



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

## COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

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

1. Audit Finding- Contract Award  
Temporary Steel Repairs, Richmond District  
*Lisa Pride, Virginia Department of Transportation*  
*Kevin Gregg, Virginia Department of Transportation*
2. Powhite Parkway Project  
*Scott Smizik, Virginia Department of Transportation*
3. Nimmo Parkway  
*Scott Smizik, Virginia Department of Transportation*
4. Delong Co. Rail Industrial Access Application  
*Mike Todd, Virginia Department of Rail and Public Transportation*
5. SMART SCALE Proposed Project Cancellation  
Columbia Pike Smart Corridor (UPC 111656)  
Northern Virginia District  
*Kimberly Pryor, Virginia Department of Transportation*
6. SMART SCALE Proposed Project Cancellation  
Rosslyn-Ballston Corridor Multimodal Connections (UPC 111662)  
Northern Virginia District  
*Kimberly Pryor, Virginia Department of Transportation*
7. Director's Items  
*Tiffany Robinson, Virginia Department of Rail and Public Transportation*
8. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*

Agenda  
Meeting of the Commonwealth Transportation Board  
Workshop Session  
February 18, 2025  
Page 2

9. Secretary's Items  
*Shep Miller, Secretary of Transportation*

# # #

# AUDIT FINDING – CONTRACT AWARD

Temporary Steel Repairs – Richmond District

 Lisa Pride, Chief of Administration

February 2025

# Background

- Auditor of Public Accounts completed audit testing for FY24 - a contract for temporary bridge repairs was awarded without CTB review and authorization
  - IFB 158275/Contract 51143 for Temporary Steel Repairs – Richmond District
- On-call contract to provide temporary steel repairs to address safety concerns until permanent repairs are performed. *(includes labor, equipment, materials and traffic control)*
- The bid received was \$9.8M yearly *(based on estimated quantities)* with 4 renewal options (\$49.5M life of contract)
- Curtis Contracting was selected as the contractor for this work and the contract was awarded on August 28, 2023

# Temporary Steel Repair Contract

- Five (5) Task Orders Issued over 16 months - \$4.5M in total work
  - Four (4) completed - \$4.1M
  - One (1) still on going - \$450K (expected)
- Scope of work is the same for all task orders except for location and quantities.
- Work involves installation of new steel at existing deteriorated steel beam ends as a temporary measure until they are replaced or undergo major repair.

Task Order #	Route	Issued Date	Completion Date	Work Location	Final Cost*
1	85	9/25/2023	9/27/2024	I-85 NBL over Meherrin River; Brunswick Co.	\$ 1,468,396
2	85	9/25/2023	9/27/2024	I-85 SBL over Meherrin River; Brunswick Co.	\$ 1,362,463
3	85	9/25/2023	4/15/2024	I-85 NBL over Route 1; Brunswick Co.	\$ 748,458
4	85	9/25/2023	3/21/2024	I-85 SBL over Route 1; Brunswick Co.	\$ 511,724
5	678	4/2/2024	2/27/2025 est	Rte 678 over NS Railway; Brunswick Co.	\$ 450,000 est
<b>Total --&gt;</b>					<b>\$ 4,541,042</b>

# After Action Review

- **Administrative Services Division (ASD) procures *goods, services, technology, and facility design and construction***
- **Reviewed 965 contracts awarded in FY24 – 2 of 3 requiring CTB review and approval were submitted appropriately**
- **Actual contract usage \$4.5M over 16 months is lower than estimated quantities bid**
- **Procurement office failed to flag procurement request as one that would require CTB approval at any time during the procurement process.**
- **Insufficient administrative oversight resulted in contract execution without CTB review and approval.**

# Next Steps & Future Mitigation

- **Cancelled contract on January 17, 2025. Final open task order expected to be completed February 27, 2025.**
- **New contract will be advertised and responsive bid(s) brought forward for CTB review and approval, as appropriate.**
- **A new database field has been added to the procurement request tracking system to flag requests with estimates greater than \$5M when they are received.**
- **ASD director will:**
  - **Review all procurement requests received greater than \$5M to ensure compliance.**
  - **Discuss detailed scope of work with division/district on all contracts greater than \$5M and ensure CTB review and approval, when required.**



# **POWHITE PARKWAY PROJECT**

## **Environmental Impact Statement – Range of Alternatives Briefing**

| Scott Smizik, Assistant Environmental Division Director

February 18, 2025

# Presentations to CTB on the Powhite Parkway EIS



Per § 33.2-208  
Location of Routes


# Study Area

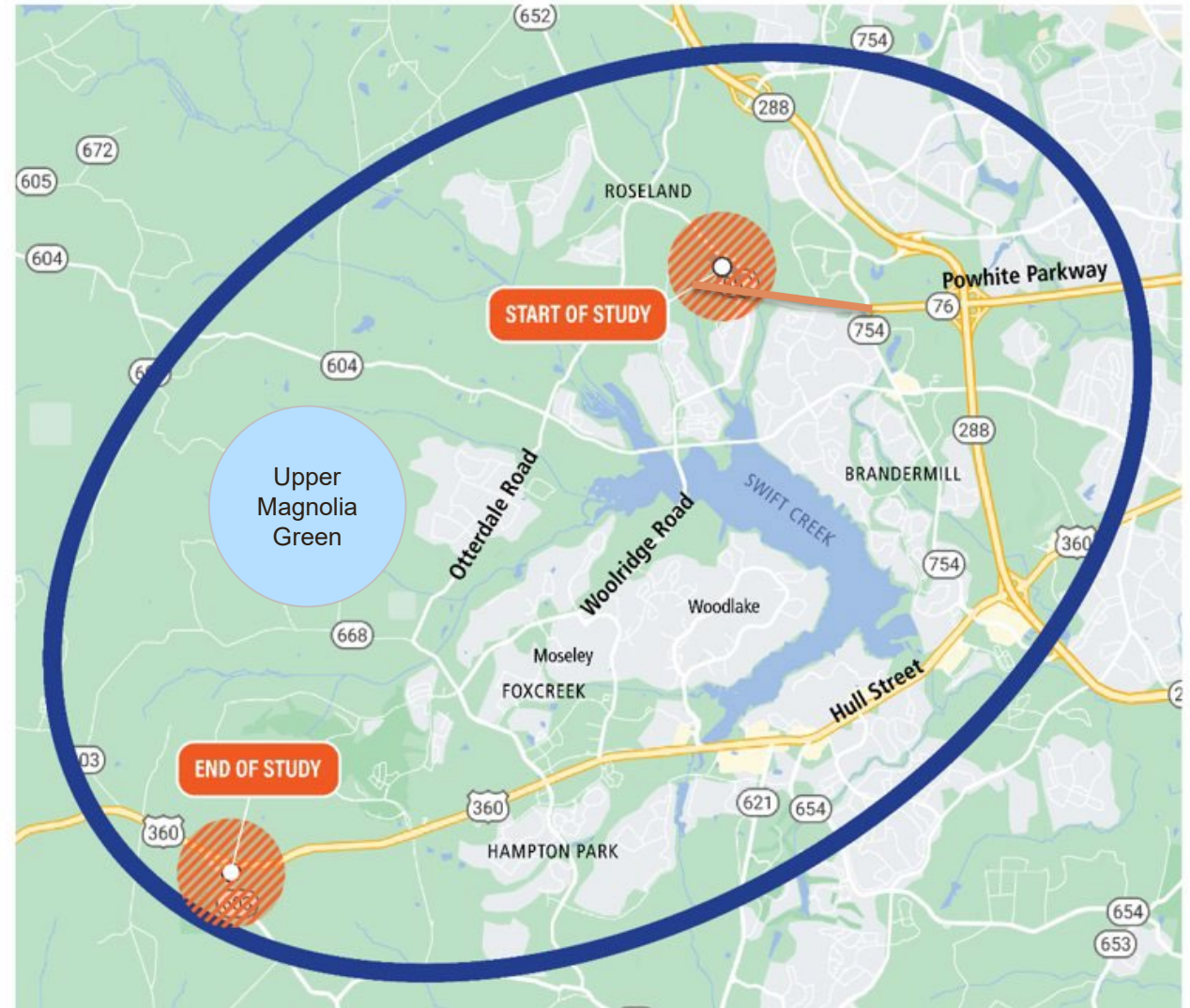
Subject of EIS Study: Woolridge Road to Hull Street Road on new alignment

Legend:

 Termini of EIS study

 EIS Study Area

 Widening and Extension of Powwhite Parkway from Charter Colony Parkway to Woolridge Road (separate project)



# Public Involvement to Date

## Virtual Study Introduction (December 2023/January 2024)

- Study introduction, seeking input on transportation needs within the study area
- Social media campaign, public survey, pre-recorded presentation on website
- 30-day comment period.
  - Public could provide comments in writing by mail or email, by phone, or through the website.

## Preliminary Alternative Concepts (October/November 2024)

- Study status update, initial presentation of preliminary alternative concepts
- One in-person Public Information Meeting (PIM), two community office hours
- 30-day comment period.
  - Public could provide comments in writing by mail or email, by phone, by filling out the comment sheet at the in-person meetings or on the website, or by utilizing the court reporter at the PIM.

# Agency Involvement to Date

**In October 2023, environmental review agencies were invited to share data and participate in the development of the EIS, including:**

- U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Virginia Department of Environmental Quality, Chesterfield County

## **Monthly Environmental Agency Meetings hosted by VDOT**

- Ongoing since October 2023
- Review and discuss materials related to Purpose and Need, Range of Alternatives, and environmental impact analyses

# PURPOSE AND NEED STATEMENT

The purpose of the Powhite Parkway Project is to enhance options for potential transportation improvements that would enhance travel conditions from Hull Street Road to Woolridge Road in western Chesterfield County, Virginia. In order to meet the purpose, the Project must address the following needs:



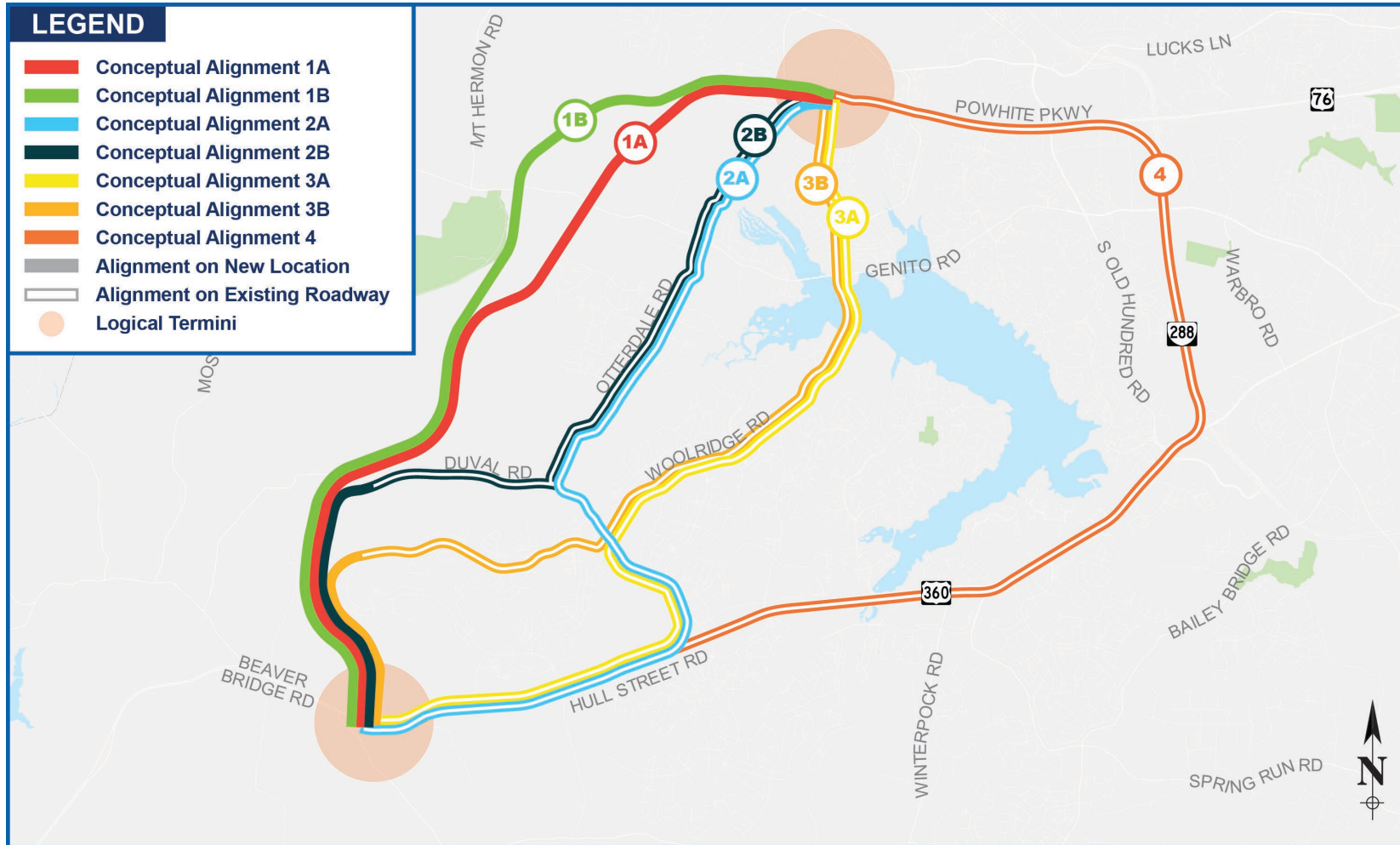
*Relieve congestion on existing roadways and at intersections within the project study area*



*Improve regional connectivity and accessibility between Hull Street Road and Woolridge Road*

# Initial Consideration of Alternatives

- Presented to the public during the October/November 2024 public engagement effort



# Initial Consideration of Alternatives

Alternative Concept	Description/Potential Solutions	Meets Purpose and Need?	Retained for Detailed Analysis in the EIS
<b>No Build Alternative</b>	No action other than continued maintenance and programmed projects	No	Yes
<b>1A</b>	New four-lane roadway, access limited to key intersections	Yes	Yes
<b>1B</b>	New four-lane roadway, access limited to key intersections	Yes	Yes
<b>2A</b>	Add additional travel lane, separated median, intersection upgrades, access control measures to Otterdale Road and Hull Street Road	Yes	No
<b>2B</b>	Add additional travel lane to existing, separated median, intersection upgrades, access control measures to Otterdale Road and Duval Road, and new roadway	Yes	Yes
<b>3A</b>	Add additional travel lane, intersection upgrades, access control measures to Woolridge Road, Otterdale Road, and Hull Street Road	Yes	No
<b>3B</b>	Add additional travel lane to existing, intersection upgrades, access control measures to Woolridge Road, and new roadway	Yes	Yes
<b>4</b>	Incorporate planned improvements along existing Powhite Parkway, add additional travel lanes in each direction to Route 288 and Hull Street Road, intersection and interchange improvements, access control measures	Yes	Yes
<b>Transportation System Management/ Transportation Demand Management (TSM/TDM) * (Stand-alone)</b>	Additional turn lanes, optimization of signalization, ride sharing/carpooling, Park and Ride facilities, encouragement of teleworking	No	No
<b>Transit-Only Improvements (Stand-alone) *</b>	Additional bus services	No	No

\*Not precluded from further consideration

# Public and Agency Input On Initial Alternatives

## Input from the public and/or agencies that informed the initial alternatives:

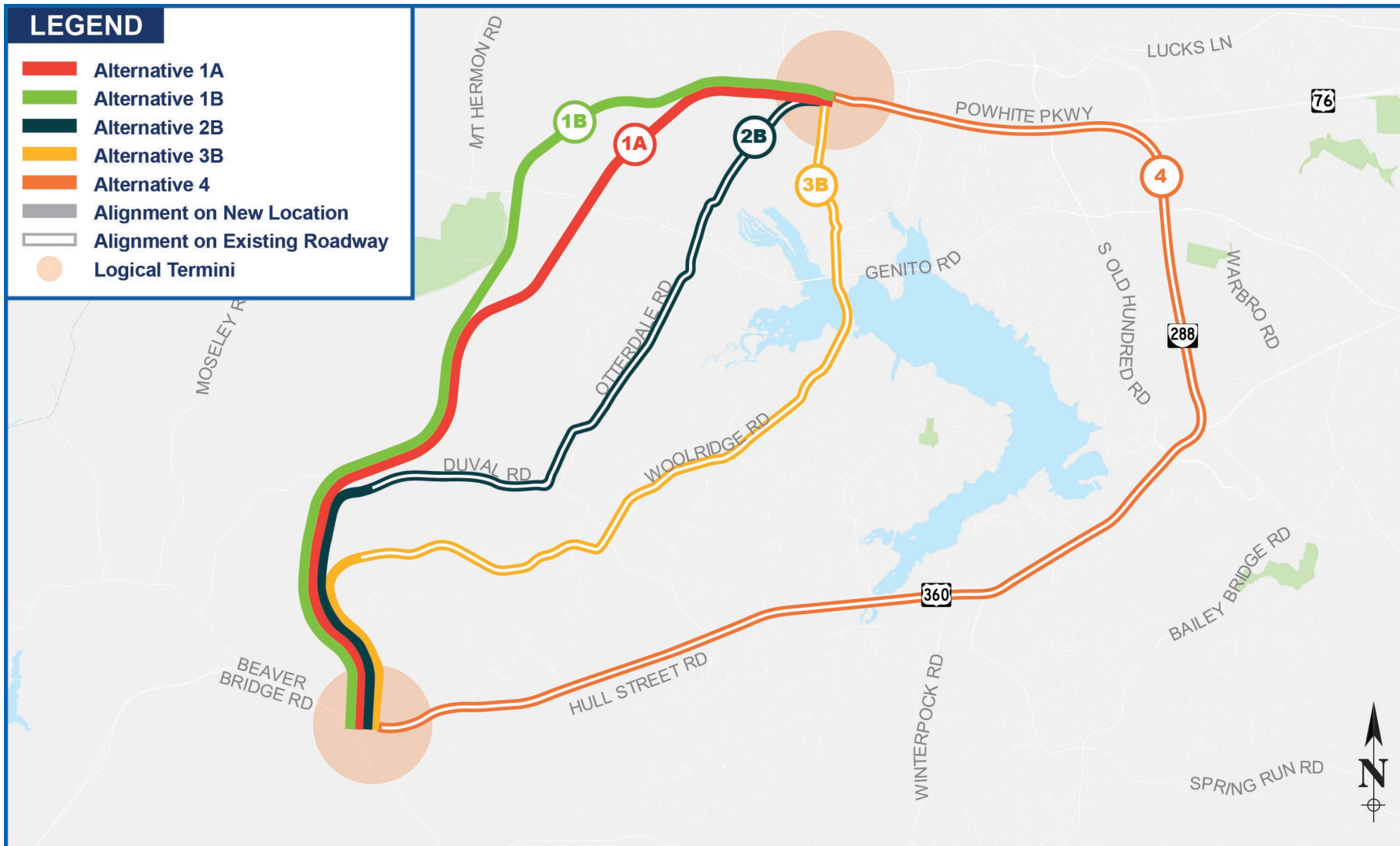
- Concern about private property and community impacts
- Concern about impacts to properties significant to the region
  - e.g., Horner Park, Swift Creek Berry Farm, current and planned schools
- Concern about impacts to the wetlands, nearby mitigation bank, and Swift Creek Reservoir
- Existing and future traffic conditions in the study area are a concern

# Alternatives Retained for Detailed Analysis

## Preliminary Range of Alternatives carried forward for detailed analysis:

- No Build Alternative
- New Roadway Alignments:
  - Alternative 1A
  - Alternative 1B
- Expand Existing Roadways
  - Alternative 2B- Otterdale Road and Duval Road, new roadway
  - Alternative 3B- Woolridge Road, new roadway
  - Alternative 4- Route 288 and Hull Street Road

# Alternatives Retained for Detailed Analysis in the EIS



Alternative 2A & 3A were not retained for Detailed Analysis

# NEXT Steps

Activity	Timeframe*
Public Hearing and Comment Period to Inform CTB Action on Location Decision/Preferred Alternative	Spring 2025
CTB Action on Location Decision/Preferred Alternative	Late-Summer 2025
Release of Draft Environmental Impact Statement, Public Hearing, and 45-day Public Comment Period	Late 2025

\*Schedule subject to change as NEPA process advances





# **NIMMO PARKWAY PHASE VII-B PROJECT**

## **Environmental Impact Statement – Range of Alternatives Briefing**

| Scott Smizik, Assistant Environmental Division Director

February 18, 2025

# Presentations to CTB on Nimmo Parkway Phase VII-B EIS



Per § 33.2-208  
Location of Routes

# Nimmo Parkway Phase VII-B EIS Study Area



## Legend

- Study Area
- Back Bay National Wildlife Refuge
- Military Base
- Build Alternatives Alignment
- Nimmo Parkway
- Sandbridge Road

# Public Involvement to Date

## Public Involvement for the Environmental Assessment

- Citizen Information Meeting (September 2018)
- Public Hearing and 30-day public comment period (June 2022)

## Virtual Citizen Information Meeting (August 2024)

- Study introduction, identification of potential transportation needs, and potential improvements
- 30-day public comment period during which citizens could comment online via a survey, by email, by phone, or by mail

# Agency Involvement to Date

**In April 2024, environmental review agencies were invited to share data and participate in the development of the EIS, including:**

- U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), U.S. Environmental Protection Agency, Department of Environmental Quality, Hampton Roads Transportation Planning Organization, and the City of Virginia Beach

## **Monthly Environmental Agency Meetings hosted by VDOT**

- Review and discuss materials related to Purpose and Need, Range of Alternatives, and environmental impact analyses

# Purpose and Need

**The purpose of the Project is to provide reliable access and connectivity to the Sandbridge Community. In order to meet the purpose, the Project must address the following needs that limit reliable access and connectivity:**

- Flooding
- Roadway deficiencies
- Crashes and other obstructions

# Initial Consideration of Alternatives

Alternative Concept	Description/Potential Solutions	Retained for Detailed Analysis in the EA	Retained for Detailed Analysis in the EIS
No Build Alternative	No action other than continued maintenance and programmed projects	Yes	Yes
Transportation System Management/Transportation Demand Management	Intelligent Transportation Systems (ITS) technology, carpooling, bicycle and pedestrian improvements	No	No <sup>1</sup>
Transit	New bus service	No	No
Nimmo Parkway Alternative	1.8-mile extension of Nimmo Parkway with bike/pedestrian improvements	Yes	Yes
Improvements to Existing Sandbridge Road	Realigning and elevating 3.4 miles of Sandbridge Road with bicycle and pedestrian improvements	No	Yes

<sup>1</sup>Not precluded from future consideration

# Public and Agency Input on Initial Alternatives

- **Comments on the EA from USACE and USFWS requested EIS analysis also consider improving existing Sandbridge Road**
- **No other new alignment alternatives identified by agencies or the public given the constraints in the Study Area**
  - Naval Air Station Oceana Dam Neck Annex to the north and the Back Bay water body and Back Bay National Wildlife Refuge to the south
- **Primary public concerns: safety, recurrent flooding, and road closures**

# Alternatives Retained for Detailed Analysis

## No Build Alternative

- Required as a baseline/comparison to other alternatives

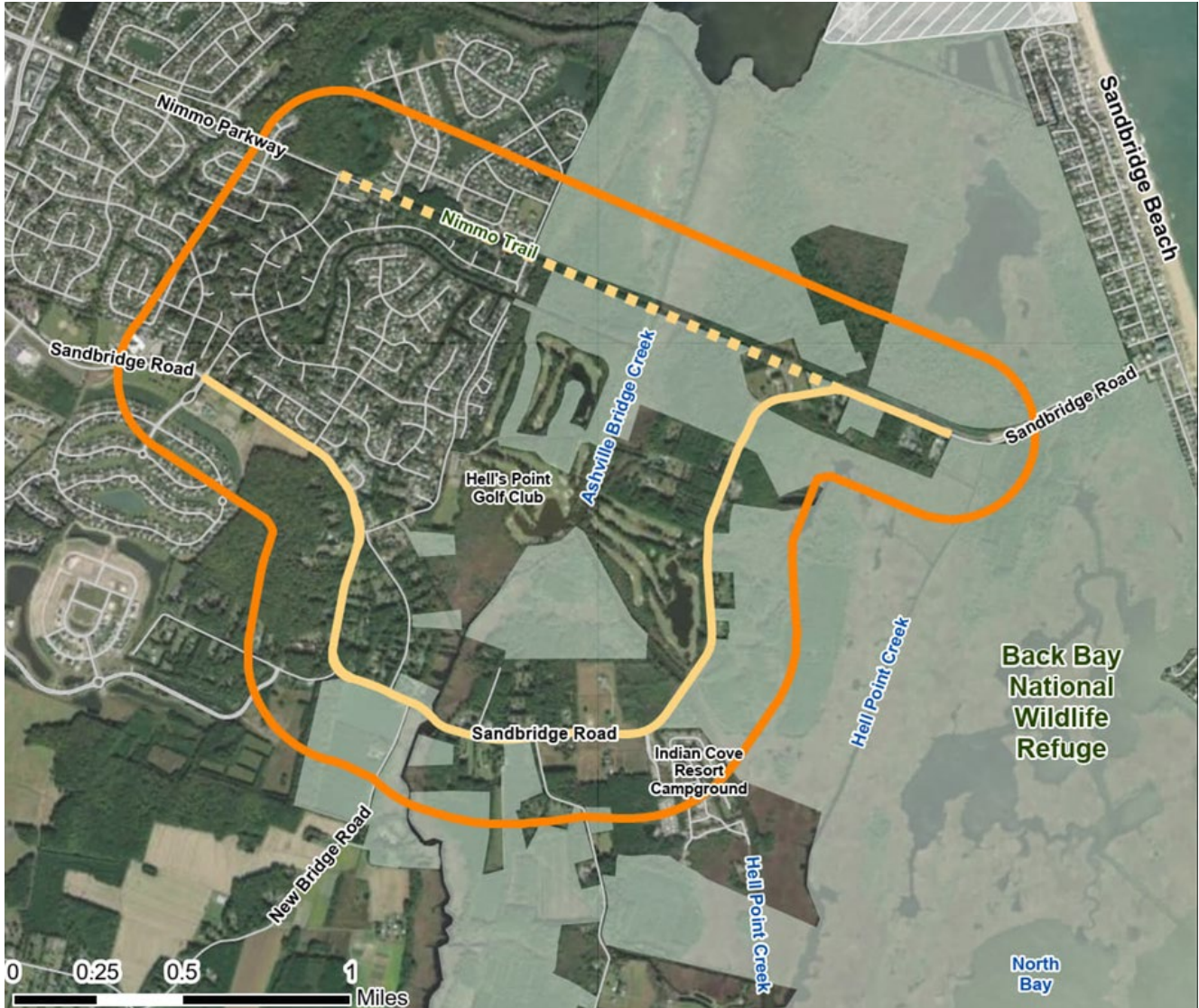
## Nimmo Parkway Alternative

- Construct 1.8 miles of new elevated alignment to extend Nimmo Parkway from the west at Albuquerque Drive to connect to the City's under construction Nimmo Parkway Phase VII-A Project (VII-A Project) to the east on Sandbridge Road
  - Two-lane undivided roadway with on-road bike lanes and a shared use path to match the typical section of the City's VII-A Project
  - Modify proposed design to address agency comments

## Improvements to Existing Sandbridge Road Alternative

- Realign and elevate 3.4 miles of Sandbridge Road from the west near Entrada Drive to connect to the City's under construction VII-A Project to the east on Sandbridge Road
  - Two-lane undivided roadway with on-road bike lanes and a shared use path to match the typical section of the City's VII-A Project

# Alternatives Retained for Detailed Analysis in the EIS



**Legend**

- Study Area
- Build Alternatives Alignment
- Back Bay National Wildlife Refuge
- Nimmo Parkway
- Military Base
- Sandbridge Road

# Next Steps

Activity	Timeframe*
Public Hearing and Comment Period to Inform CTB Action on Location Decision/Preferred Alternative	Spring 2025
CTB Action on Location Decision/Preferred Alternative	Spring 2025
Release of Draft Environmental Impact Statement, Public Hearing, and 45-day Public Comment Period	Fall 2025

\*Schedule subject to change as NEPA process advances





# The DeLong Co., Inc.

## Rail Industrial Access

Michael Todd, AICP | Rail Programs Director

February 2025



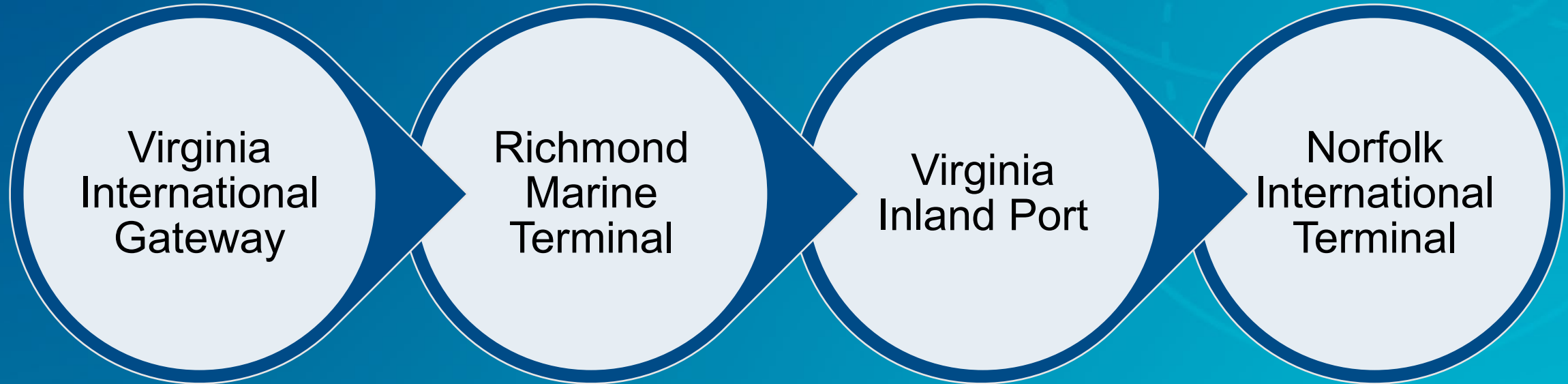


# Agenda

- Link to Port Investments
- Project Details
- Application Scoring
- Recommendation

# Link to Port Investments

# Link to Port Investments



- **FY06**
- 2.6 miles of on-dock rail expansion
- \$18.6M (\$9.3M DRPT)

- **FY14**
- Re-establish Rail Service
- \$3.2M (\$2.2M DRPT)

- **FY18**
- 1 Mile of on-dock rail expansion
- \$11M (\$7.7M DRPT)

- **FY21**
- Double Capacity of Central Rail Yard
- \$83M (\$20M DRPT)

# Link to Port Investments

## Norfolk Terminals, LP

- 3,000 Carloads
- 76 Jobs
- Approved: May 2024

## Delong

- 3,000 Carloads
- 12 Jobs
- Applied: January 2025

## Hitachi Energy

- 48 Carloads
- 100 Jobs
- Applied: December 2024

# Project Details

# The DeLong Co., Inc.

*City of Portsmouth*

- Agribusiness specializing in global distribution of grains, oils, and byproducts
- 5<sup>th</sup> Largest Container Exporter in US
- Location Decision: access to international markets via Port of Virginia



# First Virginia Location



# Site Details



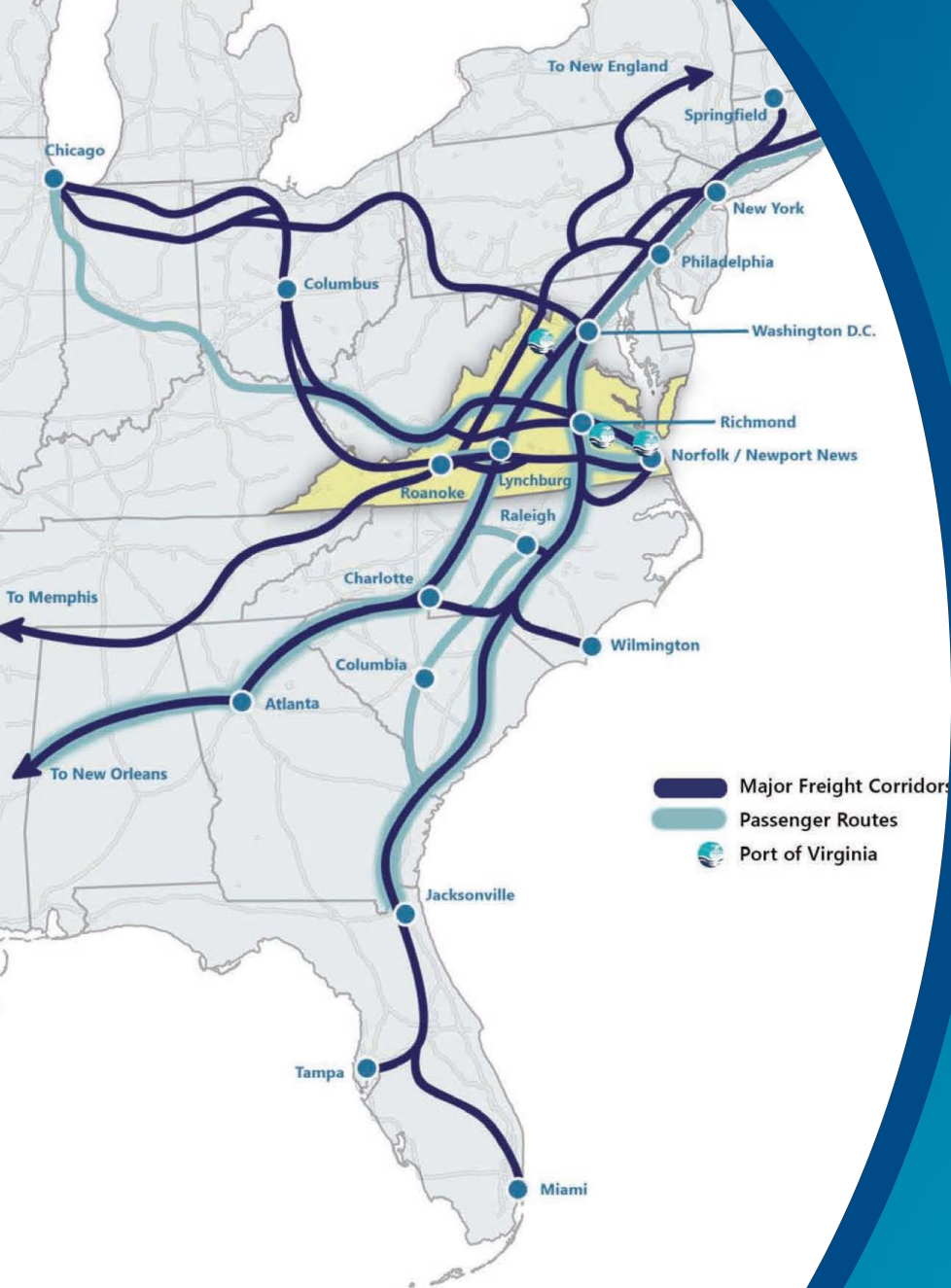
# Site Details



A 3D architectural rendering of an industrial facility, likely a grain elevator or processing plant. The scene features several large, yellow cylindrical silos of varying heights. A complex network of blue and green pipes and structural steel frameworks is visible, connecting different parts of the facility. In the foreground, there's a grey platform or walkway with a red base. The background is a clear blue sky. The entire image is framed by a large, semi-circular blue shape on the right side, which serves as a background for the text.

# Project Details

- \$26.7M Total Investment
  - Trackwork
  - Grain Storage
  - Loading / Unloading Facilities
  - Weigh Scales
- Rail
  - \$2.2M
  - 7,400 ft of Track Improvements
- Request
  - \$750,000



# New Location in Portsmouth Will Allow DeLong to...

- Import: soybeans, corn, wheat, and biodiesel from the Midwest & Northeast
- Export: Filled containers to Europe, N. Africa, Middle East & South Asia

# Application Scoring

# Project Score

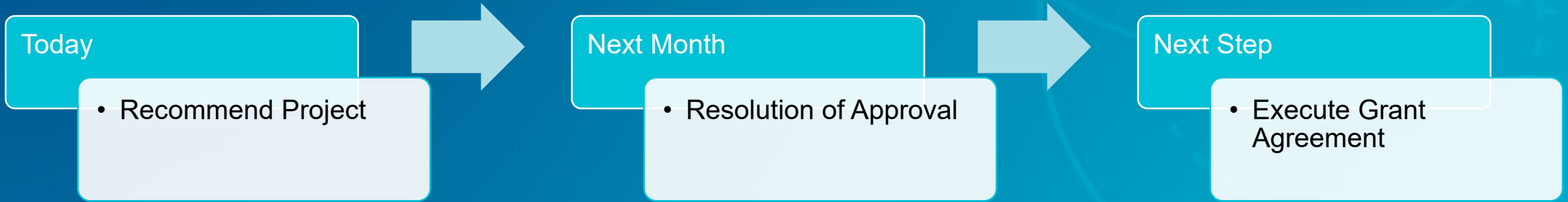
Categories	Performance Data	Score	Max
Carloads	3,000	20	20
Jobs	12	8	20
Transportation % of Total Investment	< 1%	10	10
Private % of Rail Investment	66%	10	10
Local Unemployment	VA avg. + 0.9	8	20
Economic Development Area	No	0	10
Shortline	No	0	10
<b>TOTAL*</b>		<b>56</b>	<b>100</b>

\*Minimum Total Score of 50 Points Required for Recommendation



# Recommendation

# Recommendation





# **SMART SCALE PROPOSED PROJECT CANCELLATION**

Columbia Pike Smart Corridor (UPC 111656)

Northern Virginia District

| Kimberly Pryor

February 18, 2025

# SMART SCALE Policy - Project Cancellation

## SMART SCALE Policy on Project Cancellation, December 2023

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board

# Project Information

## Columbia Pike Smart Corridor (UPC 111656)

- **Submitted by Arlington County in Round 2 of SMART SCALE (FY2018)**
  - **Total Original Project Cost: \$1,098,710**
  - **Total SMART SCALE Request: \$1,098,710**
  - **Requests funded with DGP funds**
- **Original Scope Included:**
  - **1 new retail Commuter Store**
  - **4 new bike sharing stations**
  - **Real-time and augmented reality transit information**
  - **136 new bicycle parking locations**
- **Benefits were primarily due to land use**

# Project Snapshot

	Original Application
Total \$	\$1.1M
SMART SCALE \$	\$1.1M (DGP)
Score	217.4
Funding Scenario	1/21
Current Expenditures	\$0

# Change Since Project Selection

- **Arlington County requested cancellation of the project in January 2025.**
- **The information systems and bike components of the project were accomplished as part of other county projects.**
- **The County is currently evaluating its Commuter Stores with respect to current and projected traveler needs and changing technologies. The effort includes assessing the opportunity to re-deploy existing assets that will efficiently serve the travel assistance needs for the Columbia Pike corridor.**

# Recommendation for Action

- **Approve proposed project cancellation in March 2025**
- **Transfer all Construction District Grant funds to the Northern Virginia Construction District Grant deallocation balance entry (UPC -21765)**





# **SMART SCALE PROPOSED PROJECT CANCELLATION**

Rosslyn-Ballston Corridor Multimodal Connections (UPC 111662)

Northern Virginia District

| Kimberly Pryor

February 18, 2025

# SMART SCALE Policy - Project Cancellation

## SMART SCALE Policy on Project Cancellation, December 2023

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board

# Project Information

## Rosslyn-Ballston Corridor Multimodal Connections (UPC 111662)

- **Submitted by Arlington County in Round 2 of SMART SCALE (FY2018)**
  - Total Original Project Cost: \$5,654,200
  - Total SMART SCALE Request: \$5,654,200
  - Requests funded with DGP funds
- **Original Scope Included:**
  - Purchase 6 new ART buses
  - Add protected bike lanes between North Fairfax Drive and North Quinn Street
- **Benefits were primarily due to land use, environmental, and congestion**

# Project Snapshot

	Original Application
Total \$	\$5.7M
SMART SCALE \$	\$5.7M (DGP)
Score	44.8
Funding Scenario	4/21
Current Expenditures	\$0

# Change Since Project Selection

- **Arlington County requested cancellation of the project in January 2025.**
- **The scope of work was completed as part of other transportation construction projects in the corridor.**
- **Washington Metropolitan Area Transit Authority (WMATA) is providing bus service that addresses the service expansion needs in the corridor.**

# Recommendation for Action

- **Approve proposed project cancellation in March 2025**
- **Transfer all Construction District Grant funds to the Northern Virginia Construction District Grant deallocation balance entry (UPC -21765)**



Virginia Department of Transportation



# Director's Report

February 2025



VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

# DRPT Next Stop 2030

# Next Stop: 2030

## DRPT's Strategic Plan

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

# Create a positive impact on the Commonwealth

- **Improve access to reliable transportation.**

- Eight Virginia Rail Crossing Elimination Awards were announced by FRA on January 10. DRPT provided technical assistance and committed matching funds for five of the eight.
- On January 21, the North Carolina Department of Transportation announced that it has launched a new intercity bus route between Winston-Salem and Danville. The new route, the Triad-Danville Connector, will connect with the Virginia Breeze in Danville and will operate twice a day, seven days a week.

- **Increase throughput of people and goods.**

- The Virginia Breeze broke another ridership record in CY 2024, transporting nearly 65,000 passengers across its four routes, a 9.2% increase over CY 2023.
- Virginia transit ridership in November (non-WMATA or VRE) was 4.9 million, 2% higher than November 2019.
- WMATA transported 6.2 million people in November 2024, 14% higher than November 2023.
- VRE transported 109,000 people in November 2024, 12% lower than November 2023.
- The American Public Transportation Association recently released their 2024 Transit Fact Book, which included information on various nationwide transit performance measures. The Fact Book listed Hampton Roads Transit (HRT) as having the 3rd highest annual ridership increase in the country for systems with 3M – 15M annual riders. HRT's increase was 26%. WMATA was noted for having the largest increase for agencies with more than 50 million annual riders. WMATA's increase was 20%.

# Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
  - On February 1, DRPT’s grant application period closed. DRPT will now begin to score projects
- **Minimize complexities and facilitate pragmatic solutions.**
  - On January 14 and 15, DRPT staff participated in a Federal Transit Administration (FTA) compliance workshop, which provided a comprehensive overview of the federal requirements for administering FTA-funded projects.
- **Align program and funding criteria to support practices to revolutionize transportation.**
  - DRPT visited the Staunton Amtrak Station for a tour of VPRA's planned ADA compliance improvements and other platform/canopy improvements. These projects are candidates for funding through FRA's Federal-State Partnership program.

# Convene with partners and stakeholders

- **Clarify roles and responsibilities when engaging with our partners and stakeholders.**
  - On December 19, DRPT met with Shenandoah County and Northern Shenandoah Valley Regional Commission staff to discuss the Virginia Breeze service and future feasibility options in the Shenandoah Valley.
  - On December 29, Metro announced that State of Good Repair construction work on the Blue, Orange, and Silver lines in downtown Washington, DC wrapped up early and more than \$450,000 under budget, following ten days of critical track repairs and infrastructure upgrades.
- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**
  - On December 10, Director Robinson gave remarks on behalf of DRPT at the ribbon cutting for the new Arlington Transit (ART) Operations and Maintenance Facility in Arlington. Beginning with property acquisition in 2018 through its construction, DRPT provided funding for the project.
  - On December 11, Director Robinson gave remarks on behalf of DRPT at the ribbon cutting in Manassas for two new OmniRide Commuter Bus routes. OmniRide launched the new commuter services on December 9 with grant awards from DRPT's I-66 Outside the Beltway program.
  - On January 13, DRPT's Director and Rail Chief visited the Shenandoah Valley Railroad in Augusta County for an introduction to and orientation of its operations and to meet their owners, who represent various Shenandoah Valley industries that depend on rail freight for deliveries of raw materials out of the Midwest and Northeastern US.

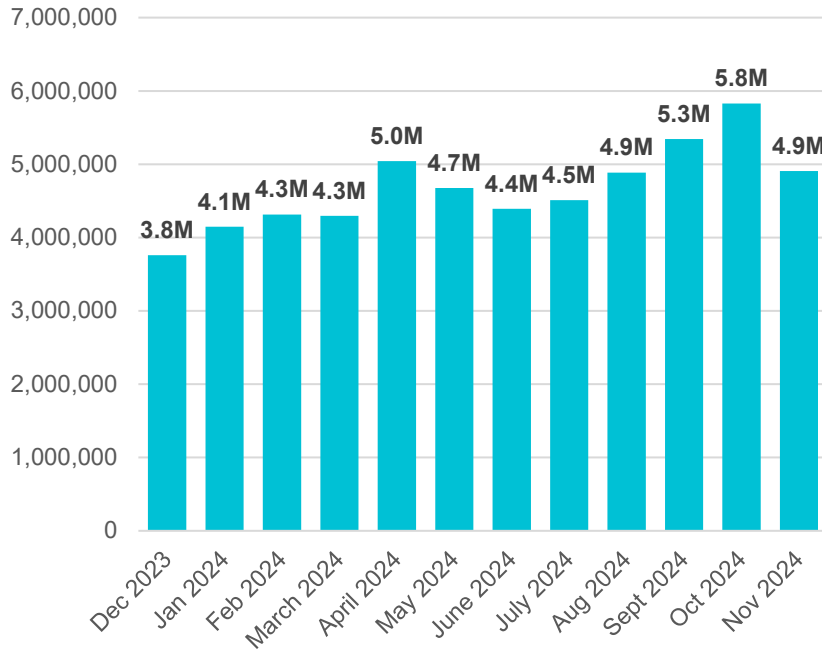
# Cultivate a sustainable well-managed organization

- **Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.**
  - On January 24, DRPT attended the Virginia Railroad Association's Legislative Meeting.
- **Be good stewards of public resources.**
  - On December 17, DRPT conducted a project completion site inspection for Rail Industrial Access (RIA) grant recipient Katoen Natie - Norfolk (KTN) Terminals. The company's rail spur project received notice to proceed from DRPT in October, making it the quickest turnaround RIA project in at least ten years.
  - On January 14, DRPT staff received the draft scope of work for WMATA's Operational Analysis as part of the FY25-26 WMATA Operating Agreement and is in the process of negotiating a final scope of work.

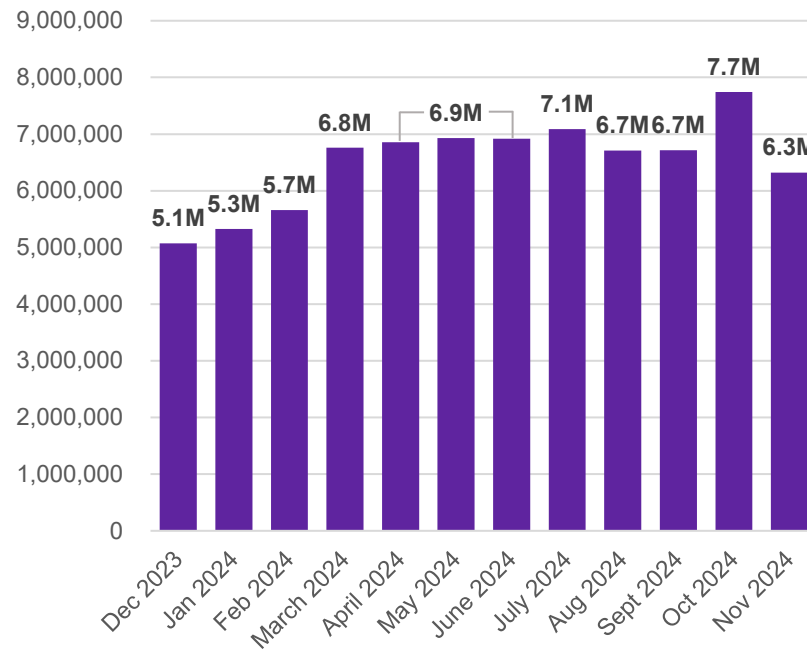
# Performance Measures

# Statewide Transit Ridership

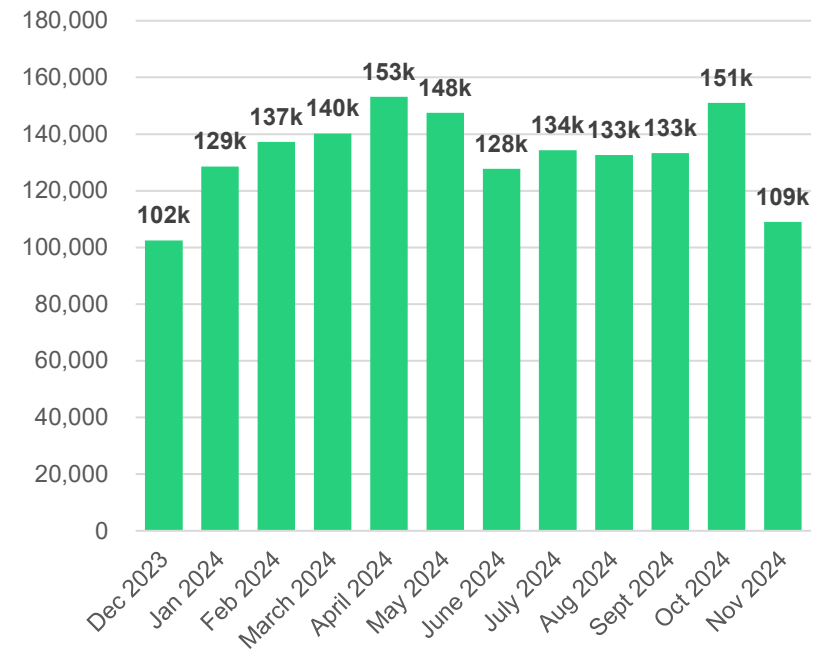
Statewide Transit Ridership – December 2023 to November 2024



Virginia Agencies



WMATA

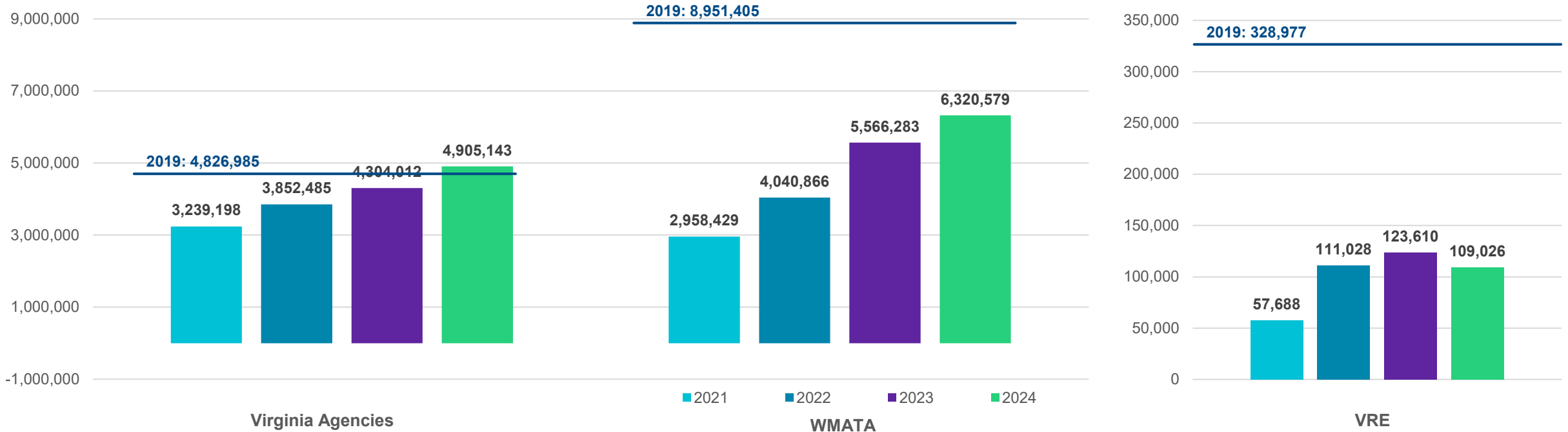


VRE

Agencies	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Total
Virginia Agencies	3,760,804	4,145,959	4,315,366	4,297,568	5,042,731	4,676,698	4,390,153	4,511,440	4,884,296	5,341,916	5,827,866	4,905,143	56,099,940
VRE	102,453	128,540	137,284	140,182	153,139	147,561	127,770	134,350	132,607	133,247	150,972	109,026	1,597,131
WMATA	5,072,553	5,324,597	5,660,243	6,759,533	6,856,539	6,930,758	6,916,793	7,089,451	6,710,201	6,717,554	7,742,372	6,320,579	78,101,173
<b>All Agencies + VRE + WMATA</b>	<b>8,935,810</b>	<b>9,599,096</b>	<b>10,112,893</b>	<b>11,197,283</b>	<b>12,052,409</b>	<b>11,755,017</b>	<b>11,434,716</b>	<b>11,735,241</b>	<b>11,727,104</b>	<b>12,192,717</b>	<b>13,721,210</b>	<b>11,334,748</b>	<b>135,798,244</b>

# Statewide Ridership Comparison: November Year-to-Year

Ridership Comparison: Year-to-Year  
2021 – 2024



Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	3,239,198	3,852,485	4,304,012	4,905,143	51%	27%	14%
VRE	57,688	111,028	123,610	109,026	89%	-2%	-12%
WMATA	2,958,429	4,040,866	5,566,283	6,320,579	114%	56%	14%
<b>All Agencies + VRE + WMATA</b>	<b>6,255,315</b>	<b>8,004,379</b>	<b>9,993,905</b>	<b>11,334,748</b>	<b>81%</b>	<b>42%</b>	<b>13%</b>

# Virginia Breeze Ridership - November

In November 2024, ridership on VA Breeze routes totaled 7,807 which was:

- 273% higher than original estimates, and
- ~ Equal to November 2023

For the month of November 2024, the VA Breeze contributed to a reduction of 378 metric tons of CO<sub>2</sub> equivalent emissions.

### Valley Flyer:

- Ridership 5% higher than November 2023
- Farebox Rev. – 2% higher than November 2023

### Piedmont Express:

- Ridership – 28% lower than November 2023
- Farebox Rev. – 27% lower than November 2023

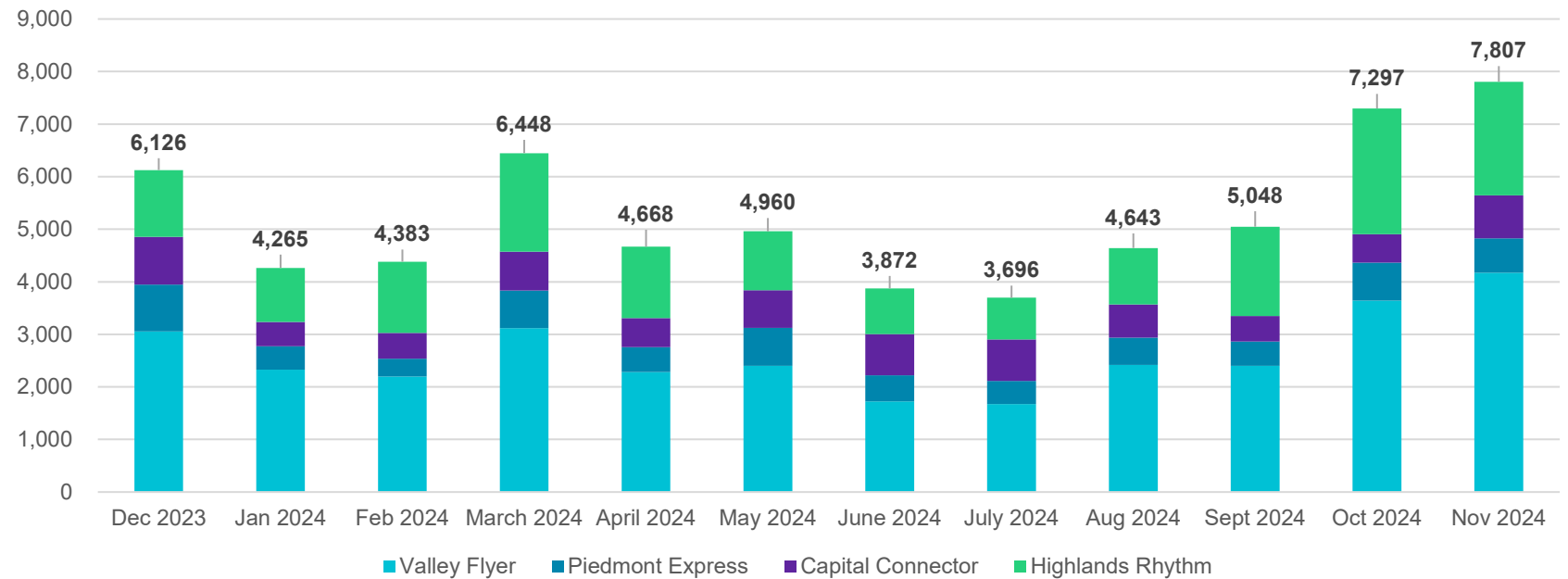
### Capital Connector:

- Ridership – 8% lower than November 2023
- Farebox Rev. – 4% lower than November 2023

### Highlands Rhythm:

- Ridership – 5% higher than November 2023
- Farebox Rev – 4% higher than November 2023

Virginia Breeze Ridership by Route – December 2023 to November 2024

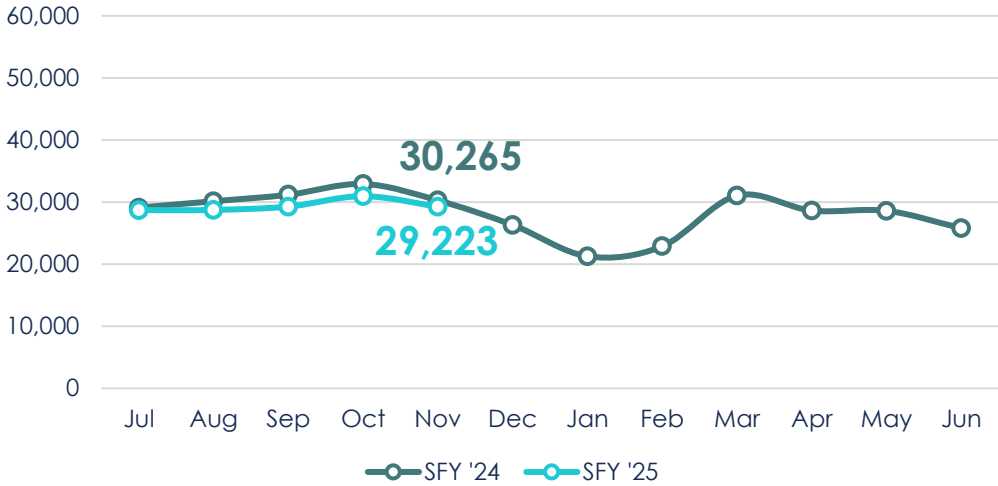


Route	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Total
Valley Flyer	3,058	2,326	2,196	3,117	2,281	2,404	1,722	1,676	2,421	2,399	3,645	4,171	31,416
Piedmont Express	887	447	343	719	476	719	500	440	518	467	717	656	6,889
Capital Connector	908	462	488	736	551	714	781	789	631	483	545	816	7,904
Highlands Rhythm	1,273	1,030	1,356	1,876	1,360	1,123	869	791	1,073	1,699	2,390	2,164	17,004
<b>All Routes</b>	<b>6,126</b>	<b>4,265</b>	<b>4,383</b>	<b>6,448</b>	<b>4,668</b>	<b>4,960</b>	<b>3,872</b>	<b>3,696</b>	<b>4,643</b>	<b>5,048</b>	<b>7,297</b>	<b>7,807</b>	<b>63,213</b>

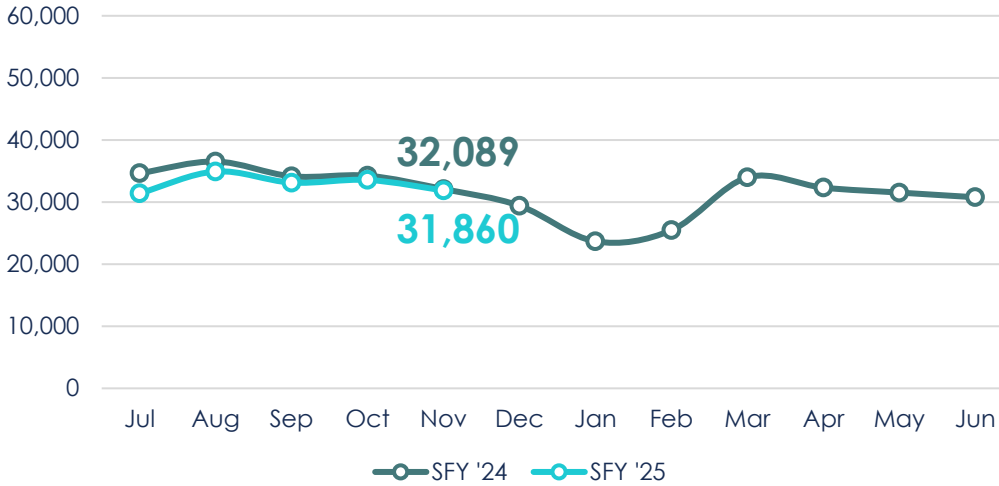
# Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

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

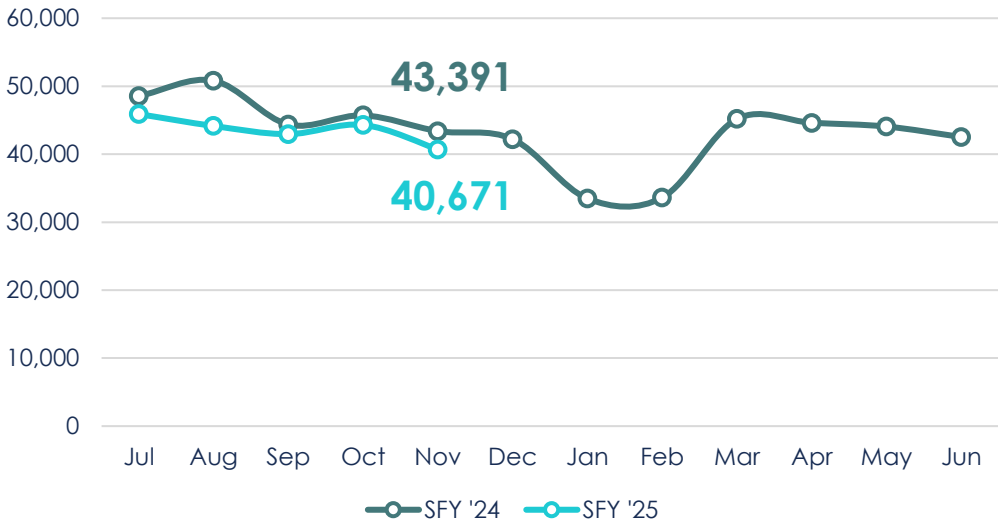
**Route 46: Roanoke (-3.4%)**



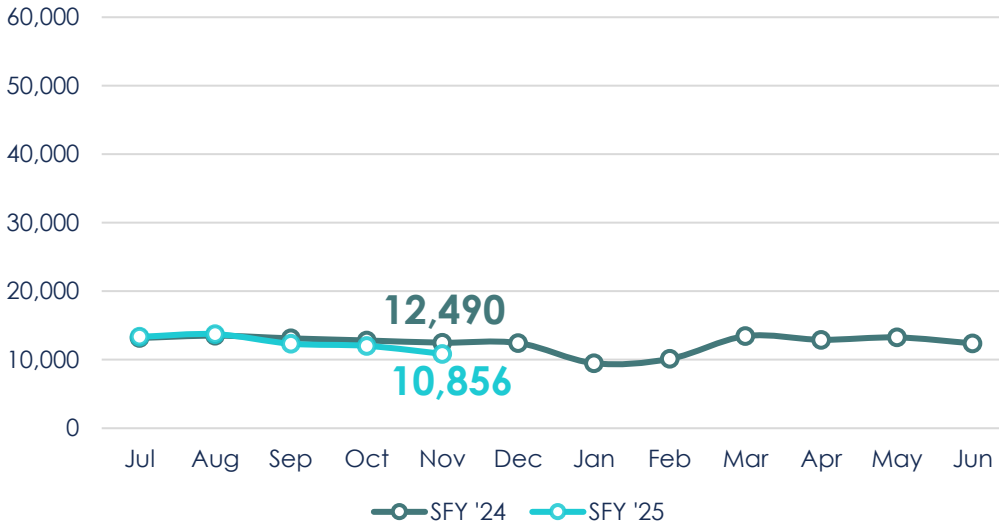
**Route 47: Newport News (-0.7%)**



**Route 50: Norfolk (-6.3%)**



**Route 51: Richmond (-13.1%)**



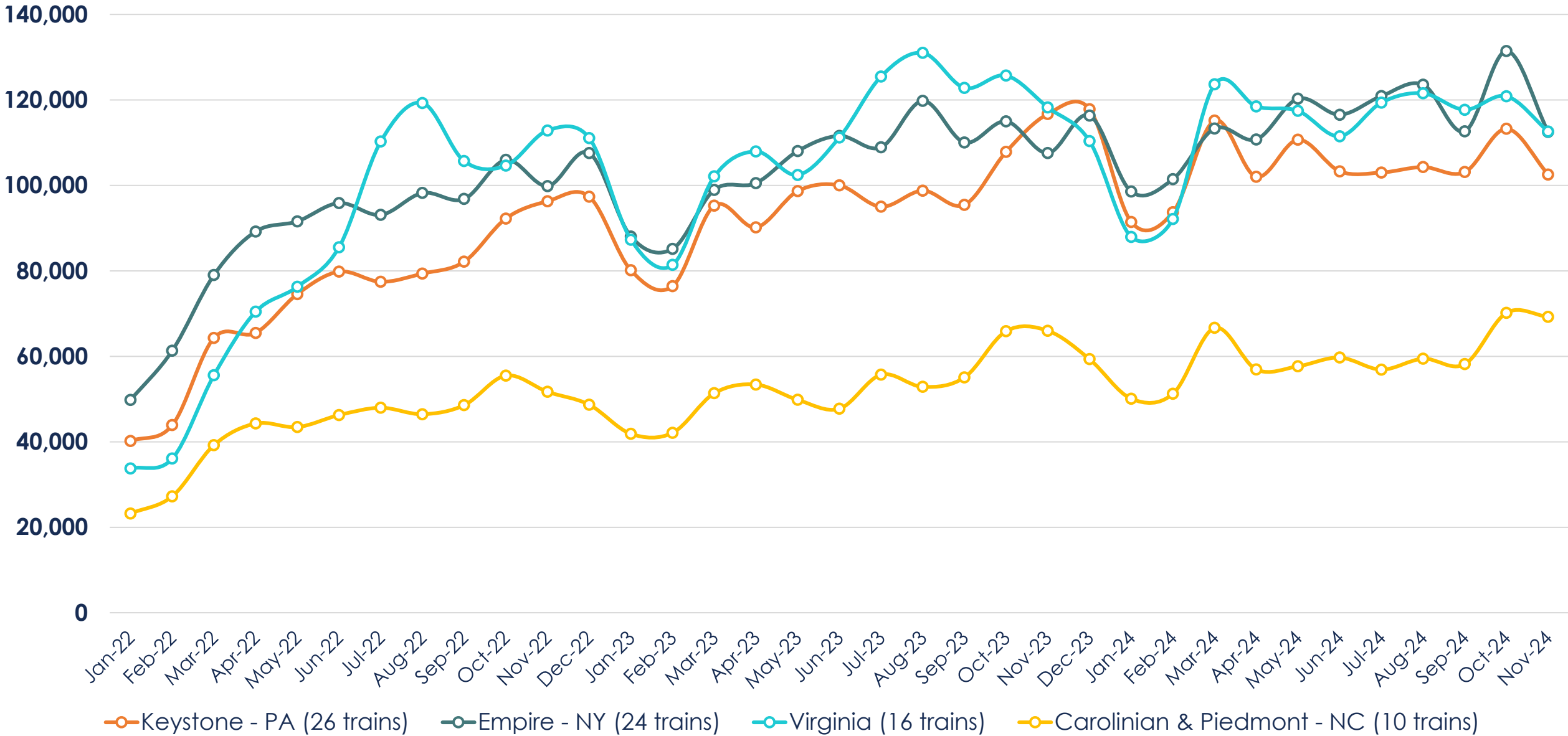
Weekends remain the most popular ridership days.

Route 46: One trip cancelled 11/13 due locomotive engine failure.

Route 47: One trip cancelled 11/20 due to equipment failure.



# Virginia & Comparable State-Supported Service Ridership



Note: Daily Roundtrips = Number of trains ÷ 2

# Virginia-Supported Amtrak Ridership at All-Time Highs

December 2024:  
+23.6% ridership YoY

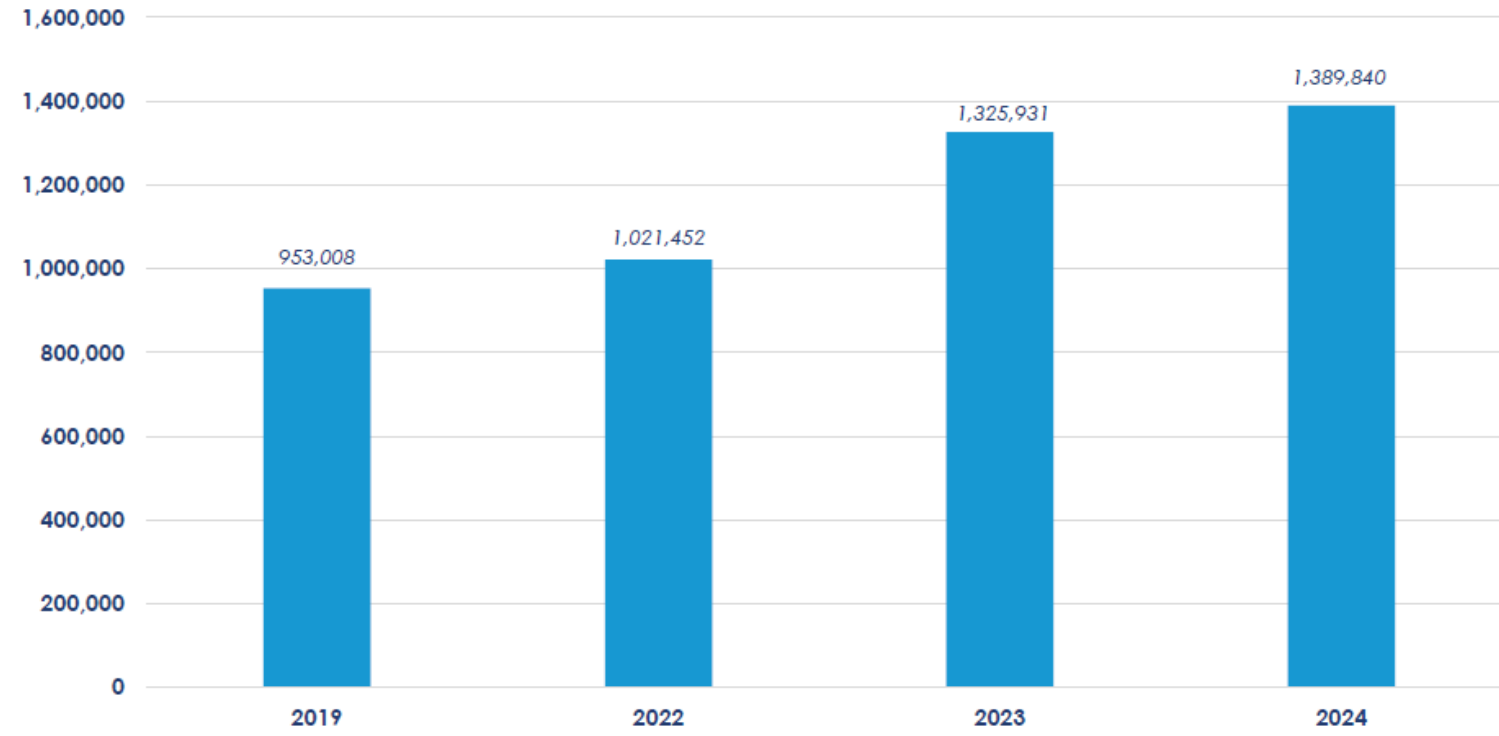
December was the highest ridership month since Virginia-supported service began in 2009.

2024 was the highest ridership year since Virginia-supported service began.

Note: Previous record was 130,998 in August 2023

Friday to Sunday are highest ridership days

Virginia-Supported Amtrak Ridership: +45.8% growth since 2019



December 2024  
Highest all-time ridership month  
(136,433)

Service Expansion

- 2019: 6 Roundtrips (RTs)
- 2022: 5 RTs until July 11<sup>th</sup>, then 8 RTs
- 2023: 8 RTs
- 2024: 8 RTs

Notes:

- All information shown is by calendar year
- Excludes '20-'21 due to pandemic

