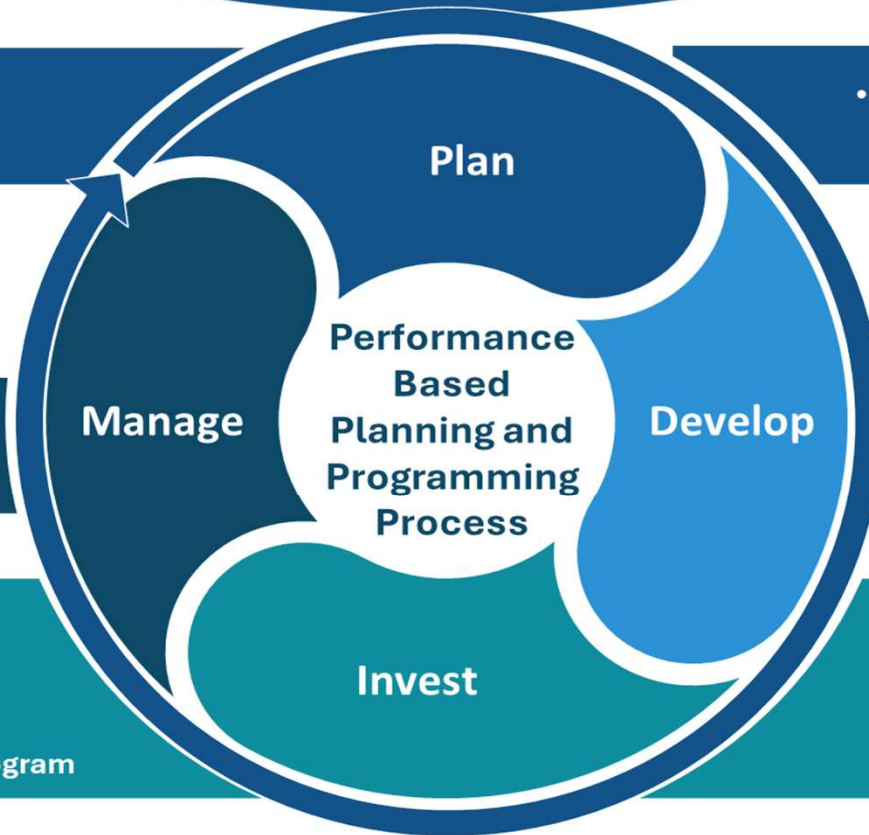
- VTrans Mid-term Needs and Priority Locations

- Performance Measures and Annual/Biennial Report
- Project Performance

- Project Pipeline
- Arterial Management Program
- STARS

- SMART SCALE (High Priority Projects Program, District Grants Program)
- I-81 Improvement Program
- Highway Safety Improvement Program

- State of Good Repair
- Revenue Sharing
- Interstate Operations and Improvement Program
- MERIT Program



## GOAL A: TRANSPORTATION SYSTEM SAFETY

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

Draft Objective	Draft Measure(s)
Objective A.1: Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.	Measure A.1.i: Change in total fatalities and fatality rate per 100 million vehicle miles traveled <sup>1</sup> Measure A.1.ii: Change in total serious injuries and serious injury rate per 100 million vehicle miles traveled <sup>1</sup>
Objective A.2: Reduce the number of non-motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.	Measure A.2.i: Change in total non-motorized fatalities and serious injuries <sup>1</sup>

## GOAL A: TRANSPORTATION SYSTEM SAFETY

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

Draft Objective	Draft Measure(s)
Objective A.3: Reduce fatalities and serious injuries by implementing <u>annual Safety Performance Targets in Public Transportation Agency Safety Plans</u> .	Measure A.3.i: Change in total transit fatalities and fatality rate per 100k vehicle revenue miles by mode <sup>1</sup> Measure A.3.ii: Change in total transit injuries and injury rate per 100k vehicle revenue miles by mode <sup>1</sup> Measure A.3.iii: Change in total safety events and event rate per 100k vehicle revenue miles by mode <sup>1</sup>

<sup>1</sup> Federally required measure. Transit agencies adopt targets and report performance.  
The underlined text indicates modifications since the last presentation.

## GOAL B: SYSTEM PRESERVATION

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

Draft Objective	Draft Measure(s)
<p>Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.</p> <ul style="list-style-type: none"><li>▶ Meet long-term sustainable pavement and bridge performance targets adopted by the Board.</li><li>▶ Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan.</li><li>▶ Meet routine maintenance best practices performance metrics.</li></ul>	<p>Measure B.1.i: Percentage of sufficient lane miles<sup>1</sup></p> <p>Measure B.1.ii: Average weighted general condition rating<sup>1</sup></p> <p>Measure B.1.iii: Percentage of non-poor (sufficient) condition structures<sup>1</sup></p> <p>Measure B.1.iv: Bridge and pavement condition for the National Highway Freight System</p> <p>Measure B.1.v: 50-year Special Structures plan updated annually and reported to CTB bi-annually</p> <p>Measure B.1.vi: Accomplishment data for Routine Maintenance Best Practices is reported annually to the CTB</p>

<sup>1</sup> CTB-adopted measure and target.

## GOAL B: SYSTEM PRESERVATION

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

Draft Objective	Draft Measure(s)
<p>Objective B.2: Ensure transit state of good repair through the prioritization of investments and <del>execution</del> <u>implementation of performance targets in the agency</u> Transit Asset Management Plans.</p>	<p>Measure B.2.i: Percentage of vehicles and equipment that have met or exceeded the Useful Life Benchmark (ULB) established in the Virginia Group Tier II TAM Plan<sup>1</sup></p> <p>Measure B.2.ii: Percentage of transit facilities with a condition rating below 3.0 on the FTA TERM Scale as identified in the Virginia Group Tier II TAM Plan</p> <p>Measure B.2.iii: Percentage of MERIT capital allocations programmed to State of Good Repair projects</p>
<p>Objective B.3: Increase the number of railroad track miles maintained at Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) through the effective allocation of resources from the Rail Preservation Fund.</p>	<p>Measure B.3.i: Change in number of miles that the Rail Preservation Program has invested in to maintain a state of good repair</p>



## GOAL C: CONGESTION AND TRAVEL TIME RELIABILITY

### Goal C: Improve travel time reliability by minimizing congestion and providing multiple modes and routes.

Draft Objective	Draft Measure(s)
<p>Objective C.1: Reduce the amount of travel that takes place in congested conditions through the prioritization of investments in alternative modes of travel and operational improvements.</p>	<p>Measure C.1.i: Change in percent of person miles traveled in excessively congested conditions (limited access highways)</p> <p>Measure C.1.ii: Change in travel time index (arterial roadways)</p> <p>Measure C.1.iii: Change in statewide ridership</p>
<p>Objective C.2: Improve reliability and person throughput on key corridors <u>at critical time/locations</u> for all modes through the prioritization of investments in alternative modes of travel and operational improvements.</p>	<p>Measure C.2.i: Change in passenger rail on-time performance (Amtrak and VRE)</p> <p>Measure C.2.ii: Change in mean distance between major failures for both fixed-route and demand-responsive modes as reported in agency (PTASP)<sup>1</sup></p>

<sup>1</sup> Federally required measure. Transit agencies adopt targets and report performance.

The underlined and crossed-out text indicates modifications since the last presentation.

## GOAL C: CONGESTION AND TRAVEL TIME RELIABILITY

### Goal C: Improve travel time reliability by minimizing congestion and providing multiple modes and routes.

Draft Objective	Draft Measure(s)
<p>Objective C.3: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.</p>	<p>Measure C.3.i: Change in interstate truck travel time reliability index<sup>1</sup></p> <p>Measure C.3.ii: Change in the number and severity of freight bottlenecks</p> <p>Measure C.3.iii: Change in the number of at-grade railroad crossings</p>
<p>Objective C.4: Improve transit efficiency and effectiveness by implementing <u>system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.</u></p>	<p>Measure C.4.i: Change in total passenger miles and passengers per revenue hour/mile</p> <p>Measure C.4.ii: Change in cost per revenue hour/mile/trip</p> <p>Measure C.4.iii: Change in number of people with access to the system/number of jobs accessible</p>

<sup>1</sup> Federally required measure with a CTB-adopted target.

The underlined text indicates modifications since the last presentation.

## GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

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

Draft Objective	Draft Measure(s)
<p>Objective D.1: Create multimodal redundancy within key corridors to support network resiliency by providing alternative modes of travel.</p>	<p>Measure D.1.i: Percent of alternate routes operating at no more than x times the travel time on the parallel Interstate                      Measure D.1.ii: Number of available passenger travel modes in a corridor                      Measure D.1.iii: Miles of trails, sidewalks, and on-street bike facilities                      Measure D.1.iv: Statewide Commodity Movement Totals in Tonnage and Value by Four Modes (Truck, Port, Rail, Air)</p>
<p>Objective D.2: Enhance cyber security efforts to provide a safe and secure transportation system for all modes by investing in projects to secure critical infrastructure and information.</p>	<p>Measure is still under development</p>
<p>Objective D.3: Improve bus stop condition and accessibility by implementing the HJ542 Transit Modernization Study.</p>	<p>Measure D.3.i: Change in percentage of stops in the Commonwealth with a shelter                      Measure D.3.ii: Change in number of state dollars invested in bus stops/shelter project</p>

## GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

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

Draft Objective	Draft Measure(s)
<p>Objective D.4: Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan.</p>	<p>Measure D.4.i: Change in the number of at-grade railroad crossings</p> <p>Measure D.4.ii: Change in the number and severity of freight bottlenecks</p> <p>Measure D.4.iii: Change in the number of new carloads generated by FREIGHT Program projects benefiting the Port of Virginia</p>
<p>Objective D.5: Support regionally significant economic development initiatives through investments in site accessibility.</p>	<p>Measure D.5.i: Number of projects that reduce the distance or travel time to major corridors from business-ready sites</p> <p>Measure D.5.ii: Number of new industrial rail spurs added</p> <p>Measure D.5.iii: Number of new jobs added as a result of Rail Industrial Access projects</p>

## GOAL E: ENVIRONMENTAL STEWARDSHIP

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

Draft Objective	Draft Measure(s)
<p>Objective E.1: Deliver context-sensitive transportation solutions that consider watershed impacts, habitat preservation, <del>regional air quality goals, and land use policy</del> <u>and required environmental regulatory review.</u></p>	<p>Measure E.1.i: Number of scoped projects that provide flexibility, innovative design and Context Sensitive Solutions (CSS) to transportation challenges</p> <p>Measure E.1.ii: Report on level of environmental review applied</p>

## GOAL E: ENVIRONMENTAL STEWARDSHIP

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

Draft Objective	Draft Measure(s)
Objective E.2: Implement solutions to support the attainment of National Ambient Air Quality Standards.	Measure E.2.i: On-road mobile source criteria pollutant emissions <sup>1</sup> Measure E.2.ii: On-road mobile source greenhouse gas emissions Measure E.2.iii: Percent of non-single occupancy vehicle travel <sup>1</sup> Measure E.2.iv: Vehicle miles traveled per capita Measure E.2.v: Number of alternatively fueled vehicles Measure E.2.vi: Percent of transit rolling stock powered by alternative fuels



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