



Director's Report

April 16, 2024



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.**

- DRPT attended the ribbon cutting ceremonies for several new microtransit services provided by the Greater Richmond Transit Company. These new services provide curb-to-curb transit in the Town of Ashland, and Chesterfield and Powhatan Counties. Previously, these areas did not have access to public transit. GRTC's microtransit is supported through DRPT's Transit Ridership Incentive Program.
- DRPT participated in another ribbon cutting ceremony for the Rivah Ride service run by Bay Transit. This service will provide access to the VCU Health center in Tappahannock and is funded in part by VCU Health.
- DRPT attended another ribbon cutting ceremony for the expansion of the McAfee Knob shuttle service that operates in Roanoke County from the City of Salem. This service connects more stops in the Roanoke region to McAfee Knob and provides access to the popular hiking destination when parking is shut down due to construction at the trailhead.
- Hampton Roads Transit (HRT) held a ribbon cutting ceremony announcing the arrival of two new ferries. The ferry service between the two downtown areas has carried almost 17 million passengers since service began in 1983. The two new ferries cost \$6.4 million, funded by a combination of local, federal, and state sources.

Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
 - Two entities have requested technical assistance from DRPT to help apply for Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding. Buckingham Branch plans to apply for CRISI funding to replace around 80,000 rail ties. The Town of Bedford plans to apply for CRISI funding to fund planning for a passenger rail stop in the town.
 - The NC-VA Interstate High-speed Rail Compact has been selected to receive \$200,000 in discretionary federal funding to match each states’ individual contributions. These funds will be used to progress a Southeast Rail Network analysis to identify and alleviate freight and passenger rail bottlenecks.
 - DRPT staff participated in a peer review analysis interview with representatives from the Tennessee DOT. Virginia was identified as a neighboring state with a more developed rail program and asked to help with insights on a path forward as Tennessee develops its passenger rail program.
 - DRPT continues to work on the Central Virginia Rail Economic Development Study, and has met with multiple local, regional, and state stakeholders to help formulate rail recommendations that benefit the region’s economy.
- **Minimize complexities and facilitate pragmatic solutions.**
 - DRPT has begun work on the rail Corridor Identification Program. DRPT received federal funds to study rail along the Commonwealth Corridor (East-West) and the Washington-Bristol corridor.

Convene with partners and stakeholders

- **Collaborate proactively with partners and stakeholders.**
 - WMATA's Jurisdictional Coordinating Committee (JCC) received top line findings from the 2022 Rail Survey, which will be an input into WMATA's jurisdictional subsidy calculations for the first time this year, with DC's share of ridership increasing by about 8%, MD's down about 6% and VA's down about 2%.
 - DRPT monitored the strike in Fairfax County that was a result of a breakdown in the labor agreement between the Amalgamated Transit Union local 689 and Transdev (the contractor that operates Fairfax Connector services). The strike began February 22 and ended March 8 with no service during that time period. Fairfax County and DRPT were not involved in the labor negotiations.
- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**
 - DRPT presented to the Thomas Jefferson Planning District Commission on the Corridor ID program, updating the PDC on the agency's work so far and plans moving forward.

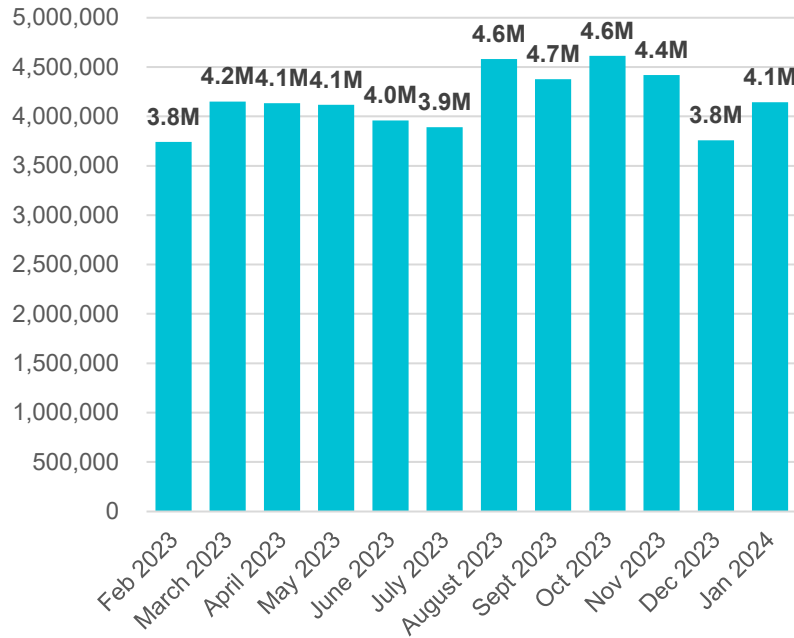
Cultivate a sustainable well-managed organization

- **Attract, develop, and retain a diverse and engaged workforce focused on customer service.**
 - Evan Price, who started at DRPT as a Virginia Management Fellow, has been hired to remain at DRPT full-time as a Data and Policy Specialist.
- **Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.**
 - On March 18, DRPT kicked off a statewide marketing campaign, "DRPT Connects Commuters." The goal of this campaign is to encourage individuals to download, the ConnectingVA app. The app, which is in partnership with the private enterprise, AgileMile, allows people to track their trips and win rewards for doing so. It is available statewide at connectingva.org.
- **Be good stewards of public resources.**
 - DRPT recently executed a federal grant it was awarded by FTA in June 2023 to purchase 39 replacement vehicles for eleven rural transit agencies. The amount awarded is \$4,690,010.
 - DRPT performed a site inspection for the Norfolk and Portsmouth Belt Line's main line bridge and rail infrastructure upgrades in Chesapeake and Portsmouth. These shortline railroad state of good repair projects received \$4.5 million in Rail Preservation Grant Funding over a six-year period.

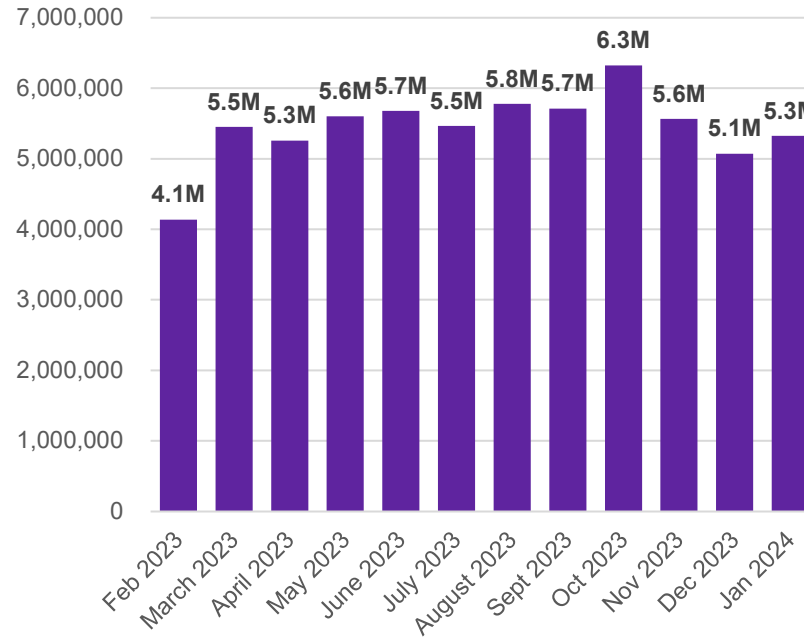
Performance Measures

Statewide Transit Ridership

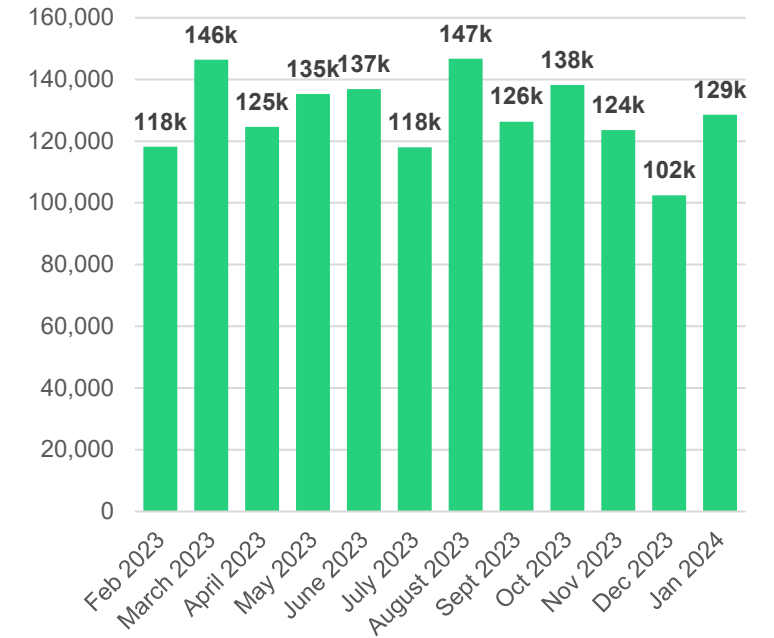
Statewide Transit Ridership – February 2023 to January 2024



Virginia Agencies



WMATA



VRE

Agencies	Feb 2023	March 2023	April 2023	May 2023	June 2023	July 2023	August 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Total
Virginia Agencies	3,741,040	4,150,599	4,135,441	4,118,535	3,958,207	3,890,336	4,581,111	4,376,334	4,612,571	4,420,770	3,757,682	4,143,883	49,886,509
VRE	118,181	146,391	124,664	135,314	136,900	117,951	146,686	126,328	138,189	123,610	102,453	128,540	1,545,207
WMATA	4,137,898	5,451,449	5,258,278	5,603,271	5,679,896	5,465,891	5,777,047	5,712,322	6,323,067	5,566,283	5,072,553	5,324,597	65,372,552
All Agencies + VRE + WMATA	7,997,119	9,748,439	9,518,383	9,857,120	9,775,003	9,474,178	10,504,844	10,214,984	11,073,827	10,110,663	8,932,688	9,597,020	116,804,268

Statewide Ridership Comparison: January Year-to-Year

Transit ridership for Virginia agencies in January 2024 was 13% higher than January 2023.

- Bus ridership was 14% higher

January 2024 ridership for Virginia agencies was 90% of pre-pandemic January 2020 levels.

- Bus ridership was 88% of 2020 levels

VRE ridership in January 2024 was 7% higher than January 2023 and 44% of pre-pandemic January 2020 levels.

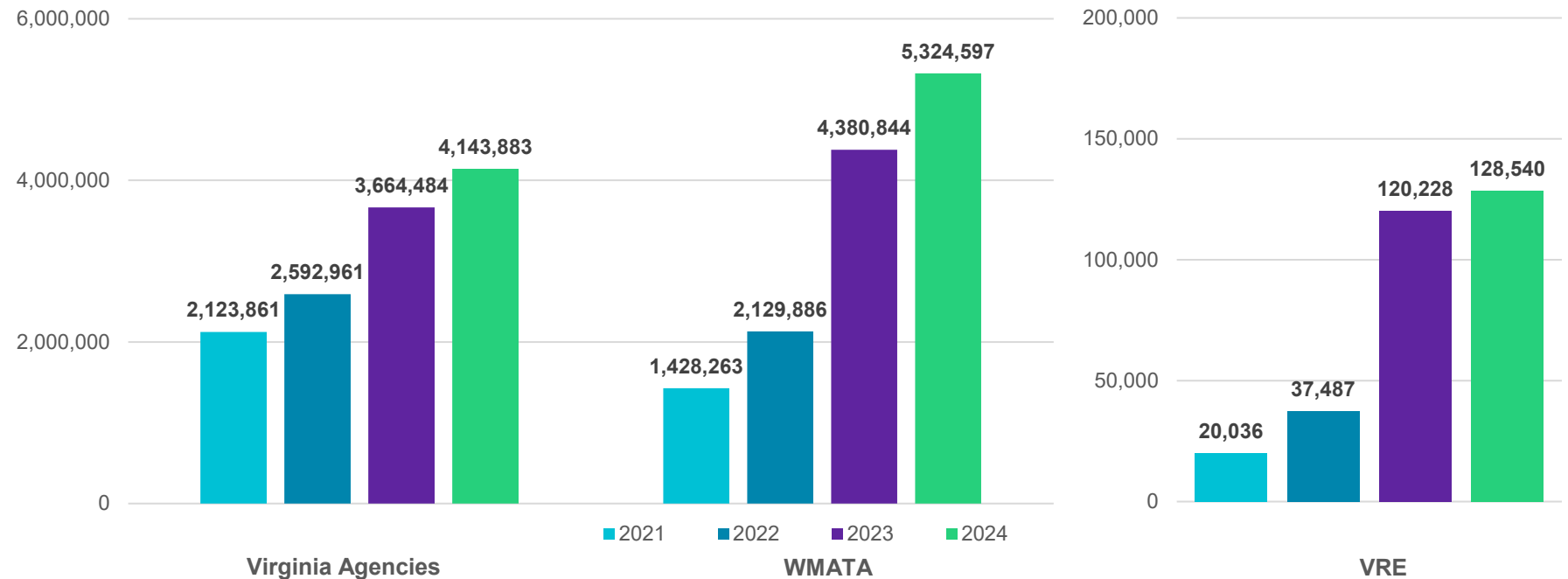
WMATA ridership in January 2024 was 22% higher than in January 2023.

- Bus ridership was 16% higher
- Heavy rail (Metro) was 23% higher

January 2024 WMATA ridership was 57% of pre-pandemic January 2020 levels.

- Bus ridership was 82% of January 2020 levels
- Heavy rail (Metro) was 53% of January 2020 levels

Ridership Comparison: Year-to-Year
2021 – 2024



Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	2,123,861	2,592,961	3,664,484	4,143,883	95%	60%	13%
VRE	20,036	37,487	120,228	128,540	542%	243%	7%
WMATA	1,428,263	2,129,886	4,380,844	5,324,597	273%	150%	22%
All Agencies + VRE + WMATA	3,572,160	4,760,334	8,165,556	9,597,020	169%	102%	18%

Virginia Breeze Ridership - January

In January 2024, ridership on VA Breeze routes totaled 4,265 which was:

- 149% higher than original estimates, and
- 6% higher than January 2023

For the month of January 2024, the VA Breeze contributed to a reduction of 159 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 6% higher than January 2023
- Farebox Rev. – 8% higher than January 2023

Piedmont Express:

- Ridership – 11% higher than January 2023
- Farebox Rev. – 11% higher than January 2023

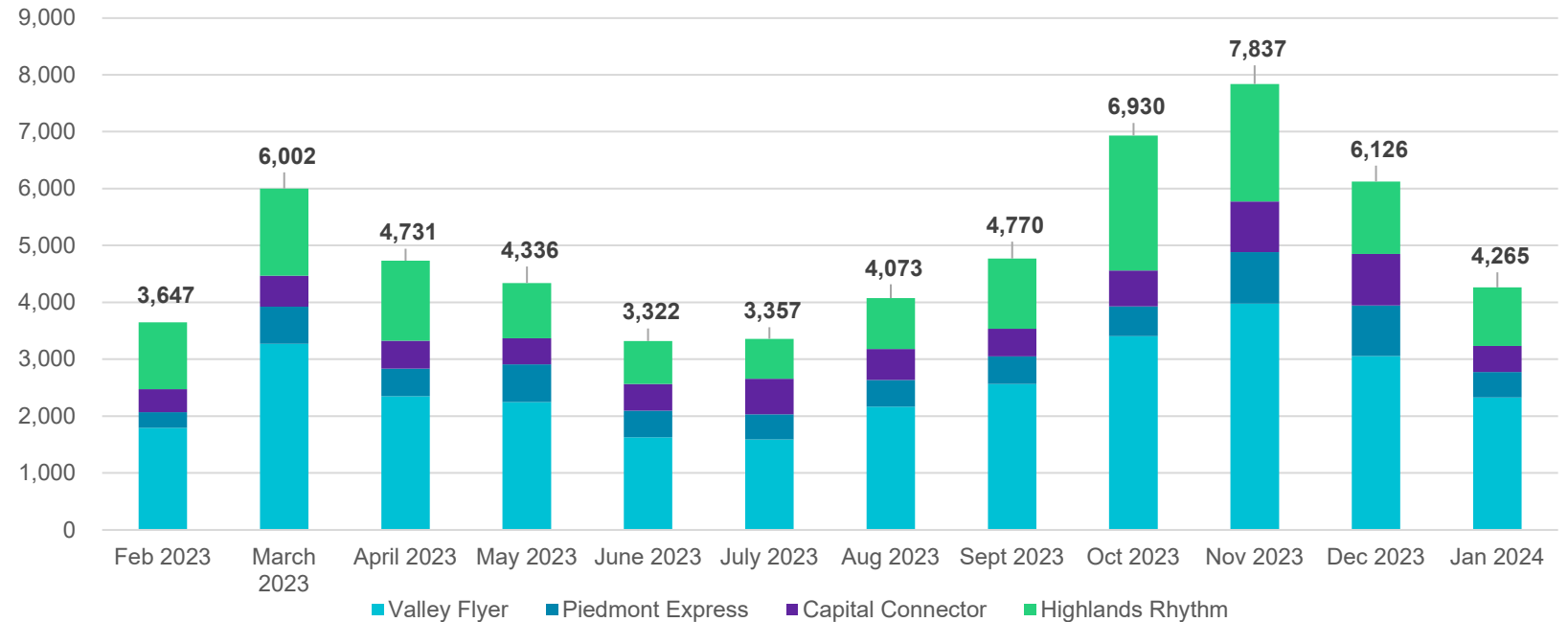
Capital Connector:

- Ridership – 10% higher than January 2023
- Farebox Rev. – 10% higher than January 2023

Highlands Rhythm:

- Ridership – 0% higher than January 2023
- Farebox Rev – 3% higher than January 2023

Virginia Breeze Ridership by Route – February 2023 to January 2024



Route	Feb 2023	March 2023	April 2023	May 2023	June 2023	July 2023	Aug 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Total
Valley Flyer	1,793	3,269	2,351	2,248	1,627	1,586	2,166	2,562	3,407	3,975	3,058	2,326	30,368
Piedmont Express	278	656	483	664	468	446	469	486	521	907	887	447	6,712
Capital Connector	404	544	493	455	468	625	545	488	634	891	908	462	6,917
Highlands Rhythm	1,172	1,533	1,404	969	759	700	893	1,234	2,368	2,064	1,273	1,030	15,399
All Routes	3,647	6,002	4,731	4,336	3,322	3,357	4,073	4,770	6,930	7,837	6,126	4,265	59,396

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

Virginia-Supported Monthly Ridership by Route SFY '24 vs SFY '23

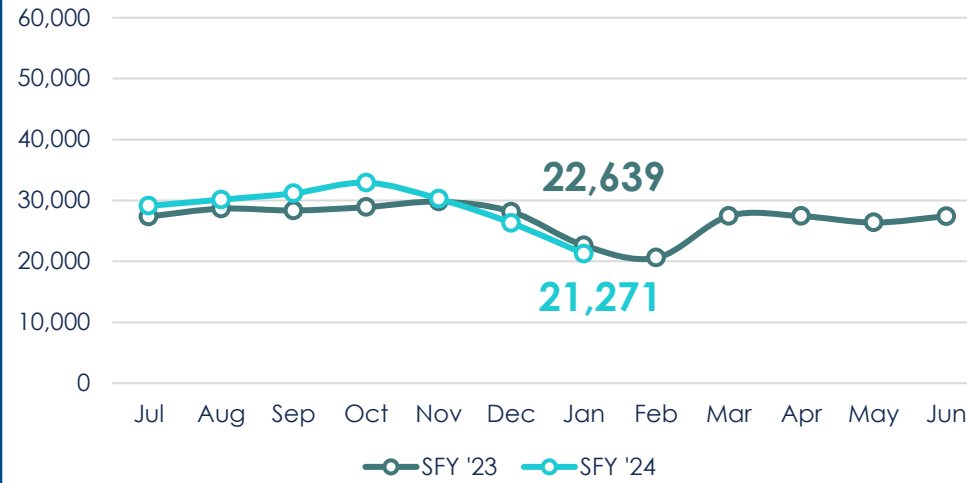
Two trains canceled 1/1 due to NEC system outages. (1 NFK, 1 RVM)

Three trains canceled 1/7 due to winter storms. (2 RNK, 1 RVM)

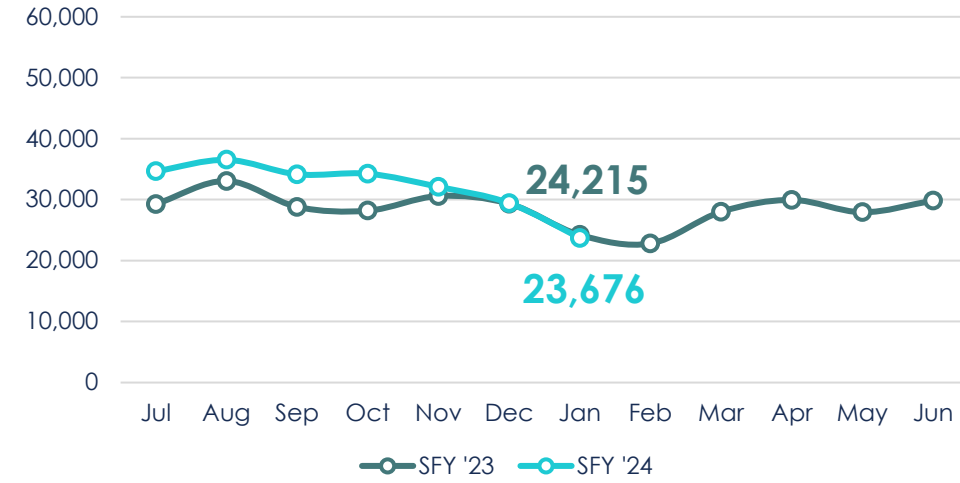
Nine trains canceled 1/9-1/10 due to winter storms. (3 RNK, 4 NPN, 2 RVM)

One train canceled 1/12 due to equipment failure (RVM)

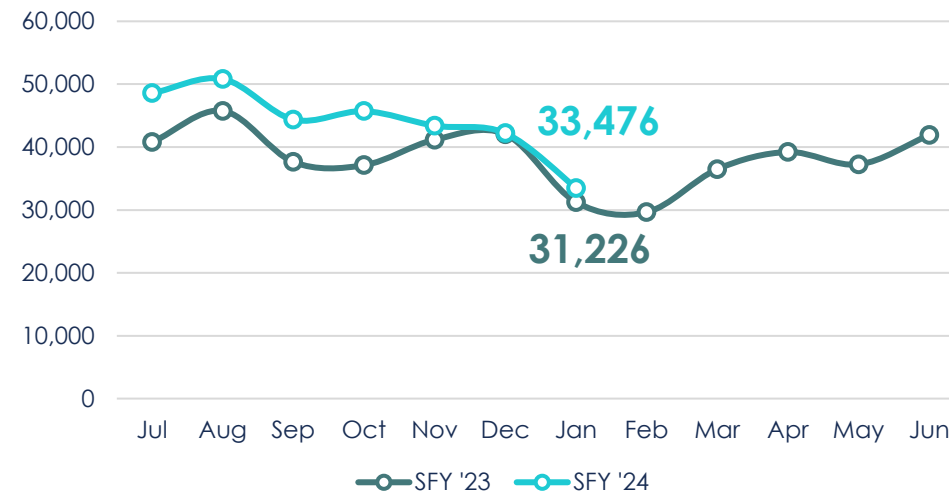
Route 46: Roanoke (-6.0%)



Route 47: Newport News (-2.2%)



Route 50: Norfolk (+7.2%)



Route 51: Richmond (+3.0%)

