



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818  
Fax: (804) 786-2940

## **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
May 14, 2024  
10:00 a.m.

1. FY 2025 Urban and Arlington/Henrico  
Street Maintenance Payments  
*Laura Farmer, Virginia Department of Transportation*  
*Russ Dudley, Virginia Department of Transportation*
2. Transportation Alternatives Program Allocations  
FY25/26 Application Cycle  
*Russ Dudley, Virginia Department of Transportation*
3. Revenue Sharing Program Allocations  
FY27 and FY28 Revenue Sharing Funding Cycle  
*Russ Dudley, Virginia Department of Transportation*
4. Director's Items  
*Jennifer DeBruhl, 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*

## #



# **SUPPLEMENTAL ALLOCATIONS FOR MAINTENANCE ACTIVITIES**

## **FY 2025 URBAN AND ARLINGTON/HENRICO STREET MAINTENANCE PAYMENTS**

Laura Farmer, Chief Financial Officer

Russ Dudley, Local Assistance Division

May 14, 2024

# Recommendations for additional funding for VDOT and Localities

- **Since FY 2023**
  - **the cost of paving has increased significantly**
  - **the paving program has grown to meet the performance targets**
- **Beginning in FY 2023, additional special funds above the base maintenance allocation have been provided to the maintenance program to support these additional needs**
- **Provided as supplemental amounts due to the uncertainty of the long-term cost implications and whether it will continue at the sustained levels.**
- **As supplemental funds, they are not used to drive future base program allocations.**
- **Supplemental funds were also provided in 2024 and recommended in the 2025 draft.**
- **We are now recommending an increase to the 2025 draft amount.**

# Recommendations for additional funding for VDOT and Localities

*\*Original recommendation included in draft for VDOT was \$120 million for FY 2025.*

*Updating recommendation to \$202.5 million based on final contract assumptions and needs for Calendar Year 2025.*

*Locality amounts are proportional distribution based on the distribution of the Base Allocation*

(in millions)	FY 2023	FY 2024	FY 2025 Recommendation*
VDOT Operations for Fuel	\$6.5	\$ -	\$ -
Supplemental funding for Maintenance/Paving	90.4	147.0	202.5
Supplemental funding for Localities			
Cities	20.9	37.5	52.2
Counties	3.7	6.7	9.3
Total for Localities	<b>\$24.6</b>	<b>\$44.1</b>	<b>\$61.5</b>
Total for VDOT and Localities	<b>\$121.5</b>	<b>\$191.1</b>	<b>\$264.0</b>

# VDOT Maintenance and Operations Program

The make up of VDOT's Maintenance Program allocations includes several components:

- **Base Program Allocation supporting the core program**
  - **Grows annually by the change in CPI projection from TAX**
- **Special Allocations driven by dedicated revenue sources:**
  - Property Damage, Integrated Directional Signing Program, Outdoor Advertising, Vending Commissions**
- **Maintenance Management & Direction – includes the administrative functions of Program**
  - **Grows annually like other administrative programs**

# Components for Maintenance Funding

## Financial Assistance for Cities

(in millions)	FY 2024	FY 2025
Financial Assistance for Cities – Base Budget Allocations*	\$448.2	\$462.0
Additional allocation provided by the 2020 Omnibus Bill implementation plan	9.8	10.9
Addition from Appropriation Act (FYs 2023-2024) - Biennial action considered one-time only	15.0	-
Supplemental funds based on additional VDOT increase	37.5	52.2
Funds for Port Localities	1.0	1.0
Exempt Permit Revenue Estimate Distribution	0.3	0.1
<b>TOTAL</b>	<b>\$511.7</b>	<b>\$526.3</b>

*FY 2025 allocation includes a correction from the April assumptions*

# Components for Maintenance Funding

## Financial Assistance for Counties

(in millions)	FY 2024	FY 2025
Financial Assistance for Counties – Base Budget Allocations*	\$79.6	\$82.1
Supplemental funds based on additional VDOT increase	6.7	9.3
Exempt Permit Revenue Estimate Distribution	0.1	0.0
<b>TOTAL</b>	<b>\$86.3</b>	<b>\$91.4</b>

*FY 2025 allocation includes a correction from the April assumptions*



# FINANCIAL ASSISTANCE TO LOCALITIES

**Russ Dudley, Local Assistance  
Division Administrator**

**5/14/2024**

# Urban Maintenance Program Street Maintenance Payments

## **Eligibility Requirements for Maintenance Payments:**

Urban street acceptance criteria established in Code Section 33.2-319

CTB established annual payment rates

Arterial Routes Inspected annually

## **Payment - General**

Payments based on moving lane miles (lanes available to traffic during peak-traffic hours)

CTB approves payment amounts to localities

Localities annual growth rate is based upon the base rate of growth for VDOT's maintenance program

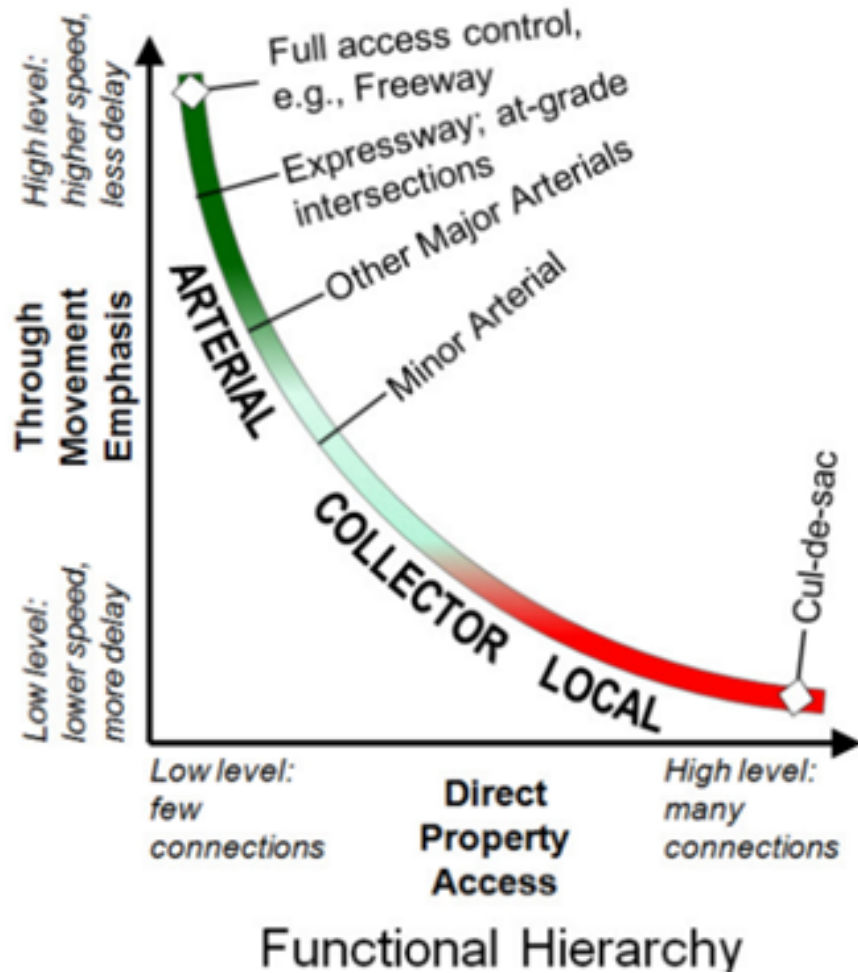
Payments to localities made quarterly

## **Payment Categories – Based on Functional Classifications**

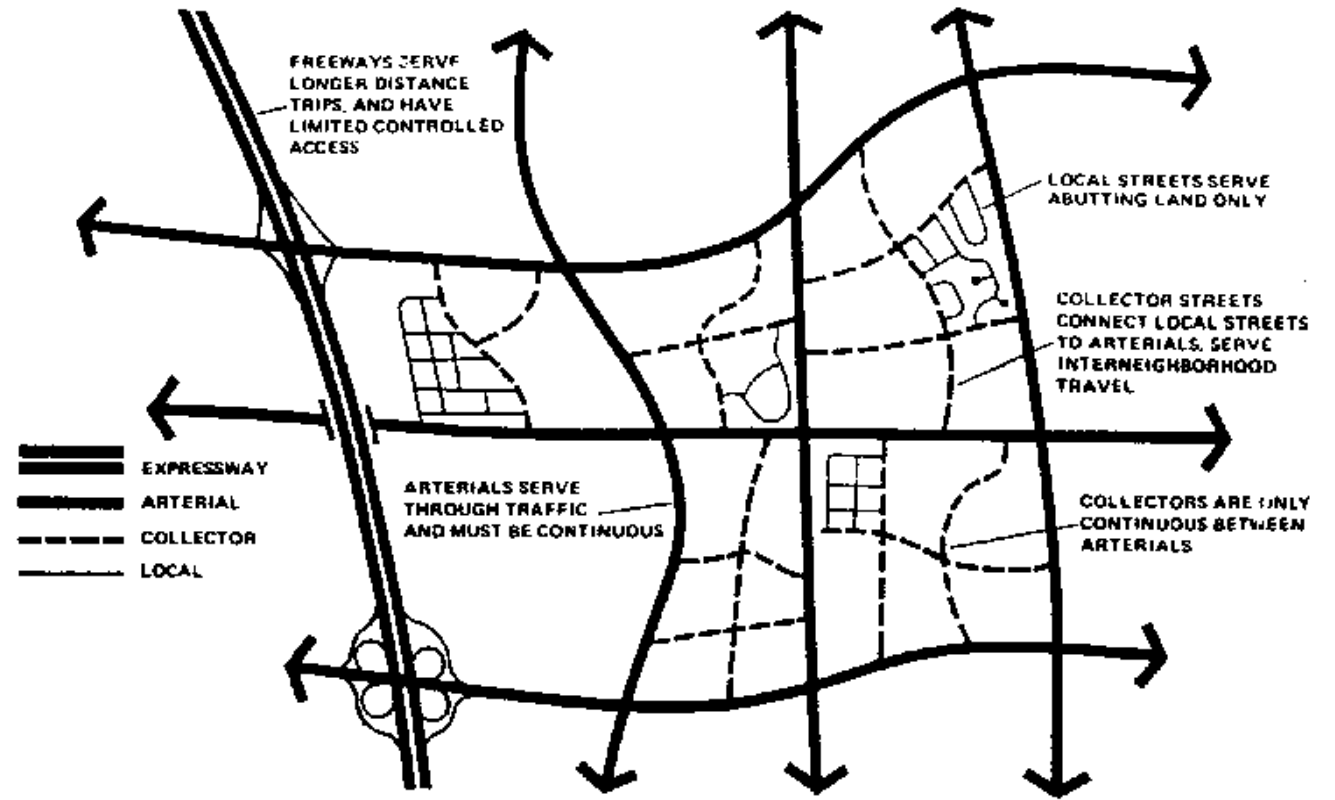
Principal and Minor Arterial Roads

Collector Roads and Local Streets

# Functional Classification System



ROADWAY FUNCTION BY CLASSIFICATION



# County (Arlington/Henrico) Street Maintenance Payments

## **Eligibility Requirements for Maintenance Payments:**

Established by Code Section: 33.2-366

These counties maintain their own system of local roads

CTB establishes maintenance payments

Annual submission of additions/ deletions provided by county

Annual arterial inspection not required by Code

## **Payment - General**

No differential in payment rates based on Functional Classifications

CTB approves payment amounts to localities

Annual growth rate is based upon the base rate of growth for VDOT's

Maintenance Program

Payments to localities made quarterly

# Additional Quarterly Payments

**Overweight Permit Fees – Distributed equally across Urban System and Arlington/Henrico Counties based on lane mileage**

**\$1 Million (\$250,000 quarterly) to City of Chesapeake for additional maintenance costs of Moveable Bridges; Payments began in 2005**

**\$1 Million Virginia Port Authority Payment compensating Localities with Tax-exempt Real-estate (Newport News, Portsmouth, Norfolk, Warren County)**

# Proposed FY 2025 Urban Locality Payments

- **FY 2025 Urban Budget = \$525,183,002**
  - *FY 2024 Budget = \$510,405,059*
- **Payment Rates:**
  - Principal and Minor Arterial Roads ≈ **\$29,094** per lane mile
  - Collector Roads and Local Streets ≈ **\$17,082** per lane mile
- **FY2025 overweight permit fee distribution = \$100,486**
  - Rate of \$3.79 per lane mile
- **Continue \$1M to Chesapeake to address additional costs associated with movable bridges**
- **VPA Tax Exempt Payments to Warren County, Newport News, Portsmouth, Norfolk - \$1M shared based on throughput**

# Proposed FY 2025 Arlington/Henrico Payments

- **FY 2025 Arlington/Henrico Budget = \$91,356,875**
  - **FY2024 Arlington/Henrico Budget = \$86,262,546**
- **Payment Rates:**
  - Arlington ≈ **\$24,662** per lane mile
  - Henrico ≈ **\$17,945** per lane mile
- **FY2025 overweight permit fee distribution = \$17,832**
  - Rate = \$3.79 per lane mile

# Next Steps

**June Resolution Approving Urban Inventory / Payments to Urban Localities**

**June Resolution Approving Payments to Arlington and Henrico Counties**





Virginia Department of Transportation



# **TRANSPORTATION ALTERNATIVES PROGRAM ALLOCATIONS**

FY25/26 Application Cycle

| Russ Dudley, Local Assistance Division

May 14, 2024

# FY25/26 Transportation Alternatives Program Overview

- **Biennial application cycle**
- **Projects are limited to a maximum total allocation of \$2.5M**
- **Eligible projects**
  - On- and off-road trails; Rails-to-Trails
  - Safe routes for non-drivers to access daily needs
  - Safe Routes to School, infrastructure and non-infrastructure
  - Community improvement activities; environmental mitigation
  - Boulevards from Divided Highways

# FY25/26 Transportation Alternatives Funding Cycle

- **Application timeline**
  - Call for pre-applications: April 27, 2023
  - Pre-applications accepted in Smart Portal: May 15 – June 30, 2023
  - Full applications accepted in Smart Portal: August 15 – October 13, 2023
- **104 applications were screened in as eligible, submitted by 57 applicants; 19 screened out**
  - 4 applications were subsequently withdrawn by the applicants
- **Total screened in application requests**
  - \$120.1M total requests for projects costing \$228.9M
    - 17 existing project requests valued at \$17.8M

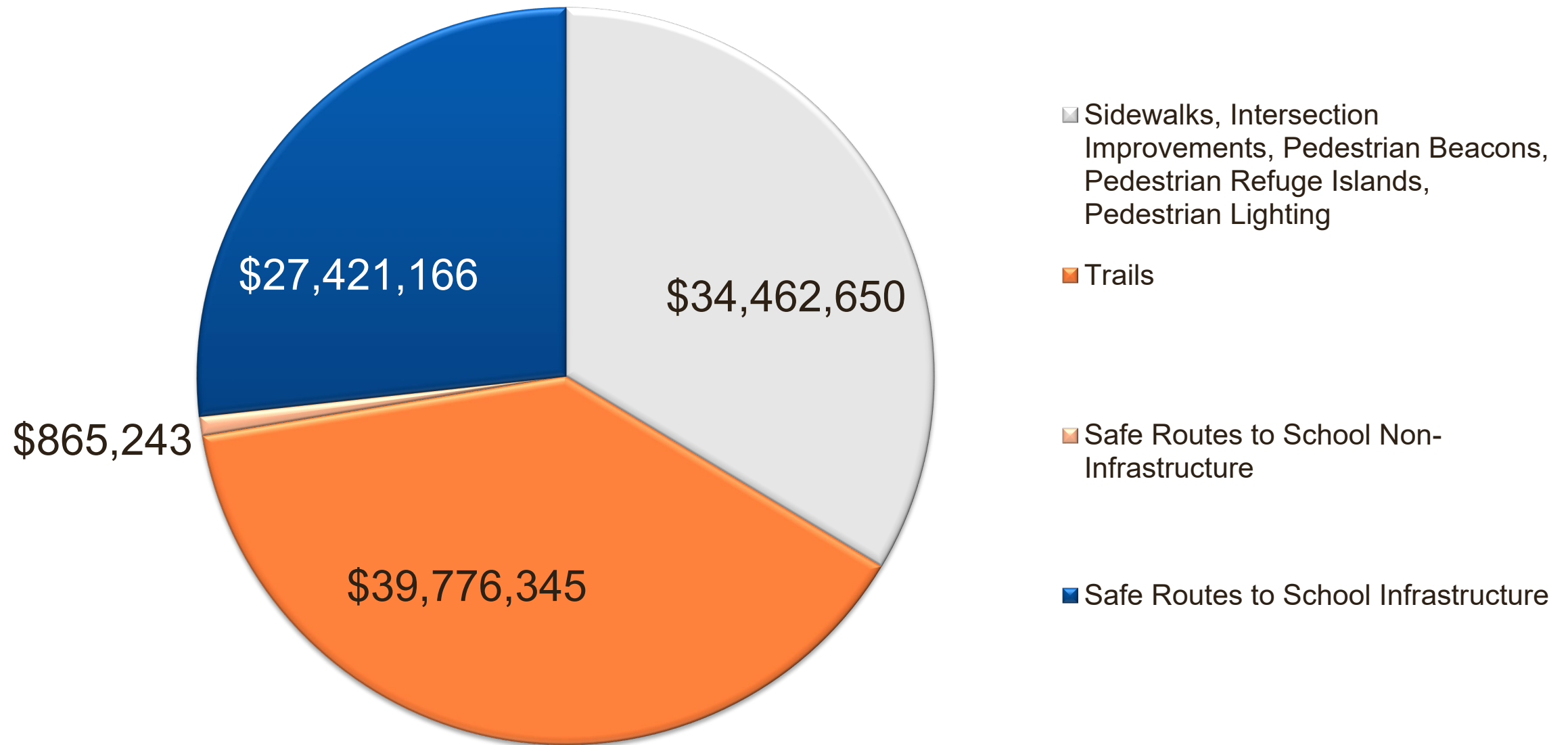
# FY25/26 Transportation Alternatives Applications

District	# of localities	# of projects	Total Requested (Federal allocations)
Bristol	8	9	\$11,458,845
Culpeper	3	4	\$4,173,763
Fredericksburg	3	4	\$4,598,954
Hampton Roads	10	21	\$27,884,729
Lynchburg	2	2	\$3,537,585
NOVA	10	24	\$37,856,422
Richmond	8	20	\$18,264,452
Salem	4	4	\$3,108,258
Staunton	9	12	\$9,282,322
<b>Total</b>	<b>57</b>	<b>100</b>	<b>\$120,165,330</b>

# FY25/26 Transportation Alternatives Available Funding

CTB Distribution Requirements	Available Amount	Awarded Amount
Statewide	\$35.5M	\$34.6M
<5,000 Population Areas	\$20.4M	\$19.52M
>5,000-50,000 Population Areas	\$1.9M	\$1.9M
>50,000-200,000 Population Areas	\$6M	\$5M
MPO Allocations	Available Amount	Awarded Amount
NOVA	\$19.5M	\$19.5M
Hampton Roads	\$13.6M	\$13.4M
Richmond	\$7.6M	\$7.6M
Tri-Cities	\$1.2M	\$592K
Fredericksburg	\$900K	\$0
Roanoke	\$1.9M	\$0
<b>Total Available</b>	<b>\$108.5M</b>	
<i>Total Requested</i>	<i>\$120,165,330</i>	<i>\$102,525,404</i>

# FY25/26 Transportation Alternatives Selected Project Types





# Next Steps

## Projects Added to SYIP for CTB Approval - June





# **REVENUE SHARING PROGRAM ALLOCATIONS**

## FY27 and FY28 Revenue Sharing Funding Cycle

| Russ Dudley, Local Assistance Division

May 14, 2024

# FY27 and FY28 Revenue Sharing Funding Cycle

- **50% Match; Biennial application cycle**
- **Locality applications limited to \$5M per fiscal year**
- **Projects are limited to a maximum total allocation of \$10M**
- **Priority tiers**
  - Priority 1 is given to projects which have previously received Revenue Sharing funding
  - Priority 2 is given to construction projects which meet a transportation need identified in the Statewide Transportation Plan need or projects which will be accelerated in a locality's capital plan
  - Priority 3 is given to projects which address deficient pavement resurfacing or bridge rehabilitation
  - Priority 4 is given to all other eligible projects

# FY27 and FY28 Revenue Sharing Funding Cycle

- **Application timeline**
  - Call for pre-applications: April 27, 2023
  - Pre-applications accepted in Smart Portal: May 15 – June 30, 2023
  - Full applications accepted in Smart Portal: August 15 – October 13, 2023
- **159 applications were screened in as eligible, submitted by 57 localities; 4 screened out**
- **Total screened in application requests**
  - Priority 1: \$134,250,170 (73 projects)
  - Priority 2: \$137,007,129 (78 projects)
  - Priority 3: \$2,946,730 (6 projects)
  - Priority 4: \$3,444,971 (2 projects)

# FY27 and FY28 Revenue Sharing Funding Cycle

FY27 and FY28 Revenue Sharing Screened In Applications			
District	# of localities	# of projects	Total Requested (State allocations)
Bristol	3	7	\$992,198
Culpeper	4	8	\$17,476,114
Fredericksburg	4	9	\$19,816,673
Hampton Roads	9	47	\$70,864,081
Lynchburg	4	12	\$17,361,500
NOVA	11	23	\$65,356,861
Richmond	8	23	\$44,607,464
Salem	8	20	\$20,759,852
Staunton	6	10	\$20,414,258
<b>Total</b>	<b>57</b>	<b>159</b>	<b>\$277,648,999</b>

# FY27 and FY28 Revenue Sharing Funding Cycle

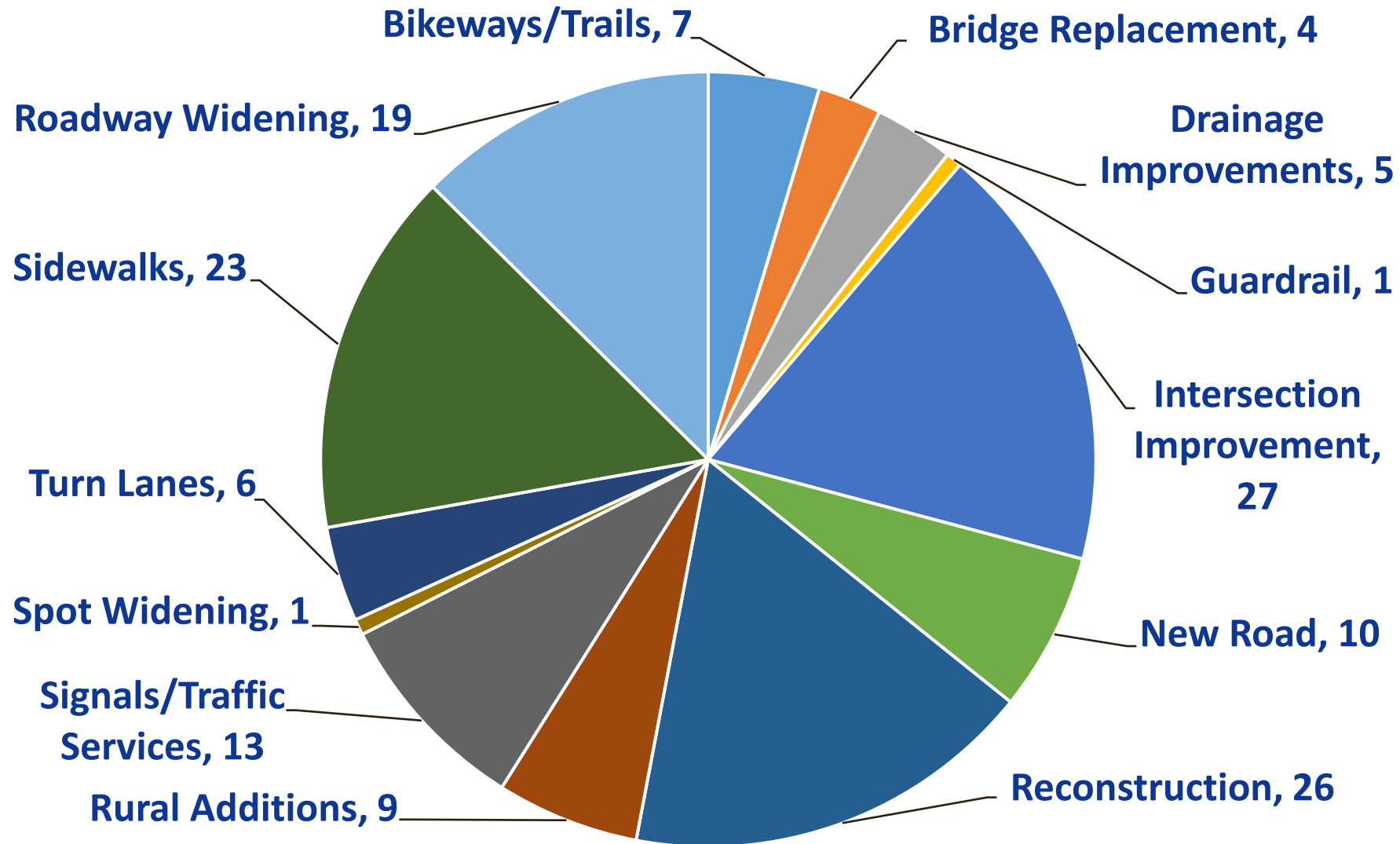
- **Total requested: \$277,648,999**
- **Allocations available: \$210,750,117**
- **Summary of application funding:**
  - Priority 1 projects: \$134,250,170 → Fund at 100%
  - Priority 2 projects: \$36,199,804 → Fund at 100% (26 projects up to \$1M/locality)
  - Priority 2 projects: \$94,510,492 → Fund at 42.64% (52 Projects)
  - Priority 3 projects: \$2,946,730 → 0%
  - Priority 4 projects: \$3,444,971 → 0%
- **Allocations are programmed for FY27/28**



# FY27 and FY28 Revenue Sharing Funding Cycle

FY27 and FY28 Revenue Sharing Proposed Funding			
District	# of localities	# of projects	Total Funding (State allocations)
Bristol	3	7	\$992,198
Culpeper	3	7	\$12,205,878
Fredericksburg	4	9	\$13,787,917
Hampton Roads	9	43	\$54,110,410
Lynchburg	4	12	\$15,795,314
NOVA	10	22	\$45,463,196
Richmond	8	23	\$36,516,541
Salem	7	18	\$14,533,261
Staunton	6	10	\$17,345,401
<b>Total</b>	<b>55</b>	<b>151</b>	<b>\$210,750,117</b>

# FY27 and FY28 Funded Application's Scopes of Work



# Next Steps

## Projects Added to SYIP for CTB Approval - June



# Director's Report

May 14, 2024



# DRPT Next Stop 2030

# Next Stop: 2030

## DRPT's Strategic Plan Goals

- **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 Williamsburg Area Transit Authority received a \$3 million federal earmark to assist in funding a transfer center in the northern part of their service area.
- **Increase throughput of people and goods.**
  - February transit ridership for Virginia agencies is up 15% year-over-year totaling 4.3M trips. That is 90% of pre-pandemic levels.
  - WMATA updated data on ridership, safety, and more for March. WMATA reported 22 million bus and rail trips (including non-VA trips), a 50% reduction in fare evasion year-over-year, a 19% reduction in crime year-over-year, and a 33% increase in trips made by federal employees. WMATA noted that one in three stations have improved fare gates, resulting in a 79% reduction in fare evasion. WMATA's February 2024 ridership was up 37% year-over-year.
  - VRE February ridership is up 16% year-over-year with 137,000 trips.
  - The Virginia Breeze transported 4,383 individuals in February 2024.
- **Facilitate clean transportation solutions minimizing the impact on the environment.**
  - Hampton Roads Transit received \$1 million from HUD to assist in purchasing battery electric buses.
- **Promote factors driving economic vitality and development.**
  - CSX identified two highly desirable rail-served economic development sites in its Select Site program: the Carleton Advanced Manufacturing Site in Newport News and the Mid-Atlantic Advanced Manufacturing Site in Greenville/Emporia.

# Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
  - The FRA released a notice of funding opportunity for its Consolidated Rail Infrastructure Safety Improvement grant (CRISI). DRPT is providing technical assistance to the Town of Bedford (passenger rail stop planning/design) and Buckingham Branch Railroad (tie replacement project) for their applications.
  - DRPT staff is facilitating a kickoff meeting for the Regional Multi-Modal Mobility Program (RM3P) effort. Chris Arabia, Manager of Statewide Commuter Programs, is serving as a lead for the Dynamic Incentivization (DI) part of the project.
- **Foster a culture of innovation.**
  - On April 16<sup>th</sup>, DRPT launched its draft geographic information systems (GIS)-based FY25 SYIP through its open data portal. The GIS SYIP has an interactive map showing all proposed grant projects for FY 25.
  - Mountain Empire Older Citizen’s free microtransit service, MetGo! that provides on-demand, door-to-door bus services in the Wise-Norton area, has been recognized by the National Aging and Disability Transportation Center in their annual Innovation Showcase. MetGo! has been providing more than 200 trips a day.



# Convene with partners and stakeholders

- **Clarify roles and responsibilities when engaging with our partners and stakeholders.**
  - DRPT's Rail Planning staff and VDOT's Section 130 staff coordinated on priorities for the FRA's Rail Crossing Elimination (RCE) grant program to create a master list of crossing priorities for the program.
- **Collaborate proactively with partners and stakeholders.**
  - Alexandria and GRTC (Richmond) have received federal discretionary grants from the FTA's Pilot Program for Transit-Oriented Development (TOD) Planning, a federal discretionary grant program created by the Bipartisan Infrastructure Law. These grants support local strategies to increase transit access and encourage ridership through mixed-use and mixed-income development near public transportation projects.
- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**
  - DRPT is participating in the DRPT/FRA Southeast Region Coordination Meeting to collaborate on FRA grants awarded to DRPT, including the new Rail Crossing Elimination (RCE) and Corridor Identification and Development (CID) grants, as well as the existing DC2RVA grant that is being transferred to VPRA. The purpose of the meeting is to address milestones achieved, challenges encountered, and plans.

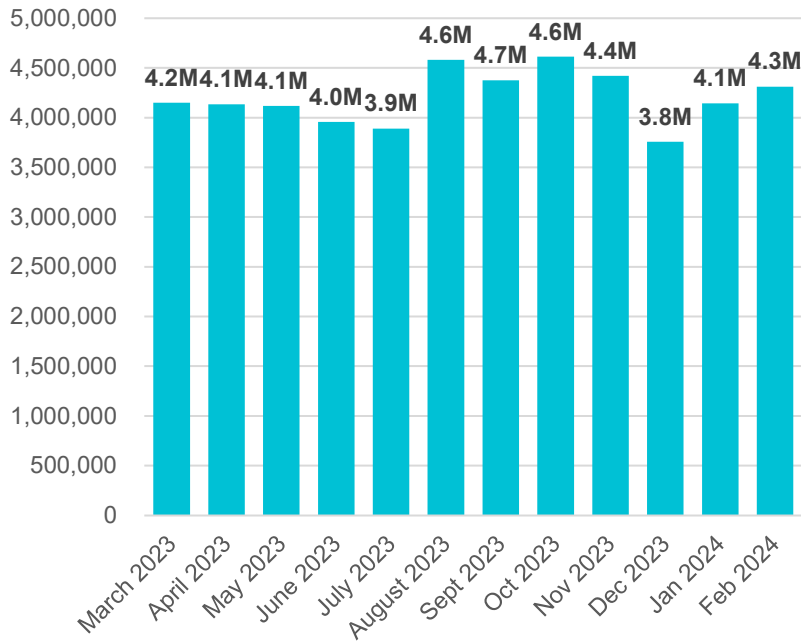
# Cultivate a sustainable well-managed organization

- **Attract, develop, and retain a diverse and engaged workforce focused on customer service.**
  - DRPT hired Joe White as the agency's Assistant Controller. Mr. White began at the agency on April 10<sup>th</sup>.
  - DRPT hired Wood Hudson as a Statewide Transit Planning Manager. Mr. Hudson previously worked at DRPT for several years before moving to VDOT in 2023. Mr. Hudson began at the agency on April 25<sup>th</sup>.
  - DRPT has been matched with a new Virginia Management Fellow, Johnathan Arnold, who began at the agency on April 25<sup>th</sup>.
  - DRPT hired Terry Brown as the agency's Grants Financial Manager, who began on April 25<sup>th</sup>.
- **Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.**
  - On April 8<sup>th</sup>, DRPT kicked off its "Creating Connections" marketing campaign. For the first time, DRPT will market its freight rail programs via social media and television to business executives.
- **Enhance the customer experience through well-designed processes and systems.**
  - Staff held a virtual meeting with the Transit Service Delivery Advisory Committee (TSDAC) on March 28<sup>th</sup> and April 30<sup>th</sup>. The Committee helps develop the operating and capital programs currently used by DRPT and convenes at least once per year to review the program for possible changes.

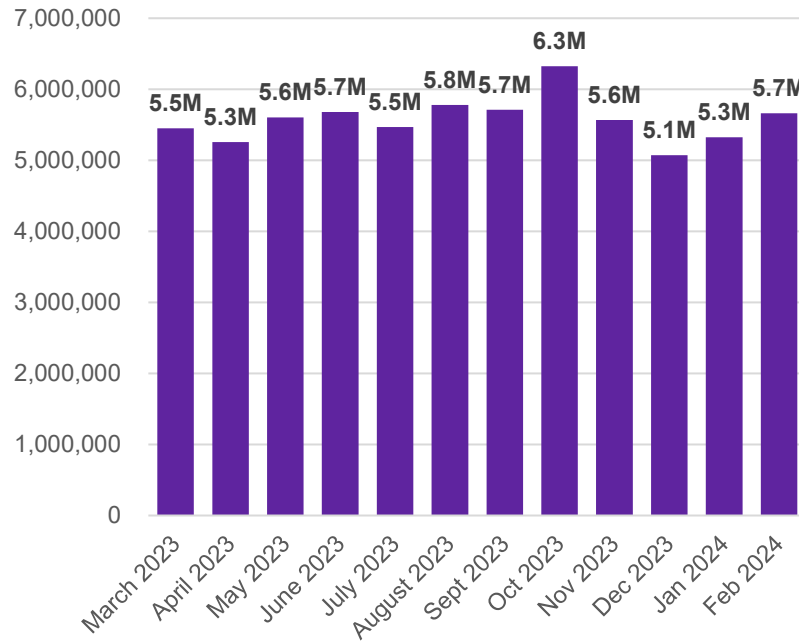
# Performance Measures

# Statewide Transit Ridership

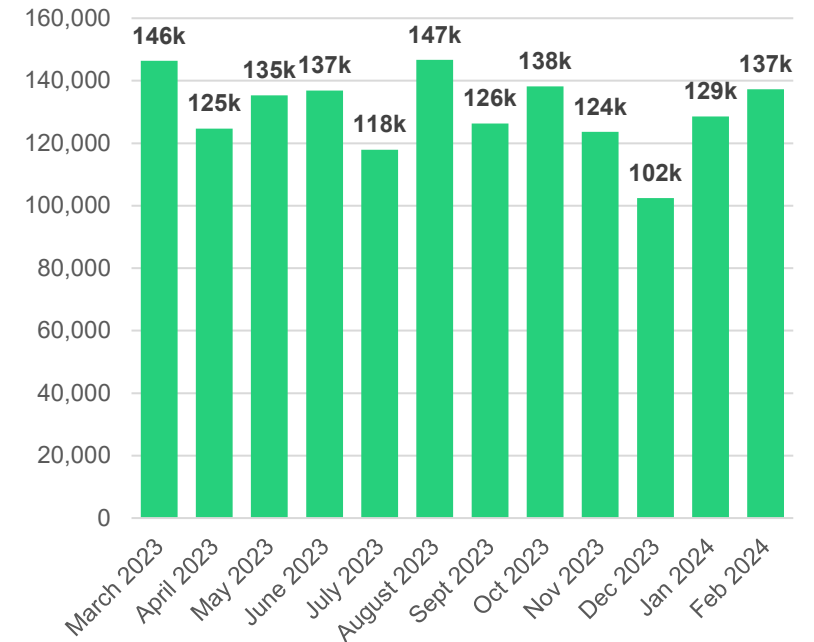
Statewide Transit Ridership – March 2023 to February 2024



Virginia Agencies



WMATA



VRE

Agencies	March 2023	April 2023	May 2023	June 2023	July 2023	August 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Total
Virginia Agencies	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	4,312,798	50,458,267
VRE	146,391	124,664	135,314	136,900	117,951	146,686	126,328	138,189	123,610	102,453	128,540	137,284	1,564,310
WMATA	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	5,660,243	66,894,897
<b>All Agencies + VRE + WMATA</b>	<b>9,748,439</b>	<b>9,518,383</b>	<b>9,857,120</b>	<b>9,775,003</b>	<b>9,474,178</b>	<b>10,504,844</b>	<b>10,214,984</b>	<b>11,073,827</b>	<b>10,110,663</b>	<b>8,932,688</b>	<b>9,597,020</b>	<b>10,110,325</b>	<b>118,917,474</b>

# Statewide Ridership Comparison: February Year-to-Year

Transit ridership for Virginia agencies in February 2024 was 15% higher than February 2023.

- Bus ridership was 16% higher

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

- Bus ridership was 87% of 2020 levels

VRE ridership in February 2024 was 16% higher than February 2023 and 39% of pre-pandemic February 2020 levels.

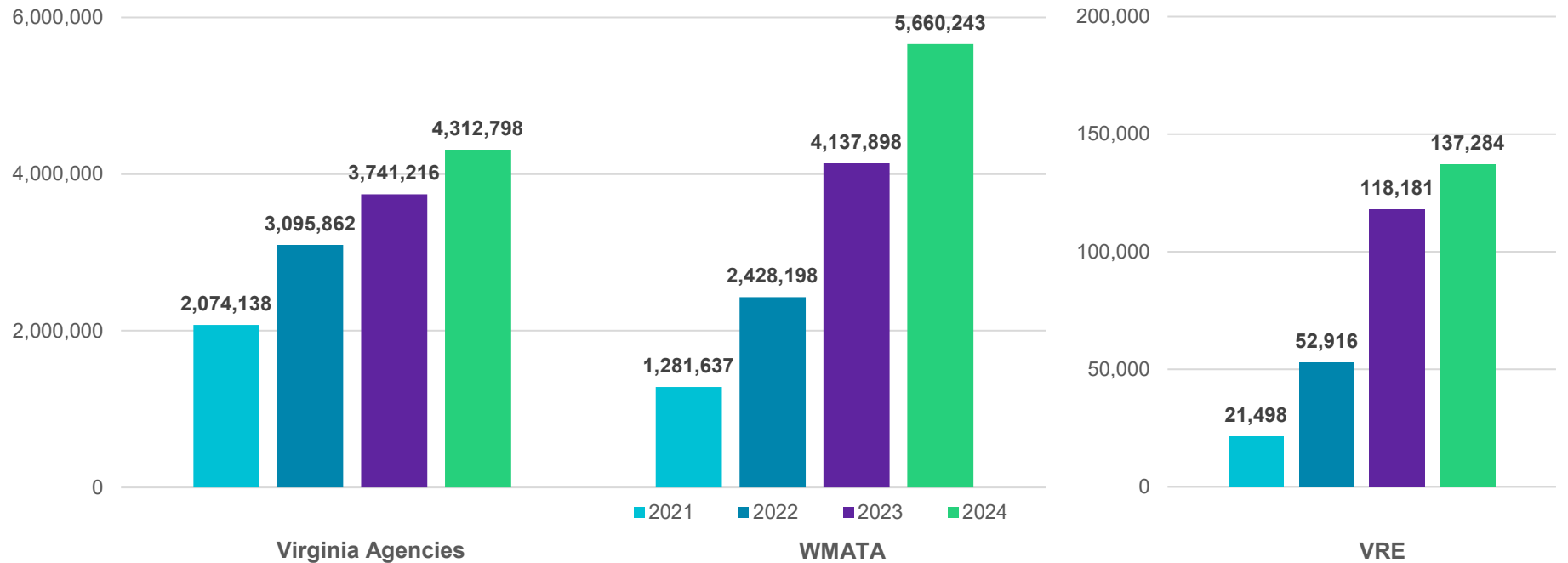
WMATA ridership in February 2024 was 37% higher than in February 2023.

- Bus ridership was 29% higher
- Heavy rail (Metro) was 39% higher

February 2024 WMATA ridership was 66% of pre-pandemic February 2020 levels.

- Bus ridership was 89% of February 2020 levels
- Heavy rail (Metro) was 63% of February 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	2,074,138	3,095,862	3,741,216	4,312,798	108%	39%	15%
VRE	21,498	52,916	118,181	137,284	539%	159%	16%
WMATA	1,281,637	2,428,198	4,137,898	5,660,243	342%	133%	37%
<b>All Agencies + VRE + WMATA</b>	<b>3,377,273</b>	<b>5,576,976</b>	<b>7,997,295</b>	<b>10,110,325</b>	<b>199%</b>	<b>81%</b>	<b>26%</b>

# Virginia Breeze Ridership - February

In February 2024, ridership on VA Breeze routes totaled 4,383 which was:

- 153% higher than original estimates, and
- 20% higher than February 2023

For the month of February 2024, the VA Breeze contributed to a reduction of 132 metric tons of CO<sub>2</sub> equivalent emissions.

## Valley Flyer:

- Ridership – 22% higher than February 2023
- Farebox Rev. – 25% higher than February 2023

## Piedmont Express:

- Ridership – 23% higher than February 2023
- Farebox Rev. – 23% higher than February 2023

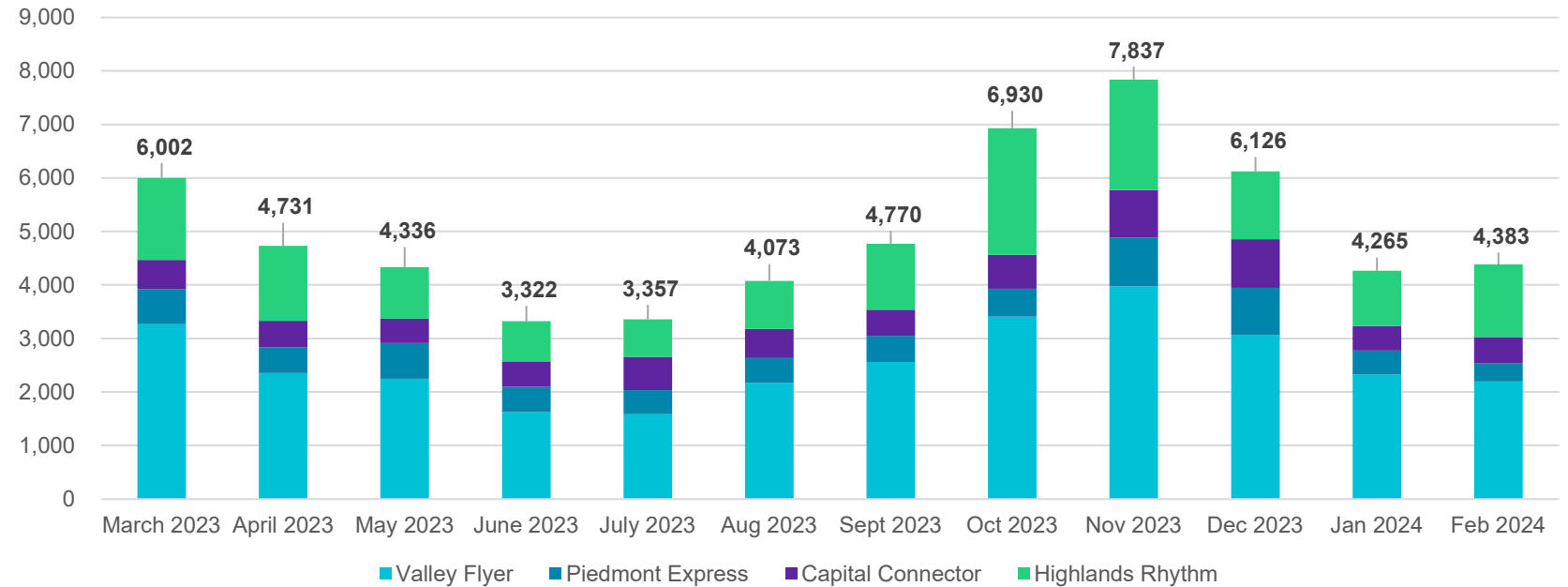
## Capital Connector:

- Ridership – 21% higher than February 2023
- Farebox Rev. – 29% higher than February 2023

## Highlands Rhythm:

- Ridership – 16% higher than February 2023
- Farebox Rev – 18% higher than February 2023

Virginia Breeze Ridership by Route – March 2023 to February 2024



Route	March 2023	April 2023	May 2023	June 2023	July 2023	Aug 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Total
Valley Flyer	3,269	2,351	2,248	1,627	1,586	2,166	2,562	3,407	3,975	3,058	2,326	2,196	30,771
Piedmont Express	656	483	664	468	446	469	486	521	907	887	447	343	6,777
Capital Connector	544	493	455	468	625	545	488	634	891	908	462	488	7,001
Highlands Rhythm	1,533	1,404	969	759	700	893	1,234	2,368	2,064	1,273	1,030	1,356	15,583
<b>All Routes</b>	<b>6,002</b>	<b>4,731</b>	<b>4,336</b>	<b>3,322</b>	<b>3,357</b>	<b>4,073</b>	<b>4,770</b>	<b>6,930</b>	<b>7,837</b>	<b>6,126</b>	<b>4,265</b>	<b>4,383</b>	<b>60,132</b>

# Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

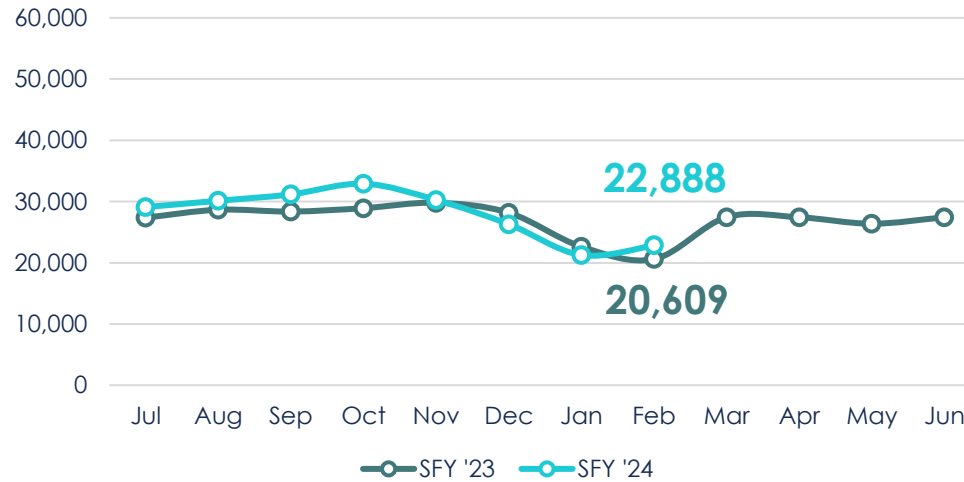
# Virginia-Supported Monthly Ridership by Route SFY '24 vs SFY '23

All four routes saw ridership increases year over year.

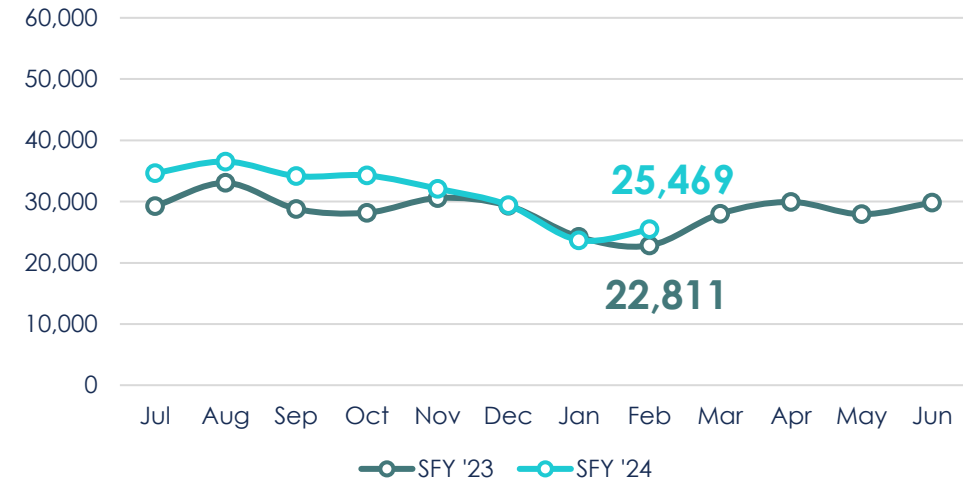
Leap Year note:  
Graphs display data for the full month.

Ridership on Feb 29<sup>th</sup> accounted for an additional +3,482 passengers across the four routes.

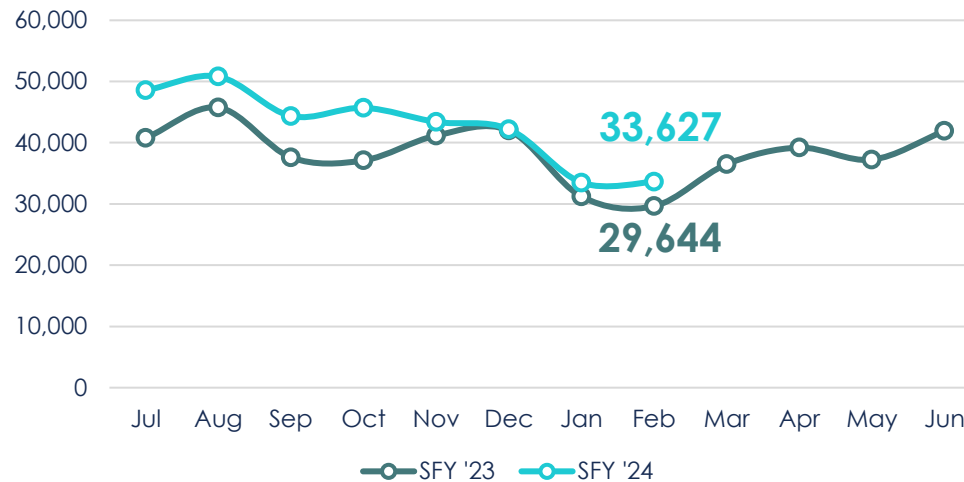
**Route 46: Roanoke (+11.1%)**



**Route 47: Newport News (+11.7%)**



**Route 50: Norfolk (+13.4%)**



**Route 51: Richmond (+21.6%)**

