



Director's Report

May 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

Improve access to reliable transportation.

- The Central Shenandoah Planning District Commission released its 2024 report on the Afton Express commuter bus on April 1. Among other highlights, the Afton Express transported over 19,000 people in CY 2024, a 16% increase year over year and its record high. Additionally, in 2024, the Afton Express and UVA partnered to create the Wahoo Commute commuter rewards program, providing UVA commuters rides on the Afton Express.
- On April 3, DRPT joined the Williamsburg Area Transit Authority for the ground-breaking of their new Northern Transfer Center. DRPT Director Tiffany Robinson provided remarks at the event. DRPT provided engineering, technical assistance, and funding for the project.

Increase throughput of people and goods.

- WMATA Virginia ridership in February 2025 was 5.9 million, up 5% from February 2024.
- VRE ridership in February 2025 was 153,000, up 11% from February 2024.
- Virginia Agency (non-WMATA or VRE) ridership in February 2025 was 4.4 million, up 2% from February 2024. Ridership was impacted by widespread snowstorms and having one fewer calendar day in 2025.
- DRPT research on express lanes in Northern Virginia showed that around 900 bus trips daily use some portion of Northern Virginia express lanes. By using express lanes, these buses can make significantly faster, more efficient, and more frequent trips than if they were to travel in general purpose lanes. In recent weeks, a significant number of these bus trips report travelling at or over capacity, with some buses reporting passengers standing during trips.

Foster innovative practical solutions

Be the 'go-to' organization for best practices, technical assistance, and implementation of innovative transportation solutions.

- On April 22, the Joint Subcommittee of Northern Virginia Growing Needs of Public Transportation (SJ28) met for the first time in 2025. The Joint Subcommittee heard reports from the DMVMoves Task Force and the funding structures of local bus transit providers in the region. The Joint Subcommittee also received a status update on ongoing work by the Technical Working Group.

Minimize complexities and facilitate pragmatic solutions.

- On April 24, WMATA presented to its Safety & Operations Committee a preliminary plan to achieve Grade of Automation 4 and expand bus priority in order to become a "World Class Transit" agency, reduce operating costs, and improve safety. Together, they could potentially obviate the need for more costly alternatives for the Blue/Orange/Silver Line Capacity and Reliability Study (BOS). A business plan for rail automation and a revision to the BOS Study is anticipated for December.

Foster a culture of innovation.

- On April 23, the Northern Virginia Transportation Authority released its Bus Rapid Transit Action Plan, which identifies up to 28 potential BRT routes to expand all-day transit service. The Action Plan identifies preliminary estimates for ridership, cost, readiness, and more. BRT provides significantly improved transit service over traditional fixed-route buses with a lower capital cost compared to subways/heavy rail or a light rail, while maintaining operational flexibility.

Convene with partners and stakeholders

Collaborate proactively with partners and stakeholders.

- On April 1, DRPT hosted a virtual meeting of the Transit Service and Delivery Advisory Committee (TSDAC) to discuss statewide transit performance and the upcoming state operating and capital program review. The goal of this review is to evaluate the current MERIT program scoring and prioritization methodology and propose recommendations to ensure DRPT is delivering the most value and the best outcomes for our customers as efficiently as possible. TSDAC met again on May 13.

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

- On April 10, the WMATA Board approved an approximate \$5 billion capital and operating budget for FY 26. The budget incorporates tens of millions of efficiencies into the budget, while also expanding weekend service hours, and improving rail frequencies and services. Approximately \$200 million in capital expenditures were deferred or delayed.

Cultivate a sustainable well-managed organization

Attract, develop, and retain a diverse and engaged workforce focused on customer service.

- DRPT has hired Tivoli Pleasants to be the agency's Accountant.
- DRPT has hired Alex Krupp as a Senior Grants Financial Analyst.
- DRPT has hired Beth Levermore to serve as the Chief of Administration.
- DRPT has hired Jacob Hotinger to join the transit team as a Project Engineer.

Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.

- On April 16, DRPT joined NCDOT for a presentation on microtransit in Virginia as part of a virtual series covering different innovative mobility topics for state DOT public transit programs.

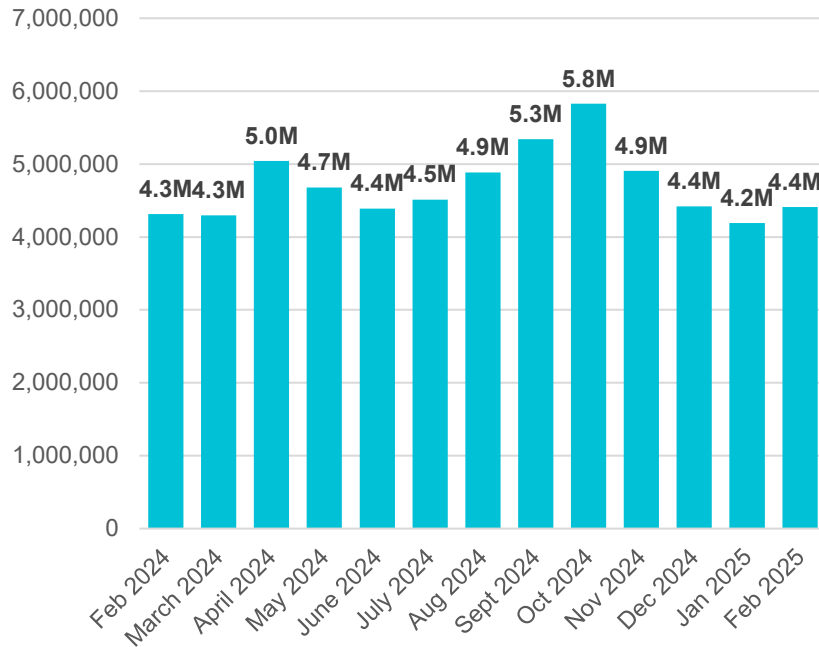
Be good stewards of public resources.

- On April 1 DRPT inspected work completed on the Buckingham Branch Railroad's Buckingham Division Tie and Rail Replacement project on April 1. The project is partially funded through a DRPT Rail Preservation Fund grant from FY2020 and is now 90% complete.

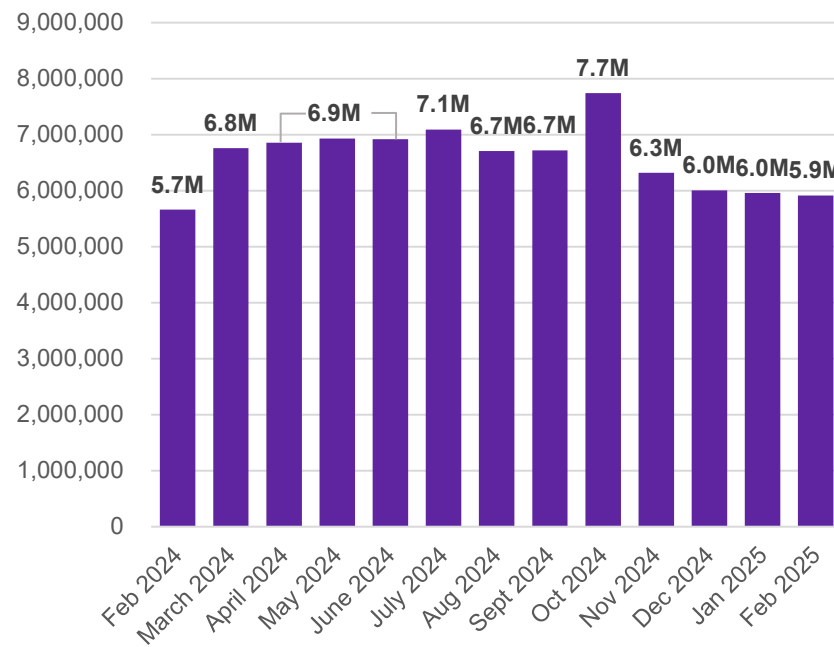
Performance Measures

Statewide Transit Ridership

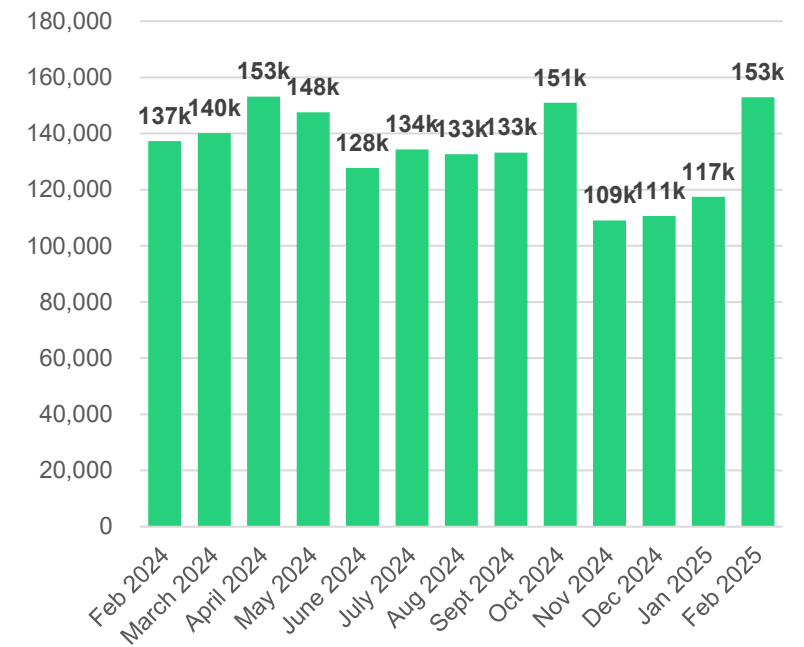
Statewide Transit Ridership – February 2024 to February 2025



Virginia Agencies



WMATA

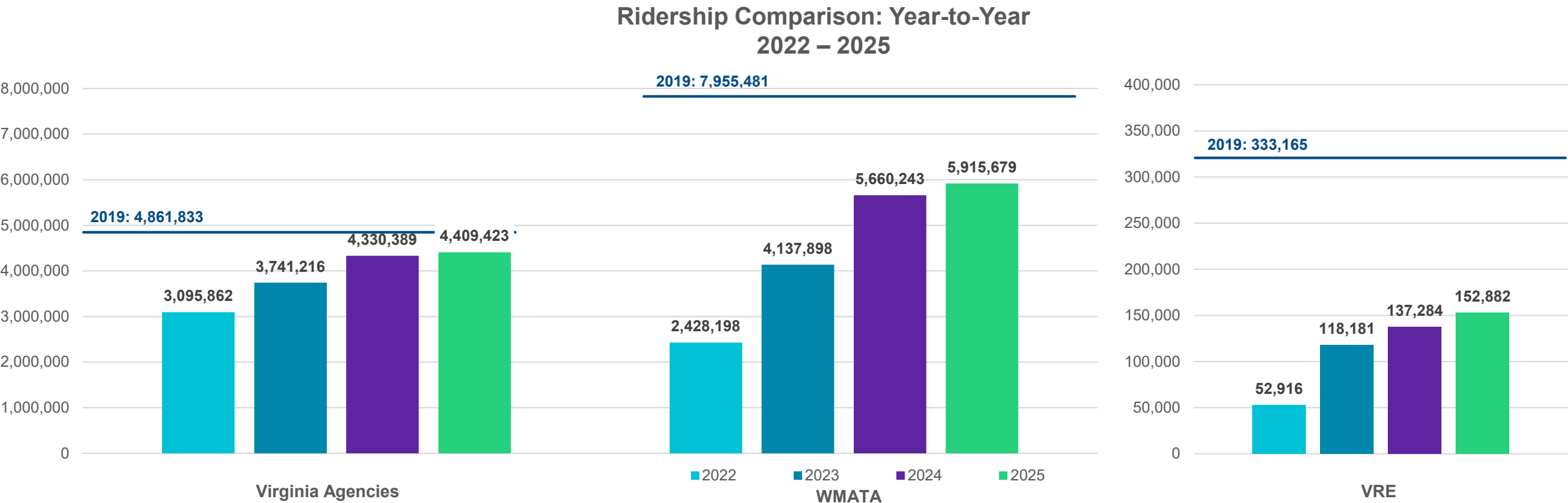


VRE

Agencies	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Total*
Virginia Agencies	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	4,189,929	4,409,423	61,211,864
VRE	137,284	140,182	153,139	147,561	127,770	134,350	132,607	133,247	150,972	109,026	110,625	117,466	152,882	1,747,111
WMATA	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	5,957,138	5,915,679	85,581,962
All Agencies + VRE + WMATA	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	10,264,533	10,477,984	148,540,937

*Last 12 Months

Statewide Ridership Comparison: February Year-to-Year



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	3,095,862	3,741,216	4,330,389	4,409,423	42%	18%	2%
VRE	52,916	118,181	137,284	152,882	189%	29%	11%
WMATA	2,428,198	4,137,898	5,660,243	5,915,679	144%	43%	5%
All Agencies + VRE + WMATA	5,576,976	7,997,295	10,127,916	10,477,984	88%	31%	3%

Virginia Breeze Ridership - February

In February 2025, ridership on VA Breeze routes totaled 4,320 which was:

- 151% higher than original estimates, and
- 1% lower than February 2024

For the month of February 2025, the VA Breeze contributed to a reduction of 144 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 6% lower than February 2024
- Farebox Rev. – 8% lower than February 2024

Piedmont Express:

- Ridership – 12% higher than February 2024
- Farebox Rev. – 12% higher than February 2024

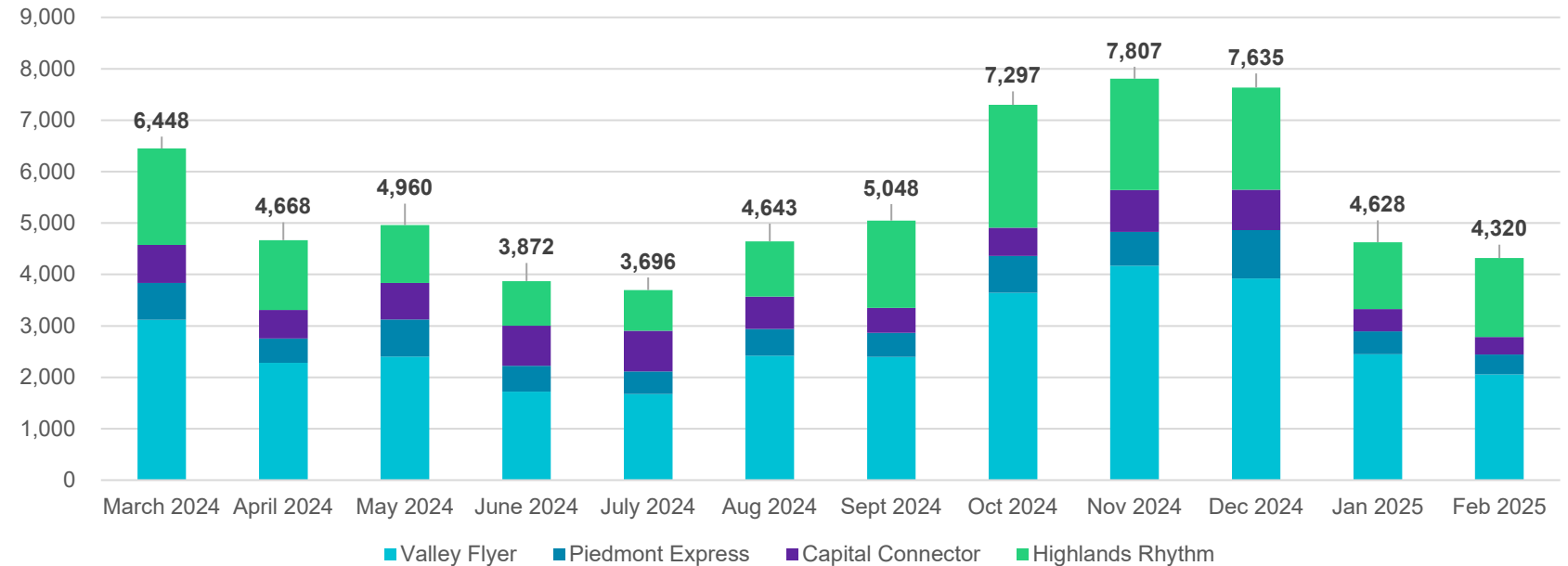
Capital Connector:

- Ridership – 29% lower than February 2024
- Farebox Rev. – 32% lower than February 2024

Highlands Rhythm:

- Ridership – 13% higher than February 2024
- Farebox Rev – 14% higher than February 2024

Virginia Breeze Ridership by Route – March 2024 to February 2025



Route	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Total
Valley Flyer	3,117	2,281	2,404	1,722	1,676	2,421	2,399	3,645	4,171	3,920	2,448	2,057	32,261
Piedmont Express	719	476	719	500	440	518	467	717	656	940	448	384	6,984
Capital Connector	736	551	714	781	789	631	483	545	816	790	432	345	7,613
Highlands Rhythm	1,876	1,360	1,123	869	791	1,073	1,699	2,390	2,164	1,985	1,300	1,534	18,164
All Routes	6,448	4,668	4,960	3,872	3,696	4,643	5,048	7,297	7,807	7,635	4,628	4,320	65,022

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

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

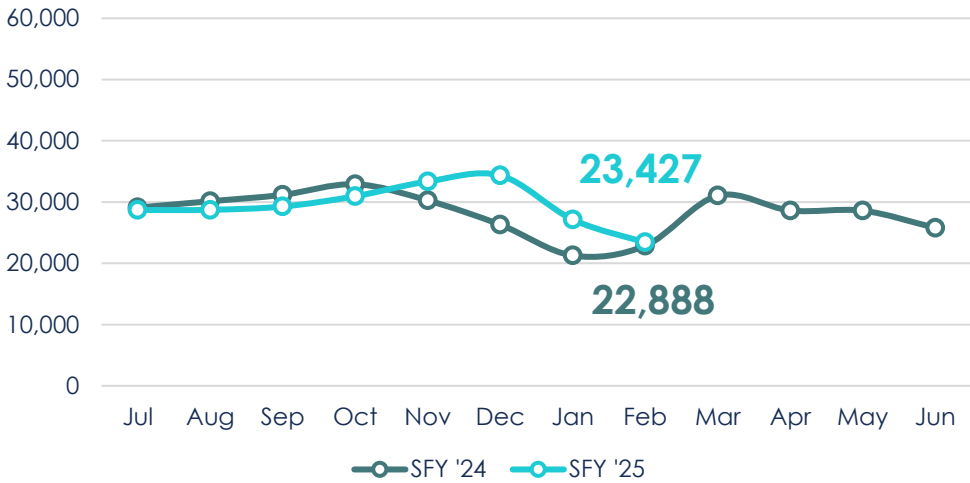
Friday – Sunday are most popular ridership days.

One additional day in Feb '24 due to leap year.

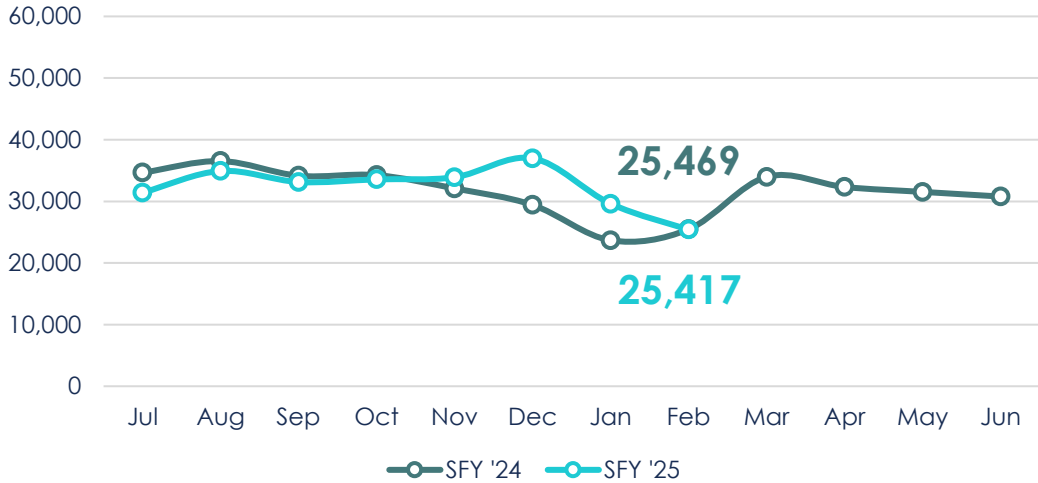
Eight train cancellations due to winter weather & eight train cancellations due to infrastructure improvements.



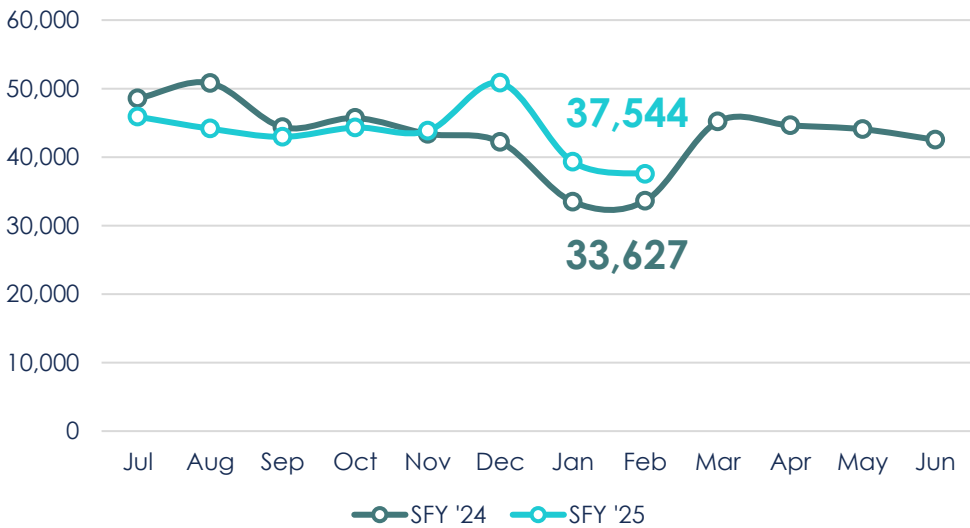
Route 46: Roanoke (+2.4%)



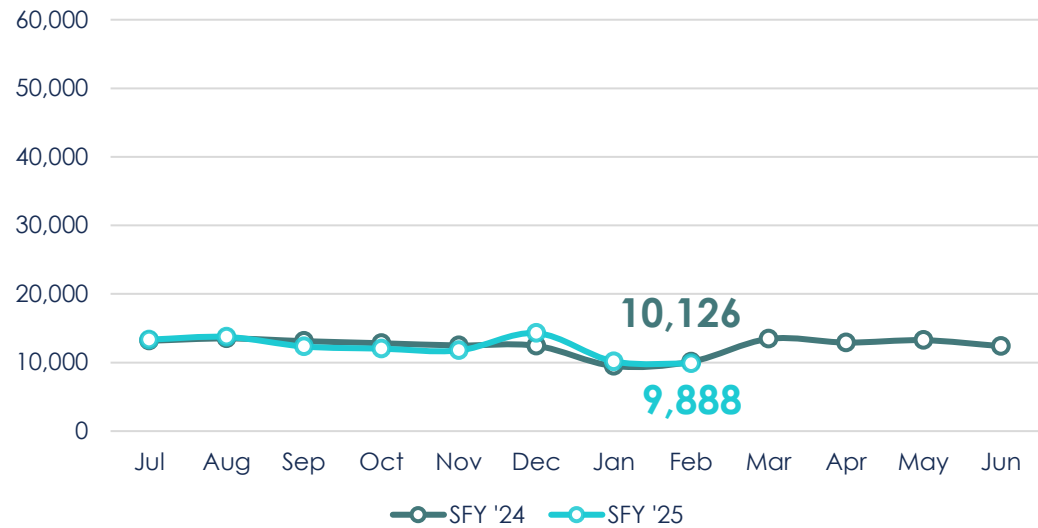
Route 47: Newport News (-0.2%)



Route 50: Norfolk (+11.6%)



Route 51: Richmond (-2.4%)



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains

