



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

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

1. Status of New IIJA Funding programs Excluded from the Construction Formula
Kimberly Pryor, Virginia Department of Transportation
2. VTRANS Needs Identification and Prioritization
Jitender Ramchandani, Office Intermodal Planning and Investment
3. VTRANS Performance Measures
Margie Ray, Office Intermodal Planning and Investment
4. Director's Items
Tiffany Robinson, Virginia Department of Rail and Public Transportation
5. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
6. Secretary's Items
Shep Miller, Secretary of Transportation

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STATUS OF NEW IJA FUNDING PROGRAMS EXCLUDED FROM THE CONSTRUCTION FORMULA

| Kimberly Pryor

March 18, 2025

Overview

- **Six-Year Improvement Program (SYIP) Background**
- **Infrastructure, Investment and Jobs Act (IIJA)**
- **New Federal Funding Programs Excluded from the Formula**
 - Bridge Rehabilitation and Replacement
 - National Electric Vehicle Infrastructure Program (NEVI)
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
 - Carbon Reduction Program

Six-Year Improvement Program Background

SYIP Code of Virginia

The Board is required to adopt by July 1 of each year a Six-Year Improvement Program (SYIP) based on the most recent revenue forecast

Maximize Federal Funds

- All transportation agencies ensure that federal transportation funds are utilized for the maximum benefit of the Commonwealth

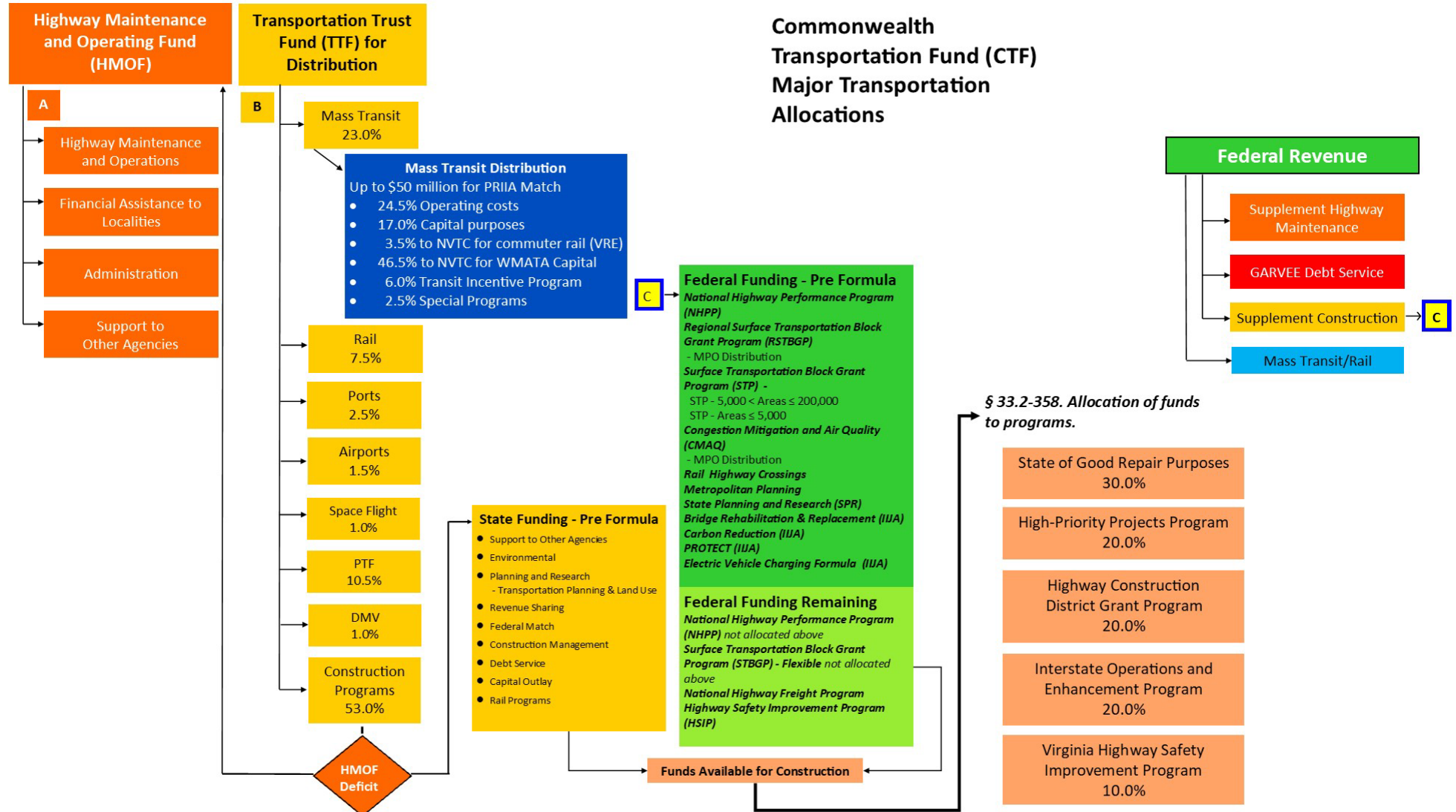
Funding Distribution

- After available funds are set aside for maintenance needs, all remaining state and federal funds are distributed to construction programs

Special Programs

- Federal funds that include major restrictions on types of projects that may be funded are excluded from the distribution

Six-Year Improvement Program Background



Six-Year Improvement Program Background (continued)

CTB SYIP Involvement



| January | February | March | April | May | June |
|--|----------|-------|---|-------------------------------|------------|
| Preliminary Six-Year Financial Plan (SYFP) | | | Draft SYFP Draft Six-Year Improvement Program (SYIP) | District SYIP Public Meetings | Final SYIP |

SYIP amendments and allocation transfers needed to support project delivery are presented to the Board monthly.

Six-Year Improvement Program Background (continued)

CTB SYIP Resolution

Authorizes the Commissioner, or his designee, the authority to make allocation transfers consistent with Board priorities for programming funds, federal/state eligibility requirements, and according to certain thresholds



Transfers Below Threshold

- The Board must be notified monthly of transfers below the established thresholds



Transfers Above Threshold

- The Board must approve transfers that exceed the established thresholds

Infrastructure, Investment and Jobs Act (IIJA)

Federal Legislation and Funding

The current federal transportation authorization bill, IIJA, was approved in November 2021

Timeframe

- Provides federal transportation funding for federal fiscal years 2022 through 2026
- Formula based federal funding is assumed to continue beyond FY2026

SYFP and SYIP

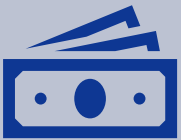
- Provides the basis of federal funding assumptions in VDOT's SYFP and SYIP

New Programs

- Established several new federal funding programs that include major restrictions on the types of projects that may be funded

New Federal Funding Programs Excluded from the Formula

Bridge Rehabilitation and Replacement



Funding

- Approximately \$115M per year for five years; program ends in FY2026



Purpose

- Provides funding for bridge rehabilitation and replacement



CTB Action

- CTB approved addition of projects to the SYIP in January 2022



Current Status

- All funds have been allocated to projects

New Federal Funding Programs Excluded from the Formula

National Electric Vehicle Infrastructure (NEVI) Program



Funding

- Approximately \$22M per year for five years; program ends in FY2026



Purpose

- Provides funding to support electric vehicle charging infrastructure



Requirements

- Annual Deployment Plan
- Virginia's plan approved 2024



CTB Action

- CTB approved 51 projects



Current Status

- NEVI Deployment Plans Rescinded
- One fully executed agreement

New Federal Funding Programs Excluded from the Formula

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)



Funding

- Approximately \$39M per year for five years with restrictions on use; continuation beyond FY2026



Requirements

- Resilience Improvement Plan
- Virginia's plan approved 2024



Current Status

- Current and planned funding focused on bridges and culverts



Purpose

- Provides funding to cover the *incremental cost* of making infrastructure more resilient



CTB Action

- Use of funds presented to Environmental Sub-committee May 2023
- All funds through FY2030 have been allocated to projects

New Federal Funding Programs Excluded from the Formula

Carbon Reduction Program (CRP)



Funding

- Approximately \$35M per year for five years based on population; continuation beyond FY2026
- Percent breakdown based on population categories:
 - 35% flexible statewide
 - 19% rural areas
 - 2% small urban areas
 - 6% small metropolitan planning areas
 - 38% large metropolitan planning areas (suballocated)



Purpose

- Provides funding to reduce emissions or develop strategies to reduce carbon



Requirements

- Carbon Reduction Strategy
- Virginia's plan approved 2024

New Federal Funding Programs Excluded from the Formula

Carbon Reduction Program (CRP) continued



CTB Action

- In May 2023, the Board approved use of non-suballocated funds for eligible projects
 - Selected through SMART SCALE
 - Funded with High Priority Projects (HPP) Program Funding
 - Federally eligible
 - Pending budget shortfall needed to be addressed prior to advancing to the next milestone



Current Status

- It can be challenging to identify eligible projects to utilize certain population categories
- Expand use of CRP that is restricted to projects in **small metropolitan areas** that meet the current criteria to include projects that are funded with Highway Construction District Grant Program (DGP) Funding



Virginia Department of Transportation



Director's Report

March 2025



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

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

- Across all public transit agencies, total ridership was over 137 million in CY2024. DRPT's strategic plan set a goal of 130 million trips for 2024.
 - The Virginia Breeze provided nearly 65,000 trips in CY 2024, up from 59,000 in CY 2023. All four Virginia Breeze routes set calendar year ridership records.
 - December 2024 Virginia Breeze ridership was 7,635, up 25% from 6,126 in December 2023.
 - Virginia agency (non-WMATA or VRE) ridership for CY 2024 was 57 million, up from 50 million in CY 2023.
 - December 2024 ridership was 4.4 million, up 15% from 3.8 million in December 2023.
 - WMATA Virginia ridership for CY 2024 was 79 million, up from 64 million in CY 2023.
 - December 2024 ridership was 6 million, up 18% from 5 million in December 2023.
 - VRE ridership for CY 2024 was 1.6 million, up from 1.5 million in CY 2023.
 - December 2024 ridership was 111,000, up 8% from 102,000 in December 2023.

- **Improve access to reliable transportation.**

- On February 12, WMATA launched the Waymap app, a free navigation app designed for people with vision impairments and other disabilities. Riders can utilize Waymap to navigate all 98 Metrorail stations, over 11,000 bus stops and 325 bus routes throughout WMATA's system.

Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
 - On January 22, VEDP reported its 2025 Virginia Business Ready Sites Program applications, which included an application for funding to purchase and improve the Dillard Site in Amherst County. Six of the 20 applications are for improvements to rail-served sites.
 - This is a rail-served site that was recommended by DRPT's Central Virginia Rail Economic Development Study as suitable for rail industry development/transload site development.
 - On February 20, the Charlottesville Albemarle Regional Transit Authority held its first ever Board of Directors meeting to elect a Board Chair, set regular meeting days/times, review Authority bylaws, and review authority goals. DRPT staff attended in a technical advisory role.
- **Minimize complexities and facilitate pragmatic solutions.**
 - On February 19, DRPT met with FTA Region III staff to discuss the National Environmental Policy Act (NEPA) process for rural transit providers, aiming to simplify the pipeline for NEPA reviews and approvals of federally-funded projects.

Convene with partners and stakeholders

- **Collaborate proactively with partners and stakeholders.**

- In January, the Williamsburg Area Transit Authority closed bids for their Operating and Maintenance Facility construction project. Two bids were received, and both were under the initial budget. WATA selected Tazewell Construction to complete the project. Also, the groundbreaking ceremony for WATA's Northern Transfer Center is scheduled for April 3. WATA selected Skanska/Sycon to construct the project.
- DRPT hosted the Community Transportation Association of Virginia for its Board of Directors meeting. The meeting discussed plans for their upcoming annual conference, as well as their annual budget. DRPT acts in an advisory capacity to their Board of Directors.
- Director Robinson spoke at the Virginia Railroad Association Legislative Meeting for an introduction to the group and report on DRPT activities. Members praised DRPT Rail Division staff for professionalism and responsiveness. Several members touted Virginia as the best to work with.

- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**

- DRPT participated in the February Virginia Freight Advisory Committee meeting, where FHWA provided a briefing on the National Multimodal Freight Network (NMFN). DRPT recommended that USDOT add Buckingham Branch's Richmond to Alleghany Division to the NMFN designation given that its volume and other characteristics meet the criteria for inclusion. The NMFN is meant to assist in the prioritization of Federal investment.

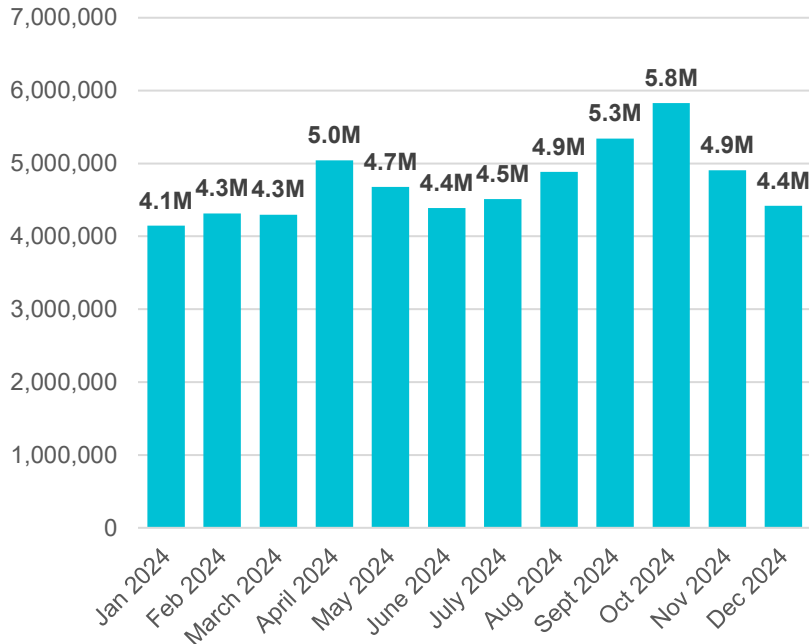
Cultivate a sustainable well-managed organization

- **Enhance the customer experience through well-designed processes and systems.**
 - On February 6, DRPT began its update of the Coordinated Human Service Mobility (CHSM) Plan, which is a federally-required document and pre-requisite for received Section 5310 funds.
 - The Section 5310 program provides funding that supports specialized transportation for individuals with disabilities and seniors.
 - DRPT will be updating its CHSM Plan in 2025 with the hope of finalizing it prior to the FY27 grant cycle.
- **Be good stewards of public resources.**
 - DRPT visited Buckingham County to certify rehabilitation work completed on the Buckingham Branch Railroad funded through the Rail Preservation Program. The Buckingham Division was washed out during Hurricane Helene in 2024.

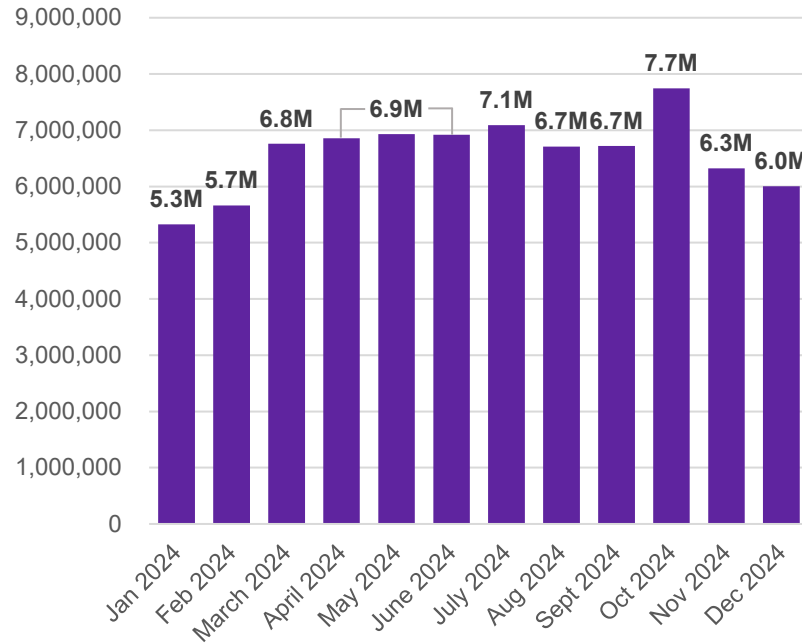
Performance Measures

Statewide Transit Ridership

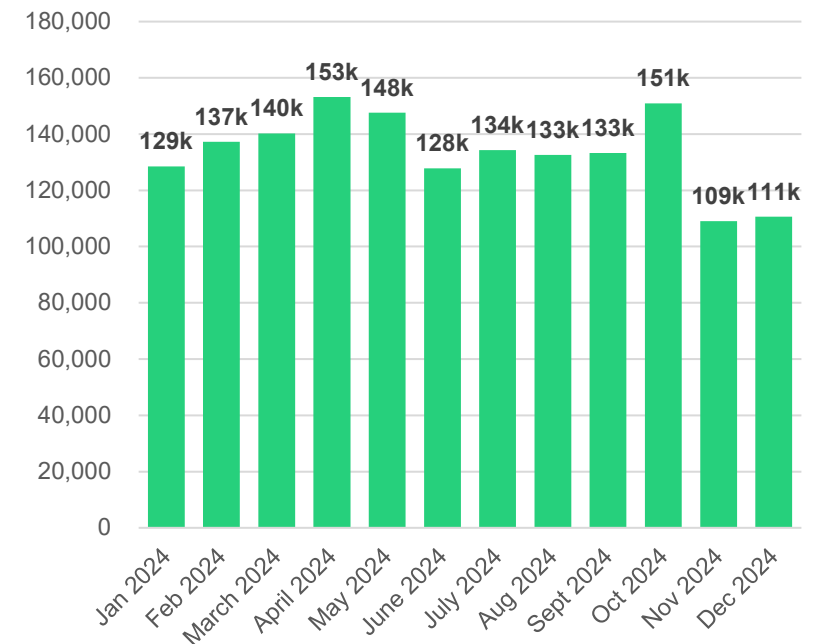
Statewide Transit Ridership – January 2024 to December 2024



Virginia Agencies



WMATA

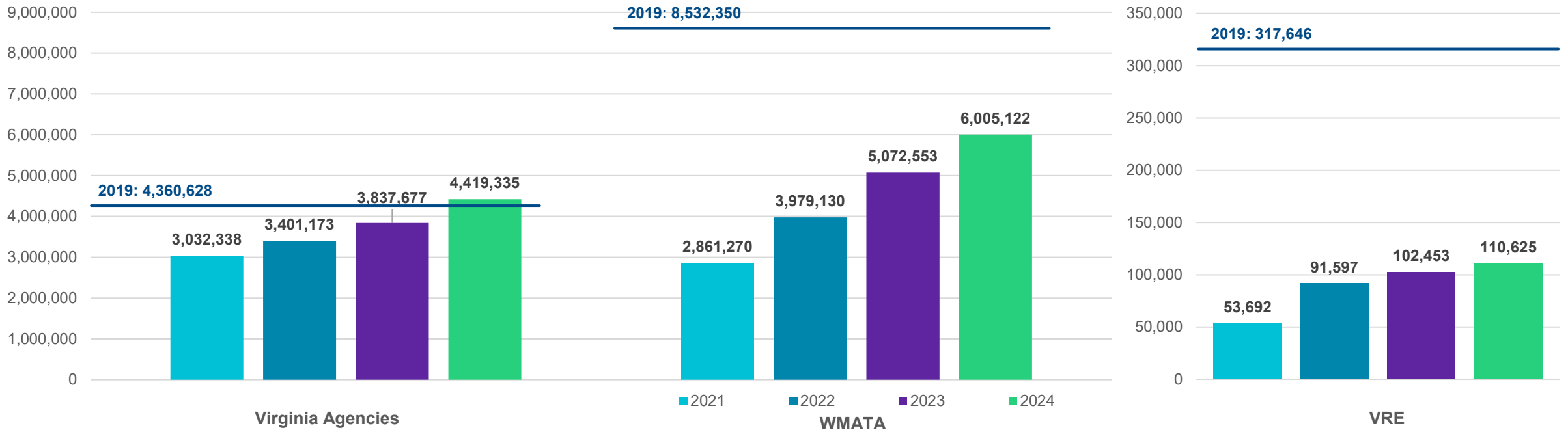


VRE

| Agencies | Jan 2024 | Feb 2024 | March 2024 | April 2024 | May 2024 | June 2024 | July 2024 | Aug 2024 | Sept 2024 | Oct 2024 | Nov 2024 | Dec 2024 | Total |
|-----------------------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Virginia Agencies | 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 | 4,419,335 | 56,758,471 |
| VRE | 128,540 | 137,284 | 140,182 | 153,139 | 147,561 | 127,770 | 134,350 | 132,607 | 133,247 | 150,972 | 109,026 | 110,625 | 1,605,303 |
| WMATA | 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 | 6,005,122 | 79,033,742 |
| All Agencies + VRE + WMATA | 9,599,096 | 10,112,893 | 11,197,283 | 12,052,409 | 11,755,017 | 11,434,716 | 11,735,241 | 11,727,104 | 12,192,717 | 13,721,210 | 11,334,748 | 10,535,082 | 137,397,516 |

Statewide Ridership Comparison: December Year-to-Year

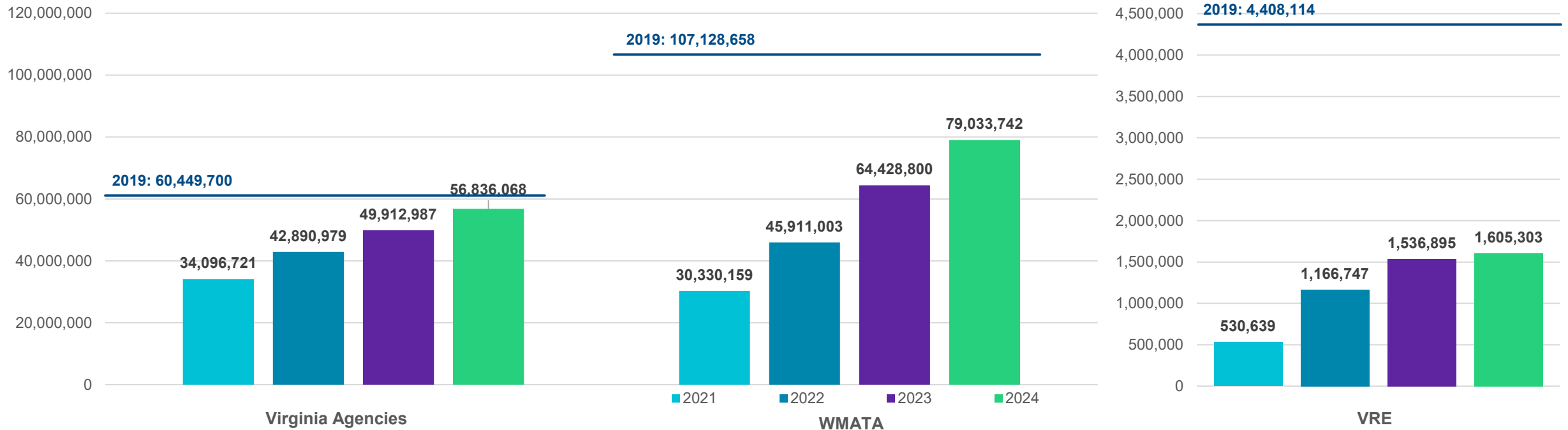
Ridership Comparison: Year-to-Year
2021 – 2024



| Mode | 2021 | 2022 | 2023 | 2024 | 2024 vs 2021 | 2024 vs 2022 | 2024 vs 2023 |
|-----------------------------------|------------------|------------------|------------------|-------------------|--------------|--------------|--------------|
| Virginia Agencies | 3,032,338 | 3,401,173 | 3,837,677 | 4,419,335 | 46% | 30% | 15% |
| VRE | 53,692 | 91,597 | 102,453 | 110,625 | 106% | 21% | 8% |
| WMATA | 2,861,270 | 3,979,130 | 5,072,553 | 6,005,122 | 110% | 51% | 18% |
| All Agencies + VRE + WMATA | 5,947,300 | 7,471,900 | 9,012,683 | 10,535,082 | 77% | 41% | 17% |

Statewide Ridership Comparison: Year-to-Year

Ridership Comparison: Year-to-Year
CY2021 – CY2024



| Mode | 2021 | 2022 | 2023 | 2024 | 2024 vs 2021 | 2024 vs 2022 | 2024 vs 2023 |
|-----------------------------------|-------------------|-------------------|--------------------|--------------------|--------------|--------------|--------------|
| Virginia Agencies | 34,096,721 | 42,890,979 | 49,912,987 | 56,836,068 | 67% | 33% | 14% |
| VRE | 530,639 | 1,166,747 | 1,536,895 | 1,605,303 | 203% | 38% | 4% |
| WMATA | 30,330,159 | 45,911,003 | 64,428,800 | 79,033,742 | 161% | 72% | 23% |
| All Agencies + VRE + WMATA | 64,957,519 | 89,968,729 | 115,878,682 | 137,475,113 | 112% | 53% | 19% |

Virginia Breeze Ridership - December

In December 2024, ridership on VA Breeze routes totaled 7,635 which was:

- 267% higher than original estimates, and
- 25% higher than December 2023

For the month of December 2024, the VA Breeze contributed to a reduction of 384 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership 28% higher than December 2023
- Farebox Rev. – 32% higher than December 2023

Piedmont Express:

- Ridership – 6% higher than December 2023
- Farebox Rev. – 5% higher than December 2023

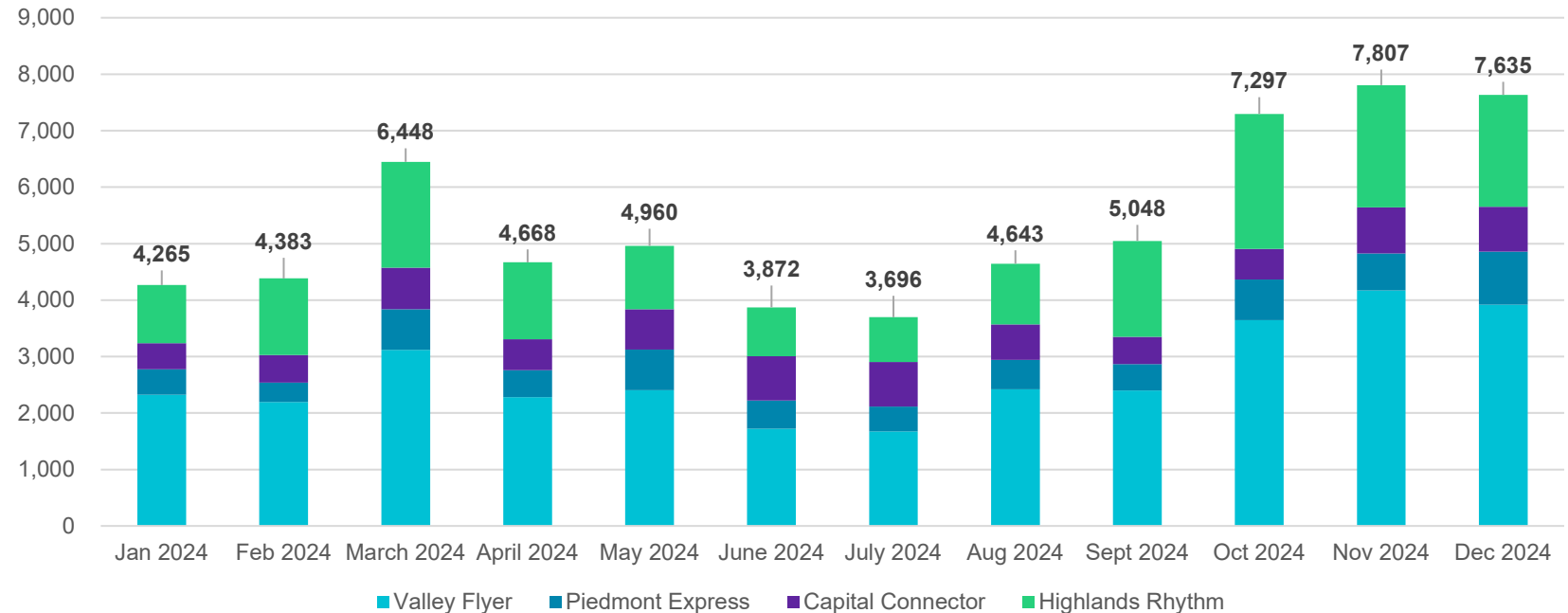
Capital Connector:

- Ridership – 13% lower than December 2023
- Farebox Rev. – 8% lower than December 2023

Highlands Rhythm:

- Ridership – 56% higher than December 2023
- Farebox Rev – 60% higher than December 2023

Virginia Breeze Ridership by Route – January 2024 to December 2024



| Route | Jan 2024 | Feb 2024 | March 2024 | April 2024 | May 2024 | June 2024 | July 2024 | Aug 2024 | Sept 2024 | Oct 2024 | Nov 2024 | Dec 2024 | Total |
|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Valley Flyer | 2,326 | 2,196 | 3,117 | 2,281 | 2,404 | 1,722 | 1,676 | 2,421 | 2,399 | 3,645 | 4,171 | 3,920 | 32,278 |
| Piedmont Express | 447 | 343 | 719 | 476 | 719 | 500 | 440 | 518 | 467 | 717 | 656 | 940 | 6,942 |
| Capital Connector | 462 | 488 | 736 | 551 | 714 | 781 | 789 | 631 | 483 | 545 | 816 | 790 | 7,786 |
| Highlands Rhythm | 1,030 | 1,356 | 1,876 | 1,360 | 1,123 | 869 | 791 | 1,073 | 1,699 | 2,390 | 2,164 | 1,985 | 17,716 |
| All Routes | 4,265 | 4,383 | 6,448 | 4,668 | 4,960 | 3,872 | 3,696 | 4,643 | 5,048 | 7,297 | 7,807 | 7,635 | 64,722 |

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

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

Route 46: Roanoke (+30.6%)



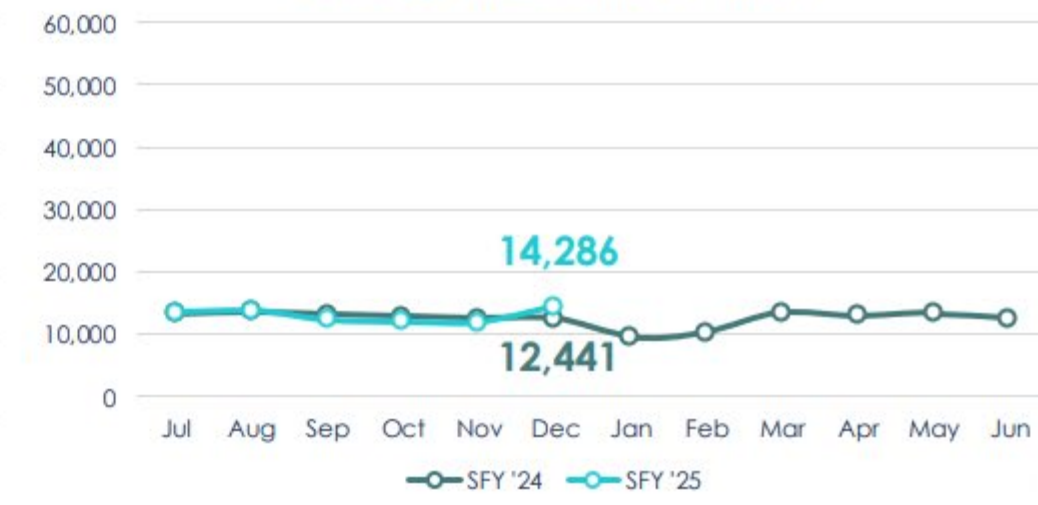
Route 47: Newport News (+25.8%)



Route 50: Norfolk (+20.4%)



Route 51: Richmond (+14.8%)



Friday – Sunday are most popular ridership days.

The Sunday after Thanksgiving, historically Amtrak's busiest day of the year, fell on December 1st.



Virginia & Comparable State-Supported Services

Normalized: Monthly Ridership ÷ Trains

