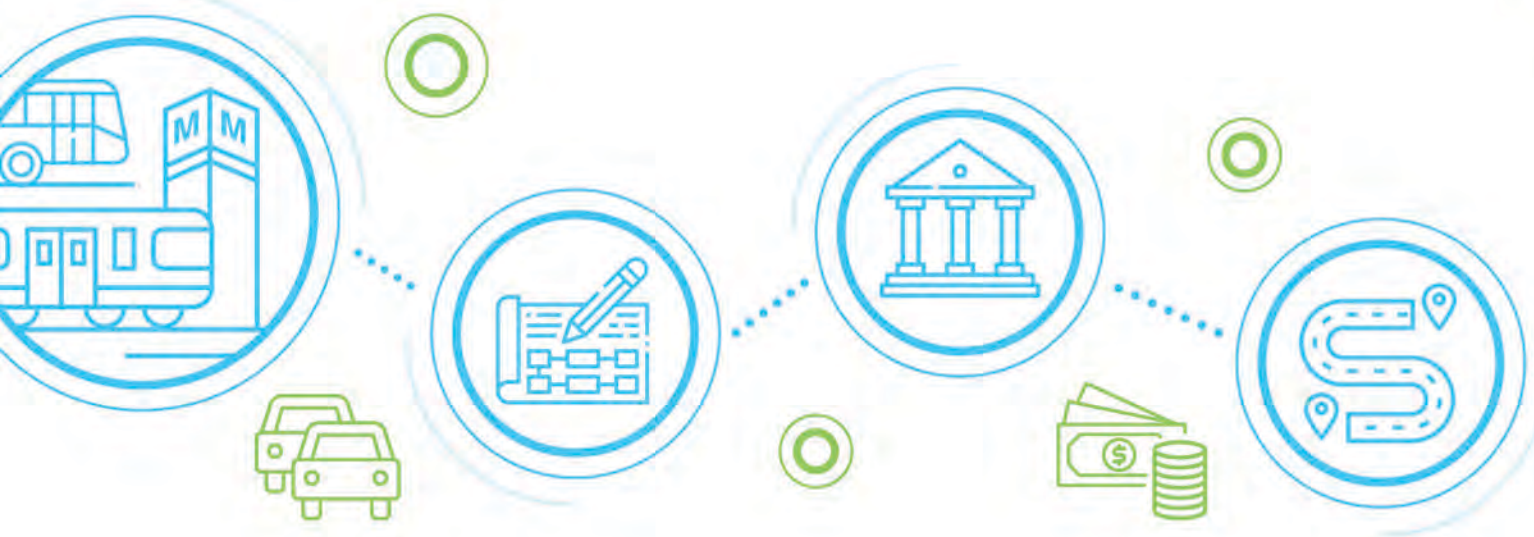




Commission Meeting Materials

September 2, 2021



novatransit.org

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Meeting Overview



NVTC's September 2, 2021 meeting will be an in-person meeting. Jurisdictional staff and the public are still encouraged to watch the meeting via the audio live stream through YouTube and Facebook Live.

Action Items

- Executive Director Approval to Sign Non-Disclosure Agreements on Behalf of NVTC
- Memorandum of Agreement Pertaining to NVTC General Counsel Services
- Letter of Endorsement for the Transit Ridership Incentive Program (TRIP)
- Amended Norfolk Southern Operating Access and Amtrak Access and Storage Agreements
- Amended Agreements with the Virginia Passenger Rail Authority and with CSXT to include the Potomac Shores Station
- Purchase Agreement and Memorandum of Understanding with the Department of the Navy
- Amended VRE Financial and Debt Management Principles

Other Meeting Highlights

- Public Comment Received
- 2021 Commission Look Ahead
- Commuter Choice Program Update
- Legislative Update
- Zero-Fare/Reduced-Fare Whitepaper
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director

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**NVTC COMMISSION MEETING
THURSDAY, SEPTEMBER 2, 2021
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd., Arlington, VA 22201
Public Streaming Via YouTube
7:00 p.m.**

AGENDA

NVTC has returned to in-person meetings. NVTC will continue with its current safety protocols until further notice. We ask that all attendees wear a face mask that must cover both the nose and mouth. Commissioners are asked to wear a mask when not speaking or actively eating. NVTC encourages non-participating staff and the public to continue to watch the meeting via the [NVTC YouTube Link](#).

5:45 p.m. Boxed Dinners Available for Commissioners Only

6:00 p.m. Executive Committee Meeting – NVTC Conference Room Suite #230

7:00 p.m. Commission Meeting – First Floor Large Conference Room

*NVTC is receiving public comment. Persons wishing to provide **written public comments** should submit them by 3:00 p.m. on Thursday, September 2 via [NVTC's website](#). Comments will be provided to Commissioners prior to the September 2 meeting.*

1. Opening Remarks
 - Public Comments Received
2. 2021 Commission Look Ahead
3. ACTION ITEM: Approve the Minutes of the July 1, 2021 NVTC Meeting
4. ACTION ITEM: Approve the CONSENT AGENDA (subject to approval of chair)
 - A. Approve Resolution #2454: Authorize the NVTC Executive Director to Sign Non-Disclosure Agreements on Behalf of NVTC
 - B. Approve Resolution #2455: Approve a Memorandum of Agreement Pertaining to NVTC General Counsel Services
 - C. Authorize the Chair to Sign a Letter of Endorsement of the City of Alexandria's Application to the Transit Ridership Incentive Program (TRIP)

5. Washington Metropolitan Area Transportation Authority (WMATA)
 - A. WMATA COVID-19 Response
 - B. Report from the Virginia WMATA Board Members
 - C. Other WMATA News
 - D. Report from the Chair of the NVTC WMATA Committee
6. Legislative Update
7. Commuter Choice Program
 - A. Staff Recommendation for I-66 Supplemental Round Four (FY 2022) Program
 - B. Notice of I-66 Supplemental Round Four (FY 2022) Public Comment Period
8. Transit Technology Program
 - A. Zero-Fare/Reduced-Fare White Paper
9. **Virginia Railway Express (VRE)**
 - A. VRE COVID-19 Response
 - B. VRE CEO Report and Minutes
 - C. **ACTION ITEM: Approve Resolution #2456: Authorize the VRE CEO to Amend the Norfolk Southern Operating Access and Amtrak Access and Storage Agreements**
 - D. **ACTION ITEM: Approve Resolution #2457: Authorize the VRE CEO to Amend Agreements with the Virginia Passenger Rail Authority and with CSXT to include the Potomac Shores Station**
 - E. **ACTION ITEM: Approve Resolution #2458: Authorize the VRE CEO to Execute a Purchase Agreement and a Memorandum of Understanding with the Department of the Navy**
 - F. **ACTION ITEM: Approve Resolution #2459: Approve the Amended VRE Financial and Debt Management Principles**
 - G. VRE FY 2023 Key Budget Issues
10. Department of Rail and Public Transportation (DRPT)
 - A. DRPT Monthly Report
 - B. Quarterly Updates on WMATA Reform
11. Executive Director Report
 - A. Executive Director Newsletter
 - B. Financial Report

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: August 26, 2021
SUBJECT: 2021 Commission Look Ahead

At the September meeting Executive Director Kate Mattice will provide the Commission with an overview of the remaining Commission meetings in 2021, including key milestones, anticipated actions and planned committee meetings.

NVTC Proposed Actions and Agenda Items

September – December 2021

SEPTEMBER 2, 2021 – COMMISSION MEETING

- Commuter Choice
 - Presentation of Staff Recommendation for I-66 Round Four Supplemental Program and Notice of I-66 Round Four Public Comment Period
- Transit Technology Program
 - Release of Zero-Fare/Reduced-Fare White Paper
- WMATA
 - NVTC WMATA Committee Chair and Virginia WMATA Board Members Reports
- VRE
 - VRE CEO Report
 - ACTIONS:
 - Financial and Debt Management Policy
 - Norfolk Southern and Amtrak Amended Agreements
 - Virginia Passenger Rail Agreement
 - Memorandum of Understanding with U.S. Department of the Navy
- DRPT Report
- Legislative Update
- NVTC Executive Director Report (Newsletter, Financial Report)

SEPTEMBER 13, 2021 – PROGRAM ADVISORY COMMITTEE

SEPTEMBER 16, 2021 – NVTC WMATA COMMITTEE

OCTOBER 7, 2021 – LEGISLATIVE AND POLICY COMMITTEE (prior to Commission Meeting)

OCTOBER 7, 2021 – COMMISSION MEETING

- NVTC FY 2023 Budget
 - ACTION: Notice of Direct Contributions to Jurisdictions
- Commuter Choice
 - ACTIONS:
 - Approval of I-66 Round Four Supplemental Program to present to Commonwealth Transportation Board
 - Release of I-66 and I-395/95 Annual Report to Commonwealth Transportation Board
 - Briefing on I-66 Round Five Call for Projects
- Transit Resource Center
 - Envision Route 7 BRT Update
 - ACTION: Contract Award for Envision Route 7 Phase IV Mobility Study
- WMATA
 - NVTC WMATA Committee Chair and Virginia WMATA Board Members Reports
- VRE Report and Action Items
 - CEO Report
 - ACTIONS:
 - Forward VRE FY 2023 Budget to Jurisdictions
 - Closed Session and Action for VRE CEO Review
- DRPT Report
- NVTC Executive Director Report (Newsletter, Financial Report)

OCTOBER 21, 2021 – NVTC WMATA COMMITTEE

NVTC Proposed Actions and Agenda Items: September - December 2021

NOVEMBER 2021 NVTC LEGISLATIVE AND POLICY COMMITTEE (Date/Time TBD)

NOVEMBER 4, 2021 - EXECUTIVE COMMITTEE (prior to Commission meeting)

NOVEMBER 4, 2021 - COMMISSION MEETING

- WMATA
 - NVTC WMATA Committee Chair and Virginia WMATA Board Members Reports
 - Presentation on 2021 Annual Report on the Performance and Condition of WMATA
- Commuter Choice
 - ACTION: I-66 Round Five Call for Projects
- Legislative Update:
 - Presentation on Proposed NVTC 2022 Legislative and Policy Agenda
- Transit Technology Program
 - Presentation on NVTC's Zero Emissions Bus Symposium
 - Update on Northern Virginia Regional Fare Collection
- VRE Report and Action Items
 - Presentation on Proposed VRE 2022 Legislative Agenda
- DRPT Report
- NVTC Executive Director Report (Newsletter, Financial Report)
 - ACTION: NVTC Executive Director Annual Review

DECEMBER 2, 2021 - COMMISSION MEETING

- Commission Administration
 - Recognition of Departing Commissioners
 - Call for Nominations for 2022 Officers and Appointments
- NVTC Financial Management
 - ACTION: NVTC Audited Financial Statements
 - Presentation on NVTC FY 2023 General and Administrative Budget and Work Plan
- Transit Resource Center
 - Release of NVTC FY 2021 Annual Transit Performance Report
- WMATA
 - NVTC WMATA Committee Chair and Virginia WMATA Board Members Reports
 - ACTION: 2021 Annual Report on the Performance and Condition of WMATA
- Legislative Update
 - ACTION: NVTC 2022 Legislative and Policy Agenda
- VRE
 - CEO Report
 - ACTIONS:
 - VRE 2022 Legislative Agenda
 - VRE Comprehensive Audited Financial Report
- DRPT Report
- NVTC Executive Director Report (Newsletter, Financial Report)

DECEMBER 6, 2021

- Joint NVTC/PRTC Legislative Briefing (Embassy Suites, Springfield, VA)

DECEMBER 16, 2021 - NVTC WMATA COMMITTEE

MINUTES
NVTC COMMISSION MEETING – JULY 1, 2021
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Cristol at 7:00 p.m.

Members Present

Canek Aguirre
Walter Alcorn
John J. Bell (*via electronic participation*)
Elizabeth Bennett-Parker
Katie Cristol
Matt de Ferranti
Adam Ebbin
Eileen Filler-Corn
Jeff McKay
David Meyer
Jennifer Mitchell, Commonwealth Alternate
David Reid
Paul Smedberg (*via electronic participation*)
David Snyder
Mike Turner
James Walkinshaw

Members Not Present

John Foust
Libby Garvey
Paul Krizek
Matt Letourneau
Dalia Palchik
Richard Sullivan

Staff Present

Kate Mattice, Executive Director
Andrew D’huyvetter
Allan Fye
Matt Friedman
Rhonda Gilchrest
Melissa Walker

Staff Present via Electronic Participation

Scott Kalkwarf
Zachary Smith
Aimee Perron Siebert
Steve MacIsaac (legal counsel)
Rich Dalton (VRE)
Greg Potts (WMATA)
Josh Baker (DASH)
Jennifer DeBruhl (DRPT)
U.S. Rep. Don Beyer, Guest Speaker

Opening Remarks

Chair Cristol welcomed everyone to the July 1, 2021 NVTC meeting. She noted it was good to be returning to in-person meetings. She also gave a special welcome to several special guest speakers – U.S. Rep. Don Beyer, DASH General Manager/CEO Josh Baker and DRPT Chief of Public Transportation Jen DeBruhl.

Commission Secretary Rhonda Gilchrest confirmed a quorum was present.

Chair Cristol reviewed several procedural modifications now that the Commission is back to in-person meetings. The meeting is still being shown on YouTube livestream for the public. She explained that with the updated NVTC Electronic Participation Policy it is now easier for Commissioners to participate virtually for specific reasons as long as there is an in-person quorum. She noted that for this meeting Mr. Bell is participating electronically for a medical reason and Mr. Smedberg is participating electronically for a personal reason. Regarding votes, NVTC will use a hybrid approach when Commissioners are participating electronically. For those in the room, the Commission will follow its past practice of calling for a motion and second, followed by a voice vote. Commissioners participating electronically will have their votes confirmed verbally after the Commission Secretary has recorded the votes of those in-person.

Chair Cristol also stated that although the state emergency declaration has expired, NVTC will continue to receive written public comments prior to each meeting. Ms. Mattice reported that NVTC did not receive any comments this month.

Remarks by U.S. Congressman Don Beyer

Chair Cristol stated that NVTC is pleased to have Congressman Don Beyer join NVTC's meeting. Congressman Beyer is serving his fourth term as the U.S. Representative from Virginia's 8th District, representing Arlington County, City of Alexandria, City of Falls Church and parts of Fairfax County.

On behalf of the Commission, Chair Cristol thanked Congressman Beyer for his work to secure federal COVID-19 relief funding for transit and Northern Virginia's local communities and Commissioners greatly appreciate the work that he and the other members of the Northern Virginia Delegation have done – and continue to do – to bolster transit in this region and support its ongoing economic recovery. She stated that today's passage of a new five-year surface transportation reauthorization bill in the House is also welcome news because the legislation reflects many of NVTC's federal legislative priorities, in particular the reauthorization of federal funding for WMATA. She highlighted a few of the projects that Congressman Beyer included in the INVEST in America Act, including \$2 million for multi-modal transportation improvements in the City of Falls Church; \$5 million for the Richmond Highway BRT Project in Fairfax County; and \$9 million for improvements to the Arlington Ridge Road/Mount Vernon Avenue Bridge Renovation in Arlington County and the City of Alexandria. Beyond the transit and state of good repair investments, Congressman Beyer has also been instrumental in galvanizing support for the

Long Bridge Project in Congress and with the Biden Administration and requested \$4 million for the Long Bridge in the Invest in America Act.

Congressman Beyer gave more details about the recent INVEST in America Act and the projects funded that will impact this region, as well as updating the Commission on several legislative initiatives underway. He explained some of the differences between the House and Senate versions of the Infrastructure legislation and stated that he expects the legislation to be completed by the end of November.

In response to a question from Mr. Snyder, Congressman Beyer explained that the House version of the Infrastructure legislation has a big policy emphasis with a commitment to low-emission/zero-emission vehicles and electrification of automobiles. He is a lead co-sponsor of a bill that would provide subsidies to local governments to replace bus fleets with new electric buses.

Chair Cristol stated that the region is watching return to work and what commuting patterns will look like post-pandemic. She asked Congressman Beyer what he has heard in regard to the federal government returning to in-person work. Congressman Beyer stated that the country will be looking at a different work structure in the coming years, which is not just limited to the federal government. Currently the federal government has very liberal telework policies in place. It is unrealistic to assume the federal government will return anytime soon to pre-pandemic levels of in-person work.

Mr. de Ferranti stated that he is pleased to hear about the proposal to provide federal funding for electric buses and asked what happens if the local government piece does not go through. Congressman Beyer stated that there is no current “Plan B,” but he is hopeful that some amount of funding will be approved if not the entire amount being requested.

Mr. Alcorn stated that charging infrastructure for electric vehicles is very important. Congressman Beyer agreed and stated that the legislation includes charging infrastructure.

Mr. Bell asked for Congressman Beyer’s help to encourage federal employees, especially at the Pentagon, to choose to use transit when they return to in-person work. There is not enough parking available for everyone to drive to work, let alone the traffic congestion that would be created. Congressman Beyer offered to reach out to leadership to encourage their staff to use transit and their transit benefit.

Mr. McKay observed that this might be a strategic time to enhance the transit benefit to encourage transit usage. He also stated that for local governments their employees are watching what’s happening with federal and state employees and their ability to continue teleworking. He noted that local governments are having difficulties getting their employees to come back to in-person work. Congressman Beyer stated that he didn’t realize that there is a “symbolic effect” that is impacting local government employees not wanting to go back to work since federal government employees are continuing to telework. He also noted that if the transit benefit is enhanced, it would be important to not enhance the parking subsidy. He can work with Congressman Connolly on this issue.

Mr. Turner stated that as an electric vehicle user, he emphasized the importance of charging infrastructure, which is key. He hopes the legislation includes significant sustainment and maintenance costs for charging. Congressman Beyer stated that this is a good point and that it doesn't make sense to have charging stations if they do not work.

Chair Cristol sincerely thanked Congressman Beyer for taking time to speak with Commissioners about these important legislative issues.

Minutes of the June 3, 2021 NVTC Commission Meeting

Mr. Ebbin moved, with a second by Ms. Filler-Corn, to approve the minutes of the June 3, 2021 meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, McKay, Meyer, Reid, Snyder, Turner and Walkinshaw. Ms. Bennett-Parker abstained. A roll call vote followed for those Commissioners participating electronically. Mr. Bell and Mr. Smedberg cast affirmative votes. The motion passed.

Letter of Endorsement for Fairfax County RAISE Application

Ms. Mattice stated that the Commission is being asked to authorize the chair to send a letter of endorsement for a Fairfax County grant application to the U.S. Department of Transportation (USDOT) for funding consideration for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program. Fairfax County is seeking \$25 million in RAISE funding to support the overall \$730 million funding package for Bus Rapid Transit (BRT) along Richmond Highway, a vital corridor connecting residents and commuters to major transportation hubs and employment centers. The project directly responds to Northern Virginia's transportation goals by making improvements to the existing transportation network, enhancing connectivity to job opportunities throughout the region and enabling more sustainable, mixed-use development along the corridor.

Mr. McKay expressed his appreciation for Commission endorsement of this project, which is part of a bigger \$1 billion infrastructure investment to this corridor. This is important to Fairfax County as Richmond Highway is the gateway to Fort Belvoir, which is critical to the nation's defense and the county's largest employer. It is also a Regional Corridor of Significance. From an economic development standpoint, this will provide direct BRT access to Metro which will impact tens of thousands of people.

Mr. McKay moved, with a second by Mr. Ebbin, to authorize the chair to send the letter of endorsement for the Fairfax County RAISE application.

Chair Cristol asked if this BRT would connect with the BRT in Alexandria and Arlington. Mr. McKay stated that it is a vision of his that it will connect with BRT in the City of Alexandria. Mr. Aguirre stated that there is an open line of communication between the two jurisdictions.

The Commission then voted on the motion. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, de Ferranti, Ebbin, Filler-Corn, McKay, Meyer, Reid, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Mr. Bell and Mr. Smedberg cast affirmative votes. The motion passed.

Zero-Fare and Reduced-Fare Transit Roundtable

Chair Cristol stated that it is a timely topic to discuss zero-fare and reduced-fare programs for public transportation. During the pandemic, all the region's local transit systems went zero-fare to keep the transit systems (and transit operators) safe and highlighted the vital role transit plays in keeping frontline workers and essential workers moving. Although the pandemic had a devastating impact on transit, the concept of zero-fare transit unexpectedly presented an opportunity to not only help transit recover, but also a tool to address equity issue in transit.

Chair Cristol explained that there are three presentations that will help educate Commissioners on the multitude of zero-fare and reduced-fare options to consider, to learn about the zero-fare efforts underway in Alexandria, and to hear about an exciting DRPT program that funds these types of initiatives. She introduced Director of Programs and Policy Allan Fye, who will serve as the moderator for this roundtable discussion of Zero-Fare and Reduced-Fare Transit.

Mr. Fye stated that with an increased focus on equity, NVTC staff started looking at what role the transit industry has and opportunities to improve access for everyone and especially the transit dependent. Zero-fare and reduced-fare programs have a real impact. As an example, in Boston they found that low-income residents took 30% more trips when given a 50% subsidy on fares. These types of programs help reduce barriers to jobs, services and other essential trips. As the region's transit industry was forced to quickly adapt to the COVID-19 pandemic recovery and is now looking for ways to get riders back, zero-fares and reduced-fare programs are opportunities to get people back and fundamentally change how transit is seen – not just a service, but a vital and equitable service.

Mr. Fye explained that the focus of this presentation is the “what” as in “what are the options for consideration.” The focus is on local bus service. As with any major policy decision, there are opportunities and challenges to address, and multiple options including who is the target (income-based, seniors, students); routes (to a major employer, Metro/VRE connection); zones (predefined geography (downtown, redevelopment area); time of day; and mode. He reviewed some of the questions and issues that need to be addressed as the region looks at fare changes (i.e., goals, financial impacts, operational challenges, data collection, SmartBenefits, and scalability).

Mr. Fye stated that there are a variety of paths forward after this initial analysis. Staff is hoping to receive general guidance from Commissioners on how to proceed. If there is an interest in continuing, staff can explore what that would look like and update the Commission at a later date. The White Paper Report is scheduled to be published in fall 2021.

Mr. Fye introduced DASH CEO/General Manager Josh Baker. Mr. Baker gave an overview of the City of Alexandria's fare-free program with DASH. After providing free fares during the pandemic, the city completed a Free/Reduced Fare Study in Spring 2021. The city's FY 2022 budget was amended to include free fares on DASH beginning September 2021 to coincide with the launch of the new DASH Network, an entire redesign on the transit system. He reviewed some of the lessons learned, DASH's fare-free framework, and challenges they are facing. As the city now will have to fund the loss of revenue, it is excited for the opportunities the new Transit Ridership Incentive Program offers to hopefully bridge some of the financial gap.

Mr. Fye introduced DRPT Chief of Public Transportation Jennifer DeBruhl. Ms. DeBruhl gave an overview of the Commonwealth's Transit Ridership Incentive Program (TRIP), which was established in the 2020 General Assembly Session. It was created to promote increased ridership of large urban transit systems and reduce the barriers to transit use for low-income individuals. The program implementation was delayed to the COVID-19 pandemic. She reviewed the zero-fare/reduced-fare aspect of the program for low-income individuals. For FY 2022, \$10 million in 2021 Transportation Initiative Funding is also dedicated for zero-fare pilots and beyond that, up to 25% annually can be utilized for zero-fare/low-income projects on a statewide basis. Key themes for projection evaluation include well planned projects which are collaborative and quickly implemented.

Mr. Reid asked about environmental benefits such as cost savings of not building roads. Mr. Fye stated these are the types of policy decisions that local governments will need to consider. Mr. Turner stated that there are first, second and third orders of effects. The first will be less revenue but on the other hand, less costs and there is an immediate impact on equity. For the second order, operational costs would go up due to ridership increases but tax revenues should go up. The third effect is on greenhouse gases. There is also an unknown factor with this cultural change. He stated that it seems that the decision to go zero-fares needs to be for a specific number of years rather than shifting quickly back. Just need to dive in and do it and give it time for evaluation.

Ms. Mattice stated that the federal transit benefit is the way the federal government effectively supports transit and for this area that is a big deal (89% of VRE riders use the transit benefit). Mr. McKay stated that Fairfax County has an initiative to provide zero-fares for students. Since the gateway to future transit usage is through the youth, he asked if there are state or federal initiatives to provide this type of subsidy benefit to students. Access to transit gives them their freedom as well as access to jobs and activities. Ms. Mitchell thanked the General Assembly members for creating the TRIP program to fund some of these types of pilot programs. She agreed that getting young people on transit is a good thing and can help shape their transit behavior.

Mr. de Ferranti stated that it would be important to know what percentage of operating costs is currently recouped. In his opinion, it may be helpful to look at how European transit systems work. He also noted that there is a social policy discussion whether if you can pay, you should pay.

Mr. Walkinshaw noted that with the high percentage (89%) of VRE riders who use the transit benefit, it would not seem to make sense to switch to zero-fare or reduced-fare. Mr. Fye noted that each transit system is different. Mr. Alcorn stated that ultimately it would be nice to have a strategic initiative as well as addressing the equity issue. Mr. Snyder stated that setting goals are fundamental and can change from jurisdiction to jurisdiction. He also noted that long-term sustainability is important. Chair Cristol stated that a progressive fare structure may make more sense than a zero-fare structure. However, the equity issue is an important component of the discussion. Mr. Turner stated that any attempt to target specific demographics will result in an underlying presumption of entitlement, which stigmatizes low-income individuals. It will end up having a reverse equity effect. In his opinion, if the region is interested in equity, then it needs to be zero-fare. Mr. Aguirre stated that the potential for zero-fares opens up so much more than just the equity issue, since there would be environmental benefits, benefits for a person's disposable income, increasing where you can go, making transit a more viable commuting option, etc. It would also open the entire transportation network between bus, Metrorail, and VRE. He is excited to see where this goes with DASH.

Chair Cristol stated that the consensus of the Commission is for staff to continue to study this and bring it back at a later meeting. There were no objections. She also summed up the key take-aways from this discussion, which include:

- Measuring the second and third order impacts
- Differentiating the analysis of different systems' farebox recovery
- SmartBenefits role
- Long-term sustainability
- Other examples of systems that have done this by population
- Emerging mobility technology
- Data collection and integration
- Goals (macro and micro)
- Marketability of a community

Ms. Filler-Corn stated that this is an interesting discussion. It is important to identify the goals. First and foremost, it must be equitable. Mr. Alcorn stated that a regional dedicated funding source is needed.

Washington Metropolitan Area Transit Authority

Chair Cristol congratulated Mr. Smedberg on his reappointment as WMATA Board Chair.

Report from Virginia WMATA Board Members. Mr. Smedberg reported that in June the WMATA Board approved service improvements and fare changes to support the region's economic recovery from COVID-19 and encourage a return to transit. The Board approved several changes, which were made possible with federal aid which was mentioned by Congressman Beyer earlier in the meeting. For Metrorail, these changes include more frequent all-day service, including on weekends; better peak service; and improved late-night service and hours of service. For Metrobus, these changes include a frequent service network consisting of lines that run every

12 or 20 minutes for most of the day; and restored and improve service on additional routes. He also reviewed the changes to fares. WMATA staff are coordinating with jurisdictional staff on the fare changes since local jurisdictions that run their own bus service may choose to match the \$2 transfer discount between bus and rail and, if interested, may also wish to be included in WMATA's pass products. Most of these service and fare changes will be in place on or around Labor Day, and the WMATA Board will continue to discuss WMATA's fare structure and other fare initiatives.

Mr. Smedberg stated that WMATA staff will continued to monitor ridership and revenue recovery and are currently projecting an operating budget gap in FY 2024, when federal aid is anticipated to be exhausted. The WMATA Board also approved a sustainability vision and principles to provide a framework for WMATA's policy and investment decisions. The Board also adopted three zero-emission fleet goals to guide WMATA's Metrobus fleet strategy, which include purchasing only lower-emission and electric buses in the next bus vehicle procurement, transitioning to 100% zero-emission bus purchases by 2030, and having a 100% zero-emission bus fleet by 2045. WMATA staff will continue to monitor the reliability and performance of electric vehicles and evaluate the facility requirements to support electric buses. Capital costs associated with a zero-emission fleet would require additional funding and be in addition to the current capital program, where state of good repair needs alone are anticipated to completely exhaust dedicated capital funding capacity by FY 2027.

Mr. Smedberg stated that the WMATA Board also approved the allocation of subsidy credits from the American Rescue Plan Act. These subsidy credits total approximately \$70 million for Northern Virginia jurisdictions. He also announced that Mr. Letourneau was appointed to serve as the chair of the Safety and Operations Committee.

Mr. Snyder stated that there was a news article about Metro Police not following up on complaints. Mr. Smedberg stated that he doesn't have any details, but there have been a lot of improvements since the new chief took over.

Report from the Chair of the NVTC WMATA Committee. WMATA Committee Chair Aguirre stated that the previously scheduled June 30 WMATA Committee meeting was canceled. The WMATA Committee will reconvene this fall to continue discussions on the 2021 annual report, get an update from the 3% cap working group, as well as updates from Virginia's WMATA Board members.

Chair Cristol suggested a change in the Agenda to move up the DRPT Report so that DRPT Director Mitchell can depart back to Richmond due to bad weather moving into the area. There were no objections.

Department of Rail and Public Transportation

DRPT Director Mitchell reported that the Commonwealth Transportation Board (CTB) met on June 22-23 and approved the DRPT FY2022 budget and FY 2022-2027 Six Year Improvement Program (SYIP). The total six-year public transit allocation in the SYIP is \$4.2 billion, and FY 2022

state funding for the Northern Virginia District is \$449.0 million. The SYIP fully funds the \$154.5 million WMATA dedicated funding obligation and the \$50 million WMATA PRIIA match for FY 2022. WMATA capital and operating funding to NVTC will be \$177.1 million in FY 2022. DRPT will take the Transit Ridership Incentive Program (TRIP) policy to the CTB for approval in July. She also reported that all the DRPT and CSXT agreements are being assigned over to the Virginia Passenger Rail Authority (VPRA). There is a meeting on the Franconia/Springfield Study scheduled for July 26, 2021.

Ms. Mitchell left the meeting at 8:55 p.m.

Virginia Railway Express

VRE CEO Report. Mr. Dalton reported that on June 1 VRE returned to a full schedule. Ridership continues to increase and for June, average daily ridership reached 2,300. Systemwide on-time performance for the month of June was in the low 80% range. Most of the delays were due to congestion, signal issues and weather.

Authorization to Submit L'Enfant Station and Fourth Track Project to USDOT for FY2021 RAISE Funding Consideration. Ms. Bennett-Parker stated that the Commission is asked to approve Resolution #2453, which would authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, an application for the L'Enfant Station and Fourth Track project under the U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program, to make any necessary corrections to the project amount or descriptions in the application and execute all project funding agreements that may result from consideration of the project. The L'Enfant Station and Fourth Track project is identified in the VRE Capital Improvement Program and System Plan 2040. The project includes a relocated and expanded station with longer platform that can be serviced by full-length trains from two tracks, and the addition of related fourth track through the station.

Ms. Bennett-Parker moved, with a second by Mr. Walkinshaw, to approve Resolution #2453 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, de Ferranti, Filler-Corn, McKay, Meyer, Reid, Snyder, Turner and Walkinshaw. (Mr. Ebbin was not in the room for the vote.) A roll call vote followed for those Commissioners participating electronically. Mr. Bell and Mr. Smedberg cast affirmative votes. The motion passed.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reviewed upcoming meetings and noted that there is no August Commission meeting so the next Commission meeting will be September 2. She announced that NVTC welcomed two transit fellows last month who will spend time over the summer learning about NVTC's programs and projects while working alongside NVTC's professional staff. Nneoma Ugwu is finishing her Master's in Civil Engineering with a focus on Transportation Policy and Planning at the University of Maryland and will continue on to a Ph.D. program in the fall. Marco Viola is working on his

Master's in Urban and Regional Planning with a concentration in transportation at Virginia Tech. NVTC's Transit Fellow program is supported by the Department of Rail and Public Transportation.

Ms. Mattice also stated that the bulk of NVTC's regional marketing campaign wrapped up in June. The social media element was very successful and the video ads on YouTube and streaming services were seen over 700,000 times. Even though the marketing campaign is over, the website – which includes a trip planning site powered by the Moovit app - will continue.

Ms. Mattice noted that the Financial Report for May 2021 was provided to Commissioners in their meeting materials. There were no questions from Commissioners.

The meeting abruptly adjourned due to a weather emergency advisory.

Adjournment

Without objection, Chair Cristol adjourned the meeting at 9:00 p.m.

Approved this 2nd day of September 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer



RESOLUTION #2453

SUBJECT: Authorize the VRE CEO to Submit L'Enfant Station and Fourth Track Project to USDOT for FY 2021 RAISE Funding Consideration

WHEREAS: On April 19, 2021 the U.S. Department of Transportation issued a Notice of Funding Opportunity to solicit applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program;

WHEREAS: The VRE L'Enfant Station and Fourth Track project includes a relocated and expanded station with longer platform that can be serviced by full-length trains from two tracks, and addition of related fourth track through the station from Virginia interlocking to L'Enfant interlocking;

WHEREAS: VRE staff considers the development and final design phases of the L'Enfant Station and Fourth Track project a strong candidate for planning grant funding under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program;

WHEREAS: The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation program funds may be used for up to 80% of the project cost with the balance of the project coming from non-Federal sources;

WHEREAS: To be more competitive, a non-federal overmatch, a match greater than the 20% minimum, may be required and therefore the VRE matching funds could be up to 50% of the total cost, but may be as little as 20%; and

WHEREAS: The VRE Operations Board recommends the following Commission action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to submit, on behalf of the Commissions, a planning grant application for the L'Enfant Station and Fourth Track project under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program, to make any necessary corrections to the project amount or descriptions in the application and execute all project funding agreements that may result from consideration of the project.

Approved this 1st day of July 2021.

A handwritten signature in blue ink that reads "Dalia Palchik".

Dalia Palchik
Secretary-Treasurer

A handwritten signature in blue ink that reads "Katie Cristol".

Katie Cristol
Chair

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: August 26, 2021
SUBJECT: Consent Agenda (subject to approval of the chair)

At the September meeting the Commission will be asked to approve the Consent Agenda, which includes three actions.

ACTION ITEM: Approve the CONSENT AGENDA

A. Approve Resolution #2454: Authorize the NVTC Executive Director to Sign Non-Disclosure Agreements on Behalf of NVTC

The Commission is asked to approve Resolution #2454, which will authorize the executive director to sign Non-Disclosure Agreements (NDAs) as needed. NVTC plays a vital role in representing and/or supporting NVTC member jurisdictions during the development of projects and programs and the procurement of professional and/or technical services. In certain circumstances, NVTC participation requires the execution of a NDA before NVTC staff and its contractors may review relevant proprietary, trade secret and other confidential information. As recommended by NVTC legal counsel, the NDA authorization ensures that NVTC and its staff are sufficiently protected.

B. Approve Resolution #2455: Approve a Memorandum of Agreement Pertaining to NVTC General Counsel Services

The Commission is asked to approve Resolution #2455, which will approve a Memorandum of Agreement pertaining to NVTC general counsel services. At their May 6, 2021 meetings, both NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) each adopted resolutions appointing Stephen A. MacIsaac as general counsel and chief legal officer for the Commissions for all VRE matters. NVTC also authorized the continuation of Mr. MacIsaac's services as counsel to NVTC in all NVTC legal matters and authorized the executive director to contribute to the VRE budget on the same financial terms as existed on May 6, 2021. The Memorandum of Agreement between NVTC and Mr. MacIsaac outlines his duties as general counsel to NVTC and the financial arrangements related thereto.

C. Authorize the Chair to Sign a Letter of Endorsement of the City of Alexandria's Application to the Transit Ridership Incentive Program (TRIP)

The Commission is asked to authorize the chair to sign a letter of endorsement for the City of Alexandria's application to the Transit Ridership Incentive Program (TRIP) for up to \$8 million to support the costs of DASH going fare-free from FY 2022 to FY 2024.

The City of Alexandria and DASH committed to going fare free starting September 5 in conjunction with the implementation of the New DASH Network. The New DASH Network, the first comprehensive redesign of the existing DASH bus service network since its establishment in 1984, will provide more frequent service to more people across Alexandria.

Through a Metropolitan Washington Council of Governments (MWCOC) grant to study the costs and benefits of different fare options to benefit low-income residents, the City of Alexandria determined that a fare-free DASH system would provide the greatest benefit to the most low-income individuals as well as the greatest benefit to Alexandria residents overall with the least administrative burden. It is estimated that making transit free for everyone could expand ridership by an estimated 23%, bringing riders back to transit following the COVID-19 pandemic and attract new riders who will benefit from the New DASH Network.

RESOLUTION #2454

SUBJECT: Authorize the NVTC Executive Director to Sign Non-Disclosure Agreements on Behalf of NVTC

WHEREAS: NVTC periodically engages with local jurisdiction(s) and regional agencies to advance programs and projects related to NVTC's core mission;

WHEREAS: NVTC plays a vital role in representing and/or supporting NVTC member jurisdictions during the development of projects and programs and the procurement of professional and/or technical services;

WHEREAS: Engagement in certain programs and projects often requires the execution of a non-disclosure agreement (NDA) before NVTC staff and its contractors may review proprietary, trade secret, and other confidential information relevant to the program or project; and

WHEREAS: NVTC must ensure that the organization and its staff are sufficiently protected through the execution of an NDA(s).

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director to sign non-disclosure agreements on behalf of the Commission that are relevant to the day-to-day operation of NVTC-related programs and projects and that contain the standard provisions listed in Attachment A and exclude provisions that waive NVTC's legal rights, commit NVTC to financial or other obligations, or are detrimental to NVTC's interests, as determined by the NVTC executive director in consultation with NVTC legal counsel.

Approved this 2nd day of September 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer

ATTACHMENT A
STANDARD NON-DISCLOSURE AGREEMENT PROVISIONS

September 2021

1. Confidential information – generally, proprietary information and software, trade secrets
 - a. Exceptions: information that already is, or becomes, public; information ordered to be released by court or other authority
2. Limitation on use – only for purposes related to the stated purpose, i.e., the project or other defined work effort
3. Limitation on further disclosure – only to employees working on project and to contractors who agree to be bound by NDA terms
4. Notice of unauthorized disclosure
5. Remedies – owner of information may seek court remedies including injunctive relief for unauthorized release
6. Return or destruction of confidential information once no longer needed and upon owner's request
7. Subject to Virginia Freedom of Information Act – NVTC will cooperate with owner's efforts to prevent release of confidential information
8. No indemnification
9. No liquidated damages
10. No waiver of sovereign immunity

RESOLUTION #2455

SUBJECT: Approve a Memorandum of Agreement Pertaining to NVTC General Counsel Services

WHEREAS: At their meetings on May 6, 2021, the Northern Virginia Transportation Commission ("NVTC") and the Potomac and Rappahannock Transportation Commission ("PRTC") each adopted resolutions appointing Stephen A. MacIsaac ("MacIsaac") as general counsel and chief legal officer for the Commissions for all VRE matters, and approving an employment agreement between the Commissions and MacIsaac;

WHEREAS: In its May 6, 2021 resolution, NVTC also authorized the continuation of MacIsaac's services as counsel to NVTC in all NVTC legal matters and authorized the Executive Director to contribute to the VRE budget on the same financial terms as existed on May 6, 2021; and

WHEREAS: A Memorandum of Agreement between NVTC and MacIsaac has been prepared detailing MacIsaac's duties as general counsel to NVTC and the financial arrangements related thereto.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the attached Memorandum of Agreement Pertaining to NVTC General Counsel Services and authorizes the Executive Director to execute the agreement on behalf of the Commission.

BE IT FURTHER RESOLVED that NVTC hereby requests the concurrence of the Potomac and Rappahannock Transportation Commission in this action as an approved supplemental activity under the employment agreement between the Commissions and MacIsaac.

Approved this 2nd day of September 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer

MEMORANDUM OF AGREEMENT
PERTAINING TO NVTC GENERAL COUNSEL SERVICES

This Memorandum of Agreement, effective May 31, 2021, is by and between the Northern Virginia Transportation Commission (“NVTC”) and Stephen A. MacIsaac (“MacIsaac”).

WITNESSETH:

WHEREAS, the Northern Virginia Transportation Commission (“NVTC”) is a political subdivision of the Commonwealth of Virginia established in accordance with the Transportation District Act of 1964, §§ 33.2-1900 et seq. of the Code of Virginia, 1950, as amended; and

WHEREAS, the Virginia Railway Express (“VRE”) is the name of a commuter rail service owned and operated by NVTC and the Potomac and Rappahannock Transportation Commission, also a political subdivision of the Commonwealth of Virginia established in accordance with the Transportation District Act of 1964, (“PRTC”); and

WHEREAS, PRTC and NVTC entered into a contract of employment with MacIsaac, effective May 31, 2021, (the “May 31, 2021 Employment Agreement”) for the provision of general counsel services to both in all matters pertaining to VRE; and

WHEREAS, NVTC has also used MacIsaac’s services for a variety of legal matters in addition to VRE matters and, in May 2014, formally appointed him as legal counsel in all NVTC matters; and

WHEREAS, in its May 6, 2021 resolution approving the May 21, 2021 Employment Agreement with MacIsaac, NVTC authorized continuation of MacIsaac’s legal services in all NVTC matters, and authorized the NVTC Executive Director to contribute to the VRE operating budget on the same financial terms as had been in place with Arlington County through May 31, 2021; and

WHEREAS, NVTC and MacIsaac have determined that details associated with implementation of NVTC’s approval of the continued use of MacIsaac as legal counsel in all NVTC matters should be provided for in a Memorandum of Agreement, as such terms as hereafter set forth:

NOW, THEREFORE, in consideration of the foregoing, and the mutual promises and obligations hereafter set forth, NVTC and MacIsaac agree as follows:

1. In addition to the services detailed in the May 31, 2021 Employment Agreement pertaining to VRE legal matters, MacIsaac shall provide legal services in all NVTC matters as provided for herein and as may be requested by the NVTC or the NVTC Executive Director. The legal services provided by MacIsaac shall be those typical of

a general counsel for a governmental entity and shall include, but not be limited to, those identified in the list attached as Exhibit A.

2. In consideration of the services provided to NVTC by MacIsaac, and as prescribed by NVTC in its May 6, 2021 resolution, the NVTC Executive Director shall pay, on a fiscal year basis, the annual sum of thirty thousand dollars (\$30,000) to the Virginia Railway Express, as a revenue to the VRE budget and an offset against the compensation paid to MacIsaac under the May 31, 2021 Employment Agreement.
3. NVTC and MacIsaac may, by written amendment, modify the terms and conditions of this Agreement.
4. This Agreement shall be terminated upon termination of the May 31, 2021 Employment Agreement with MacIsaac pertaining to VRE matters, or upon such other action by NVTC to terminate, with or without cause, MacIsaac's role as legal counsel in all NVTC matters.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Agreement as of the date aforesaid.

NORTHERN VIRGINIA TRANSPORTATION
COMMISSION

Katherine A. Mattice

Date: _____

STEPHEN A. MacISAAC

Date: _____

EXHIBIT A
NVTC GENERAL COUNSEL DUTIES

The following summarizes the typical duties and responsibilities of the General Counsel to NVTC. The list is intended as illustrative and not exhaustive.

1. Meeting procedures based on State law including Virginia Freedom of Information Act (FOIA), by-laws, Roberts Rules, and other agreements and policy guidance of NVTC
2. FOIA inquiries and information requests
3. Personnel, purchasing, and other policies
4. Legislation – federal and state, including regulations
5. Electronic meetings
6. Closed session motions and certifications
7. Conflict of Interest Act requirements for annual disclosures, contracts, and transactions
8. Procurements (requests for proposal, invitations to bid and public private partnerships) and protests
9. Contract formation and administration; dispute resolution
10. Real estate matters, e.g., office lease
11. Equal Employment Opportunity (EEO) matters – discrimination, harassment, ADA accommodations, Equal Employment Opportunity Commission charges
12. Personnel issues – hiring, termination, grievances
13. Insurance and liability matters
14. Federal, State (e.g. DRPT), Regional (e.g. NVTA), and jurisdictional grant agreements and requirements
15. I-66 and I-395 Toll Revenue grant program matters
16. Washington Metropolitan Area Transit Authority (WMATA) related matters
17. Debt financings



--DRAFT VERSION--
September 2, 2021

Chair

Hon. Katie Cristol

Vice Chair

Hon. Canek Aguirre

Secretary-Treasurer

Hon. Dalia A. Palchik

City of Alexandria

Hon. Canek Aguirre

Hon. Elizabeth B. Bennett-Parker

Arlington County

Hon. Katie Cristol

Hon. Matt de Ferranti

Hon. Libby Garvey

Fairfax County

Hon. Walter L. Alcorn

Hon. John Foust

Hon. Jeffrey C. McKay

Hon. Dalia A. Palchik

Hon. James R. Walkinshaw

City of Fairfax

Hon. David Meyer

City of Falls Church

Hon. David F. Snyder

Loudoun County

Hon. Matthew Letourneau

Hon. Michael R. Turner

Commonwealth of Virginia

Hon. Paul C. Smedberg

Virginia General Assembly

Senate

Hon. John J. Bell

Hon. Adam Ebbin

House of Delegates

Hon. Eileen Filler-Corn

Hon. Paul Krizek

Hon. David Reid

Hon. Richard "Rip" Sullivan, Jr.

Executive Director

Katherine A. Mattice

The Honorable Shannon Valentine
Secretary of Transportation
Commonwealth of Virginia
P.O. Box 1475
Richmond, Virginia 23218

RE: City of Alexandria's Application for TRIP Funding to Support Zero-Fare Service from
FY 2022 to FY 2024

Dear Secretary Valentine:

On behalf of the Northern Virginia Transportation Commission (NVTC), I am writing to express support for City of Alexandria's application for up to \$8 million in Transit Ridership Incentive Program (TRIP) funding which will allow the City of Alexandria and DASH to provide zero-fare transit service for the remainder of FY 2022 through FY 2024.

The City of Alexandria and DASH committed to going fare-free beginning September 5 in conjunction with the implementation of the New DASH Network, a comprehensive redesign of the DASH bus system which will provide more frequent service to more people across Alexandria.

Through a Metropolitan Washington Council of Governments (MWCOG) grant to study the costs and benefits of different fare options to benefit low-income residents, the City of Alexandria determined that a fare-free DASH system would provide the greatest benefit to the most low-income individuals as well as the greatest benefit to Alexandria residents overall with the least administrative burden. It is estimated that making transit free for everyone could expand ridership by an estimated 23%, bringing riders back to transit following the COVID-19 pandemic and attract new riders who will benefit from the New DASH Network.

Thank you for your consideration of this application.

Best Regards,

Katie Cristol
NVTC Chair

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice and Andrew D’huyvetter
DATE: August 26, 2021
SUBJECT: Washington Metropolitan Area Transit Authority

At the September meeting the Commission will receive reports from the Virginia WMATA Board members and the chair of the NVTC WMATA Committee.

A. WMATA COVID-19 Response

On March 13, 2020 WMATA implemented Phase 3 of its Pandemic Flu Plan, which is the highest level of response and includes all subsequent mitigation steps required during a public health emergency. WMATA expects to be at Phase 3 until further notice and has developed a [website](#) for customers to stay up to date with the latest information. The passage of three federal relief bills provided WMATA with the funding to address immediate needs related to the pandemic, providing necessary funding to avoid layoffs and service cuts, increase employee and rider protections, and maintain a basic level of transit service. These funds have also enabled WMATA to support longer term relief and recovery.

As part of the region’s recovery, the WMATA Board approved several changes to bus and rail service to attract riders in 2021. In July WMATA extended Metrorail service to midnight, seven days a week. On September 7 WMATA will expand frequent all-day service on weekdays and weekends on rail and improve late night service and hours. On Metrobus, WMATA will operate 20 bus lines every 12 minutes or better and 16 bus lines every 20 minutes or better, seven days a week. On September 15 WMATA will also temporarily lower the price of the 1-day, 3-day and 7-day unlimited bus and rail passes as well as the 7-day short-trip unlimited passes to increase ridership.

B. Report from the Virginia WMATA Board Members

▪ Discussion on Potential Changes to Fare Policy and Structure

On July 29 [the Finance and Capital Committee received a presentation](#) on current fare policy principles and fare structure as well as an outline of potential updates to fare policy principles and fare concepts.

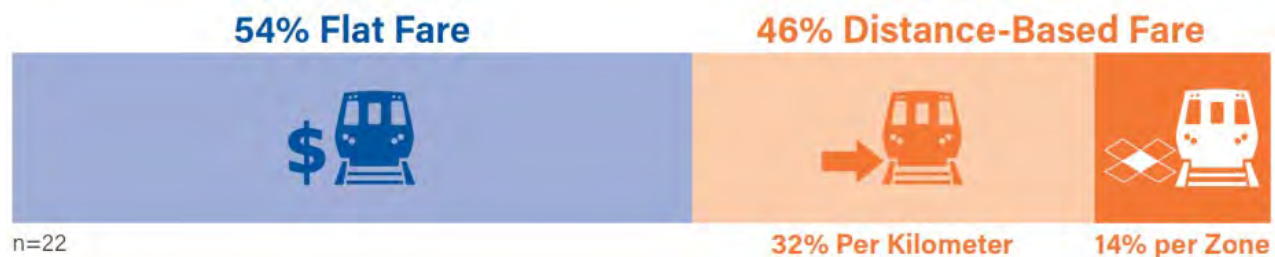
Some pandemic-related restrictions have lifted, and schools have announced plans to fully re-open in the fall in cities and counties across the region. As a result, the WMATA Board approved several temporary and permanent fare changes to begin in September in order to attract riders.

However, future ridership and revenue projections remain uncertain, and federal COVID-19 relief funding is anticipated to be fully spent in FY 2024. To prepare for this scenario, the WMATA Board was asked to consider the following fare policy questions and tradeoffs:

- Purpose and Role of Fares:
 - Fare revenue supports service and reduces operating subsidy.
 - Increased revenue from ridership growth can support service improvements.
 - Fare structures and levels affect rider behavior.
 - How much, where and when people take trips?
- Tradeoffs:
 - How to balance objectives of ridership, revenue, and equity?
- Other considerations:
 - Uncertainty on ridership recovery post-pandemic.
 - Implications of fare evasion.
 - Coordination with other transit operators.

WMATA currently has a distance-based rail fare system, which aligns with about half of international systems (Figure 1).

Figure 1: Fare Structures Among International Transit Agencies



Source: [July 29 WMATA Finance and Capital Committee Meeting](#)

Also, WMATA has a \$2 flat-fare on Metrobus except for express bus routes and airport lines (Figure 2).

Figure 2: Current Metrobus and Metrorail Fare Structure

Rail fare structure

- Distanced-based fares
 - First 3 miles at flat rate
 - Per-mile fee after first 3 miles
 - Max peak fare of \$6.00
 - \$2 weekend flat fare approved
- Rates higher during peak periods

	Peak	Off-Peak
First 3 miles	\$2.25	\$2.00
Each additional mile (<=6 miles)	\$0.326	\$0.244
Each additional mile >6 miles	\$0.288	\$0.216
Max peak fare	\$6.00	\$3.85

Note: Senior and Disabled Fares are 50% of the Peak Fare Charged

Bus fare structure

- Metrobus fares flat throughout the system, \$2 per trip
- Higher prices charged for express bus routes, airport lines

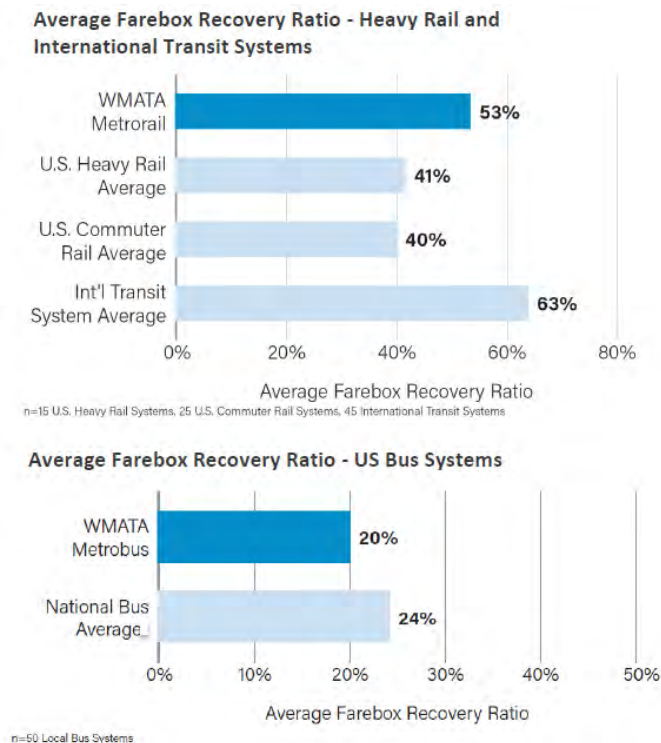
Bus Type	Fare
Regular Metrobus, MetroExtra, Metroway, REX	\$2.00
Commuter bus routes (11Y, 17B, 17G, 17H, 17K, 17L, 17M, 18G, 18H, 18P, 29W)	\$4.25
Airport routes (B30, 5A)	\$7.50

Note: Free rail bus transfers (discount up to \$2) will take effect in September 2021. The table does not reflect student or jurisdictional special programs

Source: [July 29 WMATA Finance and Capital Committee Meeting](#)

WMATA also has a higher rail cost recovery and lower bus cost recovery than most U.S. transit agencies (Figure 3 2).

Figure 3: WMATA's Metrorail and Metrobus Farebox Recovery Ratios Compared to Other Transit Systems



Pre-Pandemic: 2017 FTA National Transit Database

Source: [July 29 WMATA Finance and Capital Committee Meeting](#)

Data from WMATA's customer surveys and customer behavior on various factors that influence ridership indicate service levels have a greater influence on ridership than fare cost (Figure 4).

Figure 4: WMATA Customer Survey on Factors that Influence Ridership on Metrobus and Metrorail

Survey Example: Bus Customer Priorities



Source: Bus Transformation Project Customer Outreach

Ridership Analysis Example: Metrorail Elasticities



Source: "Origin-Destination Land Use Ridership Model for Fare Policy Analysis," National Center for Smart Growth Research and Education, University of Maryland, College Park

Source: [July 29 WMATA Finance and Capital Committee Meeting](#)

WMATA staff indicated that past fare changes have affected revenue more than ridership, but the impacts generally differ based on mode and trip. WMATA's data also found that:

- Fare changes affect revenue more than ridership.
 - Lower fares typically increase ridership but decrease revenue, while higher fares typically decrease ridership but increase revenue.
- Ridership impacts from fare or service changes build over time and only about half of impact occurs within the first year.
- Bus riders are typically more price sensitive than rail riders.
- Rail riders are more price sensitive for shorter, off-peak trips but less price sensitive for longer, peak period trips.






WMATA staff discussed how transit is often cost competitive and usually a less expensive option, especially for individual trips. However, staff also stated that transit is most time-competitive for long rail trips and less competitive for trips that require transfers with long wait times.

WMATA has implemented or in the process of implementing several fare system modernization initiatives to support any potential changes to fare policy or fare structure. The initiatives include:

- Mobile payment system that launched in FY 2021.
- Replacement of Metrorail faregates, which is currently underway.
- Replacement of the Metrobus fareboxes, which is currently in the design phase and expected to be implemented in CY 2022.
- A pilot project to test rear-door boarding on Metrobus that is anticipated to begin in CY 2022.
- Research on back-office systems modernization that will improve flexibility to support future fare policies.

WMATA staff recommended fare policy principles for the WMATA Board to consider (Figure 5). These fare policy principles are intended to guide development and evaluation of potential fare policy changes.

Figure 5: WMATA Staff Recommended Fare Policy Principles

- 
Customer Focused
 Adopt customer-focused fare policies and systems to position Metro as an attractive choice in a competitive transit market
- 
Simple and Convenient
 Make it simple, intuitive, and convenient for customers to purchase fares and take transit
- 
Equitable
 Maintain equitable fares and practices that promote broad access to regional mobility
- 
Seamless
 Create a seamless customer experience across modes and operators to promote regional mobility
- 
Built to Drive Ridership
 Maximize ridership while ensuring adequate revenue and cost efficiency to sustain service

Source: [July 29 WMATA Finance and Capital Committee Meeting](#)

The WMATA Board will have another work session on fare policy concepts in the fall, but WMATA staff presented potential concepts to consider (Figure 6).

Figure 6: Potential Fare Policy Concepts for Consideration

Pricing	Targeted Discounts	Fare Structure	Passes
<ul style="list-style-type: none"> Changes to fare levels Parking fees MetroAccess 	<ul style="list-style-type: none"> Fare discounts by qualification or to encourage certain ridership patterns <ul style="list-style-type: none"> Low income Available capacity 	<ul style="list-style-type: none"> Changes to the structure of fares <ul style="list-style-type: none"> Distance-based tiers Zones Flat rates Fare capping Parking Technology Regional Coordination 	<ul style="list-style-type: none"> Updates to short-term and monthly pass products

Source: [July 29 WMATA Finance and Capital Committee Meeting](#)

- Inspector General's FY 2022 Work Plan

On July 29 the WMATA Executive Committee [accepted the Inspector's General FY 2022 Annual Work Plan](#). The [FY 2022 Work Plan](#) presents the Office of Inspector General's strategy for

identifying priority audit issues and managing its workload and resources. As with last year, the planned audits for FY 2022 are organized around four focus areas:

1. Safety, Reliability and Customer Service
2. Financial Management
3. Information Technology
4. Human Capital and Asset Management

▪ Approval of Fee Waiver for Cherry Blossom 10-Mile Run Early Opening

On July 29 [the WMATA Board approved a request from the organizers of the Cherry Blossom 10-Mile Run](#) to open the Metrorail system two hours early on September 12, 2021. The WMATA Board adopted a resolution on May 13, 2021 to temporarily waive the early opening/late closing fee with WMATA-Board approval for large-scale special events until December 31, 2021 to encourage the use of the system. WMATA anticipates incurring a \$200,000 expense that will be absorbed in the operating budget to open the Metrorail system earlier for the Cherry Blossom 10-Mile Run.

▪ September 2021 Promotional Pass Period Discount

On July 15 the [WMATA Board approved a change to the start date for the 30-day promotional pass discount period](#) to begin on September 15 instead of the previously WMATA Board-approved date of September 7, 2021. The 1-day, 3-day and 7-day unlimited bus and rail passes, and the 7-day short-trip unlimited passes will be discounted at 50% and the unlimited monthly rail and bus pass will be discounted at 40%. The change is intended to coincide with other planned fare changes and does not result in any impact to revenue.

▪ Swearing-in of Board Member Donald Drummer to Represent the State of Maryland

On July 15 Donald Drummer was sworn-in to the WMATA Board representing the State of Maryland. Mr. Drummer is a solar energy entrepreneur, a retired senior executive in the federal government and a retired U.S. Army Colonel.

▪ Appointment of New Accessibility Advisory Committee Members

On July 15 the [WMATA Board approved the appointment of three new members and the reappointment of seven members](#) whose term had expired to the Accessibility Advisory Committee (AAC) (Figure 7). The AAC consists of 18 regular members from Virginia, Maryland and the District of Columbia as well as two additional members recommended by the chair of the Metropolitan Washington Council of Government's (MWCOC) Access for All Committee.

Figure 7: New or Reappointed Members of the AAC by Appointing Authority

<u>Appointing Authority</u>	<u>New or Reappointed AAC Members</u>
Virginia	Marcie Goldstein Anthony Oberg Kelly Simoneaux
Maryland	Tino Calabia Paul Semelfort
District of Columbia	Steve Kaffen Lucius Thomas Magnum Phillipa Mezile
MWCG's Access for All Committee	Deborah Fisher

Source: [July 15 WMATA Board Meeting](#)

▪ **Revised WMATA Board Committee Assignments**

On July 15 the [WMATA Board approved revisions to its committee assignments](#) to add Donald Drummer to committees on the WMATA Board. The WMATA Board committee assignments effective July 15, 2021 are as follows:

Executive Committee:

Chair: Paul Smedberg
1st Vice Chair: Lucinda Babers
2nd Vice Chair: Gregory Slater
Federal Representative: Steve McMillin

Finance and Capital Committee:

Chair: Steve McMillin
Vice Chair: Greg Slater
Paul Smedberg
Lucinda Babers

Safety and Operations Committee:

Chair: Matt Letourneau
Vice Chair: Federal Representative
(David Rouse – Interim)
Donald Drummer
District of Columbia Representative
(Tom Bulger – Interim)

▪ **Acceptance of an Inspector General's Report**

On July 15 the [WMATA Executive Committee accepted a report from the Office of the Inspector General \(OIG\) on WMATA's improper payments](#). The report reviewed improper payments at WMATA that were made for either the wrong amount, to the wrong entity or for the wrong reason. While WMATA has controls to prevent improper payments, the agency has not established a comprehensive improper payment program. A comprehensive program would ensure that WMATA has a defined proactive process to safeguard against future improper payments and a system to recover funds when improper payments occur. WMATA has agreed to implement a more comprehensive improper payment program by June 30, 2022.

- Proposed Amendment to WMATA Tariff on Ridership Rules and Guidelines

On July 29 the [WMATA Board discussed and deferred a vote on amending the tariff on ridership rules and guidelines](#) to suspend any person from Metrobus and Metrorail and WMATA property who engages in sex, a sex-related crime or crimes involving a firearm or dangerous weapon on WMATA property. Currently, those engaged in these types of incidents are placed under arrest. And, according to WMATA, they are typically released the same day and are often repeat offenders. Specifically, the proposed changes to the tariff would:

1. Suspend persons who, while on Metro property, engage in sex or sex-related crimes and/or crimes involving a firearm or dangerous weapon;
2. Establish an appeal process for suspended persons; and
3. Forfeit unused fare media that may expire during suspension.

However, the changes to the tariff would not apply to violations of other passenger conduct rules such as fare evasion.

Suspensions would be for 14 days for a first offense, 30 days for a second offense, and 365 days for a third offense over a rolling 12-month period. The suspension begins as soon as the citation is issued, and a person who violates the suspension citation would be subject to arrest for criminal trespass. The revised tariff would also allow appeals within five days of a citation being issued with a written decision from the appeals officer within 15 days of the citation issuance. This item was deferred to the September WMATA Board meeting.

- Progress Update on WMATA's Safety Management System

On July 15 the [Safety and Operations Committee received a progress update on the strategy for developing and implementing WMATA's safety management system \(SMS\)](#). In 2016, FTA required public transportation agencies that receive FTA funding to develop an agency safety plan that includes the processes and procedures to implement a safety management system. A safety management system is a comprehensive, collaborative approach to managing safety. It brings management and labor together to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more precisely.

In 2018, transit operators were required to develop an Agency Safety Plan (ASP) that specifies how SMS will be implemented over a three-year period. WMATA's ASP was certified by FTA ahead of the December 30, 2020 deadline, and now the focus is how to implement SMS into the ASP.

- Approval of WMATA Resolution on ARPA

On June 24 the [WMATA Board approved a resolution approving the allocation of the American Rescue Plan Act of 2021 \(ARPA\) funding](#) to provide \$150.4 million in subsidy credits to support local transit operations. ARPA allocated \$1.4 billion to the Washington DC Urbanized Area for

Federal Transit Administration (FTA) direct recipients, which makes WMATA, PRTC and the Maryland Transit Administration (MTA) eligible to receive funding (Table 1).

Table 1: Washington DC Urbanized Area Sub-Allocation of ARPA Funding

Federal Recipient	Sub-allocation
WMATA	\$1,208,963,755
PRTC (includes VRE and City of Fredericksburg)	\$61,048,344
MTA	\$136,695,827
Total	\$1,406,707,926

Source: [June 24 WMATA Board meeting](#)

WMATA received \$1.2 billion in ARPA funding. Like the Coronavirus Aid, Relief and Economic Security Act (CARES Act) and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), WMATA will provide an operating subsidy credit to local transit providers who are not federal funding recipients using a methodology that mirrors the allocation of the FTA formula funding to the Washington, DC area (Table 2).

Table 2: WMATA Subsidy Credit to Non-Federal Transit Providers

Jurisdiction Subsidy Credit	Service Provider	Allocation
District of Columbia	District Department of Transportation	\$21,578,267
	Arlington County	\$9,860,044
	City of Alexandria	\$8,415,537
	City of Fairfax	\$1,246,391
	City of Falls Church	\$268,963
	Fairfax County	\$36,210,860
	Loudoun County	\$14,010,880
	Other Virginia Vanpool	\$2,010,571
	Virginia Total	\$72,023,246
Maryland	Montgomery County	\$39,057,677
	Prince George's County	\$17,613,199
	Maryland Total	\$56,670,876
Other	Transportation Planning Board	\$226,162
Jurisdiction Subsidy Credit Total		\$150,498,551

Source: [June 24 WMATA Board Meeting](#)

C. Other WMATA News

- WMATA Announces Agreement for Joint Development and Approval of Comprehensive Plan Amendment at West Falls Church

On August 12 WMATA announced it had [signed an agreement to redevelop the West Falls Church Metro Station site](#). The project is the result of a multi-year effort between WMATA, the

development team and Fairfax County. The redevelopment plans will create a mixed-use community with over one million square feet of office, retail and residential space.

- WMATA Announces Potomac Yard Metrorail Station Opening Delay

On July 26 [WMATA announced a delay of at least five months to complete construction of the Potomac Yard Metrorail Station](#) in the City of Alexandria. WMATA engineers determined that the original design of the Automatic Train Control (ATC) systems, which was based upon specifications written by WMATA, did not meet all of the important safety requirements to ensure the safe operation of trains. The ATC system prevents trains from getting too close to one another and ensures trains always maintain a safe distance.

The station, originally expected to open in April 2022, is now anticipated to open in or around Fall 2022 to complete the design and implementation of this safety critical system.

- WMATA Testing New Faregates

On June 25 WMATA [began public testing of new, modernized faregates](#) that will replace WMATA's aging faregate technology at six rail stations. The new faregates will include enhanced safety features, larger displays, and faster processing that will make passing through the gates quicker and easier. As part of a month-long pilot project, test faregates have been installed at Clarendon, Dunn Loring, Gallery Place, Glenmont, Waterfront and West Falls Church Stations. Once testing is complete, WMATA will begin the systemwide replacement as early as next month.

- WMATA Issues Capital Program Progress Report to Stakeholders Highlighting the Agency's Progress After the Start of Dedicated Capital Funding

In August WMATA issued a [progress report on its capital program](#) three years after the region came together to provide dedicated capital funding to address a backlog of critically needed safety and reliability improvements. The report notes WMATA's progress in station lighting, communications, escalators, elevators, rail stations, platforms and bus shelters. The report also notes the progress WMATA has made in areas that are less visible to customers but that are vitally important like traction power upgrades, traction power cable meggering, preventive maintenance, track bed cleaning, insulator cleaning and replacement, and water intrusion. These results have yielded improvements with a 60% decrease in train offloads and fires and a 50% decrease in emergency track repairs since 2018.

D. Report from the Chair of the NVTC WMATA Committee

The next NVTC WMATA Committee meeting is scheduled for September 16 at 6:00 p.m. The meeting will be in person at NVTC's offices at 2300 Wilson Blvd.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: August 26, 2021
SUBJECT: Legislative Update

At the September meeting the Commission will receive updates regarding recent legislative actions by the Virginia General Assembly and Congress.

Virginia General Assembly Special Session

Virginia's General Assembly met August 2 – 10, 2021 for a special legislative session to appropriate \$4.3 billion in federal COVID-19 relief money. Much of the relief funding will fund major initiatives such as improving rural broadband, supporting the unemployment trust fund and improving ventilation systems in schools. Nearly \$1.1 billion will remain unappropriated to go toward future needs.

The General Assembly also approved language and added additional language to Governor Ralph Northam's budget amendments to address [HB 2063](#), which was passed earlier this year. HB 2603 overturned a provision of the Fair Labor Stands Act that allowed public agencies to offer compensatory time in lieu of pay for overtime. The adopted budget bill was signed by Governor Northam and preserves the ability of public employers to continue to award compensatory time to eligible employees, which affects NVTC staff.

Infrastructure Investment and Jobs Act

On August 10, 2021 the U.S. Senate passed the Infrastructure Investment and Jobs Act. The legislation reauthorizes surface transportation programs and appropriates additional funding for certain categories of funding. Specifically, the bill provides:

- \$89.9 billion for public transit, an increase of \$41.1 billion (63%) from current levels.
- The reauthorization of dedicated federal funding for WMATA at \$150 million annually through FY 2030.
- \$66 billion for passenger and freight rail over the next five years, an increase of \$86.7 billion (561%) from current levels, including:
 - \$22 billion in grants to Amtrak;
 - \$24 billion as federal-state partnership grants for Northeast Corridor modernization;

- \$12 billion for partnership grants for intercity rail service including high-speed rail;
- \$5 billion for rail improvement and safety grants; and
- \$3 billion for grade crossing safety improvements.

The Senate bill does substantially differ from the House [INVEST in America Act](#) passed earlier this year in scope and funding. As such, it will require significant conference committee negotiations prior to passage by both Congressional chambers.

As of this writing, the House of Representatives approved the Senate approved [\\$3.5 trillion budget framework](#) and came to an agreement to proceed on House floor consideration of the infrastructure bill by the end of September. The Budget Resolution was passed by the U.S. Senate on August 11, 2021 and establishes the congressional budget for the federal government for FY2022, sets forth budgetary levels for FY2023-FY2031, and provides reconciliation instructions for legislation that increases the deficit.

Members of the House and Senate have publicly stated that a conference committee for the infrastructure bill could convene this fall.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice and Ben Owen
DATE: August 26, 2021
SUBJECT: Commuter Choice Program

At the September meeting the Commission will receive a briefing on NVTC staff's recommendation for a Commuter Choice on the I-66 Corridor Supplemental Round Four (FY 2022) Program of Projects and the upcoming public comment period on the proposed projects under consideration for funding.

A. Staff Recommendation for I-66 Supplemental Round Four (FY 2022) Program

Staff will be presenting a set of projects for a Supplemental Round Four (FY 2022) Program of Projects under the Commuter Choice in the I-66 Corridor made possible by the availability of \$7 million funding for new projects. The proposed list of projects will be presented to the Program Advisory Committee in September and the Commission in October for action following public comment.

The steep drop in I-66 toll revenues brought about by the COVID-19 public health emergency beginning in March 2020 prompted NVTC to split its programming for Round Four (FY 2021-FY 2022) funding into two steps. When the Commission approved the \$3.8 million Initial Round Four (FY 2021) program of six low-cost, low-risk projects in October 2020 ([Resolution #2420](#)), it resolved to select a further program of proposals submitted to the Round Four call for projects as funding allowed in 2021, based on the outstanding proposals' application scores and subject to public comment. NVTC now has nearly \$7 million available for new projects, comprising \$5 million in new I-66 Corridor revenue that NVTC recently received from the Commonwealth and the remainder from de-obligations of funds in the last several months from projects completed under budget.

The proposals under consideration for funding and their scores are shown in Table 1. The City of Falls Church withdrew its proposal for a restoration of peak-period Metrobus Route 28X service in July 2021 because WMATA adopted all-day, daily service improvements effective this September to the local route serving the same alignment (Metrobus 28A) that more comprehensively meet the city's needs with a much quicker implementation timeline and at no additional local cost.

**Table 1: Projects to Be Considered for the Commuter Choice on the I-66 Corridor
Supplemental Round Four (FY 2022) Program**

Applicant	Application Title	Application Score (100 Points)	Funding Request
<i>City of Falls Church</i>	<i>Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center (withdrawn by applicant)</i>	73	\$3,305,967
OmniRide	TDM Strategy – I-66 Corridor Vanpool Parking Benefit	62	\$85,000
Fairfax County	New Bus Service from Reston South to Crystal City	59	\$5,110,800
Town of Vienna	New Park and Ride at Patrick Henry Library	56	\$5,050,000
Fairfax County	TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	44	\$154,500

Staff recommend funding three of the outstanding proposals subject to public comment received. The proposed program also includes NVTC’s administration of the overall I-66 Corridor program throughout FY 2022 which encompasses managing 44 project funding agreements valued at \$51.1 million, including these three new projects. This proposed \$5.8 million Supplemental program, which the Program Advisory Committee (PAC) will review and consider in more detail at an upcoming meeting on September 13 at 4:00 p.m., is shown in Table 2.

NVTC staff have confirmed with OmniRide and Fairfax County staff that they would still like to advance their respective proposals at this time. Taken together, the three proposals would move over 250 additional people through the I-66 Inside the Beltway Corridor each morning upon full implementation and as travel patterns in the corridor revert to more typical conditions. The proposals would also expand the options and incentives for commuters to return to transit and vanpooling.

**Table 2: Staff-Recommended Commuter Choice on the I-66 Corridor
Supplemental Round Four (FY 2022) Program**

	Commuter Choice on the I-66 Corridor Round Four Project Name	Applicant	Funding Request
1	TDM Strategy – I-66 Corridor Vanpool Parking Benefit	OmniRide	\$85,000
2	New Bus Service from Reston South to Crystal City	Fairfax County	\$5,110,800
3	TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	Fairfax County	\$154,500
	<i>Program Administration and Oversight for FY 2022</i>	NVTC	\$400,000
		TOTAL	\$5,750,300

The staff recommendation to fund Fairfax County’s fare buy-down proposal reflects the strong regional interest in fare reduction and equity initiatives and it would also be a low-cost/cost-effective means to help rebuild transit ridership in the I-66 Corridor. The proposed park-and-ride facility did receive a higher technical evaluation score than the fare buy-down proposal but would have been exceeded the available funding.

As noted, the PAC will meet at 4:00 p.m. on Monday, September 13 to consider the staff-recommended Supplemental Round Four program and recommend a program for the Commission’s action and referral to the Commonwealth Transportation Board (CTB) at the October meeting. The Commonwealth Transportation Board’s approval of the Program of Projects will take place later in October. This final approval would precede the anticipated opening of the Round Five call for projects in the I-66 Corridor this November, which will solicit proposals for FY 2023-FY 2024 funding.

B. Notice of I-66 Supplemental Round Four (FY 2022) Public Comment Period

Public comment on the projects under consideration for Supplemental Round Four (FY 2022) funding will be open from September 3 through September 17. NVTC will promote the comment period, abbreviated because of the small number of projects under consideration, through social media and regional partners. A virtual town hall meeting will take place at noon on Wednesday, September 8, for members of the public to learn more about the proposed projects. Staff will share the comments with the Commission prior to or in conjunction with any approval action on a Program of Projects.

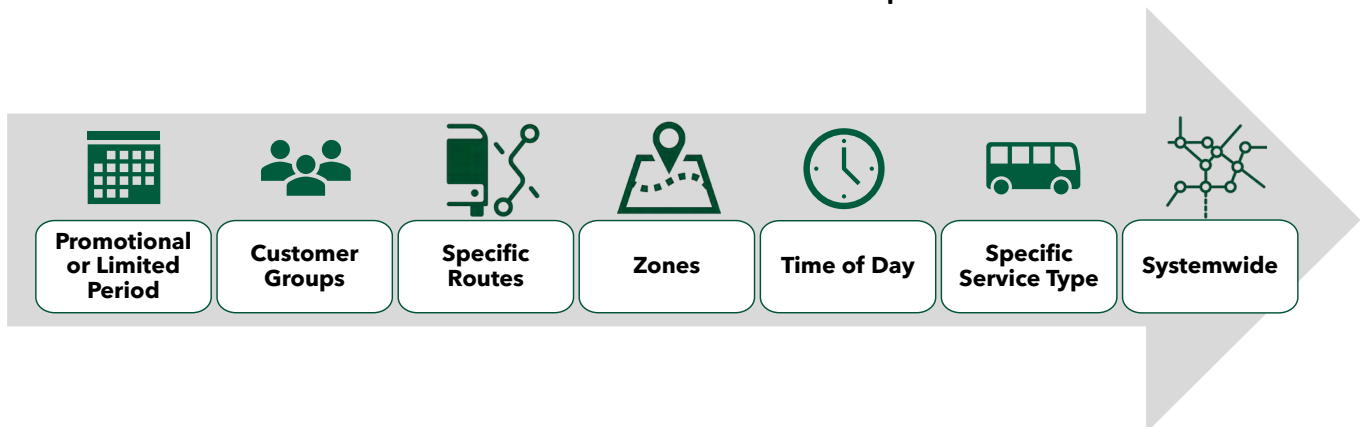
More information on the projects that NVTC staff recommend including in the Supplemental Round Four (FY 2022) program follows. Project profiles with maps will be available on the [Commuter Choice website](#) upon the opening of the public comment period.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice and Allan Fye
DATE: August 26, 2021
SUBJECT: Transit Technology Program

On September 2 NVTC staff will brief the Commission on the *Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers* white paper which provides Commissioners and policy makers a high-level overview of options and summarizes considerations when evaluating potential zero- or reduced-fare programs. Following the Commission meeting, staff will provide Commissioners with an electronic copy of the report.

A. Zero-Fare/Reduced-Fare White Paper

Continuum of Zero-Fare and Reduced-Fare Options



Some key observations from the white paper include:

- **Northern Virginia has a unique transit environment that provides both opportunities and challenges for new fare programs.** For example, multiple local bus providers operate alongside the regional transit system—Metrobus and Metrorail. There are several examples of transit systems across the U.S. that have eliminated fares, but none are direct peers to the Northern Virginia environment.
- **There are benefits for ridership growth after eliminating fares.** Transit systems that have done so have seen ridership increase between 20% and 85%. U.S. examples have not shown strong evidence on mode shift from automobiles to transit, but this is highly dependent on local factors.

- **Reduced-fare programs can result in a net cost increase** due to added administration costs.
- **Full systemwide zero-fare options can reduce fare collection costs, but other capital and operating costs may increase** due to an increase in system usage and/or necessary service adjustments.
- **Funding is available to help establish these types of fare programs, but long-term sustainable revenue replacement sources are needed.** The Virginia Department of Rail and Public Transportation's (DRPT) Transit Ridership Incentive Program (TRIP) is one funding source that could be used initially, but applicants should note that programs rules may limit the amount of time funds are available.
- **Zero- and reduced-fare programs underway in Virginia are opportunities to watch and learn.** Alexandria Transit Company DASH will eliminate fares for all customers in September 2021 alongside a major bus network redesign. OmniRide has eliminated local bus fares through June 2022, as has the Greater Richmond Transit Company (GRTC)—a prominent Virginia advocate for zero-fare policies.

NVTC staff will continue to engage with local, regional and national stakeholders regarding zero-fare and reduced-fare programs, provide periodic updates to the Commission, and identify opportunities for additional research and analysis.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: August 26, 2021
SUBJECT: Virginia Railway Express (VRE)

At the September meeting VRE CEO Rich Dalton will update the Commission on VRE's response to the COVID-19 public health emergency and other activities. The Commission will be asked to authorize four actions: 1) to amend the Norfolk Southern Operating Access and Amtrak Access and Storage Agreements; 2) to amend agreements with the Virginia Passenger Rail Authority and with CSXT to include the Potomac Shores Station; 3) to execute a Purchase Agreement and Memorandum of Understanding with the Department of the Navy; and 4) to approve the Amended VRE Financial and Debt Management Principles.

A. VRE COVID-19 Response

On Tuesday, March 17, 2020, VRE began operating on an "S" schedule, which is traditionally used on holidays and during inclement weather, due to the significant drop in ridership as a result of the COVID-19 public health emergency. An [update from VRE Chief Executive Officer Rich Dalton](#) is attached that highlights VRE service changes, ridership and the steps VRE is implementing to help contain the spread of the coronavirus.

VRE resumed its full-service schedule on June 1, 2021 increasing commuting options for passengers. Under the full-service schedule, VRE operates 32 daily trains on its two lines. Both the enhanced twice daily cleaning of railcars and federal and state face mask requirements remain in place. At the same time VRE implemented a seasonal schedule on the Fredericksburg Line, which will adjust the arrival times on select trains at certain stations in the afternoon to mitigate the effects of heat-related speed restrictions that typically occur in summer. The Amtrak Step-Up program, which allows VRE ticketholders to ride Amtrak trains for an additional charge, remains suspended.

B. VRE CEO Report and Minutes

At the September meeting VRE CEO Rich Dalton will provide his report. The [Minutes of the July 16, 2021 VRE Operations Board meeting](#) and the [VRE CEO Report for August 2021](#) are attached.

c. ACTION ITEM: Approve Resolution #2456: Authorize the VRE CEO to Amend the Norfolk Southern Operating Access and Amtrak Access and Storage Agreements

As recommended by the VRE Operations Board, the Commission is asked to approve Resolution #2456, which would authorize the VRE Chief Executive Officer to amend the Norfolk Southern Operating Access and Amtrak Access and Storage agreements to reflect the Transforming Rail in Virginia (TRV) Service Plan. The Service Plan (which is an attachment to the resolution) includes post-acquisition train schedule changes for the VRE Manassas Line and Fredericksburg Line trains anticipated in September of 2021 or soon thereafter. This action will incorporate the post-acquisition schedule from the TRV Service Plan as an exhibit to the existing agreements similar to previous actions taken by the Commissions for the Passenger Rail Operations and Access Agreement with Virginia Passenger Rail Authority (VPRA) and the Amended and Restated Operating Access Agreement with CSX Transportation. More information is available in the attached VRE memorandum.

D. ACTION ITEM: Approve Resolution #2457: Authorize the VRE CEO to Amend Agreements with the Virginia Passenger Rail Authority and with CSXT to include the Potomac Shores Station

As recommended by the VRE Operations Board, the Commission is asked to approve Resolution #2457, which would authorize the VRE CEO to execute the First Amendment to the Passenger Rail and Station Ground Lease Agreement with the Virginia Passenger Rail Authority (VPRA), the First Amendment to the Amended and Restated Operating Access Agreement with CSX Transportation (CSXT) and the Third Amendment to the Master Lease Agreement with CSX Transportation (CSXT), to include the Potomac Shores Station. Construction of the Potomac Shores Station is anticipated to begin soon. Exhibit A, as shown in the Third Amendment to the Master Lease Agreement with CSXT, indicates the location of the new station and will become part of the above-mentioned amended agreements.

The approval of the proposed amendments will have no immediate fiscal impact for VRE. All capital costs incurred by VRE for the design and construction of the Potomac Shores Station will be reimbursed by the developer, Harbor Station Communities, LLC. Any additional operating costs associated with providing rail service to the Potomac Shores Station upon its completion will be identified in future VRE budgets and subject to the approval of the Operations Board and the Commissions. Background information is provided in the attached VRE memorandum.

E. ACTION ITEM: Approve Resolution #2458: Authorize the VRE CEO to Execute a Purchase Agreement and a Memorandum of Understanding with the Department of the Navy

As recommended by the VRE Operations Board, the Commission is asked to approve Resolution #2458, which would authorize the VRE Chief Executive Officer to execute a Purchase Agreement and a Memorandum of Understanding (MOU) with the Department of the Navy for property in the vicinity of VRE Quantico Station. To facilitate construction for both VRE's Quantico Station Improvements and Marine Corps Base Quantico's (MCBQ's) Parking Garage Facility, a property purchase and property exchange is required. VRE has negotiated a Purchase Agreement with the

Department of Navy for property to be purchased by the Department from the Commissions. In addition, VRE has negotiated an MOU for future exchange of property between the two parties. The Department of the Navy, specifically MCBQ, requires and has offered to purchase a small (0.12- acre) parcel of Commission-owned land for construction of a new Base facility adjacent to the VRE Quantico Station. The MCBQ construction requires permanent underground infrastructure on the Commission-owned property. VRE staff has determined that the property is not necessary for VRE purposes and can be conveyed without adversely impacting VRE interests. The Department of the Navy has offered to pay \$18,000 for the property, which is the value based on a fair market appraisal obtained by VRE. The attached [VRE memorandum](#) provides more information.

F. ACTION ITEM: Approve [Resolution #2459](#): Approve the Amended VRE Financial and Debt Management Principles

As recommended by the VRE Operations Board, the Commission is asked to approve [Resolution #2459](#), which would approve the [amended VRE Financial and Debt Management Principles](#). VRE has initiated the financial planning process for an issuance of debt backed by the Commuter Rail Operating and Capital (CROC) Fund, as detailed in the [Funding Agreement executed in March 2021 between VRE and the Department of Rail and Public Transportation \(DRPT\)](#). The first step in this process is an update to VRE's Financial and Debt Management Principles that were originally adopted by the Operations Board and the Commissions in 2013. The amended principles will serve as a policy guide for the planned future issuance of CROC-backed debt.

The creation of the new CROC Fund in 2018 and the authorization for CROC-backed debt issuance warranted such a policy update. CROC-backed debt was not contemplated in 2013 and will vary significantly from VRE's existing debt. In particular:

- CROC-backed debt will be new and totally separate from the rest of VRE's financial resources.
- The legal security and credit profile of CROC-backed debt will differ completely from prior and existing debt.
- Only CROC revenue will be offered as a source of repayment for CROC-backed debt, which will not have a credit back-stop from the member jurisdictions, the Master Agreement or the Commonwealth.

The objectives for updating and amending the [VRE Financial and Debt Management Principles](#) include aligning with the authorizing elements of the CROC statutes; reflecting the key provisions of the Funding Agreement with DRPT; identifying parameters and guidelines for debt issuance; setting thresholds for affordability, such as debt service coverage; and ultimately supporting investment grade credit ratings. The original Principles from 2013 are in regular text, and the proposed amendments are in bold underlined text. Nearly all the policies are still relevant to VRE's operations and general financial management practices, and these remain unchanged. Two policy statements in particular – Statement 9 regarding the alignment of the debt amortization period with the useful life of the asset being financed, and Statement 13 discouraging the use of

variable rate debt – are broad in nature and remain directly relevant to the issuance of CROC-backed debt.

The primary proposed updates that are specific to CROC-backed debt are in the new Statements 14 and 15. These principles relate to maintaining minimum debt service coverage (i.e., the ratio of annual CROC revenue to annual debt service) and establishing and maintaining a debt service reserve fund. These updated and amended VRE Financial and Debt Management Principles will guide the credit and financial analysis for the CROC-backed debt issuance. This analysis will be an iterative process that includes identification of key legal and credit features, credit assessment versus likely rating agency criteria, financial modeling, and identification of potential financing techniques.

At the end of this financial planning phase, which is anticipated for the fall of 2021, staff will return to the Operations Board and the Commissions with recommendations regarding the preferred path forward for issuance of CROC-backed debt. At that time, with the approval of the Operations Board and Commissions, the second phase of implementing the transaction will commence. The referral and adoption of amended Financial and Debt Management Principles has no direct fiscal impact. The attached [VRE memorandum](#) provides additional information, including background information.

G. VRE FY 2023 Key Budget Issues

VRE staff will present a preliminary FY 2023 budget to the Operations Board at its September 2021 meeting, with final budget approval and referral to the Commissions scheduled for December 2021. VRE's financial planning process provides for initial consideration and discussion of key budget issues well before the preliminary budget presentation, which ensures challenges can be identified, publicly vetted and fully addressed before final approval.

As with the FY 2022 budget, accurately forecasting ridership and revenue will be difficult in this environment, and VRE staff expects significant amendments to the FY 2022 budget as part of the FY 2023 budget adoption in December, as the path of the recovery becomes clearer. Despite the near-term uncertainty impacting the operating budget, VRE continues to progress on its Capital Improvement Program (CIP) and investments for long-term growth. Major new projects are unlikely to be added to the CIP in FY 2023 as the focus remains on project delivery in support of future expansion in coordination with the state's Transforming Rail in Virginia (TRV) program.

The attached [VRE memorandum](#) provides more information about each key budget issue:

- **Budget Issue 1:** Federal Pandemic Relief Funding
- **Budget Issue 2:** Return of Ridership
- **Budget Issue 3:** Fares and Jurisdictional Subsidy
- **Budget Issue 4:** Transforming Rail in Virginia (TRV)
- **Budget Issue 5:** Changes to the Capital Improvement Program (CIP)



VIRGINIA RAILWAY EXPRESS

TO: Northern Virginia Transportation Commission Chair Cristol and Commissioners

FROM: Rich Dalton, Chief Executive Officer

DATE: August 24, 2021

SUBJECT: Monthly Update

Ridership was down last week, as the summer vacation season begins to wrap up. Here's what our average daily ridership (ADR) looks like for the last four weeks compared to the same weeks in 2020 and 2019.

Week Ending	2021 Weekly Ridership	2021 ADR	2020 ADR	2019 ADR	Difference 2021 vs 2019 ADR
July 30	13,731	2,746	1,154	19,157	-85.7%
August 6	13,349	2,670	1,047	18,817	-85.8%
August 13	13,008	2,602	1,174	18,267	-85.8%
August 20	12,700	2,540	1,191	18,802	-86.5%

Monthly Ridership

August 2020 - July 2021



*Days of Service

Reliability continues to be a challenge. Congestion remains the most significant cause of delays but in June and July we experienced an uptick in signal issues. Add in other factors – such as severe weather and the resulting downed trees, VIP movements requiring a shutdown of the railroad in the District, and maintenance-of-way (MOW) activity – and the systemwide on-time performance (OTP) percentage dropped into the low 80s. As of mid-August, OTP was hovering in the mid-80s.

It is worth noting that a single day's delays can cause weekly OTP to plummet. A good example is the week of July 26-30. Despite strong OTP for the first three days that week, weather-related speed restrictions and downed trees caused a drop in reliability. For four of the five service days, OTP was 96 percent on the Fredericksburg Line. But, primarily due to delays caused by Thursday's storms, OTP for the week fell to 88 percent.

Delays during the first 10 service days in August followed a similar pattern. Of the 44 delays, half occurred on just two days, which skewed weekly OTP. The other 22 delays were spread across eight days, resulting in 93 percent OTP.

OTP during this period is not indicative of our general system reliability and does not reflect the level of effort by individuals and teams from VRE, host railroads and contracted service providers. Prior to this period, OTP averaged 93 percent for over a year.

Each month in my CEO Report, I share OTP information, including charts that track the most recent 12 months and compare them to a rolling three-year average. Systemwide OTP, as well as that for the Fredericksburg and Manassas lines individually, during May 2021 was above the three-year average. That changed in June, when systemwide OTP approximated the average and Manassas Line OTP fell below the average.

(continued)

VRE SYSTEM



MANASSAS LINE



FREDERICKSBURG LINE



The chart below breaks out delays in several ways. When you look at the total number of late trains in June and July, you will notice there were far more delays in June. But, the average minutes of delay was higher in July as we experienced several significant delays, including one during the last week of the month for a downed tree that exceeded an hour and a half.

	SERVICE DAYS			
	MAY 2021	JUNE 2021	JULY 2021	AUG 2021
	1-20	1-22	1-21	1-15
LATE TRAINS				
Manassas	9	81	68	38
Fredericksburg	5	52	50	28
Systemwide	14	133	118	66
AVERAGE MINUTES DELAYED				
	17	17	23	14
# TRAINS 30+ MINUTES LATE				
	5	18	18	9
OTP				
Manassas	89%	77%	80%	84%
Fredericksburg	95%	85%	85%	88%
Systemwide	92%	81%	82%	86%

Each day, we categorize the cause for each delayed train. When there are multiple factors, which is not unusual, we select the major reason behind the delay.

	SERVICE DAYS			
	MAY 2021	JUNE 2021	JULY 2021	AUG 2021
	1-20	1-22	1-21	1-15
CAUSE	# OF TRAINS DELAYED			
Bridge Strike	0	0	0	6
Congestion	18	74	42	41
Crew	0	0	1	0
Deer Strike	0	5	0	0
Downed Tree	2	7	0	0
False Activation	0	0	8	0
Heat Orders	7	0	0	0
MOW	4	7	8	1
Mechanical	2	5	5	3
Police Activity	4	6	0	2
PTC	1	2	2	0
Signal Issue	5	25	32	8
Trespasser	3	0	0	0
VIP Movement	2	0	4	0
Weather	0	2	16	5
Total Delays	48	133	118	66

VRE operations staff meet daily with Keolis, CSX, Norfolk Southern, and Amtrak to dissect the delays and identify remedies to improve reliability. In some situations, however, we are beholden to others – such as local law enforcement – and must allow them to resolve issues associated with trespassers and VIP movements, among others. Severe weather will run its course but can leave behind downed trees or eroded ballast, in addition to slowing trains while the weather event is underway. While these incidents may directly impact just a few trains, the residual effects of the resulting congestion can wreak havoc on our reliability. It is that domino effect, stemming from the initial delays, with which we are working with our partners, and they with their dispatchers, to address.

Should you have any questions, please feel free to contact me by email or phone.



MINUTES

VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

July 16, 2021

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

*Walter Alcorn (NVTC)
 *Andrea Bailey (PRTC)
 *Preston Banks (PRTC)
 *Elizabeth Bennett-Parker (NVTC)
 *Katie Cristol (NVTC)
 *Margaret Franklin (PRTC)
 *Matt Kelly (PRTC)
 *Cindy Lamb (PRTC)
 *Jeanine Lawson (PRTC)
 *Jennifer Mitchell (DRPT)
 *Ralph Smith (PRTC)
 *Dan Storck (NVTC) ‡
 *James Walkinshaw (NVTC)

Jurisdiction

Fairfax County
 Prince William County
 City of Manassas Park
 City of Alexandria
 Arlington County
 Prince William County
 City of Fredericksburg
 Stafford County
 Prince William County
 Commonwealth of Virginia
 City of Manassas
 Fairfax County
 Fairfax County

Members Absent

Meg Bohmke (PRTC)
 Gary Skinner (PRTC)

Stafford County
 Spotsylvania County

Alternates Present

*Dr. Deborah Frazier (PRTC)

Spotsylvania County

Alternates Absent

Canek Aguirre (NVTC)
 Victor Angry (PRTC)
 Pete Candland (PRTC)
 Hector Cendejas (PRTC)
 Libby Garvey (NVTC)
 Jason Graham (PRTC)
 Jeff McKay (NVTC)
 Michael McLaughlin (VPRA)
 Alanna Mensing (PRTC)
 Pam Sebesky (PRTC)

City of Alexandria
 Prince William County
 Prince William County
 City of Manassas Park
 Arlington County
 City of Fredericksburg
 Fairfax County
 Commonwealth of Virginia
 City of Manassas Park
 City of Manassas

*Voting Member

**Indicates arrival/departure following the commencement of the Operations Board Meeting. Notation of exact arrival/departure time is included in the body of the minutes.

‡ Indicates Member participated remotely

Staff and General Public

Cindy Bullock – VRE
Rich Dalton – VRE
John Duque – VRE
Anna Gotthardt - VRE
Robert Hostelka – VRE
Lezlie Lamb – VRE

Steve MacIsaac – VRE
Kate Mattice – NVTC
Kristin Nutter - VRE
Mark Schofield – VRE
Alex Sugatan – VRE
Joe Swartz – VRE

Chair Bennett-Parker called the meeting to order at 9:00 A. M. The Pledge of Allegiance and Roll Call followed.

Chair Bennett-Parker announced that Member Dan Storck requested remote participation due to a personal matter; specifically, needing to be out of town; and that, in accordance with the newly adopted Electronic Participation Policy, a physical quorum must be present and a motion and a second was required to allow Mr. Storck to do so.

Ms. Lawson moved, with a second by Ms. Lamb, to approve the remote participation by Mr. Storck. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, and Walkinshaw.

Safety Moment – 3

VRE Chief Executive Officer opened the meeting with a Safety Briefing.

Approval of the Agenda – 4

Ms. Bailey moved, with a second by Ms. Mitchell, to approve the Agenda. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Approval of the Minutes of the June 25, 2021 VRE Operations Board Meeting – 5

Ms. Lamb moved, with a second by Ms. Bailey, to approve the Minutes from June 25, 2021 VRE Operations Board meeting. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Chair's Comments – 6

Chair Bennett-Parker welcomed everyone to the first in-person VRE Operations Board meeting in 17 months.

The Chair introduced and welcomed Spotsylvania Supervisor, Dr. Deborah Frazier to the VRE Operations Board meeting. Dr. Frazier is the Alternate for Spotsylvania.

VRE Staff recently submitted a FY21 RAISE grant application to the US DOT for planning and design of the L'Enfant Station and Fourth Track Project. Chair Bennett-Parker thanked Senators Warner and Kaine,

along with Representatives Beyer, Connelly, Wexton and Wittman; and Delegate Holmes Norton for sending letters of support for the application.

Chair Bennett-Parker reminded the Operations Board Members that the Legislative Committee was meeting following the Operations Board meeting. Ms. Franklin Chairs that committee and the other Members are Mr. Alcorn, Ms. Bailey, Ms. Lamb, Mr. Smith, and Mr. Walkinshaw. All are welcome to attend. The Chair also reminded the Board Members that there is no Operations Board meeting in August.

Chief Executive Officer's Report – 7

VRE CEO, Rich Dalton, briefed the Operations Board on the following topics:

- Safety Update
- Ridership
- Performance
- Project Spotlight

Mr. Dalton introduced Cindy Bullock, VRE's new Chief Administrative Officer. Ms. Bullock comes to VRE from the Virginia Department of Transportation, where she served as Director of Human Resources.

Public Comment Time –8

Chair Bennett-Parker stated the public was encouraged to use the electronic means of submitting Public Comments and stated that any written Comments would be provided to the Board and attached to the Minutes of this meeting. She then inquired if there were any members of the public present who wanted to make Public Comments. There were no in-person Public Comments. One written comment was submitted online and is attached.

Action Items - 9

Authorization to Execute a Contract for Rehabilitation of Wheelsets and Traction Motor Assemblies -9A

Ms. Bailey moved, with a second by Mr. Smith, to authorize the CEO to execute a contract for Rehabilitation of Wheelsets and Traction Motor Assemblies. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Authorization to Execute a Contract for Final Design for the Broad Run Expansion Project – 9B

Ms. Lawson moved, with a second by Mr. Smith, to authorize the CEO to execute a contract for Final Design for the Broad Run Expansion Project. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Authorization to Execute a Contract for Website Management Services – 9C

Ms. Bailey moved, with a second by Mr. Alcorn, to authorize the CEO to execute a contract for Website Management Services. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Adoption of VRE Rules for Administering Real Estate Relocation Services Program – 9D

Ms. Franklin moved, with a second by Ms. Lawson, to adopt VRE rules for administering Real Estate Relocation Program. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Authorization for the CEO to Provide a Letter of Support to Spotsylvania County for a US DOT RAISE Grant Program Application for the I-95 Exit 126/U.S. Route 1 Revitalization Project – 9E

Dr. Frazier moved, with a second by Ms. Bailey, to authorize the CEO to provide a Letter of Support to Spotsylvania County for their application to the US DOT RAISE grant program for the I-95 Exit 126/U.S. Route 1 Revitalization Project. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Recommend Authorization to Amend the Norfolk Southern Operating Access and the Amtrak Access and Storage Agreements – 9F

Ms. Lamb moved, with a second by Ms. Bailey, to recommend the Commissions authorize the CEO to amend the Norfolk Southern Operating Access Agreement and the Amtrak Access and Storage Agreement. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Recommend Authorization to Amend Agreements with the Virginia Passenger Rail Authority and with CSXT to Include the Potomac Shores Station – 9G

Ms. Bailey moved, with a second by Ms. Cristol, to recommend the Commissions authorize the CEO to amend agreements with VPRA and CSXT to include the Potomac Shores Station. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Smith, Storck and Walkinshaw. Ms. Mitchell abstained.

Recommend Authorization to Execute Purchase Agreement and Memorandum of Understanding with the Department of the Navy – 9H

Ms. Bailey moved, with a second by Ms. Lamb, to recommend the Commissions authorize the CEO to execute a Purchase Agreement and a Memorandum of Understanding (MOU) with the Department of the Navy for property in the vicinity of the VRE Quantico Station. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Referral of the Amended Financial and Debt Management Principles – 9I

Ms. Lawson moved, with a second by Ms. Bailey, to refer the Amended Financial and Debt Management Principles to the Commissions for approval. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Information Items - 10

Spending Authority Report – 10A

In June the following purchases greater than \$50,000 but less than \$200,000 were made:

- On June 1, 2021, VRE issued a Task Order in the amount of \$168,000 to PFM Financial Advisors, LLC under the Financial Advisory Services contract to provide Financial Advisory Services for CROC-

Backed Debt Issuance. The purpose of this Task Order is to secure advisory services needed for VRE to meet its commitments in the funding agreement with the Commonwealth of Virginia to issue CROC-backed debt and contribute the proceeds to the Transforming Rail in Virginia program.

- On June 3, 2021, VRE issued a Task Order in the amount of \$65,182 to HDR Engineering, Inc. under the General Engineering Consulting Services contract to update VRE's Facilities Design Guidelines. The guidelines will be modified and expanded upon due to the scope of the Design & Construction Program to be implemented in the next few years.
- On June 3, 2021, VRE issued a Task Order in the amount of \$57,723 to HDR Engineering, Inc. under the General Engineering Consulting Services contract for Engineering Design and Support for Woodbridge Parking Garage Structural Repairs. This Task Order will specifically address the design of required beam seat repairs.
- On June 10, 2021, VRE issued a Task Order in the amount of \$100,889 to STV Incorporated under the Mechanical Engineering Consulting Services (MEC) contract for

Life Cycle Maintenance (LCM) Team Support. This Task Order includes the development of specifications for LCM projects, oversight of the implementation of such projects, review of failure analysis reports provided by suppliers, and research to identify alternate suppliers of goods and services in support of LCM projects.
- On June 10, 2021, VRE issued a Task Order in the amount of \$94,992 to STV Incorporated under the Mechanical Engineering Consulting Services (MEC) contract for General Engineering Services to include analysis of component and system failures and associated corrective action plans.
- On June 30, 2021, VRE amended an existing Lease Agreement with the Society of General Internal Medicine for office space at VRE Headquarters, specifically Suite 302. The amendment extends the term of the Lease Agreement by one-year through July 31, 2022 at an annual cost of \$20,369, increasing the total commitment to \$118,115 over the full six-year term of the agreement.
- On June 30, 2021, VRE issued a Task Order in an amount not to exceed \$149,940 to Keolis Rail Services Virginia under the Maintenance Services for Commuter Rail contract to provide track repairs on an as needed basis at the Crossroads and Broad Run Maintenance and Storage Facilities during the upcoming contract year, effective July 1, 2021 to June 30, 2022.
- On June 30, 2021, VRE issued a Sole Source Purchase Order in the amount of \$54,098 to Progress Rail Locomotive to acquire a quantity of twenty (20) new slip rings and brush assemblies for the generators utilized by VRE's fleet of locomotives.

FY 2023 Key Budget Issues – 10B

As part of VRE financial planning process the following FY 2023 key budget issues were presented for consideration:

1. Federal Pandemic Relief Funding
2. Return of Ridership
3. Fares and Jurisdictions
4. Transforming Rail in Virginia (TRV)
5. Changes to the Capital Improvement Program (CIP)

The next steps are as follows:

- The Preliminary FY 2023 budget and CIP will be presented to the Operations Board in September

- There will be an in-depth review of the preliminary budget the Operations Board, Finance Committee and jurisdictional staff through October and November
- The final FY 2023 budget and CIP will be presented in December for Operations Board approval and referral to the Commissions

Closed Session – 11

Vice-Chair Lawson moved, with a second by Ms. Bailey, that Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711.A(1), (3), (6) and (8) of the Code of Virginia), I move that the VRE Operations Board convene a closed meeting for the purpose of discussing (1) one personnel matter relating to the performance of the Chief Executive Officer; (2) one matter involving the acquisition of real property for public purposes including rail operations and rail equipment storage where discussion in public would adversely affect the bargaining position and negotiating strategy of the Commissions; (3) the investment of public funds related to the provision of commuter rail service where competition or bargaining is involved, where, if made public initially, the financial interest of the Commissions would be adversely affected; and (4) consultation with legal counsel concerning the terms and conditions of an agreement for the investment of such public funds. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Ms. Lawson moved, with a second by Ms. Cristol, that The VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and,
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed, or considered.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Board Members' Time – 12

Chair Bennett-Parker asked if Members had any additional business.

Ms. Lawson moved, with a second by Ms. Bailey to adjourn the meeting.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Smith, Storck and Walkinshaw.

Approved this 18th day of September 2021

Elizabeth Bennett-Parker
Chair

James Walkinshaw
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the July 16, 2021 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Lezlie M. Lamb

DRAFT

CEO REPORT

AUGUST 2021



OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



CEO REPORT | AUGUST 2021

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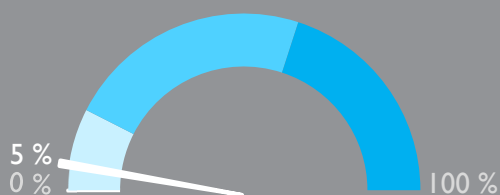
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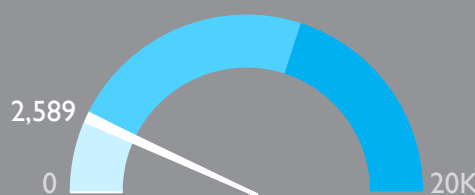


PERFORMANCE AT A GLANCE



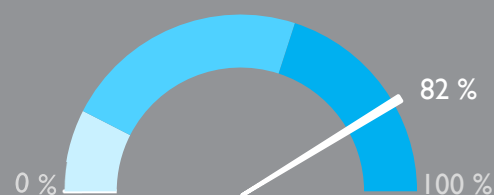
PARKING
UTILIZATION

The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



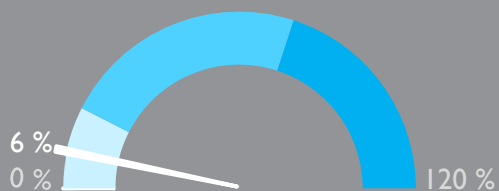
AVERAGE DAILY
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 1,109



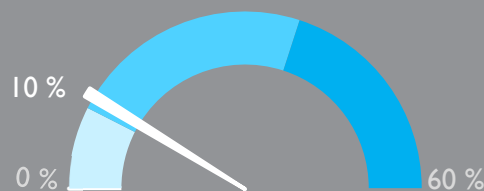
ON-TIME
PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 94%



SYSTEM CAPACITY

The percent of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

Through June 2021

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.
Board-approved goal: 52%

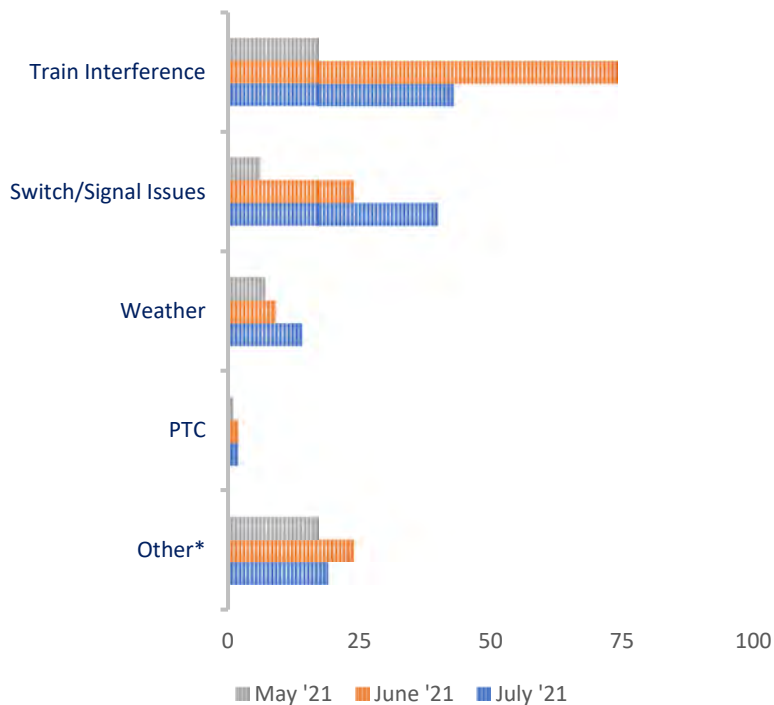
July 2021

ON-TIME PERFORMANCE

OUR RECORD

	July 2021	June 2021	July 2020
Manassas Line	79%	77%	95%
Fredericksburg Line	85%	85%	93%
Systemwide	82%	81%	94%

PRIMARY REASON FOR DELAY



VRE operated 670 trains in July. Our on-time rate for July was 82 percent.

One hundred nineteen trains arrived more than 5 minutes late to their final destinations. Of those late trains, 69 were on the Manassas Line (58 percent), and 50 were on the Fredericksburg Line (42 percent).

OTP was slightly higher than it was in June. Unfortunately, improvements in train interference and other delays were offset by increases in switch/signal issues and weather.

*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

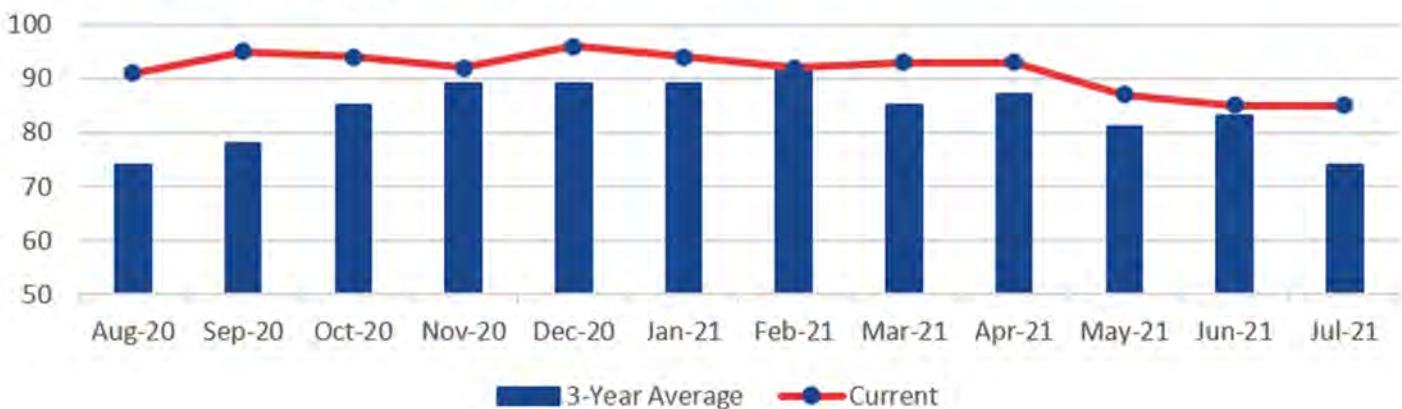
	System Wide			Fredericksburg Line			Manassas Line		
	May	June	July	May	June	July	May	June	July
Total late trains	48	133	118	26	52	50	22	81	68
Average minutes late	17	17	23	14	16	27	21	18	20
Number over 30 minutes	5	18	18	2	7	10	3	11	8
Heat restrictions	8	11	18	8	11	18	0	0	0

ON-TIME PERFORMANCE

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



AVERAGE DAILY RIDERSHIP

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



RIDERSHIP UPDATES

Average daily ridership in July was 2,589. During July, we ran a full-service schedule with 32 daily trains.

We continue to see slight increases in ridership each month as we have returned to full-service.

	July 2021	June 2021	July 2020
Monthly Ridership	54,379	49,437	23,287
Average Daily Ridership	2,589	2,247	1,109
Full Service Days	21	22	21
"S" Service Days	0	0	0

SUMMONSES ISSUED

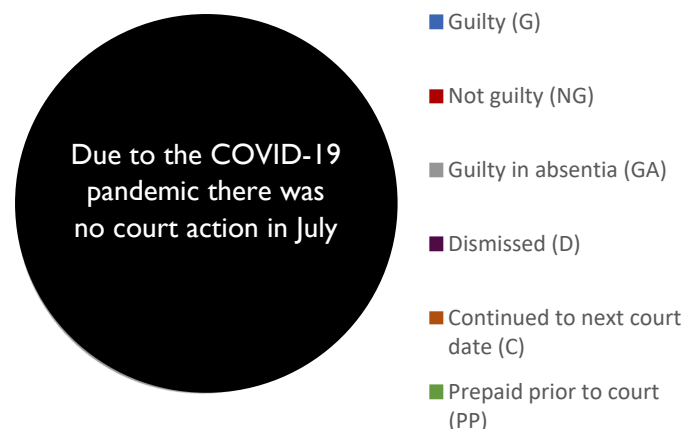
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

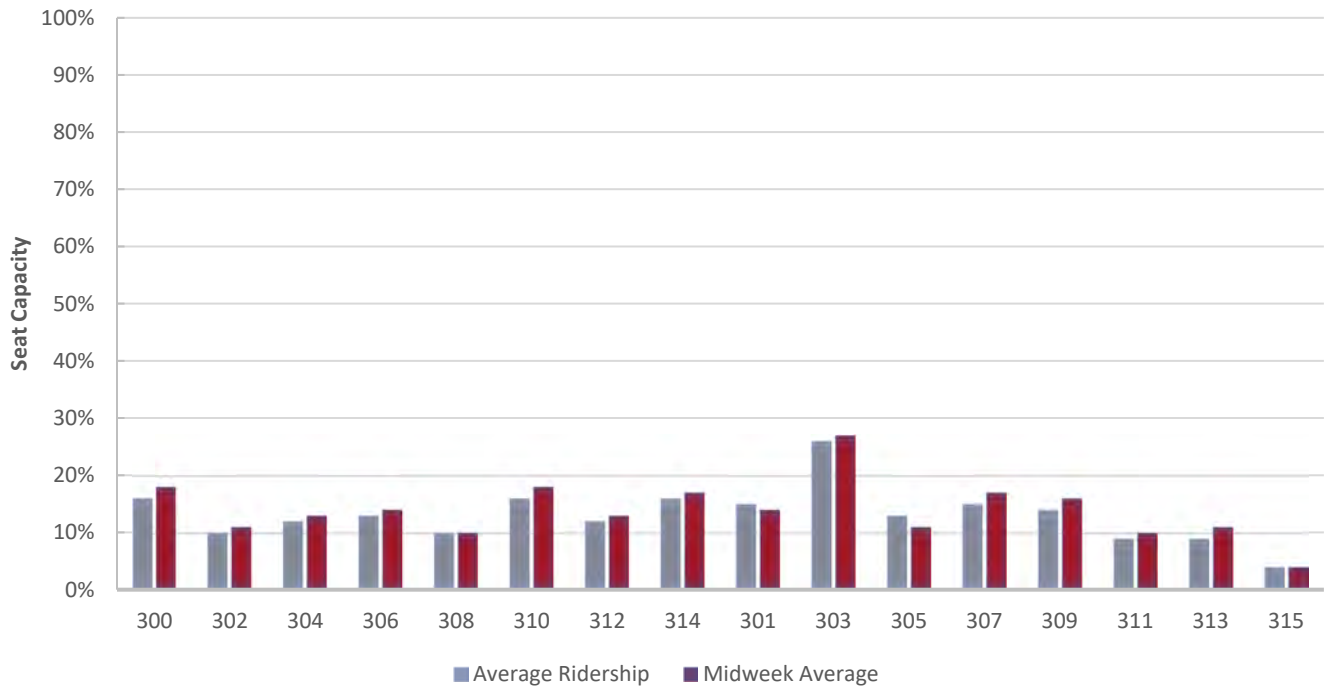
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	0

MONTHLY SUMMONSES COURT ACTION

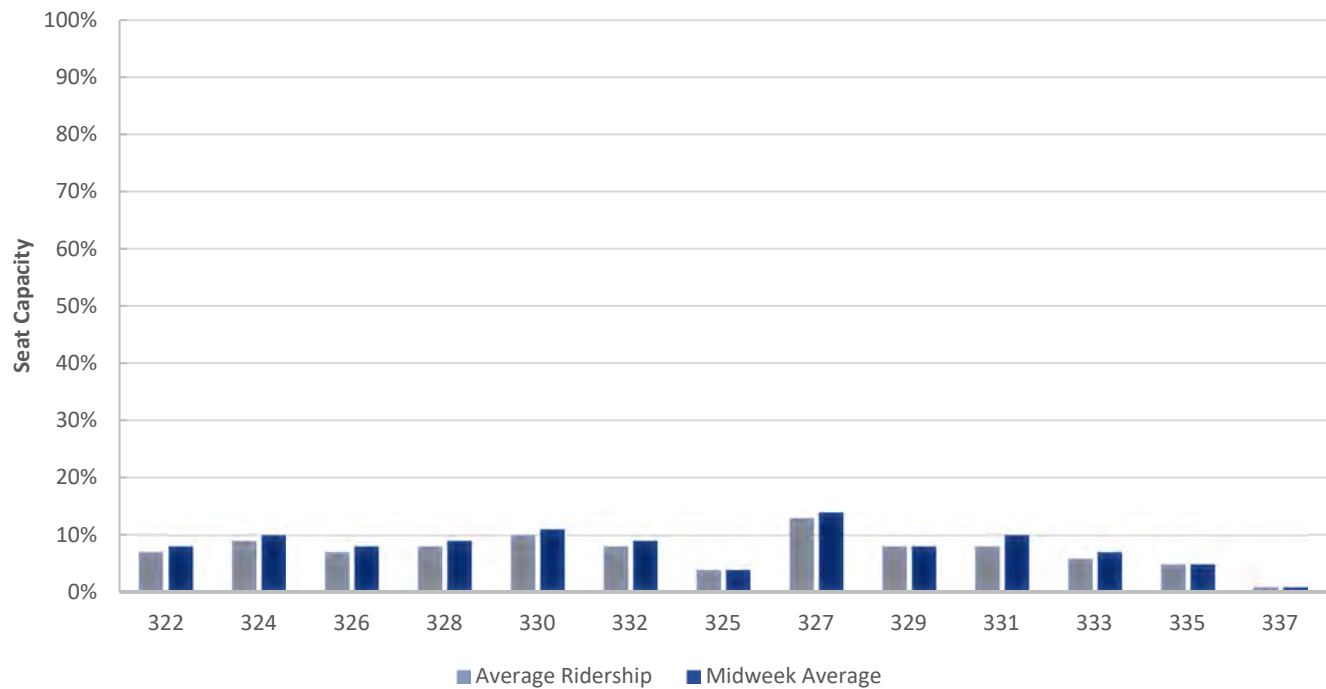


TRAIN UTILIZATION

FREDERICKSBURG LINE

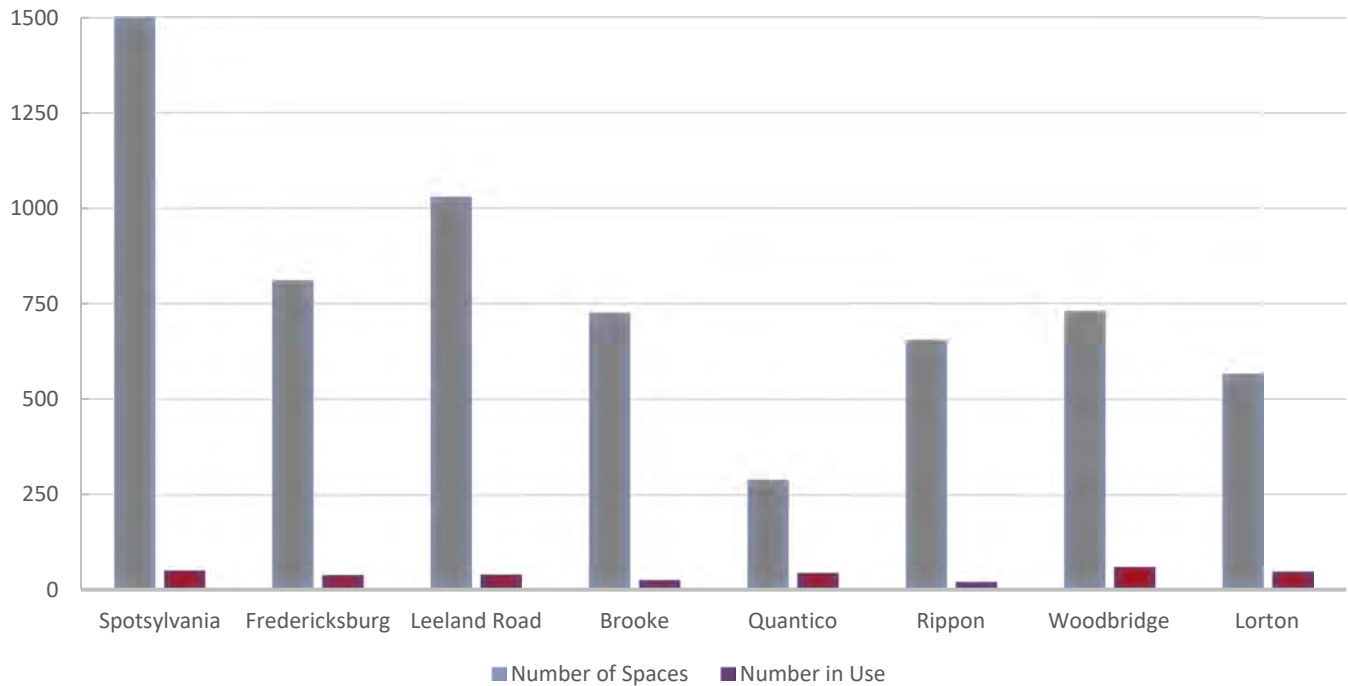


MANASSAS LINE

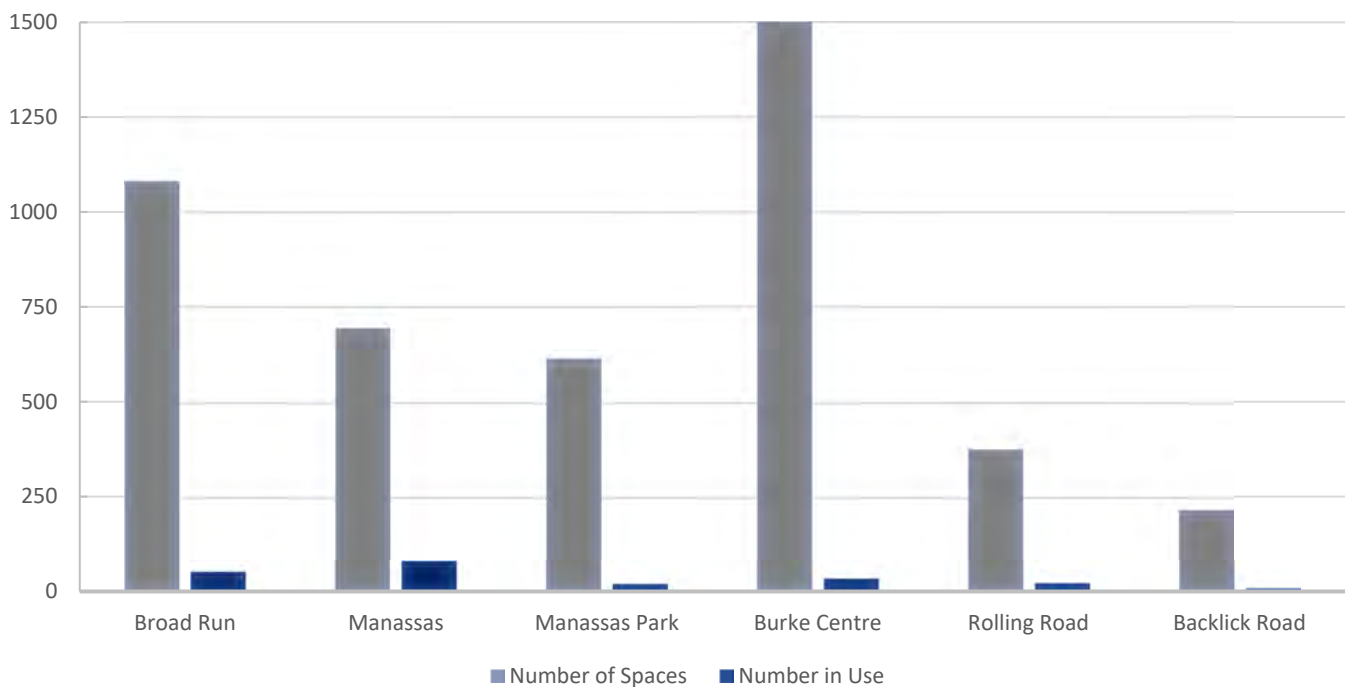


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Installation of electrical conduits for Dominion relocation at Quantico station
2. Painting of Brooke station
3. Installation of perimeter security signage at Crossroads MASF.

Projects scheduled to be completed this quarter:

1. Minor stair steel repairs and caulking at Franconia-Springfield station
2. Repair of platform sealant at Rippon station
3. Replacement of west platform and canopy lighting at Woodbridge station
4. Replacement of signage at Woodbridge station
5. Pavement repairs and restriping at Fredericksburg Lot G

Projects scheduled to be initiated this quarter:

1. Painting of Franconia-Springfield station
2. Minor structural repairs at Woodbridge and Manassas parking garages
3. Repairs and testing of dry standpipes at Woodbridge and Manassas parking garages
4. Minor concrete repairs at Rippon and Brooke stations
5. Pavement repairs and restriping at Leeland Road station
6. Repair of platform sealer delamination at Spotsylvania station
7. Replacement of lighting at Manassas station parking garage
8. Issuance of general signage services request for quotes

Ongoing projects:

1. Design of waiting area at L'Enfant station
2. Construction of final phases of renovations to Alexandria headquarters
3. Overhaul of emergency generators at Woodbridge and Manassas stations, Alexandria headquarters and Fredericksburg office

UPCOMING PROCUREMENTS

- Renewal of locomotive head end power engine systems
- Program management consulting services
- Modernization of VRE Woodbridge Station east elevator
- Forklift trucks
- Passenger car wheelchair lift assemblies
- Purchase of LED light fixtures
- Variable Messaging System replacement
- Tactile strip replacements
- Construction management services for Fredericksburg Station platform rehabilitation
- Construction of Fredericksburg Station platform rehabilitation
- Construction Manager / General Contractor for the Alexandria Station improvements project
- General planning consulting services

CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects.

Completed projects or major project milestones:

1. Construction initiated on Rolling Road station improvements
2. Construction initiated on Lifecycle Overhaul & Upgrade Facility (LOU)
3. Construction initiated on Quantico station improvements

Projects or project phases scheduled to be completed this quarter:

4. Franconia-Springfield Station Improvements draft 100% plans and specifications
5. Broad Run Expansion (BRX) Section 106 Consultation
6. Construction of Benchmark Road Slope Stabilization Complete (Hamilton to Crossroads overall project/funding closeout and stakeholder concurrence anticipated this quarter)

Projects or project phases scheduled to be initiated this quarter:

7. Manassas Park parking expansion 60% relocation design
8. Potomac Shores 100% design (design by others)

Ongoing projects:

9. Broad Run Expansion (BRX)
10. Manassas Park Parking Improvements
11. Rolling Road Station Improvements
12. Crossroads Maintenance and Storage Facility (MSF)
13. Lifecycle Overhaul & Upgrade Facility (LOU)
14. Quantico Station Improvements
15. Franconia-Springfield Station Improvements
16. Alexandria Station Improvements
17. Alexandria Station Track 1 Access (Slaters Lane)
18. Crystal City Station Improvements
19. L'Enfant Train Storage Track - South
20. L'Enfant Station Improvements
21. New York Avenue Midday Storage Facility
22. Potomac Shores VRE Station – *design by others*
23. Washington Union Station Improvements Environmental Impact Statement – *study by others*
24. DC2RVA Environmental Impact Statement – *study by others*
25. Long Bridge Project – *study by others*

Projects Progress Report Follows

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PE	EC	RW	FD	CN
Alexandria Station Improvements	Eliminate at-grade track crossing, add elevators, modify platforms.	◆	◆	◆	N/A	●	
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track.	◆	◆	◆	N/A	●	
Potomac Shores Station Improvements	New VRE station and parking in Prince William County provided by private developer.	◆	●	◆	N/A		
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●	
Manassas Park Parking Improvements	Parking garage to increase parking capacity to 1,100 spaces.	◆	◆	●	N/A		
Rolling Road Station Improvements	Extend existing platform and rehabilitate existing station	◆	◆	◆	N/A	●	●
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A		
L'Enfant Station Improvements	Replace existing platform with wider, longer island platform. Add fourth track (VA-LE)	◆			N/A		

MAINTENANCE AND STORAGE FACILITIES

Lifecycle Overhaul & Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	●
New York Avenue Midday Storage Replacement Facility	Midday storage facility replacement for Ivy City storage facility.	◆	●	●	●		

PLANNING, COMMUNICATIONS AND IT

Broad Run Expansion (was Gainesville-Haymarket Extension)	NEPA and PE for expanding commuter rail service capacity in Western Prince William County	◆	●	●	-	-	-
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PHASE: CD - Conceptual Design PE - Preliminary Engineering EC - Environment Clearance
RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold

¹ Total project cost estimate in adopted FY2020 CIP Budget; percentage complete based on VRE Operations Board authorization

² Does not include minor (< \$50,000) operating expenditures

* \$2,181,630 authorization divided across the "Penta-Platform" program stations

ESTIMATED COSTS (\$)						STATUS	
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date	
31,875,014	31,875,014	0	2382759	2193257	90%	2nd QTR 2023	Getting ready for Alternate delivery CMGC Procurement. CSX and City of Alexandria review progressing.
13,000,000	13,000,000	0	*	940,681	35%	4th QTR 2023	FD underway with anticipated completion 3rd QTR 2021. Ongoing coordination with DRPT projects.
No costs for VRE. Private developer providing station.					30%	TBD	Potomac Shores VRE Station design underway to include parking structure. 90% Design Submittal received and under review by CSX and VRE.
18,372,949	18,372,949	0	21,505,529	1,034,908	35%	TBD	Construction notice to proceed issued
25,983,000	25,983,000	0	2,238,144	670,225	30%	4th QTR 2022	Progressing towards 60% design at relocated site.
5,000,000	2,000,000	3,000,000	640,503	418,887	70%	4th QTR 2021	Construction notice to proceed issued
49,940,000	19,098,463	30,841,537	1,584,619	1,366,909	30%	2nd QTR 2024	PE & EC anticipated completion 3rd QTR 2021. 60% Design anticipated afterwards.
70,650,000	62,465,721	8,184,279	130,501	65,150	50%	2nd QTR 2023	DRPT LONP received. Real estate research in progress under LONP.
38,183,632	38,183,632	-	48,342,297	5,888,376	10%	3rd QTR 2023	Construction notice to proceed issued.
89,666,508	89,666,508	-	3,588,305	2,257,455	90%	4th QTR 2021	Preliminary design has been completed and continuing to collaborate with Amtrak on agreements.
110,700,000	82,526,398	28,173,602	5,855,650	4,539,446	80%	4th QTR 2024	PE design and EC underway. Property acquisition due diligence underway.



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VRE.ORG



**RESOLUTION #2456**

SUBJECT: Authorize the VRE CEO to Amend the Norfolk Southern Operating Access and Amtrak Access and Storage Agreements

WHEREAS: VRE has an Operating Access Agreement with Norfolk Southern Railway Company effective April 2014;

WHEREAS: VRE has an Access and Storage Agreement with Amtrak effective July 2020;

WHEREAS: The Operating Access Agreement and Access and Storage Agreement, in part, identify train schedules for the VRE Manassas and Fredericksburg line trains as exhibits;

WHEREAS: As part of the Passenger Rail Operations and Access Agreement with the Virginia Passenger Rail Authority, the parties agreed to an enhanced service plan affecting VRE and Amtrak trains as part of Transforming Rail in Virginia;

WHEREAS: This action will incorporate the post-acquisition train schedules as exhibits to the respective agreements;

WHEREAS: Implementation of the post-acquisitions schedules is anticipated to occur in September of 2021 or soon thereafter; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an Amendment to the Operating Access Agreement with Norfolk Southern Railway Company to modify the VRE Manassas Line train schedules (included in the attached Service Plan) in a form approved by legal counsel.

BE IT FURTHER RESOLVED that NVTC that hereby authorize the VRE Chief Executive Officer to execute an Amendment to the Access and Storage Agreement with Amtrak to modify the VRE Manassas and Fredericksburg Line train schedules (included in the attached Service Plan) in a form approved by legal counsel.

Approved this 2nd day of September 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer

Service Plan - Version 6.0

Southbound																			
Timing of Slot Change		AQ				AQ													
Slot Number	DH	1	3	5	6	6A	8	9	10	11	14	15	16	17	18	19	20	21	
Train Type	REG	VRE	REG	REG	AMT	REG	AMT	AMT	VRE	VRE	REG	VRE	AMT	VRE	REG	VRE	VRE	VRE	
Slot Activation	AQ	C	C	AQ	C	AQ	C	C	C	C	C	C	C	C	C	C	C	C	
Train Number	86-DH	321	67	151	89	183	79	51	301	325	95	303	91	327	125	305	307	329	
Final Destination		BRN	NFK	NPN	LD	RNK	LD	LD	SPY	BRN	NFK	SPY	LD	BRN	NPN	SPY	SPY	BRN	
UNION STATION		6:35 AM	7:20 AM	8:50 AM	10:00 AM	11:00 AM	11:08 AM	11:15 AM	1:00 PM	1:15 PM	2:30 PM	2:40 PM	3:10 PM	3:20 PM	3:30 PM	3:40 PM	4:00 PM	4:10 PM	
L'ENFANT									1:08 PM	1:23 PM	2:34 PM	2:48 PM		3:28 PM	3:36 PM	3:48 PM	4:08 PM	4:18 PM	
CRYSTAL CITY									1:15 PM	1:30 PM		2:55 PM		3:35 PM		3:55 PM	4:15 PM	4:25 PM	
ALEXANDRIA		6:52 AM	7:39 AM	9:09 AM	10:18 AM	11:19 AM	11:26 AM	11:31 AM	1:23 PM	1:38 PM	2:48 PM	3:03 PM	3:28 PM	3:43 PM	3:49 PM	4:03 PM	4:23 PM	4:33 PM	
FRANCONIA-SPRINGFIELD									1:34 PM			3:14 PM				4:14 PM	4:34 PM		
LORTON									1:41 PM			3:21 PM				4:21 PM	4:41 PM		
WOODBIDGE			7:59 AM	9:28 AM					1:49 PM		3:07 PM	3:29 PM			4:08 PM	4:29 PM	4:49 PM		
RIPPON									1:53 PM			3:33 PM				4:33 PM	4:53 PM		
POTOMAC SHORES									1:55 PM			3:35 PM				4:35 PM	4:55 PM		
QUANTICO			8:11 AM	9:40 AM			11:56 AM		2:05 PM		3:19 PM	3:45 PM			4:22 PM	4:45 PM	5:05 PM		
BROOKE									2:19 PM			3:59 PM				4:59 PM	5:19 PM		
LEELAND ROAD									2:28 PM			4:08 PM				5:08 PM	5:28 PM		
FREDERICKSBURG			8:36 AM	10:05 AM			12:19 PM		2:36 PM		3:43 PM	4:16 PM			4:49 PM	5:16 PM	5:36 PM		
SPOTSVYLVANIA									2:47 PM			4:27 PM				5:27 PM	5:47 PM		
ASHLAND			9:19 AM	10:48 AM							4:26 PM				5:32 PM				
STAPLES MILL ROAD	4:41 AM		9:47 AM	11:08 AM	12:19 PM		1:36 PM				4:53 PM		5:22 PM		6:06 PM				
MAIN STREET	5:01 AM			11:40 AM											6:35 PM				
WILLIAMSBURG				12:33 PM											7:27 PM				
NEWPORT NEWS				1:08 PM											7:58 PM				
PETERSBURG			10:23 AM		12:54 PM		2:13 PM				5:30 PM		5:56 PM						
NORFOLK			12:01 PM								7:08 PM								
Notes	Staples Mill-Main Street Deadhead for slot 62	Existing Train	Existing Train- At Acquisition train will switch from NPN to NFK- See notes 1 & 3	Activate at Acquisition- See notes 1 & 3	Existing Train	Activate at Acquisition- See notes 1 & 9	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	

Southbound (continued)

Timing of Slot Change							AQ			AQ							
Slot Number	23	24	27	28	29	30	32	33	34	35	36	37	38	39	40		
Train Type	VRE	REG	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	AMT	VRE	VRE	REG	AMT		
Slot Activation	C	C	C	C	C	C	AQ	C	C	AQ	C	C	C	C	C		
Train Number	309	171	331	311	333	93	NEW	335	313	NEW	19	315	337	85	97		
Final Destination	SPY	RNK	BRN	SPY	BRN	NFK	SPY	BRN	SPY	BRN	LD	SPY	BRN	RVM	LD		
UNION STATION	4:40 PM	4:50 PM	5:10 PM	5:20 PM	5:30 PM	5:40 PM	5:50 PM	6:00 PM	6:10 PM	6:20 PM	6:40 PM	6:50 PM	7:00 PM	7:15 PM	7:25 PM		
L'ENFANT	4:48 PM		5:18 PM	5:28 PM	5:38 PM		5:58 PM	6:08 PM	6:18 PM	6:28 PM		6:58 PM	7:08 PM				
CRYSTAL CITY	4:55 PM		5:25 PM	5:35 PM	5:45 PM		6:05 PM	6:15 PM	6:25 PM	6:35 PM		7:05 PM	7:15 PM				
ALEXANDRIA	5:03 PM	5:11 PM	5:33 PM	5:43 PM	5:53 PM	5:59 PM	6:13 PM	6:23 PM	6:33 PM	6:43 PM	7:01 PM	7:13 PM	7:23 PM	7:32 PM	7:44 PM		
FRANCONIA-SPRINGFIELD	5:14 PM			5:54 PM			6:24 PM		6:44 PM			7:24 PM					
LORTON	5:21 PM			6:01 PM			6:31 PM		6:51 PM			7:31 PM					
WOODBIDGE	5:29 PM			6:09 PM		6:18 PM	6:39 PM		6:59 PM			7:39 PM		7:50 PM			
RIPPON	5:33 PM			6:13 PM			6:43 PM		7:03 PM			7:43 PM					
POTOMAC SHORES	5:35 PM			6:15 PM			6:45 PM		7:05 PM			7:45 PM					
QUANTICO	5:45 PM			6:25 PM		6:31 PM	6:55 PM		7:15 PM			7:55 PM		8:02 PM			
BROOKE	5:59 PM			6:39 PM			7:09 PM		7:29 PM			8:09 PM					
LEELAND ROAD	6:08 PM			6:48 PM			7:18 PM		7:38 PM			8:18 PM					
FREDERICKSBURG	6:16 PM			6:56 PM		7:01 PM	7:26 PM		7:46 PM			8:26 PM		8:31 PM	8:33 PM		
SPOTSVYLVANIA	6:27 PM			7:07 PM			7:37 PM		7:57 PM			8:37 PM					
ASHLAND						7:41 PM								9:10 PM			
STAPLES MILL ROAD						8:12 PM								9:32 PM	9:44 PM		
MAIN STREET														9:56 PM			
WILLIAMSBURG														10:52 PM			
NEWPORT NEWS														11:23 PM			
PETERSBURG						8:49 PM									10:18 PM		
NORFOLK						10:27 PM											
Notes	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Activate at Acquisition	Existing Train	Existing Train	Activate at Acquisition	Existing Train	Existing Train	Existing Train	Existing Train- See notes 1, 2, & 7	Existing Train		

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 7	Train 85 runs Washington-Richmond Main Street Monday-Thursday, Fridays Train 85 runs Washington-Newport News
Note 8	Train 85-DH only operates Monday-Thursday
Note 9	Slot 6A and Slot 79A will be replaced by Slot 4 and Slot 89 at completion of Phase 1. When Phase 1 is complete, Slot 6A and Slot 79A will no longer operate
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Northbound																			
Timing of Slot Change											AQ								
Slot Number	46	47	48	49	51	52	53	54	55	57	59	60	62	64	65	67	68	69	70
Train type	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	VRE	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	AMT	REG
Slot Activation	C	C	C	C	C	C	C	C	C	C	AQ	C	C	C	C	C	C	C	C
Train number	322	300	324	302	304	98	326	306	328	308	NEW	310	86	330	312	332	314	20	174
Origin	BRN	SPY	BRN	SPY	SPY	LD	BRN	SPY	BRN	SPY	BRN	SPY	RVM	BRN	SPY	BRN	SPY	LD	NPN
NORFOLK																			
PETERSBURG						3:33 AM													
NEWPORT NEWS																			5:35 AM
WILLIAMSBURG																			5:57 AM
MAIN STREET													5:40 AM						6:50 AM
STAPLES MILL ROAD						4:32 AM							6:05 AM						7:25 AM
ASHLAND													6:19 AM						7:39 AM
SPOTSVYLVANIA		4:52 AM		5:06 AM	5:21 AM			5:41 AM		6:01 AM		6:26 AM			7:06 AM		7:56 AM		
FREDERICKSBURG		5:03 AM		5:17 AM	5:32 AM	5:29 AM		5:52 AM		6:12 AM		6:38 AM	7:02 AM		7:17 AM		8:07 AM		8:26 AM
LEELAND ROAD		5:12 AM		5:24 AM	5:39 AM			5:59 AM		6:19 AM		6:44 AM			7:24 AM		8:14 AM		
BROOKE		5:16 AM		5:30 AM	5:45 AM			6:05 AM		6:25 AM		6:50 AM			7:30 AM		8:20 AM		
QUANTICO				5:43 AM	5:58 AM			6:18 AM		6:38 AM		7:03 AM	7:22 AM		7:43 AM		8:33 AM		8:48 AM
POTOMAC SHORES				5:49 AM	6:04 AM			6:24 AM		6:44 AM		7:09 AM			7:49 AM		8:39 AM		
RIPPON				5:52 AM	6:07 AM			6:27 AM		6:47 AM		7:12 AM			7:52 AM		8:42 AM		
WOODBIDGE		5:38 AM		5:58 AM	6:13 AM			6:33 AM		6:53 AM		7:18 AM	7:36 AM		7:58 AM		8:48 AM		9:02 AM
LORTON				6:05 AM	6:20 AM			6:40 AM		7:00 AM		7:25 AM			8:05 AM		8:55 AM		
FRANCONIA-SPRINGFIELD				6:13 AM	6:28 AM			6:48 AM		7:08 AM		7:33 AM			8:13 AM		9:03 AM		
ALEXANDRIA	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:40 AM	6:39 AM	6:50 AM	7:00 AM	7:10 AM	7:20 AM	7:35 AM	7:45 AM	8:00 AM	8:15 AM	8:25 AM	8:55 AM	9:15 AM	9:37 AM	9:28 AM
CRYSTAL CITY	6:04 AM	6:14 AM	6:24 AM	6:34 AM	6:49 AM		6:59 AM	7:09 AM	7:19 AM	7:29 AM	7:44 AM	7:54 AM		8:24 AM	8:34 AM	9:04 AM	9:24 AM		
L'ENFANT	6:12 AM	6:22 AM	6:32 AM	6:42 AM	6:57 AM		7:07 AM	7:17 AM	7:27 AM	7:37 AM	7:52 AM	8:02 AM	8:11 AM	8:32 AM	8:42 AM	9:12 AM	9:32 AM		
UNION STATION	6:20 AM	6:30 AM	6:40 AM	6:50 AM	7:05 AM	7:07 AM	7:15 AM	7:25 AM	7:35 AM	7:45 AM	8:00 AM	8:10 AM	8:25 AM	8:40 AM	8:50 AM	9:20 AM	9:40 AM	9:53 AM	9:57 AM
Notes	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Activate at Acquisition	Exiating Train	Exiating Train- See note 1	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Exiating Train	Exiating Train- See note 1

Northbound (continued)

Timing of Slot Change	AQ						AQ		AQ										
Slot Number	71	73	74	77	78	79	79A	80	82	83	84	86	88	DH					
Train type	VRE	REG	REG	REG	AMT	REG	REG	VRE	REG	AMT	VRE	AMT	REG	REG					
Slot Activation	AQ	C	C	C	C	C	REG	C	AQ	C	C	C	C	AQ					
Train number	NEW	84	176	94	92	80	178	336	138	50	338	90	66	85-DH					
Origin	SPY	NFK	RNK	NFK	LD	LD	RNK	BRN	NFK	LD	BRN	LD	NPN						
NORFOLK		6:15 AM		9:30 AM					1:30 PM										
PETERSBURG		7:42 AM		10:57 AM	11:28 AM	1:11 PM			2:57 PM			4:20 PM							
NEWPORT NEWS													4:50 PM						
WILLIAMSBURG													5:11 PM						
MAIN STREET													6:01 PM	11:05 PM					
STAPLES MILL ROAD		8:25 AM		11:38 AM	12:16 PM	2:11 PM			3:38 PM			5:14 PM	6:31 PM	11:25 PM					
ASHLAND		8:39 AM		11:54 AM					3:54 PM				6:45 PM						
SPOTSVYLVANIA	8:26 AM																		
FREDERICKSBURG	8:37 AM	9:26 AM		12:40 PM		3:07 PM			4:41 PM				7:30 PM						
LEELAND ROAD	8:44 AM																		
BROOKE	8:50 AM																		
QUANTICO	9:03 AM	9:48 AM		1:01 PM		3:29 PM			5:03 PM				7:56 PM						
POTOMAC SHORES	9:09 AM																		
RIPPON	9:12 AM																		
WOODBIDGE	9:18 AM	10:01 AM		1:14 PM					5:16 PM				8:11 PM						
LORTON	9:25 AM																		
FRANCONIA-SPRINGFIELD	9:33 AM																		
ALEXANDRIA	9:45 AM	10:32 AM	11:08 AM	1:41 PM	2:04 PM	4:03 PM	4:10 PM	4:32 PM	5:47 PM	6:02 PM	6:18 PM	7:07 PM	8:34 PM						
CRYSTAL CITY	9:54 AM																		
L'ENFANT	10:02 AM																		
UNION STATION	10:10 AM	10:51 AM	11:23 AM	2:04 PM	2:38 PM	4:29 PM	4:30 PM	4:57 PM	6:07 PM	6:19 PM	6:43 PM	7:42 PM	9:03 PM						
Notes	Activate at Acquisition	Exiating Train- See note 1	Exiating Train- See note 1	Exiating Train- See note 1	Exiating Train	Exiating Train	Activate at Acquisition- See note 1	Exiating Train- See note 1	Activate at Acquisition- See note 1	Exiating Train	Exiating Train- See note 1	Exiating Train	Exiating Train- See note 1	Man Street-Staples Mill Deadhead from slot 39- See notes 2 & 8					

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (New Train) will originate from RVM
Note 7	Train 85 runs Washington-Richmond Main Street Monday-Thursday, Fridays Train 85 runs Washington-Newport News
Note 8	Train 85-DH only operates Monday-Thursday
Note 9	Slot 6A and Slot 79A will be replaced by Slot 4 and Slot 89 at completion of Phase 1. When Phase 1 is complete, Slot 6A and Slot 79A will no longer operate
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Acquisition Phase Base Schedule - Saturday
Southbound

Timing of Slot Change						AQ	AQ							
Slot Number	DH	3W	6	8	9	9A	10W	11W	16	23W	24W	36	37W	40
Train Type	REG	REG	AMT	AMT	AMT	REG	REG	REG	AMT	REG	REG	AMT	AMT	AMT
Slot Activation	AQ	C	C	C	C	AQ	AQ	C	C	C	C	C	C	C
Train Number	164-DH	65	89	79	51	153	143	195	91	145	99	19	87	97
Final Destination		NFK	LD	NC	LD	RNK	NPN	RVM	LD	RNK	NPN	LD	NFK	LD
Days of Operation	SaSu	SaSu	Daily	Daily	Daily	SaSu	SaSu	SaSu	Daily	SaSu	SaSu	Daily	SaSu	Daily
UNION STATION		7:00 AM	10:00 AM	11:08 AM	11:15 AM	12:03 PM	1:51 PM	2:50 PM	3:10 PM	4:35 PM	5:00 PM	6:40 PM	7:00 PM	7:25 PM
L'ENFANT														
CRYSTAL CITY														
ALEXANDRIA		7:24 AM	10:18 AM	11:26 AM	11:31 AM	12:22 PM	2:10 PM	3:07 PM	3:28 PM	4:54 PM	5:18 PM	7:01 PM	7:17 PM	7:44 PM
FRANCONIA-SPRINGFIELD														
LORTON														
WOODBIDGE		7:45 AM					2:29 PM	3:25 PM			5:36 PM		7:36 PM	
RIPPON														
POTOMAC SHORES														
QUANTICO		8:01 AM		11:56 AM			2:43 PM	3:38 PM			5:49 PM		7:48 PM	
BROOKE														
LEELAND ROAD														
FREDERICKSBURG		8:26 AM		12:19 PM			3:10 PM	4:03 PM			6:13 PM		8:13 PM	8:33 PM
SPOTSYLVANIA														
ASHLAND		9:13 AM					3:53 PM	4:46 PM			6:56 PM		8:56 PM	
STAPLES MILL ROAD	5:30 AM	9:34 AM	12:19 PM	1:36 PM			4:27 PM	5:08 PM	5:22 PM		7:19 PM		9:24 PM	9:44 PM
MAIN STREET	5:50 AM						4:56 PM	5:39 PM			7:46 PM			
WILLIAMSBURG							5:48 PM				8:39 PM			
NEWPORT NEWS							6:18 PM				9:12 PM			
PETERSBURG		10:10 AM	12:54 PM	2:13 PM					5:56 PM				10:00 PM	10:18 PM
NORFOLK		11:48 AM											11:38 PM	
Notes	Staples Mill-Main Street Deadhead for slot 66W	Existing Train- See notes 1 & 3	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Activate at Acquisition- See note 1 & 11	Activate at Acquisition and deactivate at slot 1. See notes 1, 10, & 15	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1

Northbound

Timing of Slot Change									AQ		AQ				
Slot Number	52	66W	69	73W	75W	76W	78	79	80A	83	84W	86	DH	88	DH
Train Type	AMT	REG	AMT	REG	REG	REG	AMT	REG	REG	AMT	REG	AMT	REG	REG	REG
Slot Activation	C	C	C	C	C	C	C	C	AQ	C	AQ	C	AQ	C	C
Train Number	98	164	20	88	194-96	156	92	80	166	50	124	90	195-DH	66	1078-DH
Origin	LD	RVM	LD	NFK	NPN	RNK	LD	LD	RNK	LD	NFK	LD		NPN	
Days of Operation	Daily	SaSu	Daily	SaSu	SaSu	SaSu	Daily	Daily	SaSu	Daily	SaSu	Daily	SaSu	Sa	Fr
				6:15 AM							1:46 PM				11:15 PM
PETERSBURG	3:33 AM			7:42 AM			11:28 AM	1:11 PM			3:13 PM	4:20 PM			12:40 AM
NEWPORT NEWS					8:30 AM									5:05 PM	
WILLIAMSBURG					8:52 AM									5:26 PM	
MAIN STREET		6:10 AM			9:42 AM								5:59 PM	6:21 PM	
STAPLES MILL ROAD	4:32 AM	6:35 AM		8:25 AM	10:19 AM		12:16 PM	2:11 PM			3:54 PM	5:14 PM	6:19 PM	6:51 PM	1:16 AM
ASHLAND		6:50 AM		8:39 AM	10:33 AM						4:09 PM			7:05 PM	
SPOTSYLVANIA															
FREDERICKSBURG	5:29 AM	7:33 AM		9:26 AM	11:18 AM			3:07 PM			4:56 PM			7:50 PM	
LEELAND ROAD															
BROOKE															
QUANTICO		7:55 AM		9:48 AM	11:39 AM			3:29 PM			5:18 PM			8:16 PM	
POTOMAC SHORES															
RIPPON															
WOODBIDGE		8:09 AM		10:02 AM	11:54 AM						5:31 PM			8:31 PM	
LORTON															
FRANCONIA-SPRINGFIELD															
ALEXANDRIA	6:39 AM	8:38 AM	9:37 AM	10:27 AM	12:21 PM	1:22 PM	2:04 PM	4:03 PM	4:10 PM	6:02 PM	6:02 PM	7:07 PM		8:54 PM	
CRYSTAL CITY															
L'ENFANT															
UNION STATION	7:07 AM	9:02 AM	9:53 AM	10:49 AM	12:20 PM	1:37 PM	2:38 PM	4:29 PM	4:30 PM	6:19 PM	6:22 PM	7:42 PM		9:23 PM	
Notes	Existing Train	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train	Activate at Acquisition- See notes 1 & 12	Existing Train	Activate at Acquisition- See note 1	Existing Train	Main Street-Staples Mill Deadhead from slot 11W	Existing Train, operates 15 minutes later on Saturday- See note 1	Existing Train

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3W (Train 65) will return to Newport News and future Slot 2 will serve Norfolk
Note 10	Adjustments will be needed prior to implementation to account for meet with Slot 88 (Train 66)
Note 11	Slot 9A will be replaced by Slot 4 upon completion of Phase 1. When Phase 1 is complete, Slot 9A will no longer operate
Note 12	Slot 80A will be replaced by Slot 89 upon completion of Phase 1. When Phase 1 is complete, Slot 80A will no longer operate
Note 13	Slot 10W will be replaced by Slot 2 upon completion of Phase 1. Slot 10W will be inactive until the completion of Phase 2 when it is activated as a RVM bound train
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Acquisition Phase Base Schedule - Sunday
Southbound

Timing of Slot Change						AQ	AQ								
Slot Number	DH	3W	6	8	9	9A	10W	11W	16	16W	23W	24W	36	37W	40
Train Type	REG	REG	AMT	AMT	AMT	REG	REG	REG	AMT	REG	REG	REG	AMT	AMT	AMT
Slot Activation	AQ	C	C	C	C	AQ	AQ	C	C	C	C	C	C	C	C
Train Number	164-DH	65	89	79	51	153	143	195	91	157	147	99	19	87	97
Final Destination		NFK	LD	NC	LD	RNK	NPN	RVM	LD	NFK	RNK	NPN	LD	NFK	LD
Days of Operation	SaSu	SaSu	Daily	Daily	Daily	SaSu	SaSu	SaSu	Daily	Su	SaSu	SaSu	Daily	SaSu	Daily
UNION STATION		7:00 AM	10:00 AM	11:08 AM	11:15 AM	12:03 PM	1:51 PM	2:50 PM	3:10 PM	4:00 PM	4:35 PM	5:00 PM	6:40 PM	7:00 PM	7:25 PM
L'ENFANT															
CRYSTAL CITY															
ALEXANDRIA		7:24 AM	10:18 AM	11:26 AM	11:31 AM	12:22 PM	2:10 PM	3:07 PM	3:28 PM	4:17 PM	4:54 PM	5:18 PM	7:01 PM	7:17 PM	7:44 PM
FRANCONIA-SPRINGFIELD															
LORTON															
WOODBIDGE		7:45 AM					2:29 PM	3:25 PM		4:36 PM		5:36 PM		7:36 PM	
RIPPON															
POTOMAC SHORES															
QUANTICO		8:01 AM		11:56 AM			2:43 PM	3:38 PM		4:50 PM		5:49 PM		7:48 PM	
BROOKE															
LEELAND ROAD															
FREDERICKSBURG		8:26 AM		12:19 PM			3:10 PM	4:03 PM		5:12 PM		6:13 PM		8:13 PM	8:33 PM
SPOTSYLVANIA															
ASHLAND		9:13 AM					3:53 PM	4:46 PM		5:55 PM		6:56 PM		8:56 PM	
STAPLES MILL ROAD	5:30 AM	9:34 AM	12:19 PM	1:36 PM			4:27 PM	5:08 PM	5:22 PM	6:25 PM		7:19 PM		9:24 PM	9:44 PM
MAIN STREET	5:50 AM						4:56 PM	5:39 PM				7:46 PM			
WILLIAMSBURG							5:48 PM					8:39 PM			
NEWPORT NEWS							6:18 PM					9:12 PM			
PETERSBURG		10:10 AM	12:54 PM	2:13 PM					5:56 PM	7:01 PM				10:00 PM	10:18 PM
NORFOLK		11:48 AM								8:39 PM				11:38 PM	
Notes	Staples Mill-Main Street Deadhead for slot 66W	Existing Train- See notes 1 & 3	Existing Train	Existing Train- See note 1	Existing Train	Activate at Acquisition- See notes 1 & 11	Activate at Acquisition and deactivate at Phase 1- See notes 1, 10 & 13	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train

Northbound

Timing of Slot Change									AQ		AQ		
Slot Number	52	66W	69	73W	75W	76W	78	79	80A	83	84W	86	DH
Train Type	AMT	REG	AMT	REG	REG	REG	AMT	REG	REG	AMT	REG	AMT	REG
Slot Activation	C	C	C	C	C	C	C	C	AQ	C	AQ	C	AQ
Train Number	98	164	20	88	194-96	156	92	80	166	50	124	90	195-DH
Origin	LD	RVM	LD	NFK	NPN	RNK	LD	LD	RNK	LD	NFK	LD	
Days of Operation	Daily	SaSu	Daily	SaSu	SaSu	SaSu	Daily	Daily	SaSu	Daily	SaSu	Daily	SaSu
NORFOLK				6:15 AM			11:28 AM	1:11 PM			1:46 PM		
PETERSBURG	3:33 AM			7:42 AM							3:13 PM	4:20 PM	
NEWPORT NEWS					8:30 AM								
WILLIAMSBURG					8:52 AM								5:59 PM
MAIN STREET		6:10 AM			9:42 AM								
STAPLES MILL ROAD	4:32 AM	6:35 AM		8:25 AM	10:19 AM		12:16 PM	2:11 PM			3:54 PM	5:14 PM	6:19 PM
ASHLAND		6:50 AM		8:39 AM	10:33 AM						4:09 PM		
SPOTSYLVANIA													
FREDERICKSBURG	5:29 AM	7:33 AM		9:26 AM	11:18 AM		3:07 PM				4:56 PM		
LEELAND ROAD													
BROOKE													
QUANTICO		7:55 AM		9:48 AM	11:39 AM		3:29 PM				5:18 PM		
POTOMAC SHORES													
RIPPON													
WOODBIDGE		8:09 AM		10:02 AM	11:54 AM						5:31 PM		
LORTON													
FRANCONIA-SPRINGFIELD													
ALEXANDRIA	6:39 AM	8:38 AM	9:37 AM	10:27 AM	12:21 PM	1:22 PM	2:04 PM	4:03 PM	4:10 PM	6:02 PM	6:02 PM	7:07 PM	
CRYSTAL CITY													
L'ENFANT													
UNION STATION	7:07 AM	9:02 AM	9:53 AM	10:49 AM	12:20 PM	1:37 PM	2:38 PM	4:29 PM	4:30 PM	6:19 PM	6:22 PM	7:42 PM	
Notes	Existing Train	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train	Activate at Acquisition- See notes 1 & 12	Existing Train	Activate at Acquisition- See note 1	Existing Train	Main Street-Staples Mill Deadhead from slot 11W

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3W (Train 65) will return to Newport News and future Slot 2 will serve Norfolk
Note 10	Adjustments will be needed prior to implementation to account for meet with Slot 88 (Train 66)
Note 11	Slot 9A will be replaced by Slot 4 upon completion of Phase 1. When Phase 1 is complete, Slot 9A will no longer operate
Note 12	Slot 80A will be replaced by Slot 89 upon completion of Phase 1. When Phase 1 is complete, Slot 80A will no longer operate
Note 13	Slot 10W will be replaced by Slot 2 upon completion of Phase 1. Slot 10W will be inactive until the completion of Phase 2 when it is activated as a RVM bound train
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Southbound																			
Timing of Slot Change	1	2	3	4	5	6	8	9	10	11	14	15	16	17	18	19	20	21	
Slot Number	VRE	REG	REG	REG	REG	AMT	AMT	AMT	VRE	VRE	REG	VRE	AMT	VRE	REG	VRE	VRE	VRE	
Train Type	C	P1	C	AO	AO	C	C	C	C	C	C	C	C	C	C	C	C	C	
Slot Activation	321	NEW	67	NEW	151	89	79	51	301	325	95	303	91	327	125	305	307	329	
Train Number	BRN	NFK	NPN	RNK	NPN	LD	LD	LD	SPY	BRN	NFK	SPY	LD	BRN	NPN	SPY	SPY	BRN	
Final Destination	6:35 AM	6:50 AM	7:20 AM	8:40 AM	8:50 AM	10:00 AM	11:08 AM	11:15 AM	1:00 PM	1:15 PM	2:30 PM	2:40 PM	3:10 PM	3:20 PM	3:30 PM	3:40 PM	4:00 PM	4:10 PM	
UNION STATION																			
L'ENFANT									1:08 PM	1:23 PM		2:48 PM		3:28 PM		3:48 PM	4:08 PM	4:18 PM	
CRYSTAL CITY									1:15 PM	1:30 PM		2:55 PM		3:35 PM		3:55 PM	4:15 PM	4:25 PM	
ALEXANDRIA	6:52 AM	7:08 AM	7:38 AM	8:59 AM	9:09 AM	10:18 AM	11:26 AM	11:31 AM	1:23 PM	1:38 PM	2:48 PM	3:03 PM	3:28 PM	3:43 PM	3:49 PM	4:03 PM	4:23 PM	4:33 PM	
FRANCONIA-SPRINGFIELD									1:34 PM			3:14 PM				4:14 PM	4:34 PM		
LORTON									1:41 PM			3:21 PM				4:21 PM	4:41 PM		
WOODBIDGE		7:26 AM	7:56 AM		9:28 AM				1:49 PM		3:07 PM	3:29 PM			4:08 PM	4:29 PM	4:49 PM		
RIPPO									1:53 PM			3:33 PM				4:33 PM	4:53 PM		
POTOMAC SHORES									1:55 PM			3:35 PM				4:35 PM	4:55 PM		
QUANTICO		7:38 AM	8:08 AM		9:40 AM		11:56 AM		2:05 PM		3:19 PM	3:45 PM			4:22 PM	4:45 PM	5:05 PM		
BROOKE									2:19 PM			3:59 PM				4:59 PM	5:19 PM		
LEELAND ROAD									2:28 PM			4:08 PM				5:08 PM	5:28 PM		
FREDERICKSBURG		8:02 AM	8:30 AM		10:05 AM		12:19 PM		2:36 PM		3:43 PM	4:16 PM			4:49 PM	5:16 PM	5:36 PM		
SPOTSVLVANIA									2:47 PM			4:27 PM				5:27 PM	5:47 PM		
ASHLAND		8:45 AM	9:13 AM		10:48 AM						4:26 PM				5:32 PM				
STAPLES MILL ROAD		9:07 AM	9:39 AM		11:08 AM		12:19 PM	1:36 PM			4:53 PM		5:22 PM		6:06 PM				
MAIN STREET			10:08 AM		11:37 AM										6:35 PM				
WILLIAMSBURG			11:00 AM		12:29 PM										7:27 PM				
NEWPORT NEWS			11:31 AM		1:00 PM										7:58 PM				
PETERSBURG		9:49 AM				12:54 PM	2:13 PM				5:30 PM		5:56 PM						
NORFOLK		11:33 AM									7:08 PM								
Notes	Existing Train	Activate at Phase 1- See notes 1 & 6	At completion of Phase 1 train will return to NPK- See notes 1 & 3	Slot 4 replaces slot 6A at completion of Phase 1- See note 1 & 6	At completion of Phase 2, train terminates at RVM- See notes 1 & 3	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train

Southbound (continued)

Timing of Slot Change	P1			P1					P1	AQ			AQ					P1	P1	P1		
Slot Number	22	23	24	25	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	45
Train Type	VRE	VRE	REG	VRE	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	REG	AMT	VRE	REG	VRE	VRE
Slot Activation	P1	C	C	P1	C	C	C	C	P1	AQ	C	C	AQ	C	C	C	C	C	P1	P1	P1	P1
Train Number	NEW	309	171	NEW	331	311	333	93	NEW	NEW	335	313	NEW	19	315	337	85	97	NEW	129	NEW	NEW
Final Destination	SPY	SPY	RNK	BRN	BRN	SPY	BRN	NFK	BRN	SPY	BRN	SPY	BRN	LD	SPY	BRN	NPN	LD	SPY	RVM	BRN	SPY
UNION STATION	4:20 PM	4:40 PM	4:45 PM	4:50 PM	5:10 PM	5:20 PM	5:30 PM	5:40 PM	5:45 PM	5:50 PM	6:00 PM	6:10 PM	6:20 PM	6:40 PM	6:50 PM	7:00 PM	7:15 PM	7:25 PM	8:00 PM	8:50 PM	9:50 PM	10:20 PM
L'ENFANT	4:28 PM	4:48 PM		4:58 PM	5:18 PM	5:28 PM	5:38 PM		5:53 PM	5:58 PM	6:08 PM	6:18 PM	6:28 PM		6:58 PM	7:08 PM			8:08 PM		9:58 PM	10:28 PM
CRYSTAL CITY	4:35 PM	4:55 PM		5:05 PM	5:25 PM	5:35 PM	5:45 PM		6:00 PM	6:05 PM	6:15 PM	6:25 PM	6:35 PM		7:05 PM	7:15 PM			8:15 PM		10:05 PM	10:35 PM
ALEXANDRIA	4:43 PM	5:03 PM	5:06 PM	5:13 PM	5:33 PM	5:43 PM	5:53 PM	5:59 PM	6:08 PM	6:13 PM	6:23 PM	6:33 PM	6:43 PM	7:01 PM	7:13 PM	7:23 PM	7:32 PM	7:44 PM	8:23 PM	9:09 PM	10:13 PM	10:43 PM
FRANCONIA-SPRINGFIELD	4:54 PM	5:14 PM			5:54 PM					6:24 PM		6:44 PM			7:24 PM				8:34 PM			10:54 PM
LORTON	5:01 PM	5:21 PM			6:01 PM					6:31 PM		6:51 PM			7:31 PM				8:41 PM			11:01 PM
WOODBIDGE	5:09 PM	5:29 PM			6:09 PM		6:18 PM			6:39 PM		6:59 PM			7:39 PM		7:50 PM		8:49 PM	9:27 PM		11:09 PM
RIPPO	5:13 PM	5:33 PM			6:13 PM					6:43 PM		7:03 PM			7:43 PM				8:53 PM			11:13 PM
POTOMAC SHORES	5:15 PM	5:35 PM			6:15 PM					6:45 PM		7:05 PM			7:45 PM				8:55 PM			11:15 PM
QUANTICO	5:25 PM	5:45 PM			6:25 PM		6:31 PM			6:55 PM		7:15 PM			7:55 PM		8:02 PM		9:05 PM	9:39 PM		11:25 PM
BROOKE	5:39 PM	5:59 PM			6:39 PM					7:09 PM		7:29 PM			8:09 PM				9:19 PM			11:39 PM
LEELAND ROAD	5:48 PM	6:08 PM			6:48 PM					7:18 PM		7:38 PM			8:18 PM				9:28 PM			11:48 PM
FREDERICKSBURG	5:56 PM	6:16 PM			6:56 PM		7:01 PM			7:26 PM		7:46 PM			8:26 PM		8:31 PM	8:33 PM	9:36 PM	10:04 PM		11:56 PM
SPOTSVLVANIA	6:07 PM	6:27 PM			7:07 PM					7:37 PM		7:57 PM			8:37 PM				9:47 PM			12:07 AM
ASHLAND							7:41 PM										9:10 PM			10:47 PM		
STAPLES MILL ROAD							8:12 PM										9:32 PM	9:44 PM		11:07 PM		
MAIN STREET																	9:56 PM			11:36 PM		
WILLIAMSBURG																	10:52 PM					
NEWPORT NEWS								8:49 PM									11:23 PM		10:18 PM			
PETERSBURG								10:27 PM														
NORFOLK																						
Notes	Activate at completion of Phase 1	Existing Train	Existing Train- See note 1	Activate at completion of Phase 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Activate at completion of Phase 1	Activate at Acquisition	Existing Train	Existing Train	Activate at Acquisition	Existing Train	Existing Train	Existing Train	Existing Train- See notes 1 & 2	Existing Train	Activate at completion of Phase 1- See note 4	Activate at completion of Phase 1- See note 1	Activate at completion of Phase 1	Activate at completion of Phase 1

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 4	Slots 41 and 87 create roundtrips from one-ways as discussed in December 2019
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Northbound																							
Timing of Slot Change					P1						P1		P1	AQ		P1							
Slot Number	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	64	65	67	68	69	70
Train type	VRE	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	VRE	VRE	VRE	VRE	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	AMT	REG
Slot Activation	C	C	C	C	P1	C	C	C	C	C	P1	C	P1	AQ	C	P1	C	C	C	C	C	C	
Train number	322	300	324	302	NEW	304	98	326	306	328	NEW	308	NEW	NEW	310	NEW	86	330	312	332	314	20	174
Origin	BRN	SPY	BRN	SPY	BRN	SPY	LD	BRN	SPY	BRN	SPY	SPY	SPY	BRN	SPY	BRN	RVM	BRN	SPY	BRN	SPY	LD	NPN
NORFOLK																							
PETERSBURG							3:33 AM																
NEWPORT NEWS																						5:35 AM	
WILLIAMSBURG																						5:57 AM	
MAIN STREET																	5:40 AM					6:50 AM	
STAPLES MILL ROAD							4:32 AM										6:05 AM					7:25 AM	
ASHLAND																	6:19 AM					7:39 AM	
SPOTSYLVANIA		4:52 AM		5:06 AM		5:21 AM			5:41 AM		5:51 AM	6:01 AM	6:11 AM		6:26 AM				7:06 AM		7:56 AM		
FREDERICKSBURG		5:03 AM		5:17 AM		5:32 AM	5:29 AM		5:52 AM		6:02 AM	6:12 AM	6:22 AM		6:38 AM		7:02 AM		7:17 AM		8:07 AM	8:26 AM	
LEELAND ROAD		5:12 AM		5:24 AM		5:39 AM			5:59 AM		6:09 AM	6:19 AM	6:29 AM		6:44 AM				7:24 AM		8:14 AM		
BROOKE		5:16 AM		5:30 AM		5:45 AM			6:05 AM		6:15 AM	6:25 AM	6:35 AM		6:50 AM				7:30 AM		8:20 AM		
QUANTICO				5:43 AM		5:58 AM			6:18 AM		6:28 AM	6:38 AM	6:48 AM		7:03 AM		7:22 AM		7:43 AM		8:33 AM	8:48 AM	
POTOMAC SHORES				5:49 AM		6:04 AM			6:24 AM		6:34 AM	6:44 AM	6:54 AM		7:09 AM				7:49 AM		8:39 AM		
RIPPOON				5:52 AM		6:07 AM			6:27 AM		6:37 AM	6:47 AM	6:57 AM		7:12 AM				7:52 AM		8:42 AM		
WOODBIDGE		5:38 AM		5:58 AM		6:13 AM			6:33 AM		6:43 AM	6:53 AM	7:03 AM		7:18 AM		7:36 AM		7:58 AM		8:48 AM	9:02 AM	
LORTON				6:05 AM		6:20 AM			6:40 AM		6:50 AM	7:00 AM	7:10 AM		7:25 AM				8:05 AM		8:55 AM		
FRANCONIA-SPRINGFIELD				6:13 AM		6:28 AM			6:48 AM		6:58 AM	7:08 AM	7:18 AM		7:33 AM				8:13 AM		9:03 AM		
ALEXANDRIA	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:30 AM	6:40 AM	6:39 AM	6:50 AM	7:00 AM	7:05 AM	7:10 AM	7:20 AM	7:30 AM	7:35 AM	7:45 AM	7:55 AM	8:00 AM	8:15 AM	8:25 AM	8:55 AM	9:15 AM	9:37 AM	9:28 AM
CRYSTAL CITY	6:04 AM	6:14 AM	6:24 AM	6:34 AM	6:39 AM	6:49 AM		6:59 AM	7:09 AM	7:14 AM	7:19 AM	7:29 AM	7:39 AM	7:44 AM	7:54 AM	8:04 AM		8:24 AM	8:34 AM	9:04 AM	9:24 AM		
L'ENFANT	6:12 AM	6:22 AM	6:32 AM	6:42 AM	6:47 AM	6:57 AM		7:07 AM	7:17 AM	7:22 AM	7:27 AM	7:37 AM	7:47 AM	7:52 AM	8:02 AM	8:12 AM		8:32 AM	8:42 AM	9:12 AM	9:32 AM		
UNION STATION	6:20 AM	6:30 AM	6:40 AM	6:50 AM	6:55 AM	7:05 AM	7:07 AM	7:15 AM	7:25 AM	7:30 AM	7:35 AM	7:45 AM	7:55 AM	8:00 AM	8:10 AM	8:20 AM	8:25 AM	8:40 AM	8:50 AM	9:20 AM	9:40 AM	9:53 AM	9:57 AM
Notes	Existing Train	Existing Train	Existing Train	Existing Train	Activate at completion of Phase 1	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Activate at completion of Phase 1	Existing Train	Activate at completion of Phase 1	Activate at Acquisition	Existing Train	Activate at completion of Phase 1	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train- See Note 1

Northbound (continued)

Timing of Slot Change	AQ			P1	P1					P1	AQ				P1							
Slot Number	71	73	74	75	76	77	78	79	80	81	82	83	84	86	87	88	89					
Train type	VRE	REG	REG	REG	REG	REG	AMT	REG	VRE	VRE	REG	AMT	VRE	AMT	VRE	REG	REG					
Slot Activation	AQ	C	C	P1	P1	C	C	C	C	P1	AQ	C	C	C	P1	C	AQ					
Train number	NEW	84	176	NEW	184	94	92	80	336	NEW	138	50	338	90	NEW	66	NEW					
Origin	SPY	NFK	RNK	NPN	NPN	NFK	LD	LD	BRN	SPY	NFK	LD	BRN	LD	BRN	NPN	RNK					
NORFOLK		6:15 AM				9:30 AM					1:30 PM											
PETERSBURG		7:42 AM				10:57 AM	11:28 AM	1:11 PM			2:57 PM				4:20 PM							
NEWPORT NEWS				7:50 AM	8:15 AM											4:50 PM						
WILLIAMSBURG				8:12 AM	8:37 AM											5:11 PM						
MAIN STREET				9:02 AM	9:30 AM											6:01 PM						
STAPLES MILL ROAD		8:25 AM		9:26 AM	10:05 AM	11:38 AM	12:16 PM	2:11 PM			3:38 PM			5:14 PM		6:31 PM						
ASHLAND		8:39 AM		9:40 AM	10:18 AM	11:54 AM					3:54 PM					6:45 PM						
SPOTSYLVANIA	8:26 AM									4:06 PM												
FREDERICKSBURG	8:37 AM	9:26 AM		10:23 AM	11:05 AM	12:40 PM		3:07 PM		4:17 PM	4:41 PM					7:30 PM						
LEELAND ROAD	8:44 AM									4:24 PM												
BROOKE	8:50 AM									4:30 PM												
QUANTICO	9:03 AM	9:48 AM		10:43 AM	11:27 AM	1:01 PM		3:29 PM		4:43 PM	5:03 PM					7:56 PM						
POTOMAC SHORES	9:09 AM																					
RIPPOON	9:12 AM																					
WOODBIDGE	9:18 AM	10:01 AM		10:57 AM	11:41 AM	1:14 PM				4:58 PM	5:16 PM					8:11 PM						
LORTON	9:25 AM																					
FRANCONIA-SPRINGFIELD	9:33 AM																					
ALEXANDRIA	9:45 AM	10:32 AM	11:08 AM	11:21 AM	12:07 PM	1:41 PM	2:04 PM	4:03 PM	4:32 PM	5:13 PM	5:47 PM	6:02 PM	6:18 PM	7:07 PM	7:45 PM	8:34 PM	9:29 PM					
CRYSTAL CITY	9:54 AM									5:25 PM					7:54 PM							
L'ENFANT	10:02 AM									5:34 PM					8:02 PM							
UNION STATION	10:10 AM	10:51 AM	11:23 AM	11:44 AM	12:39 PM	2:04 PM	2:38 PM	4:29 PM	4:57 PM	5:50 PM	6:07 PM	6:19 PM	6:43 PM	7:42 PM	8:10 PM	9:03 PM	10:00 PM					
Notes	Activate at Acquisition	Existing Train- See note 1	Existing Train- See note 1	Activate at completion of Phase 1- See notes 1, 3, & 6	Activate at completion of Phase 1- See note 1	Existing Train- See note 1	Existing Train	Existing Train	Existing Train- See note 1	Activate at completion of Phase 1- See note 1	Activate at Acquisition- See note 1	Existing Train	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See notes 1 & 4	Existing Train- See note 1	Activate at Acquisition- See notes 1 & 6					

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 4	Slots 41 and 87 create roundtrips from one-ways as discussed in December 2019
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Southbound																						
Timing of Slot Change	AQ		AQ							P1	P1			P1	P1	P1	P1				P1	P1
Slot Number	2	3W	4	6	8	9	11W	16	17W	21	22	23W	24W	27	28	33	34	36	37W	40	41W	42W
Train Type	REG	REG	REG	AMT	AMT	AMT	REG	AMT	REG	VRE	VRE	REG	REG	VRE	VRE	VRE	VRE	AMT	AMT	AMT	REG	REG
Slot Activation	AQ	C	AQ	C	C	C	C	C	C	P1	P1	C	C	P1	P1	P1	P1	C	C	C	P1	P1
Train Number	NEW	65	NEW	89	79	51	195	91	157	329	NEW	145-147	99	331	311	335	313	19	87	97	163/189	149/159
Final Destination	NFK	NPN	RNK	LD	NC	LD	NPN	LD	NFK	BRN	SPY	BRN	NPN	BRN	SPY	BRN	SPY	LD	NFK	LD	NPN	RVM
Days of Operation	Daily	SaSu	Daily	Daily	Daily	Daily	SaSu	Daily	Su	Daily	SaSu	SaSu	SaSu	Daily	Daily	Daily	Daily	Daily	SaSu	Daily	SaSu	SaSu
UNION STATION	6:50 AM	7:00 AM	8:40 AM	10:00 AM	11:08 AM	11:15 AM	2:50 PM	3:10 PM	4:00 PM	4:10 PM	4:20 PM	4:35 PM	5:00 PM	5:10 PM	5:20 PM	6:00 PM	6:10 PM	6:40 PM	7:00 PM	7:25 PM	7:55 PM	9:00 PM
L'ENFANT										4:18 PM	4:28 PM			5:18 PM	5:28 PM	6:08 PM	6:18 PM					
CRYSTAL CITY										4:25 PM	4:35 PM			5:25 PM	5:35 PM	6:15 PM	6:25 PM					
ALEXANDRIA	7:08 AM	7:19 AM	8:59 AM	10:18 AM	11:26 AM	11:31 AM	3:07 PM	3:28 PM	4:17 PM	4:33 PM	4:43 PM	5:07 PM	5:18 PM	5:33 PM	5:43 PM	6:23 PM	6:33 PM	7:01 PM	7:17 PM	7:44 PM	8:12 PM	9:19 PM
FRANCONIA-SPRINGFIELD											4:54 PM				5:54 PM		6:44 PM					
LORTON											5:01 PM				6:01 PM		6:51 PM					
WOODBIDGE	7:26 AM	7:39 AM					3:25 PM		4:36 PM		5:09 PM		5:36 PM		6:09 PM		6:59 PM		7:36 PM		8:30 PM	9:37 PM
RIPPON											5:13 PM				6:13 PM		7:03 PM					
POTOMAC SHORES											5:15 PM				6:15 PM		7:05 PM					
QUANTICO	7:38 AM	7:51 AM			11:56 AM		3:38 PM		4:50 PM		5:25 PM		5:49 PM		6:25 PM		7:15 PM		7:48 PM		8:42 PM	9:49 PM
BROOKE											5:39 PM				6:39 PM		7:29 PM					
LEELAND ROAD											5:48 PM				6:48 PM		7:38 PM					
FREDERICKSBURG	8:02 AM	8:16 AM			12:19 PM		4:03 PM		5:12 PM		5:56 PM		6:13 PM		6:56 PM		7:46 PM		8:13 PM	8:33 PM	9:07 PM	10:14 PM
SPOTSVYLVANIA											6:07 PM				7:07 PM		7:57 PM					
ASHLAND	8:45 AM	8:59 AM					4:46 PM		5:55 PM				6:56 PM						8:56 PM		9:50 PM	10:57 PM
STAPLES MILL ROAD	9:07 AM	9:27 AM		12:19 PM	1:36 PM		5:08 PM	5:22 PM	6:25 PM				7:19 PM						9:24 PM	9:44 PM	10:12 PM	11:17 PM
MAIN STREET		9:59 AM					5:39 PM						7:46 PM								10:41 PM	11:46 PM
WILLIAMSBURG		10:52 AM					6:31 PM						8:39 PM								11:33 PM	
NEWPORT NEWS		11:27 AM					7:02 PM						9:12 PM								12:04 AM	
PETERSBURG	9:49 AM			12:54 PM	2:13 PM			5:56 PM	7:01 PM										10:00 PM	10:18 PM		
NORFOLK	11:33 AM								8:39 PM										11:38 PM			
Notes	Replaces slot 10W at completion of Phase 1- See notes 1 & 3	Existing Train- See note 3	Activate at Acquisition- See note 1 & 6	Existing Train	Existing Train- See note 1	Existing Train	Extend to NPN upon completion of Phase 1- See note 1	Existing Train	Existing Train- See note 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Existing Train- See note 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See note 1	Activate at completion of Phase 1- See note 1

Northbound																						
Timing of Slot Change		P1	P1		P1			P1	P1	P1		P1				P1		AQ			AQ	
Slot Number	52	64	65	66W	67	68W	69	70W	71W	72W	73W	74W	75W	76W	78	79W	79	83	84W	86	88	89
Train Type	AMT	VRE	VRE	REG	VRE	REG	AMT	VRE	VRE	VRE	REG	REG	REG	REG	AMT	REG	REG	AMT	REG	AMT	REG	REG
Slot Activation	C	P1	P1	C	P1	C	C	P1	P1	P1	C	P1	C	C	C	P1	C	C	AQ	C	C	C
Train Number	98	330	312	164	332	82	20	NEW	NEW	NEW	88	140	194/96	156	92	126/146	80	50	124	90	66	NEW
Origin	LD	BRN	SPY	RVM	BRN	RVM	LD	SPY	BRN	SPY	NFK	NPN	NPN	RNK	LD	RVM	LD	LD	NFK	LD	NPN	RNK
Days of Operation	Daily	Daily	Daily	SaSu	Daily	Sa	Daily	SaSu	SaSu	SaSu	SaSu	SaSu	SaSu	SaSu	Daily	SaSu	Daily	Daily	SaSu	Daily	Sa	Daily
NORFOLK											6:15 AM											11:15 PM
PETERSBURG	3:33 AM										7:42 AM											12:40 AM
NEWPORT NEWS												7:50 AM	8:30 AM		11:28 AM		1:11 PM				5:05 PM	
WILLIAMSBURG												8:12 AM	8:52 AM								5:26 PM	
MAIN STREET				6:10 AM		7:15 AM						9:02 AM	9:42 AM			12:37 PM					6:21 PM	
STAPLES MILL ROAD	4:32 AM			6:35 AM		7:44 AM					8:25 AM	9:26 AM	10:19 AM		12:16 PM		2:11 PM		3:54 PM	5:14 PM	6:51 PM	1:16 AM
ASHLAND				6:50 AM		7:58 AM					8:39 AM	9:40 AM	10:33 AM			1:26 PM			4:09 PM		7:05 PM	
SPOTSVYLVANIA			7:06 AM					8:16 AM		8:56 AM												
FREDERICKSBURG	5:29 AM		7:17 AM	7:33 AM		8:42 AM		8:27 AM		9:07 AM	9:26 AM	10:23 AM	11:18 AM			2:13 PM	3:07 PM		4:56 PM		7:50 PM	
LEELAND ROAD			7:24 AM					8:34 AM		9:14 AM												
BROOKE			7:30 AM					8:40 AM		9:20 AM												
QUANTICO			7:43 AM	7:55 AM		9:03 AM		8:53 AM		9:33 AM	9:48 AM	10:43 AM	11:39 AM			2:35 PM	3:29 PM		5:18 PM		8:16 PM	
POTOMAC SHORES			7:49 AM					8:59 AM		9:39 AM												
RIPPON			7:52 AM					9:02 AM		9:42 AM												
WOODBIDGE			7:58 AM	8:09 AM		9:13 AM		9:08 AM		9:48 AM	10:02 AM	10:57 AM	11:54 AM			2:49 PM			5:31 PM		8:31 PM	
LORTON			8:05 AM					9:15 AM		9:55 AM												
FRANCONIA-SPRINGFIELD			8:13 AM					9:23 AM		10:03 AM												
ALEXANDRIA	6:39 AM	8:15 AM	8:25 AM	8:38 AM	8:55 AM	9:33 AM	9:37 AM	9:35 AM	9:55 AM	10:15 AM	10:27 AM	11:21 AM	12:21 PM	1:22 PM	2:04 PM	3:15 PM	4:03 PM	6:02 PM	6:02 PM	7:07 PM	8:54 PM	9:29 PM
CRYSTAL CITY		8:24 AM	8:34 AM		9:04 AM			9:44 AM	10:04 AM	10:24 AM												
L'ENFANT		8:32 AM	8:42 AM		9:12 AM			9:52 AM	10:12 AM	10:32 AM												
UNION STATION	7:07 AM	8:40 AM	8:50 AM	9:02 AM	9:20 AM	9:55 AM	9:53 AM	10:00 AM	10:20 AM	10:40 AM	10:51 AM	11:44 AM	12:42 PM	1:37 PM	2:38 PM	3:40 PM	4:29 PM	6:19 PM	6:22 PM	7:42 PM	9:23 PM	10:00 PM
Notes	Existing Train	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Existing Train	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate at completion of Phase 1- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See note 1	Existing Train	Existing Train	Activate at Acquisition- See note 1	Existing Train	Existing Train, operates 15 minutes later on Saturday- See note 1	Activate at Acquisition- See notes 1 & 6

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3W (Train 65) will return to Newport News and future Slot 2 will serve Norfolk
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

[illegible]

Timing of Slot Change

[illegible]

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 4	Slots 41 and 87 create roundtrips from one-ways as discussed in December 2019
Note 5	At time of publication, there is no NEC schedule to convert to or from this topography. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
Note 6	Operation of this train assumes layover facility south of ACCA yard, and availability of push pull equipment
Note 7	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 1	Long Distance train runtimes based on published Amtrak schedules
General Note 2	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 3	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 4	Prior to and after completion of construction projects, the Performance Committees will readjust the schedule to reflect changes to infrastructure
General Note 5	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference
General Note 6	

Northbound																							
Timing of Slot Change					P1						P1		P1	AQ		P1		P2		P2			
Slot Number	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68
Train type	VRE	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	VRE	VRE	VRE	VRE	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	VRE	VRE
Slot Activation	C	C	C	C	P1	C	C	C	C	C	P1	C	P1	AQ	C	P1	C	P2	C	C	P2	C	C
Train number	322	300	324	302	NEW	304	98	326	306	328	NEW	308	NEW	NEW	310	NEW	86	NEW	330	312	NEW	332	314
Origin	BRN	SPY	BRN	SPY	BRN	SPY	LD	BRN	SPY	BRN	SPY	SPY	SPY	BRN	SPY	BRN	RVM	SPY	BRN	SPY	SPY	BRN	SPY
NORFOLK																							
PETERSBURG							3:33 AM																
NEWPORT NEWS																							
WILLIAMSBURG																							
MAIN STREET																	5:40 AM						
STAPLES MILL ROAD							4:32 AM										6:05 AM						
ASHLAND																	6:19 AM						
SPOTSYLVANIA		4:52 AM		5:06 AM		5:21 AM			5:41 AM		5:51 AM	6:01 AM	6:11 AM		6:26 AM			6:51 AM		7:06 AM	7:26 AM		7:56 AM
FREDERICKSBURG		5:03 AM		5:17 AM		5:32 AM	5:29 AM		5:52 AM		6:02 AM	6:12 AM	6:22 AM		6:38 AM		7:02 AM	7:02 AM		7:17 AM	7:37 AM		8:07 AM
LEELAND ROAD		5:12 AM		5:24 AM		5:39 AM			5:59 AM		6:09 AM	6:19 AM	6:29 AM		6:44 AM		7:02 AM	7:09 AM		7:24 AM	7:44 AM		8:14 AM
BROOKE		5:16 AM		5:30 AM		5:45 AM			6:05 AM		6:15 AM	6:25 AM	6:35 AM		6:50 AM			7:15 AM		7:30 AM	7:50 AM		8:20 AM
QUANTICO				5:43 AM		5:58 AM			6:18 AM		6:28 AM	6:38 AM	6:48 AM		7:03 AM		7:22 AM	7:28 AM		7:43 AM	8:03 AM		8:33 AM
POTOMAC SHORES				5:49 AM		6:04 AM			6:24 AM		6:34 AM	6:44 AM	6:54 AM		7:09 AM			7:34 AM		7:49 AM	8:09 AM		8:39 AM
RIPPO				5:52 AM		6:07 AM			6:27 AM		6:37 AM	6:47 AM	6:57 AM		7:12 AM			7:37 AM		7:52 AM	8:12 AM		8:42 AM
WOODBIDGE		5:38 AM		5:58 AM		6:13 AM			6:33 AM		6:43 AM	6:53 AM	7:03 AM		7:18 AM		7:36 AM	7:43 AM		7:58 AM	8:18 AM		8:48 AM
LORTON				6:05 AM		6:20 AM			6:40 AM		6:50 AM	7:00 AM	7:10 AM		7:25 AM			7:50 AM		8:05 AM	8:25 AM		8:55 AM
FRANCONIA-SPRINGFIELD				6:13 AM		6:28 AM			6:48 AM		6:58 AM	7:08 AM	7:18 AM		7:33 AM			7:58 AM		8:13 AM	8:33 AM		9:03 AM
ALEXANDRIA	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:30 AM	6:40 AM	6:39 AM	6:50 AM	7:00 AM	7:10 AM	7:10 AM	7:20 AM	7:30 AM	7:35 AM	7:45 AM	7:55 AM	8:00 AM	8:10 AM	8:15 AM	8:25 AM	8:45 AM	8:55 AM	9:15 AM
CRYSTAL CITY	6:04 AM	6:14 AM	6:24 AM	6:34 AM	6:39 AM	6:49 AM		6:59 AM	7:09 AM	7:19 AM	7:19 AM	7:29 AM	7:39 AM	7:44 AM	7:54 AM	8:04 AM		8:19 AM	8:24 AM	8:34 AM	8:54 AM	9:04 AM	9:24 AM
L'ENFANT	6:12 AM	6:22 AM	6:32 AM	6:42 AM	6:47 AM	6:57 AM		7:07 AM	7:17 AM	7:27 AM	7:27 AM	7:37 AM	7:47 AM	7:52 AM	8:02 AM	8:12 AM		8:27 AM	8:32 AM	8:42 AM	9:02 AM	9:12 AM	9:32 AM
UNION STATION	6:20 AM	6:30 AM	6:40 AM	6:50 AM	6:55 AM	7:05 AM	7:07 AM	7:15 AM	7:25 AM	7:35 AM	7:35 AM	7:45 AM	7:55 AM	8:00 AM	8:10 AM	8:20 AM	8:25 AM	8:35 AM	8:40 AM	8:50 AM	9:10 AM	9:20 AM	9:40 AM
Notes	Existing Train	Existing Train	Existing Train	Existing Train	Activate at completion of Phase 1	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Activate at completion of Phase 1	Existing Train	Activate at completion of Phase 1	Activate at Acquisition	Existing Train	Activate at completion of Phase 1	Existing Train- See note 1 & 7	Activate at completion of Phase 2	Existing Train	Existing Train	Activate at completion of Phase 2	Existing Train	Existing Train

Northbound (continued)

Timing of Slot Change	AQ	P2			P1	P1					P1	AQ			P2		P1		AQ	P2
Slot Number	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90
Train type	VRE	REG	REG	REG	REG	REG	REG	AMT	REG	VRE	VRE	REG	AMT	VRE	REG	AMT	VRE	REG	REG	REG
Slot Activation	AQ	P2	C	C	P1	P1	C	C	C	C	P1	AQ	C	C	P2	C	P1	C	AQ	P2
Train number	NEW	NEW	84	176	NEW	184	94	92	80	336	NEW	138	50	338	186	90	NEW	66	NEW	NEW
Origin	SPY	NPN	NFK	RNK	RVM	NPN	NFK	LD	LD	BRN	SPY	NFK	LD	BRN	RVM	LD	BRN	NPN	RNK	RVM
NORFOLK			6:15 AM				9:30 AM					1:30 PM								
PETERSBURG			7:42 AM				10:57 AM	11:28 AM	1:11 PM			2:57 PM				4:20 PM				
NEWPORT NEWS		6:22 AM				8:52 AM												4:50 PM		
WILLIAMSBURG		6:44 AM				9:13 AM												5:11 PM		
MAIN STREET		7:37 AM			9:02 AM	10:02 AM									4:02 PM			6:01 PM		8:02 PM
STAPLES MILL ROAD		8:12 AM	8:25 AM		9:27 AM	10:27 AM	11:38 AM	12:16 PM	2:11 PM			3:38 PM			4:26 PM	5:14 PM		6:31 PM		8:26 PM
ASHLAND		8:26 AM	8:39 AM		9:44 AM	10:44 AM	11:54 AM					3:54 PM			4:40 PM			6:45 PM		8:39 PM
SPOTSYLVANIA	8:26 AM										4:06 PM									
FREDERICKSBURG	8:37 AM	9:13 AM	9:26 AM		10:33 AM	11:33 AM	12:40 PM		3:07 PM		4:17 PM	4:41 PM			5:23 PM			7:30 PM		9:22 PM
LEELAND ROAD	8:44 AM										4:24 PM									
BROOKE	8:50 AM										4:30 PM									
QUANTICO	9:03 AM	9:35 AM	9:48 AM		10:56 AM	11:56 AM	1:01 PM		3:29 PM		4:43 PM	5:03 PM			5:43 PM			7:56 PM		9:42 PM
POTOMAC SHORES	9:09 AM																			
RIPPO	9:12 AM																			
WOODBIDGE	9:18 AM	9:49 AM	10:01 AM		11:11 AM	12:11 PM	1:14 PM				4:58 PM	5:16 PM			5:56 PM			8:11 PM		9:54 PM
LORTON	9:25 AM																			
FRANCONIA-SPRINGFIELD	9:33 AM																			
ALEXANDRIA	9:45 AM	10:15 AM	10:32 AM	11:08 AM	11:33 AM	12:33 PM	1:41 PM	2:04 PM	4:03 PM	4:32 PM	5:13 PM	5:47 PM	6:02 PM	6:18 PM	6:23 PM	7:07 PM	7:45 PM	8:34 PM	9:29 PM	10:18 PM
CRYSTAL CITY	9:54 AM	10:24 AM			11:39 AM	12:39 PM					5:34 PM						7:54 PM			
L'ENFANT	10:02 AM	10:32 AM	10:41 AM	11:17 AM	11:45 AM	12:45 PM											8:02 PM	8:47 PM		
UNION STATION	10:10 AM	10:40 AM	10:51 AM	11:23 AM	11:50 AM	12:50 PM	2:04 PM	2:38 PM	4:29 PM	4:57 PM	5:50 PM	6:07 PM	6:19 PM	6:43 PM	6:48 PM	7:42 PM	8:10 PM	9:03 PM	10:00 PM	10:41 PM
Notes	Activate at Acquisition	Activate at completion of Phase 2- See notes 1 & 6	Exiating Train- See note 1	Exiating Train- See note 1	At completion of Phase 2 train will terminate at RVM- See notes 1,3,6, & 7	Activate at completion of Phase 1- See note 1	Exiating Train- See note 1	Exiating Train	Exiating Train	Exiating Train- See note 1	Activate at completion of Phase 1- See note 1	Exiating Train- At Acquisition train will originate from NFK- See note 1	Exiating Train	Exiating Train- See note 1	Activate at completion of Phase 2- See notes 1 & 7	Exiating Train	Activate at completion of Phase 1- See notes 1 & 4	Exiating Train- See note 1	Activate at Acquisition- See notes 1 & 6	Activate at completion of Phase 2- See notes 1, 6, & 7

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1, corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 4	Slots 41 and 87 create roundtrips from one-ways as discussed in December 2019
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
Note 7	Operation of this train assumes layover facility south of ACCA yard, and availability of push pull equipment
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Phase 2 Base Schedule - Weekends

Southbound

Timing of Slot Change	AQ	3W	AQ	6	P2	7	8	9	P2	10W	11W	16	17W	P1
Slot Number	2	3W	4	6	7	8	9	10W	11W	16	17W	21		
Train Type	REG	REG	REG	AMT	REG	AMT	AMT	REG	REG	AMT	REG	VRE		
Slot Activation	AQ	C	AQ	C	P2	C	C	P2	C	C	C	P1		
Train Number	NEW	65	NEW	89	111	79	51	143	195	91	157	329		
Final Destination	NFK	NPN	RNK	LD	RVM	NC	LD	RVM	RVM	LD	NFK	BRN		
Days of Operation	Daily	SaSu	Daily	Daily	Daily	Daily	Daily	SaSu	SaSu	SaSu	Su	Daily		
UNION STATION	6:50 AM	7:00 AM	8:40 AM	10:00 AM	10:24 AM	11:08 AM	11:15 AM	1:50 PM	2:50 PM	3:10 PM	4:00 PM	4:10 PM		
L'ENFANT												4:18 PM		
CRYSTAL CITY												4:25 PM		
ALEXANDRIA	7:08 AM	7:19 AM	8:59 AM	10:18 AM	10:43 AM	11:26 AM	11:31 AM	2:09 PM	3:07 PM	3:28 PM	4:17 PM	4:33 PM		
FRANCONIA-SPRINGFIELD														
LORTON														
WOODBIDGE	7:26 AM	7:39 AM			11:01 AM			2:27 PM	3:25 PM		4:36 PM			
RIPPON														
POTOMAC SHORES														
QUANTICO	7:38 AM	7:51 AM			11:13 AM	11:56 AM		2:39 PM	3:38 PM		4:50 PM			
BROOKE														
LEELAND ROAD														
FREDERICKSBURG	8:02 AM	8:16 AM			11:38 AM	12:19 PM		3:04 PM	4:03 PM		5:12 PM			
SPOTSYLVANIA														
ASHLAND	8:45 AM	8:59 AM			12:21 PM			3:46 PM	4:46 PM		5:55 PM			
STAPLES MILL ROAD	9:07 AM	9:27 AM		12:19 PM	12:41 PM	1:36 PM		4:06 PM	5:08 PM	5:22 PM	6:25 PM			
MAIN STREET		9:59 AM			1:10 PM			4:35 PM	5:39 PM					
WILLIAMSBURG		10:52 AM												
NEWPORT NEWS		11:27 AM												
PETERSBURG	9:49 AM			12:54 PM		2:13 PM				5:56 PM	7:01 PM			
NORFOLK	11:33 AM										8:39 PM			
Notes	Replaces slot 10W at completion of Phase 1- See notes 1 & 3	Existing Train- See note 3	Activate at Acquisition See notes 1 & 6	Existing Train	Activate at completion of Phase 2- See notes 1 & 7	Existing Train- See note 1	Existing Train	Reactivate at completion of Phase 2- See note 1 & 7	Existing Train-Train will terminate at RVM at completion of Phase 2- See note 7	Existing Train	Existing Train- See note 1	Activate slot at completion of Phase 1		

Southbound (continued)

Timing of Slot Change	P1	23W	24W	P1	P1	P1	P1				P1	P1	P2
Slot Number	22	23W	24W	27	28	33	34	36	37W	40	41W	42W	43W
Train Type	VRE	REG	REG	VRE	VRE	VRE	VRE	AMT	AMT	AMT	REG	REG	REG
Slot Activation	P1	C	C	P1	P1	P1	P1	C	C	C	P1	P1	P2
Train Number	307	145-147	99	331	311	335	313	19	87	97	163/189	149/159	135
Final Destination	SPY	RNK	NPN	BRN	SPY	BRN	SPY	LD	NFK	LD	NPN	RVM	RVM
Days of Operation	Daily	SaSu	SaSu	Daily	Daily	Daily	Daily	Daily	SaSu	Daily	SaSu	SaSu	SaSu
UNION STATION	4:20 PM	4:35 PM	5:00 PM	5:10 PM	5:20 PM	6:00 PM	6:10 PM	6:40 PM	7:00 PM	7:25 PM	7:55 PM	9:00 PM	10:00 PM
L'ENFANT	4:28 PM			5:18 PM	5:28 PM	6:08 PM	6:18 PM						
CRYSTAL CITY	4:35 PM			5:25 PM	5:35 PM	6:15 PM	6:25 PM						
ALEXANDRIA	4:43 PM	5:07 PM	5:18 PM	5:33 PM	5:43 PM	6:23 PM	6:33 PM	7:01 PM	7:17 PM	7:44 PM	8:12 PM	9:19 PM	10:19 PM
FRANCONIA-SPRINGFIELD	4:54 PM				5:54 PM		6:44 PM						
LORTON	5:01 PM				6:01 PM		6:51 PM						
WOODBIDGE	5:09 PM		5:36 PM		6:09 PM		6:59 PM		7:36 PM		8:30 PM	9:37 PM	10:37 PM
RIPPON	5:13 PM				6:13 PM		7:03 PM						
POTOMAC SHORES	5:15 PM				6:15 PM		7:05 PM						
QUANTICO	5:25 PM		5:49 PM		6:25 PM		7:15 PM		7:48 PM		8:42 PM	9:49 PM	10:49 PM
BROOKE	5:39 PM				6:39 PM		7:29 PM						
LEELAND ROAD	5:48 PM				6:48 PM		7:38 PM						
FREDERICKSBURG	5:56 PM		6:13 PM		6:56 PM		7:46 PM		8:13 PM	8:33 PM	9:07 PM	10:14 PM	11:14 PM
SPOTSYLVANIA	6:07 PM				7:07 PM		7:57 PM						
ASHLAND			6:56 PM						8:56 PM		9:50 PM	10:57 PM	11:57 PM
STAPLES MILL ROAD			7:19 PM						9:24 PM	9:44 PM	10:12 PM	11:17 PM	12:17 AM
MAIN STREET			7:46 PM								10:41 PM	11:46 PM	12:46 AM
WILLIAMSBURG			8:39 PM								11:33 PM		
NEWPORT NEWS			9:12 PM								12:04 AM		
PETERSBURG									10:00 PM	10:18 PM			
NORFOLK									11:38 PM				
Notes	Activate slot at completion of Phase 1	Existing Train- See note 1	Existing Train- See note 1	Activate slot at completion of Phase 1	Activate slot at completion of Phase 1	Activate slot at completion of Phase 1	Activate slot at completion of Phase 1	Existing Train	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See note 1	Activate at completion of Phase 1- See notes 1 & 7	Activate at completion of Phase 2- See notes 1 & 7

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3W (Train 65) will return to Newport News and future Slot 2 will serve Norfolk
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
Note 7	Operation of this train assumes layover facility south of ACCA yard, and availability of push pull equipment
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Northbound																
Timing of Slot Change		P1	P1		P1			P1	P1	P1		P1				P1
Slot Number	52	64	65	66W	67	68W	69	70W	71W	72W	73W	74W	75W	76W	78	79W
Train type	AMT	VRE	VRE	REG	VRE	REG	AMT	VRE	VRE	VRE	REG	REG	REG	REG	AMT	REG
Slot Activation	C	P1	P1	C	P1	C	C	P1	P1	P1	C	P1	C	C	C	P1
Train number	98	330	312	164	332	82	20	NEW	NEW	NEW	88	140	194-96	156	92	126/146
Origin	LD	BRN	SPY	RVM	BRN	RVM	LD	SPY	BRN	SPY	NFK	NPN	NPN	RNK	LD	RVM
Days of Operation		Daily	Daily	SaSu	Daily	Sa	Daily	SaSu	SaSu	SaSu	SaSu	SaSu	SaSu	SaSu	Daily	SaSu
NORFOLK											6:15 AM					
PETERSBURG	3:33 AM										7:42 AM				11:28 AM	
NEWPORT NEWS												7:22 AM	8:30 AM			
WILLIAMSBURG												6:44 AM	8:52 AM			
MAIN STREET				6:10 AM		7:15 AM						9:02 AM	9:42 AM			12:37 PM
STAPLES MILL ROAD	4:32 AM			6:35 AM		7:44 AM					8:25 AM	9:26 AM	10:19 AM		12:16 PM	1:12 PM
ASHLAND				6:50 AM		7:58 AM					8:39 AM	9:40 AM	10:33 AM			1:26 PM
SPOTSYLVANIA			7:06 AM					8:16 AM		8:56 AM						
FREDERICKSBURG	5:29 AM		7:17 AM	7:33 AM		8:42 AM		8:27 AM		9:07 AM	9:26 AM	10:23 AM	11:18 AM			2:13 PM
LEELAND ROAD			7:24 AM					8:34 AM		9:14 AM						
BROOKE			7:30 AM					8:40 AM		9:20 AM						
QUANTICO			7:43 AM	7:55 AM		9:03 AM		8:53 AM		9:33 AM	9:48 AM	10:43 AM	11:39 AM			2:35 PM
POTOMAC SHORES			7:49 AM					8:59 AM		9:39 AM						
RIPPON			7:52 AM					9:02 AM		9:42 AM						
WOODBIDGE			7:58 AM	8:09 AM		9:13 AM		9:08 AM		9:48 AM	10:02 AM	10:57 AM	11:54 AM			2:49 PM
LORTON			8:05 AM					9:15 AM		9:55 AM						
FRANCONIA-SPRINGFIELD			8:13 AM					9:23 AM		10:03 AM						
ALEXANDRIA	6:39 AM	8:15 AM	8:25 AM	8:38 AM	8:55 AM	9:33 AM	9:37 AM	9:35 AM	9:55 AM	10:15 AM	10:27 AM	11:21 AM	12:21 PM	1:22 PM	2:04 PM	3:15 PM
CRYSTAL CITY		8:24 AM	8:34 AM		9:04 AM			9:44 AM	10:04 AM	10:24 AM						
L'ENFANT		8:32 AM	8:42 AM		9:12 AM			9:52 AM	10:12 AM	10:32 AM						
UNION STATION	7:07 AM	8:40 AM	8:50 AM	9:02 AM	9:20 AM	9:55 AM	9:53 AM	10:00 AM	10:20 AM	10:40 AM	10:49 AM	11:44 AM	12:20 PM	1:37 PM	2:38 PM	3:40 PM
Notes	Existing Train	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See notes 1 & 7	Activate slot on weekends at completion of Phase 1	Existing Train- See notes 1 & 7	Existing Train	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	At completion of Phase 1 originate from NPN- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See note 1

Northbound (continued)

Timing of Slot Change		P2		AQ		P2		AQ	P2	
Slot Number	79	81W	83	84W	86	85W	88	89	90	DH
Train type	REG	REG	AMT	REG	AMT	REG	REG	REG	REG	REG
Slot Activation	C	P2	C	AQ	C	C	C	AQ	P2	C
Train number	80	NEW	50	124	90	NEW	66	NEW	NEW	1078-DH
Origin	LD	RVM	LD	NFK	LD	RVM	NPN	RNK	RVM	
Days of Operation	Daily	SaSu	Daily	SaSu	Daily	SaSu	Sa	Daily	Daily	Fr
NORFOLK				1:46 PM						11:15 PM
PETERSBURG	1:11 PM			3:13 PM	4:20 PM					12:40 AM
NEWPORT NEWS						5:05 PM				
WILLIAMSBURG						5:26 PM				
MAIN STREET		2:06 PM				5:06 PM			8:02 PM	
STAPLES MILL ROAD	2:11 PM	2:36 PM		3:54 PM	5:14 PM	5:36 PM	6:51 PM		8:26 PM	1:16 AM
ASHLAND		2:50 PM		4:09 PM		5:50 PM	7:05 PM		8:39 PM	
SPOTSYLVANIA										
FREDERICKSBURG	3:07 PM	3:35 PM		4:56 PM		6:35 PM	7:50 PM		9:22 PM	
LEELAND ROAD										
BROOKE										
QUANTICO	3:29 PM	4:01 PM		5:18 PM		7:01 PM	8:16 PM		9:42 PM	
POTOMAC SHORES										
RIPPON										
WOODBIDGE		4:16 PM		5:31 PM		7:16 PM	8:31 PM		9:54 PM	
LORTON										
FRANCONIA-SPRINGFIELD										
ALEXANDRIA	4:03 PM	4:39 PM	6:02 PM	6:02 PM	7:07 PM	7:39 PM	8:54 PM	9:29 PM	10:18 PM	
CRYSTAL CITY										
L'ENFANT										
UNION STATION	4:29 PM	5:08 PM	6:19 PM	6:22 PM	7:42 PM	8:08 PM	9:23 PM	10:00 PM	10:41 PM	
Notes	Existing Train	Activate at Phase 2- See notes 1, 6, & 7	Existing Train	Activate at Acquisition- See note 1	Existing Train	Activate at completion of Phase 2- See notes 1, 5, & 7	Existing Train- operates 15 minutes later on Saturday- See note 1	Activate at Acquisition- See notes 1 & 6	Activate at completion of Phase 2- See notes 1, 5, & 7	Existing Train

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News, upon completion of phase 2. Slot 5 (Train 151) will terminate at RVM, Slot 75 (NEW Train) will originate from RVM
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
Note 7	Operation of this train assumes layover facility south of ACCA yard, and availability of push pull equipment
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

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Southbound																					
Timing of Slot Change		AQ				AQ															
Slot Number	DH	1	3	5	6	6A	8	9	10	11	14	15	16	17	18	19	20	21			
Train Type	REG	VRE	REG	REG	AMT	REG	AMT	AMT	VRE	VRE	REG	VRE	AMT	VRE	REG	VRE	VRE	VRE			
Slot Activation	AQ	C	C	AQ	C	AQ	C	C	C	C	C	C	C	C	C	C	C	C			
Train Number	86-DH	321	67	151	89	183	79	51	301	325	95	303	91	327	125	305	307	329			
Final Destination		BRN	NFK	NPN	LD	RNK	LD	LD	SPY	BRN	NFK	SPY	LD	BRN	NPN	SPY	SPY	BRN			
UNION STATION		6:35 AM	7:20 AM	8:50 AM	10:00 AM	11:00 AM	11:08 AM	11:15 AM	1:00 PM	1:15 PM	2:30 PM	2:40 PM	3:10 PM	3:20 PM	3:30 PM	3:40 PM	4:00 PM	4:10 PM			
L'ENFANT									1:08 PM	1:23 PM	2:34 PM	2:48 PM		3:28 PM	3:36 PM	3:48 PM	4:08 PM	4:18 PM			
CRYSTAL CITY									1:15 PM	1:30 PM		2:55 PM		3:35 PM		3:55 PM	4:15 PM	4:25 PM			
ALEXANDRIA		6:52 AM	7:39 AM	9:09 AM	10:18 AM	11:19 AM	11:26 AM	11:31 AM	1:23 PM	1:38 PM	2:48 PM	3:03 PM	3:28 PM	3:43 PM	3:49 PM	4:03 PM	4:23 PM	4:33 PM			
FRANCONIA-SPRINGFIELD									1:34 PM			3:14 PM				4:14 PM	4:34 PM				
LORTON									1:41 PM			3:21 PM				4:21 PM	4:41 PM				
WOODBIDGE			7:59 AM	9:28 AM					1:49 PM		3:07 PM	3:29 PM			4:08 PM	4:29 PM	4:49 PM				
RIPPON									1:53 PM			3:33 PM				4:33 PM	4:53 PM				
POTOMAC SHORES									1:55 PM			3:35 PM				4:35 PM	4:55 PM				
QUANTICO			8:11 AM	9:40 AM			11:56 AM		2:05 PM		3:19 PM	3:45 PM			4:22 PM	4:45 PM	5:05 PM				
BROOKE									2:19 PM			3:59 PM				4:59 PM	5:19 PM				
LEELAND ROAD									2:28 PM			4:08 PM				5:08 PM	5:28 PM				
FREDERICKSBURG			8:36 AM	10:05 AM			12:19 PM		2:36 PM		3:43 PM	4:16 PM			4:49 PM	5:16 PM	5:36 PM				
SPOTSYLVANIA									2:47 PM			4:27 PM				5:27 PM	5:47 PM				
ASHLAND			9:19 AM	10:48 AM							4:26 PM				5:32 PM						
STAPLES MILL ROAD	4:41 AM		9:47 AM	11:08 AM	12:19 PM		1:36 PM				4:53 PM		5:22 PM		6:06 PM						
MAIN STREET	5:01 AM			11:40 AM											6:35 PM						
WILLIAMSBURG				12:33 PM											7:27 PM						
NEWPORT NEWS				1:08 PM											7:58 PM						
PETERSBURG			10:23 AM		12:54 PM		2:13 PM				5:30 PM		5:56 PM								
NORFOLK			12:01 PM								7:08 PM										
Notes	Staples Mill-Main Street Deadhead for slot 62	Existing Train	Existing Train- At Acquisition train will switch from NPN to NFK- See notes 1 & 3	Activate at Acquisition- See notes 1 & 3	Existing Train	Activate at Acquisition- See notes 1 & 9	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train			

Southbound (continued)

Timing of Slot Change							AQ			AQ							
Slot Number	23	24	27	28	29	30	32	33	34	35	36	37	38	39	40		
Train Type	VRE	REG	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	AMT	VRE	VRE	REG	AMT		
Slot Activation	C	C	C	C	C	C	AQ	C	C	AQ	C	C	C	C	C		
Train Number	309	171	331	311	333	93	NEW	335	313	NEW	19	315	337	85	97		
Final Destination	SPY	RNK	BRN	SPY	BRN	NFK	SPY	BRN	SPY	BRN	LD	SPY	BRN	RVM	LD		
UNION STATION	4:40 PM	4:50 PM	5:10 PM	5:20 PM	5:30 PM	5:40 PM	5:50 PM	6:00 PM	6:10 PM	6:20 PM	6:40 PM	6:50 PM	7:00 PM	7:15 PM	7:25 PM		
L'ENFANT	4:48 PM		5:18 PM	5:28 PM	5:38 PM		5:58 PM	6:08 PM	6:18 PM	6:28 PM		6:58 PM	7:08 PM				
CRYSTAL CITY	4:55 PM		5:25 PM	5:35 PM	5:45 PM		6:05 PM	6:15 PM	6:25 PM	6:35 PM		7:05 PM	7:15 PM				
ALEXANDRIA	5:03 PM	5:11 PM	5:33 PM	5:43 PM	5:53 PM	5:59 PM	6:13 PM	6:23 PM	6:33 PM	6:43 PM	7:01 PM	7:13 PM	7:23 PM	7:32 PM	7:44 PM		
FRANCONIA-SPRINGFIELD	5:14 PM			5:54 PM			6:24 PM		6:44 PM			7:24 PM					
LORTON	5:21 PM			6:01 PM			6:31 PM		6:51 PM			7:31 PM					
WOODBIDGE	5:29 PM			6:09 PM		6:18 PM	6:39 PM		6:59 PM			7:39 PM		7:50 PM			
RIPPON	5:33 PM			6:13 PM			6:43 PM		7:03 PM			7:43 PM					
POTOMAC SHORES	5:35 PM			6:15 PM			6:45 PM		7:05 PM			7:45 PM					
QUANTICO	5:45 PM			6:25 PM		6:31 PM	6:55 PM		7:15 PM			7:55 PM		8:02 PM			
BROOKE	5:59 PM			6:39 PM			7:09 PM		7:29 PM			8:09 PM					
LEELAND ROAD	6:08 PM			6:48 PM			7:18 PM		7:38 PM			8:18 PM					
FREDERICKSBURG	6:16 PM			6:56 PM		7:01 PM	7:26 PM		7:46 PM			8:26 PM		8:31 PM	8:33 PM		
SPOTSYLVANIA	6:27 PM			7:07 PM			7:37 PM		7:57 PM			8:37 PM					
ASHLAND						7:41 PM								9:10 PM			
STAPLES MILL ROAD						8:12 PM								9:32 PM	9:44 PM		
MAIN STREET														9:56 PM			
WILLIAMSBURG														10:52 PM			
NEWPORT NEWS														11:23 PM			
PETERSBURG						8:49 PM									10:18 PM		
NORFOLK						10:27 PM											
Notes	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Activate at Acquisition	Existing Train	Existing Train	Activate at Acquisition	Existing Train	Existing Train	Existing Train	Existing Train- See notes 1, 2, & 7	Existing Train		

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 7	Train 85 runs Washington-Richmond Main Street Monday-Thursday, Fridays Train 85 runs Washington-Newport News
Note 8	Train 85-DH only operates Monday-Thursday
Note 9	Slot 6A and Slot 79A will be replaced by Slot 4 and Slot 89 at completion of Phase 1. When Phase 1 is complete, Slot 6A and Slot 79A will no longer operate
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Northbound																				
Timing of Slot Change																				
Slot Number	46	47	48	49	51	52	53	54	55	57	AQ	59	60	62	64	65	67	68	69	70
Train type	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	VRE	VRE	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	AMT	REG
Slot Activation	C	C	C	C	C	C	C	C	C	C	AQ	C	C	C	C	C	C	C	C	C
Train number	322	300	324	302	304	98	326	306	328	308	NEW	310	86	330	312	332	314	20	174	
Origin	BRN	SPY	BRN	SPY	SPY	LD	BRN	SPY	BRN	SPY	BRN	SPY	RVM	BRN	SPY	BRN	SPY	LD	NPN	
NORFOLK																				
PETERSBURG						3:33 AM														
NEWPORT NEWS																				5:35 AM
WILLIAMSBURG																				5:57 AM
MAIN STREET														5:40 AM						6:50 AM
STAPLES MILL ROAD						4:32 AM								6:05 AM						7:25 AM
ASHLAND														6:19 AM						7:39 AM
SPOTSVYLVANIA		4:52 AM		5:06 AM	5:21 AM			5:41 AM		6:01 AM		6:26 AM				7:06 AM		7:56 AM		
FREDERICKSBURG		5:03 AM		5:17 AM	5:32 AM	5:29 AM		5:52 AM		6:12 AM		6:38 AM		7:02 AM		7:17 AM		8:07 AM		8:26 AM
LEELAND ROAD		5:12 AM		5:24 AM	5:39 AM			5:59 AM		6:19 AM		6:44 AM				7:24 AM		8:14 AM		
BROOKE		5:16 AM		5:30 AM	5:45 AM			6:05 AM		6:25 AM		6:50 AM				7:30 AM		8:20 AM		
QUANTICO				5:43 AM	5:58 AM			6:18 AM		6:38 AM		7:03 AM	7:22 AM			7:43 AM		8:33 AM		8:48 AM
POTOMAC SHORES				5:49 AM	6:04 AM			6:24 AM		6:44 AM		7:09 AM				7:49 AM		8:39 AM		
RIPPON				5:52 AM	6:07 AM			6:27 AM		6:47 AM		7:12 AM				7:52 AM		8:42 AM		
WOODBIDGE		5:38 AM		5:58 AM	6:13 AM			6:33 AM		6:53 AM		7:18 AM	7:36 AM			7:58 AM		8:48 AM		9:02 AM
LORTON				6:05 AM	6:20 AM			6:40 AM		7:00 AM		7:25 AM				8:05 AM		8:55 AM		
FRANCONIA-SPRINGFIELD				6:13 AM	6:28 AM			6:48 AM		7:08 AM		7:33 AM				8:13 AM		9:03 AM		
ALEXANDRIA	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:40 AM	6:39 AM	6:50 AM	7:00 AM	7:10 AM	7:20 AM	7:35 AM	7:45 AM	8:00 AM		8:15 AM	8:25 AM	8:55 AM	9:15 AM	9:37 AM	9:28 AM
CRYSTAL CITY	6:04 AM	6:14 AM	6:24 AM	6:34 AM	6:49 AM		6:59 AM	7:09 AM	7:19 AM	7:29 AM	7:44 AM	7:54 AM			8:24 AM	8:34 AM	9:04 AM	9:24 AM		
L'ENFANT	6:12 AM	6:22 AM	6:32 AM	6:42 AM	6:57 AM		7:07 AM	7:17 AM	7:27 AM	7:37 AM	7:52 AM	8:02 AM	8:11 AM		8:32 AM	8:42 AM	9:12 AM	9:32 AM		
UNION STATION	6:20 AM	6:30 AM	6:40 AM	6:50 AM	7:05 AM	7:07 AM	7:15 AM	7:25 AM	7:35 AM	7:45 AM	8:00 AM	8:10 AM	8:25 AM		8:40 AM	8:50 AM	9:20 AM	9:40 AM	9:53 AM	9:57 AM
Notes	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Activate at Acquisition	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train- See note 1

Northbound (continued)

Timing of Slot Change																			
Slot Number	AQ	71	73	74	77	78	79	AQ	79A	80	AQ	82	83	84	86	88		DH	
Train type	VRE	REG	REG	REG	REG	AMT	REG	REG	VRE	REG	REG	AMT	VRE	AMT	REG	REG		REG	
Slot Activation	AQ	C	C	C	C	C	C	REG	AQ	C	AQ	C	C	C	C	C		AQ	
Train number	NEW	84	176	94	92	80	178	336	138	50	338	90	66	85-DH					
Origin	SPY	NFK	RNK	NFK	LD	LD	RNK	BRN	NFK	LD	BRN	LD	NPN						
NORFOLK		6:15 AM		9:30 AM					1:30 PM										
PETERSBURG		7:42 AM		10:57 AM	11:28 AM	1:11 PM			2:57 PM			4:20 PM							
NEWPORT NEWS																4:50 PM			
WILLIAMSBURG																5:11 PM			
MAIN STREET																6:01 PM	11:05 PM		
STAPLES MILL ROAD			8:25 AM	11:38 AM	12:16 PM	2:11 PM			3:38 PM			5:14 PM				6:31 PM	11:25 PM		
ASHLAND			8:39 AM	11:54 AM					3:54 PM							6:45 PM			
SPOTSVYLVANIA	8:26 AM																		
FREDERICKSBURG	8:37 AM	9:26 AM		12:40 PM		3:07 PM			4:41 PM							7:30 PM			
LEELAND ROAD	8:44 AM																		
BROOKE	8:50 AM																		
QUANTICO	9:03 AM	9:48 AM		1:01 PM		3:29 PM			5:03 PM							7:56 PM			
POTOMAC SHORES	9:09 AM																		
RIPPON	9:12 AM																		
WOODBIDGE	9:18 AM	10:01 AM		1:14 PM					5:16 PM							8:11 PM			
LORTON	9:25 AM																		
FRANCONIA-SPRINGFIELD	9:33 AM																		
ALEXANDRIA	9:45 AM	10:32 AM	11:08 AM	1:41 PM	2:04 PM	4:03 PM	4:10 PM	4:32 PM	5:47 PM	6:02 PM	6:18 PM	7:07 PM	8:34 PM						
CRYSTAL CITY	9:54 AM																		
L'ENFANT	10:02 AM																		
UNION STATION	10:10 AM	10:51 AM	11:23 AM	2:04 PM	2:38 PM	4:29 PM	4:30 PM	4:57 PM	6:07 PM	6:19 PM	6:43 PM	7:42 PM	9:03 PM						
Notes	Activate at Acquisition	Existing Train- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train	Activate at Acquisition- See note 1	Existing Train- See note 1	Activate at Acquisition- See note 1	Existing Train	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Man Street-Staples Mill Deadhead from slot 39- See notes 2 & 8			

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (New Train) will originate from RVM
Note 7	Train 85 runs Washington-Richmond Main Street Monday-Thursday, Fridays Train 85 runs Washington-Newport News
Note 8	Train 85-DH only operates Monday-Thursday
Note 9	Slot 6A and Slot 79A will be replaced by Slot 4 and Slot 89 at completion of Phase 1. When Phase 1 is complete, Slot 6A and Slot 79A will no longer operate
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Acquisition Phase Base Schedule - Saturday

Southbound

Timing of Slot Change						AQ	AQ							
Slot Number	DH	3W	6	8	9	9A	10W	11W	16	23W	24W	36	37W	40
Train Type	REG	REG	AMT	AMT	AMT	REG	REG	REG	AMT	REG	REG	AMT	AMT	AMT
Slot Activation	AQ	C	C	C	C	AQ	AQ	C	C	C	C	C	C	C
Train Number	164-DH	65	89	79	51	153	143	195	91	145	99	19	87	97
Final Destination		NFK	LD	NC	LD	RNK	NPN	RVM	LD	RNK	NPN	LD	NFK	LD
Days of Operation	SaSu	SaSu	Daily	Daily	Daily	SaSu	SaSu	SaSu	Daily	SaSu	SaSu	Daily	SaSu	Daily
UNION STATION		7:00 AM	10:00 AM	11:08 AM	11:15 AM	12:03 PM	1:51 PM	2:50 PM	3:10 PM	4:35 PM	5:00 PM	6:40 PM	7:00 PM	7:25 PM
L'ENFANT														
CRYSTAL CITY														
ALEXANDRIA		7:24 AM	10:18 AM	11:26 AM	11:31 AM	12:22 PM	2:10 PM	3:07 PM	3:28 PM	4:54 PM	5:18 PM	7:01 PM	7:17 PM	7:44 PM
FRANCONIA-SPRINGFIELD														
LORTON														
WOODBIDGE		7:45 AM					2:29 PM	3:25 PM			5:36 PM		7:36 PM	
RIPPON														
POTOMAC SHORES														
QUANTICO		8:01 AM		11:56 AM			2:43 PM	3:38 PM			5:49 PM		7:48 PM	
BROOKE														
LEELAND ROAD														
FREDERICKSBURG		8:26 AM		12:19 PM			3:10 PM	4:03 PM			6:13 PM		8:13 PM	8:33 PM
SPOTSYLVANIA														
ASHLAND		9:13 AM					3:53 PM	4:46 PM			6:56 PM		8:56 PM	
STAPLES MILL ROAD	5:30 AM	9:34 AM	12:19 PM	1:36 PM			4:27 PM	5:08 PM	5:22 PM		7:19 PM		9:24 PM	9:44 PM
MAIN STREET	5:50 AM						4:56 PM	5:39 PM			7:46 PM			
WILLIAMSBURG							5:48 PM				8:39 PM			
NEWPORT NEWS							6:18 PM				9:12 PM			
PETERSBURG		10:10 AM	12:54 PM	2:13 PM					5:56 PM				10:00 PM	10:18 PM
NORFOLK		11:48 AM											11:38 PM	
Notes	Staples Mill-Main Street Deadhead for slot 66W	Existing Train- See notes 1 & 3	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Activate at Acquisition- See note 1 & 11	Activate at Acquisition and deactivate at slot 1. See notes 1, 10, & 15	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1

Northbound

Timing of Slot Change									AQ		AQ			
Slot Number	52	66W	69	73W	75W	76W	78	79	80A	83	84W	86	DH	88
Train Type	AMT	REG	AMT	REG	REG	REG	AMT	REG	REG	AMT	REG	AMT	REG	REG
Slot Activation	C	C	C	C	C	C	C	C	AQ	C	AQ	C	AQ	C
Train Number	98	164	20	88	194-96	156	92	80	166	50	124	90	195-DH	66
Origin	LD	RVM	LD	NFK	NPN	RNK	LD	LD	RNK	LD	NFK	LD	NPN	NPN
Days of Operation	Daily	SaSu	Daily	SaSu	SaSu	SaSu	Daily	Daily	SaSu	Daily	SaSu	Daily	SaSu	Sa
NORFOLK				6:15 AM							1:46 PM			
PETERSBURG	3:33 AM			7:42 AM			11:28 AM	1:11 PM			3:13 PM	4:20 PM		
NEWPORT NEWS					8:30 AM									5:05 PM
WILLIAMSBURG					8:52 AM									5:26 PM
MAIN STREET		6:10 AM			9:42 AM								5:59 PM	6:21 PM
STAPLES MILL ROAD	4:32 AM	6:35 AM		8:25 AM	10:19 AM		12:16 PM	2:11 PM			3:54 PM	5:14 PM	6:19 PM	6:51 PM
ASHLAND		6:50 AM		8:39 AM	10:33 AM						4:09 PM			7:05 PM
SPOTSYLVANIA														
FREDERICKSBURG	5:29 AM	7:33 AM		9:26 AM	11:18 AM			3:07 PM			4:56 PM			7:50 PM
LEELAND ROAD														
BROOKE														
QUANTICO		7:55 AM		9:48 AM	11:39 AM			3:29 PM			5:18 PM			8:16 PM
POTOMAC SHORES														
RIPPON														
WOODBIDGE		8:09 AM		10:02 AM	11:54 AM						5:31 PM			8:31 PM
LORTON														
FRANCONIA-SPRINGFIELD														
ALEXANDRIA	6:39 AM	8:38 AM	9:37 AM	10:27 AM	12:21 PM	1:22 PM	2:04 PM	4:03 PM	4:10 PM	6:02 PM	6:02 PM	7:07 PM		8:54 PM
CRYSTAL CITY														
L'ENFANT														
UNION STATION	7:07 AM	9:02 AM	9:53 AM	10:49 AM	12:20 PM	1:37 PM	2:38 PM	4:29 PM	4:30 PM	6:19 PM	6:22 PM	7:42 PM		9:23 PM
Notes	Existing Train	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train	Activate at Acquisition- See notes 1 & 12	Existing Train	Activate at Acquisition- See note 1	Existing Train	Main Street-Staples Mill Deadhead from slot 11W	Existing Train, operates 15 minutes later on Saturday- See note 1

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3W (Train 65) will return to Newport News and future Slot 2 will serve Norfolk
Note 10	Adjustments will be needed prior to implementation to account for meet with Slot 88 (Train 66)
Note 11	Slot 9A will be replaced by Slot 4 upon completion of Phase 1. When Phase 1 is complete, Slot 9A will no longer operate
Note 12	Slot 80A will be replaced by Slot 89 upon completion of Phase 1. When Phase 1 is complete, Slot 80A will no longer operate
Note 13	Slot 10W will be replaced by Slot 2 upon completion of Phase 1. Slot 10W will be inactive until the completion of Phase 2 when it is activated as a RVM bound train
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Acquisition Phase Base Schedule - Sunday

Southbound

Timing of Slot Change						AQ	AQ									
Slot Number	DH	3W	6	8	9	9A	10W	11W	16	16W	23W	24W	36	37W	40	
Train Type	REG	REG	AMT	AMT	AMT	REG	REG	REG	AMT	REG	REG	REG	AMT	AMT	AMT	
Slot Activation	AQ	C	C	C	C	AQ	AQ	C	C	C	C	C	C	C	C	
Train Number	164-DH	65	89	79	51	153	143	195	91	157	147	99	19	87	97	
Final Destination		NFK	LD	NC	LD	RNK	NPN	RVM	LD	NFK	RNK	NPN	LD	NFK	LD	
Days of Operation	SaSu	SaSu	Daily	Daily	Daily	SaSu	SaSu	SaSu	Daily	Su	SaSu	SaSu	Daily	SaSu	Daily	
UNION STATION		7:00 AM	10:00 AM	11:08 AM	11:15 AM	12:03 PM	1:51 PM	2:50 PM	3:10 PM	4:00 PM	4:35 PM	5:00 PM	6:40 PM	7:00 PM	7:25 PM	
L'ENFANT																
CRYSTAL CITY																
ALEXANDRIA		7:24 AM	10:18 AM	11:26 AM	11:31 AM	12:22 PM	2:10 PM	3:07 PM	3:28 PM	4:17 PM	4:54 PM	5:18 PM	7:01 PM	7:17 PM	7:44 PM	
FRANCONIA-SPRINGFIELD																
LORTON																
WOODBIDGE		7:45 AM					2:29 PM	3:25 PM		4:36 PM		5:36 PM		7:36 PM		
RIPPON																
POTOMAC SHORES																
QUANTICO		8:01 AM		11:56 AM			2:43 PM	3:38 PM		4:50 PM		5:49 PM		7:48 PM		
BROOKE																
LEELAND ROAD																
FREDERICKSBURG		8:26 AM		12:19 PM			3:10 PM	4:03 PM		5:12 PM		6:13 PM		8:13 PM	8:33 PM	
SPOTSYLVANIA																
ASHLAND		9:13 AM					3:53 PM	4:46 PM		5:55 PM		6:56 PM		8:56 PM		
STAPLES MILL ROAD	5:30 AM	9:34 AM	12:19 PM	1:36 PM			4:27 PM	5:08 PM	5:22 PM	6:25 PM		7:19 PM		9:24 PM	9:44 PM	
MAIN STREET	5:50 AM						4:56 PM	5:39 PM				7:46 PM				
WILLIAMSBURG							5:48 PM					8:39 PM				
NEWPORT NEWS							6:18 PM					9:12 PM				
PETERSBURG		10:10 AM	12:54 PM	2:13 PM					5:56 PM	7:01 PM				10:00 PM	10:18 PM	
NORFOLK		11:48 AM								8:39 PM				11:38 PM		
Notes	Staples Mill-Main Street Deadhead for slot 66W	Existing Train- See notes 1 & 3	Existing Train	Existing Train- See note 1	Existing Train	Activate at Acquisition- See notes 1 & 11	Activate at Acquisition and deactivate at slot 1- See notes 1, 10 & 13	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train	

Northbound

Timing of Slot Change									AQ		AQ					
Slot Number	52	66W	69	73W	75W	76W	78	79	80A	83	84W	86	DH			
Train Type	AMT	REG	AMT	REG	REG	REG	AMT	REG	REG	AMT	REG	AMT	REG			
Slot Activation	C	C	C	C	C	C	C	C	AQ	C	AQ	C	AQ			
Train Number	98	164	20	88	194-96	156	92	80	166	50	124	90	195-DH			
Origin	LD	RVM	LD	NFK	NPN	RNK	LD	LD	RNK	LD	NFK	LD				
Days of Operation	Daily	SaSu	Daily	SaSu	SaSu	SaSu	Daily	Daily	SaSu	Daily	SaSu	Daily	SaSu			
NORFOLK				6:15 AM												
PETERSBURG	3:33 AM			7:42 AM			11:28 AM	1:11 PM			1:46 PM					
NEWPORT NEWS					8:30 AM						3:13 PM	4:20 PM				
WILLIAMSBURG					8:52 AM									5:59 PM		
MAIN STREET		6:10 AM			9:42 AM											
STAPLES MILL ROAD	4:32 AM	6:35 AM		8:25 AM	10:19 AM		12:16 PM	2:11 PM			3:54 PM	5:14 PM		6:19 PM		
ASHLAND		6:50 AM		8:39 AM	10:33 AM						4:09 PM					
SPOTSYLVANIA																
FREDERICKSBURG	5:29 AM	7:33 AM		9:26 AM	11:18 AM			3:07 PM			4:56 PM					
LEELAND ROAD																
BROOKE																
QUANTICO		7:55 AM		9:48 AM	11:39 AM			3:29 PM			5:18 PM					
POTOMAC SHORES																
RIPPON																
WOODBIDGE		8:09 AM		10:02 AM	11:54 AM						5:31 PM					
LORTON																
FRANCONIA-SPRINGFIELD																
ALEXANDRIA	6:39 AM	8:38 AM	9:37 AM	10:27 AM	12:21 PM	1:22 PM	2:04 PM	4:03 PM	4:10 PM	6:02 PM	6:02 PM	7:07 PM				
CRYSTAL CITY																
L'ENFANT																
UNION STATION	7:07 AM	9:02 AM	9:53 AM	10:49 AM	12:20 PM	1:37 PM	2:38 PM	4:29 PM	4:30 PM	6:19 PM	6:22 PM	7:42 PM				
Notes	Existing Train	Existing Train- See note 1	Existing Train	Existing Train- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Existing Train	Activate at Acquisition- See notes 1 & 12	Existing Train	Activate at Acquisition- See note 1	Existing Train	Main Street-Staples Mill Deadhead from slot 11W			

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3W (Train 65) will return to Newport News and future Slot 2 will serve Norfolk
Note 10	Adjustments will be needed prior to implementation to account for meet with Slot 88 (Train 66)
Note 11	Slot 9A will be replaced by Slot 4 upon completion of Phase 1. When Phase 1 is complete, Slot 9A will no longer operate
Note 12	Slot 80A will be replaced by Slot 89 upon completion of Phase 1. When Phase 1 is complete, Slot 80A will no longer operate
Note 13	Slot 10W will be replaced by Slot 2 upon completion of Phase 1. Slot 10W will be inactive until the completion of Phase 2 when it is activated as a RVM bound train
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Southbound																					
Timing of Slot Change				P1			AQ	AQ													
Slot Number	DH	1	DH	2	3		4	5	6	8	9	10	11	14	15	16	17	18	19	20	21
Train Type	REG	VRE	REG	REG	REG	REG	REG	REG	AMT	AMT	AMT	VRE	VRE	REG	VRE	AMT	VRE	REG	VRE	VRE	VRE
Slot Activation	AQ	C	P1	P1	C		AQ	AQ	C	C	C	C	C	C	C	C	C	C	C	C	C
Train Number	86-DH	321	NEW-DH	NEW	67	NEW	151	89	79	51	301	325	95	303	91	327	125	305	307	329	
Final Destination		BRN		NFK	NPN	RNK	NPN	LD	LD	LD	LD	LD	LD	NFK	LD	LD	LD	LD	LD	LD	LD
UNION STATION		6:35 AM		6:50 AM	7:20 AM	8:40 AM	8:50 AM	10:00 AM	11:08 AM	11:15 AM	1:00 PM	1:15 PM	2:30 PM	2:40 PM	3:10 PM	3:20 PM	3:30 PM	3:40 PM	4:00 PM	4:10 PM	
L'ENFANT											1:08 PM	1:23 PM		2:48 PM	3:28 PM			3:48 PM	4:08 PM	4:18 PM	
CRYSTAL CITY											1:15 PM	1:30 PM		2:55 PM	3:35 PM			3:55 PM	4:15 PM	4:25 PM	
ALEXANDRIA		6:52 AM		7:08 AM	7:38 AM	8:59 AM	9:09 AM	10:18 AM	11:26 AM	11:31 AM	1:23 PM	1:38 PM	2:48 PM	3:03 PM	3:28 PM	3:43 PM	3:49 PM	4:03 PM	4:23 PM	4:33 PM	
FRANCONIA-SPRINGFIELD											1:34 PM			3:14 PM				4:14 PM	4:34 PM		
LORTON											1:41 PM			3:21 PM				4:21 PM	4:41 PM		
WOODBIDGE				7:26 AM	7:56 AM		9:28 AM				1:49 PM		3:07 PM	3:29 PM			4:08 PM	4:29 PM	4:49 PM		
RIPPO											1:53 PM			3:33 PM				4:33 PM	4:53 PM		
POTOMAC SHORES											1:55 PM			3:35 PM				4:35 PM	4:55 PM		
QUANTICO				7:38 AM	8:08 AM		9:40 AM		11:56 AM		2:05 PM		3:19 PM	3:45 PM			4:22 PM	4:45 PM	5:05 PM		
BROOKE											2:19 PM			3:59 PM				4:59 PM	5:19 PM		
LEELAND ROAD											2:28 PM			4:08 PM				5:08 PM	5:28 PM		
FREDERICKSBURG				8:02 AM	8:30 AM		10:05 AM		12:19 PM		2:36 PM		3:43 PM	4:16 PM			4:49 PM	5:16 PM	5:36 PM		
SPOTSVLVANIA											2:47 PM			4:27 PM				5:27 PM	5:47 PM		
ASHLAND				8:45 AM	9:13 AM		10:48 AM						4:26 PM				5:32 PM				
STAPLES MILL ROAD	4:41 AM		8:11 AM	9:07 AM	9:39 AM		11:08 AM		12:19 PM	1:36 PM				4:53 PM		5:22 PM		6:06 PM			
MAIN STREET	5:01 AM		8:31 AM		10:08 AM		11:37 AM										6:35 PM				
WILLIAMSBURG					11:00 AM		12:29 PM										7:27 PM				
NEWPORT NEWS					11:31 AM		1:00 PM										7:58 PM				
PETERSBURG				9:49 AM				12:54 PM	2:13 PM					5:30 PM		5:56 PM					
NORFOLK				11:33 AM										7:08 PM							
Notes	Staples Mill-Main Street Deadhead for slot 62	Existing Train	Staples Mill-Main Street Deadhead for slot 75	Activate at Phase 1- See notes 1 & 6	At completion of Phase 1 train will return to NPN- See notes 1 & 3	Slot 4 replaces slot 6A at completion of Phase 1- See note 1 & 6	At completion of Phase 2, train terminates at RVM- See notes 1 & 3	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	

Southbound (continued)

Timing of Slot Change	P1			P1					P1	AQ				AQ					P1	P1	P1	
Slot Number	22	23	24	25	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	45
Train Type	VRE	VRE	REG	VRE	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	REG	AMT	VRE	REG	VRE	VRE
Slot Activation	P1	C	C	P1	C	C	C	C	P1	AQ	C	C	AQ	C	C	C	C	C	P1	P1	P1	P1
Train Number	NEW	309	171	NEW	331	311	333	93	NEW	NEW	335	313	NEW	19	315	337	85	97	NEW	129	NEW	NEW
Final Destination	SPY	SPY	RNK	BRN	BRN	SPY	BRN	NFK	BRN	SPY	BRN	SPY	BRN	LD	SPY	BRN	NPN	LD	SPY	RVM	BRN	SPY
UNION STATION	4:20 PM	4:40 PM	4:45 PM	4:50 PM	5:10 PM	5:20 PM	5:30 PM	5:40 PM	5:45 PM	5:50 PM	6:00 PM	6:10 PM	6:20 PM	6:40 PM	6:50 PM	7:00 PM	7:15 PM	7:25 PM	8:00 PM	8:50 PM	9:50 PM	10:20 PM
L'ENFANT	4:28 PM	4:48 PM		4:58 PM	5:18 PM	5:28 PM	5:38 PM		5:53 PM	5:58 PM	6:08 PM	6:18 PM	6:28 PM		6:58 PM	7:08 PM			8:08 PM		9:58 PM	10:28 PM
CRYSTAL CITY	4:35 PM	4:55 PM		5:05 PM	5:25 PM	5:35 PM	5:45 PM		6:00 PM	6:05 PM	6:15 PM	6:25 PM	6:35 PM		7:05 PM	7:15 PM			8:15 PM		10:05 PM	10:35 PM
ALEXANDRIA	4:43 PM	5:03 PM	5:06 PM	5:13 PM	5:33 PM	5:43 PM	5:53 PM	5:59 PM	6:08 PM	6:13 PM	6:23 PM	6:33 PM	6:43 PM	7:01 PM	7:13 PM	7:23 PM	7:32 PM	7:44 PM	8:23 PM	9:09 PM	10:13 PM	10:43 PM
FRANCONIA-SPRINGFIELD	4:54 PM	5:14 PM			5:54 PM					6:24 PM		6:44 PM			7:24 PM				8:34 PM			10:54 PM
LORTON	5:01 PM	5:21 PM			6:01 PM					6:31 PM		6:51 PM			7:31 PM				8:41 PM			11:01 PM
WOODBIDGE	5:09 PM	5:29 PM			6:09 PM		6:18 PM			6:39 PM		6:59 PM			7:39 PM		7:50 PM		8:49 PM	9:27 PM		11:09 PM
RIPPO	5:13 PM	5:33 PM			6:13 PM					6:43 PM		7:03 PM			7:43 PM				8:53 PM			11:13 PM
POTOMAC SHORES	5:15 PM	5:35 PM			6:15 PM					6:45 PM		7:05 PM			7:45 PM				8:55 PM			11:15 PM
QUANTICO	5:25 PM	5:45 PM			6:25 PM		6:31 PM			6:55 PM		7:15 PM			7:55 PM		8:02 PM		9:05 PM	9:39 PM		11:25 PM
BROOKE	5:39 PM	5:59 PM			6:39 PM					7:09 PM		7:29 PM			8:09 PM				9:19 PM			11:39 PM
LEELAND ROAD	5:48 PM	6:08 PM			6:48 PM					7:18 PM		7:38 PM			8:18 PM				9:28 PM			11:48 PM
FREDERICKSBURG	5:56 PM	6:16 PM			6:56 PM		7:01 PM			7:26 PM		7:46 PM			8:26 PM		8:31 PM	8:33 PM	9:36 PM	10:04 PM		11:56 PM
SPOTSVLVANIA	6:07 PM	6:27 PM			7:07 PM					7:37 PM		7:57 PM			8:37 PM				9:47 PM			12:07 AM
ASHLAND							7:41 PM										9:10 PM			10:47 PM		
STAPLES MILL ROAD							8:12 PM										9:32 PM	9:44 PM		11:07 PM		
MAIN STREET																	9:56 PM			11:36 PM		
WILLIAMSBURG																	10:52 PM					
NEWPORT NEWS							8:49 PM										11:23 PM		10:18 PM			
PETERSBURG							10:27 PM															
NORFOLK																						
Notes	Activate at completion of Phase 1	Existing Train	Existing Train- See note 1	Activate at completion of Phase 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Activate at completion of Phase 1	Activate at Acquisition	Existing Train	Existing Train	Activate at Acquisition	Existing Train	Existing Train	Existing Train	Existing Train- See notes 1 & 2	Existing Train	Activate at completion of Phase 1- See note 4	Activate at completion of Phase 1- See note 1	Activate at completion of Phase 1	Activate at completion of Phase 1

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
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Note 4	Slots 41 and 87 create roundtrips from one-ways as discussed in December 2019
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
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General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Northbound																							
Timing of Slot Change					P1						P1		P1	AQ		P1							
Slot Number	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	64	65	67	68	69	70
Train type	VRE	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	VRE	VRE	VRE	VRE	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	AMT	REG
Slot Activation	C	C	C	C	P1	C	C	C	C	C	P1	C	P1	AQ	C	P1	C	C	C	C	C	C	
Train number	322	300	324	302	NEW	304	98	326	306	328	NEW	308	NEW	NEW	310	NEW	86	330	312	332	314	20	174
Origin	BRN	SPY	BRN	SPY	BRN	SPY	LD	BRN	SPY	BRN	SPY	SPY	SPY	BRN	SPY	BRN	RVM	BRN	SPY	BRN	SPY	LD	NPN
NORFOLK																							
PETERSBURG							3:33 AM																
NEWPORT NEWS																							5:35 AM
WILLIAMSBURG																							5:57 AM
MAIN STREET																	5:40 AM						6:50 AM
STAPLES MILL ROAD							4:32 AM										6:05 AM						7:25 AM
ASHLAND																	6:19 AM						7:39 AM
SPOTSYLVANIA		4:52 AM		5:06 AM		5:21 AM			5:41 AM		5:51 AM	6:01 AM	6:11 AM		6:26 AM				7:06 AM		7:56 AM		
FREDERICKSBURG		5:03 AM		5:17 AM		5:32 AM	5:29 AM		5:52 AM		6:02 AM	6:12 AM	6:22 AM		6:38 AM		7:02 AM		7:17 AM		8:07 AM		8:26 AM
LEELAND ROAD		5:12 AM		5:24 AM		5:39 AM			5:59 AM		6:09 AM	6:19 AM	6:29 AM		6:44 AM				7:24 AM		8:14 AM		
BROOKE		5:16 AM		5:30 AM		5:45 AM			6:05 AM		6:15 AM	6:25 AM	6:35 AM		6:50 AM				7:30 AM		8:20 AM		
QUANTICO				5:43 AM		5:58 AM			6:18 AM		6:28 AM	6:38 AM	6:48 AM		7:03 AM		7:22 AM		7:43 AM		8:33 AM		8:48 AM
POTOMAC SHORES				5:49 AM		6:04 AM			6:24 AM		6:34 AM	6:44 AM	6:54 AM		7:09 AM				7:49 AM		8:39 AM		
RIPPOON				5:52 AM		6:07 AM			6:27 AM		6:37 AM	6:47 AM	6:57 AM		7:12 AM				7:52 AM		8:42 AM		
WOODBIDGE		5:38 AM		5:58 AM		6:13 AM			6:33 AM		6:43 AM	6:53 AM	7:03 AM		7:18 AM		7:36 AM		7:58 AM		8:48 AM		9:02 AM
LORTON				6:05 AM		6:20 AM			6:40 AM		6:50 AM	7:00 AM	7:10 AM		7:25 AM				8:05 AM		8:55 AM		
FRANCONIA-SPRINGFIELD				6:13 AM		6:28 AM			6:48 AM		6:58 AM	7:08 AM	7:18 AM		7:33 AM				8:13 AM		9:03 AM		
ALEXANDRIA	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:30 AM	6:40 AM	6:39 AM	6:50 AM	7:00 AM	7:05 AM	7:10 AM	7:20 AM	7:30 AM	7:35 AM	7:45 AM	7:55 AM	8:00 AM	8:15 AM	8:25 AM	8:55 AM	9:15 AM	9:37 AM	9:28 AM
CRYSTAL CITY	6:04 AM	6:14 AM	6:24 AM	6:34 AM	6:39 AM	6:49 AM		6:59 AM	7:09 AM	7:14 AM	7:19 AM	7:29 AM	7:39 AM	7:44 AM	7:54 AM	8:04 AM		8:24 AM	8:34 AM	9:04 AM	9:24 AM		
L'ENFANT	6:12 AM	6:22 AM	6:32 AM	6:42 AM	6:47 AM	6:57 AM		7:07 AM	7:17 AM	7:22 AM	7:27 AM	7:37 AM	7:47 AM	7:52 AM	8:02 AM	8:12 AM		8:32 AM	8:42 AM	9:12 AM	9:32 AM		
UNION STATION	6:20 AM	6:30 AM	6:40 AM	6:50 AM	6:55 AM	7:05 AM	7:07 AM	7:15 AM	7:25 AM	7:30 AM	7:35 AM	7:45 AM	7:55 AM	8:00 AM	8:10 AM	8:20 AM	8:25 AM	8:40 AM	8:50 AM	9:20 AM	9:40 AM	9:53 AM	9:57 AM
Notes	Existing Train	Existing Train	Existing Train	Existing Train	Activate at completion of Phase 1	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Activate at completion of Phase 1	Existing Train	Activate at completion of Phase 1	Activate at Acquisition	Existing Train	Activate at completion of Phase 1	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train- See Note 1

Northbound (continued)

Timing of Slot Change	AQ			P1	P1					P1	AQ				P1		AQ				
Slot Number	71	73	74	75	76	77	78	79	80	81	82	83	84	86	87	88	89	DH			
Train type	VRE	REG	REG	REG	REG	REG	AMT	REG	VRE	VRE	REG	AMT	VRE	AMT	VRE	REG	REG	REG			
Slot Activation	AQ	C	C	P1	P1	C	C	C	C	P1	AQ	C	C	C	P1	C	AQ	P1			
Train number	NEW	84	176	NEW	184	94	92	80	336	NEW	138	50	338	90	NEW	66	NEW	129-DH			
Origin	SPY	NFK	RNK	NPN	NPN	NFK	LD	LD	BRN	SPY	NFK	LD	BRN	LD	BRN	NPN	RNK				
NORFOLK		6:15 AM				9:30 AM					1:30 PM										
PETERSBURG		7:42 AM				10:57 AM	11:28 AM	1:11 PM			2:57 PM				4:20 PM						
NEWPORT NEWS				7:50 AM	8:15 AM											4:50 PM					
WILLIAMSBURG				8:12 AM	8:37 AM											5:11 PM					
MAIN STREET				9:02 AM	9:30 AM											6:01 PM			12:05 AM		
STAPLES MILL ROAD		8:25 AM		9:26 AM	10:05 AM	11:38 AM	12:16 PM	2:11 PM			3:38 PM			5:14 PM		6:31 PM			12:25 AM		
ASHLAND		8:39 AM		9:40 AM	10:18 AM	11:54 AM					3:54 PM					6:45 PM					
SPOTSYLVANIA	8:26 AM									4:06 PM											
FREDERICKSBURG	8:37 AM	9:26 AM		10:23 AM	11:05 AM	12:40 PM		3:07 PM		4:17 PM	4:41 PM					7:30 PM					
LEELAND ROAD	8:44 AM									4:24 PM											
BROOKE	8:50 AM									4:30 PM											
QUANTICO	9:03 AM	9:48 AM		10:43 AM	11:27 AM	1:01 PM		3:29 PM		4:43 PM	5:03 PM					7:56 PM					
POTOMAC SHORES	9:09 AM																				
RIPPOON	9:12 AM																				
WOODBIDGE	9:18 AM	10:01 AM		10:57 AM	11:41 AM	1:14 PM				4:58 PM	5:16 PM					8:11 PM					
LORTON	9:25 AM																				
FRANCONIA-SPRINGFIELD	9:33 AM																				
ALEXANDRIA	9:45 AM	10:32 AM	11:08 AM	11:21 AM	12:07 PM	1:41 PM	2:04 PM	4:03 PM	4:32 PM	5:13 PM	5:47 PM	6:02 PM	6:18 PM	7:07 PM	7:45 PM	8:34 PM	9:29 PM				
CRYSTAL CITY	9:54 AM									5:25 PM					7:54 PM						
L'ENFANT	10:02 AM									5:34 PM					8:02 PM						
UNION STATION	10:10 AM	10:51 AM	11:23 AM	11:44 AM	12:39 PM	2:04 PM	2:38 PM	4:29 PM	4:57 PM	5:50 PM	6:07 PM	6:19 PM	6:43 PM	7:42 PM	8:10 PM	9:03 PM	10:00 PM				
Notes	Activate at Acquisition	Existing Train- See note 1	Existing Train- See note 1	Activate at completion of Phase 1- See notes 1, 3, & 6	Activate at completion of Phase 1- See note 1	Existing Train- See note 1	Existing Train	Existing Train	Existing Train- See note 1	Activate at completion of Phase 1- See note 1	Activate at Acquisition- See note 1	Existing Train	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See notes 1 & 4	Existing Train- See note 1	Activate at Acquisition- See notes 1 & 6	Main Street- Staples Mill Deadhead from sid 42			

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 4	Slots 41 and 87 create roundtrips from one-ways as discussed in December 2019
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
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General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Southbound																							
Timing of Slot Change		AQ		AQ							P1	P1				P1	P1	P1	P1			P1	P1
Slot Number	DH	2	3W	4	DH	6	8	9	11W	16	17W	21	22	23W	24W	27	28	33	34	36	37W	40	41W 42W
Train Type	REG	REG	REG	REG	REG	AMT	AMT	AMT	REG	AMT	REG	VRE	VRE	REG	REG	VRE	VRE	VRE	AMT	AMT	AMT	REG	REG
Slot Activation	AQ	AQ	C	AQ	P1	C	C	C	C	C	C	P1	P1	C	C	P1	P1	P1	C	C	C	P1	P1
Train Number	164-DH	NEW	65	NEW	126/146-DH	89	79	51	195	91	157	329	NEW	145-147	99	331	311	335	313	19	87	97	163/189 149/159
Final Destination		NFK	NPN	RNK		LD	NC	LD	NPN	LD	NFK	BRN	SPY	RNK	NPN	BRN	SPY	SPY	LD	NFK	LD	NPN	RVM
Days of Operation	SaSu	Daily	SaSu	Daily	SaSu	Daily	Daily	Daily	SaSu	Daily	Su	Daily	SaSu	SaSu	SaSu	Daily	Daily	Daily	Daily	Daily	SaSu	Daily	SaSu
UNION STATION		6:50 AM	7:00 AM	8:40 AM		10:00 AM	11:08 AM	11:15 AM	2:50 PM	3:10 PM	4:00 PM	4:10 PM	4:20 PM	4:35 PM	5:00 PM	5:10 PM	5:20 PM	6:00 PM	6:10 PM	6:40 PM	7:00 PM	7:25 PM	7:55 PM
L'ENFANT												4:18 PM	4:28 PM			5:18 PM	5:28 PM	6:08 PM	6:18 PM				
CRYSTAL CITY												4:25 PM	4:35 PM			5:25 PM	5:35 PM	6:15 PM	6:25 PM				
ALEXANDRIA		7:08 AM	7:19 AM	8:59 AM		10:18 AM	11:26 AM	11:31 AM	3:07 PM	3:28 PM	4:17 PM	4:33 PM	4:43 PM	5:07 PM	5:18 PM	5:33 PM	5:43 PM	6:23 PM	6:33 PM	7:01 PM	7:17 PM	7:44 PM	8:12 PM
FRANCONIA-SPRINGFIELD													4:54 PM			5:54 PM	6:04 PM						
LORTON									3:25 PM		4:36 PM		5:01 PM		5:36 PM		6:01 PM		6:51 PM				
WOODBIDGE		7:26 AM	7:39 AM										5:09 PM			6:09 PM		6:59 PM		7:36 PM			8:30 PM
RIPPPON													5:13 PM			6:13 PM		7:03 PM					9:37 PM
POTOMAC SHORES													5:15 PM			6:15 PM		7:05 PM					
QUANTICO		7:38 AM	7:51 AM				11:56 AM		3:38 PM		4:50 PM		5:25 PM		5:49 PM		6:25 PM		7:15 PM		7:48 PM		8:42 PM
BROOKE													5:39 PM				6:39 PM		7:29 PM				9:49 PM
LEELAND ROAD													5:48 PM				6:48 PM		7:38 PM				
FREDERICKSBURG		8:02 AM	8:16 AM				12:19 PM		4:03 PM		5:12 PM		5:56 PM		6:13 PM		6:56 PM		7:46 PM	8:13 PM	8:33 PM	9:07 PM	10:14 PM
SPOTSVYLVANIA													6:07 PM				7:07 PM		7:57 PM				
ASHLAND		8:45 AM	8:59 AM						4:46 PM		5:55 PM				6:56 PM					8:56 PM		9:50 PM	10:57 PM
STAPLES MILL ROAD	5:30 AM	9:07 AM	9:27 AM		11:57 AM	12:19 PM	1:36 PM		5:08 PM	5:22 PM	6:25 PM				7:19 PM					9:24 PM	9:44 PM	10:12 PM	11:17 PM
MAIN STREET	5:50 AM		9:59 AM		12:17 PM				5:39 PM						7:46 PM							10:41 PM	11:46 PM
WILLIAMSBURG			10:52 AM						6:31 PM						8:39 PM							11:33 PM	
NEWPORT NEWS			11:27 AM						7:02 PM						9:12 PM							12:04 AM	
PETERSBURG		9:49 AM				12:54 PM	2:13 PM			5:56 PM	7:01 PM									10:00 PM	10:18 PM		
NORFOLK		11:33 AM									8:39 PM									11:38 PM			
Notes	Staples Mill-Main Street Deadhead for slot 66W	Replaces slot 10W at completion of Phase 1- See notes 1 & 3	Existing Train- See note 3	Activate at Acquisition- See note 1 & 6	Staples Mill-Main Street Deadhead for slot 79W	Existing Train	Existing Train- See note 1	Existing Train	Extend to NPN upon completion of Phase 1- See note 1	Existing Train	Existing Train- See note 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Existing Train- See note 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See note 1	Activate at completion of Phase 1- See note 1

Northbound																											
Timing of Slot Change			P1	P1		P1					P1	P1	P1		P1	75W	76W		P1	79	83	AQ			AQ		
Slot Number	52	64	65	66W	67	68W	69	70W	71W	72W	73W	74W	75W	76W	78	79W	79	83	84W	86	DH	88	89	DH			
Train Type	AMT	VRE	VRE	REG	VRE	REG	AMT	VRE	VRE	VRE	REG	REG	REG	REG	AMT	REG	REG	AMT	REG	AMT	REG	REG	REG	REG	REG	REG	
Slot Activation	C	P1	P1	C	P1	C	C	P1	P1	P1	C	P1	C	C	C	P1	C	C	AQ	C	AQ	C	AQ	C	AQ		
Train Number	98	330	312	164	332	82	20	NEW	NEW	NEW	88	140	194/96	156	92	126/146	80	50	124	90	195-DH	66	NEW	1078-DH	1491/159-DH		
Origin	LD	BRN	SPY	RVM	BRN	RVM	LD	SPY	BRN	SPY	NFK	NPN	NPN	RNK	LD	RVM	LD	LD	NFK	LD	NFK	Sa	NPN	RNK			
Days of Operation	Daily	Daily	Daily	SaSu	Daily	Sa	Daily	SaSu	SaSu	SaSu	SaSu	SaSu	SaSu	SaSu	Daily	SaSu	Daily	Daily	SaSu	Daily	SaSu	Sa	Daily	Fr	SaSu		
NORFOLK											6:15 AM								1:46 PM					11:15 PM			
PETERSBURG	3:33 AM										7:42 AM					11:28 AM		1:11 PM						12:40 AM			
NEWPORT NEWS												7:50 AM	8:30 AM														
WILLIAMSBURG												8:12 AM	8:52 AM														
MAIN STREET				6:10 AM		7:15 AM						9:02 AM	9:42 AM			12:37 PM											
STAPLES MILL ROAD	4:32 AM			6:35 AM		7:44 AM					8:25 AM	9:26 AM	10:19 AM		12:16 PM	1:12 PM	2:11 PM		3:54 PM	5:14 PM	5:59 PM		6:21 PM		12:06 PM		
ASHLAND				6:50 AM		7:58 AM					8:39 AM	9:40 AM	10:33 AM			1:26 PM			4:09 PM				7:05 PM				
SPOTSVYLVANIA			7:06 AM					8:16 AM		8:56 AM																	
FREDERICKSBURG	5:29 AM		7:17 AM	7:33 AM		8:42 AM		8:27 AM		9:07 AM	9:26 AM	10:23 AM	11:18 AM			2:13 PM	3:07 PM		4:56 PM				7:50 PM				
LEELAND ROAD			7:24 AM					8:34 AM		9:14 AM																	
BROOKE			7:30 AM					8:40 AM		9:20 AM																	
QUANTICO			7:43 AM	7:55 AM		9:03 AM		8:53 AM		9:33 AM	9:48 AM	10:43 AM	11:39 AM			2:35 PM	3:29 PM		5:18 PM				8:16 PM				
POTOMAC SHORES			7:49 AM					8:59 AM		9:39 AM																	
RIPPPON			7:52 AM					9:02 AM		9:42 AM																	
WOODBIDGE			7:58 AM	8:09 AM		9:13 AM		9:08 AM		9:48 AM	10:02 AM	10:57 AM	11:54 AM			2:49 PM			5:31 PM				8:31 PM				
LORTON			8:05 AM					9:15 AM		9:55 AM																	
FRANCONIA-SPRINGFIELD			8:13 AM					9:23 AM		10:03 AM																	
ALEXANDRIA	6:39 AM	8:15 AM	8:25 AM	8:38 AM	8:55 AM	9:33 AM	9:37 AM	9:35 AM	9:55 AM	10:15 AM	10:27 AM	11:21 AM	12:21 PM	1:22 PM	2:04 PM	3:15 PM	4:03 PM	6:02 PM	6:02 PM	7:07 PM		8:54 PM	9:29 PM				
CRYSTAL CITY		8:24 AM	8:34 AM		9:04 AM			9:44 AM	10:04 AM	10:24 AM																	
L'ENFANT		8:32 AM	8:42 AM		9:12 AM			9:52 AM	10:12 AM	10:32 AM																	
UNION STATION	7:07 AM	8:40 AM	8:50 AM	9:02 AM	9:20 AM	9:55 AM	9:53 AM	10:00 AM	10:20 AM	10:40 AM	10:51 AM	11:44 AM	12:42 PM	1:37 PM	2:38 PM	3:40 PM	4:29 PM	6:19 PM	6:22 PM	7:42 PM		9:23 PM	10:00 PM				
Notes	Existing Train	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Existing Train	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Activate at completion of Phase 1- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See note 1	Existing Train	Existing Train	Activate at Acquisition- See note 1	Existing Train	Main Street-Staples Mill Deadhead from slot 11W	Existing Train, operates 15 minutes later on Saturday- See note 1	Activate at Acquisition- See notes 1 & 6	Existing Train	Main Street-Staples Mill Deadhead from slot 42W		

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3W (Train 65) will return to Newport News and future Slot 2 will serve Norfolk
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Southbound																									
Timing of Slot Change				P1		AQ		AQ		P2				P2		P2		P2							
Slot Number	DH	DH	1	DH	2	3	4	5	6	7	8	9	10	11	DH	12	P2	14	15	16	17	18	19	20	21
Train Type	REG	REG	VRE	REG	REG	REG	REG	REG	AMT	REG	AMT	AMT	VRE	VRE	REG	REG	VRE	REG	VRE	AMT	VRE	REG	VRE	VRE	VRE
Slot Activation	AQ	P2	C	P1	P1	C	AQ	AQ	C	P2	C	C	C	C	P2	P2	C	C	C	C	C	C	C	C	C
Train Number	86-DH	174-DH	321	NEW-DH	NEW	67	NEW	151	89	111	79	51	301	325	186-DH	141	NEW	95	303	91	327	125	305	307	329
Final Destination			BRN		NFK	NPN	RNK	RVM	LD	RVM	LD	LD	SPY	BRN		RVM	SPY	NFK	SPY	LD	BRN	NPN	SPY	SPY	BRN
UNION STATION			6:35 AM		6:50 AM	7:20 AM	8:40 AM	8:50 AM	10:00 AM	10:24 AM	11:08 AM	11:15 AM	1:00 PM	1:15 PM		1:50 PM	2:05 PM	2:30 PM	2:40 PM	3:10 PM	3:20 PM	3:30 PM	3:40 PM	4:00 PM	4:10 PM
L'ENFANT													1:08 PM	1:23 PM			2:13 PM	2:48 PM	2:48 PM	3:28 PM	3:28 PM	3:49 PM	3:48 PM	4:08 PM	4:18 PM
CRYSTAL CITY													1:15 PM	1:30 PM			2:20 PM	2:55 PM	2:55 PM	3:35 PM	3:35 PM	3:56 PM	4:15 PM	4:25 PM	4:35 PM
ALEXANDRIA			6:52 AM		7:08 AM	7:38 AM	8:59 AM	9:09 AM	10:18 AM	10:43 AM	11:26 AM	11:31 AM	1:23 PM	1:38 PM		2:09 PM	2:28 PM	2:48 PM	3:03 PM	3:28 PM	3:43 PM	3:49 PM	4:03 PM	4:23 PM	4:33 PM
FRANCONIA-SPRINGFIELD													1:34 PM				2:39 PM		3:14 PM				4:14 PM	4:34 PM	
LORTON													1:41 PM				2:46 PM		3:21 PM				4:21 PM	4:41 PM	
WOODBIDGE					7:26 AM	7:56 AM		9:28 AM		11:01 AM			1:49 PM			2:27 PM	2:54 PM	3:07 PM	3:29 PM			4:08 PM	4:29 PM	4:49 PM	
RIPPO													1:53 PM				3:00 PM		3:33 PM				4:33 PM	4:53 PM	
POTOMAC SHORES													1:55 PM						3:35 PM				4:35 PM	4:55 PM	
QUANTICO					7:38 AM	8:08 AM		9:40 AM		11:13 AM	11:56 AM		2:05 PM			2:39 PM	3:10 PM	3:19 PM	3:45 PM			4:22 PM	4:45 PM	5:05 PM	
BROOKE													2:19 PM				3:24 PM		3:59 PM				4:59 PM	5:19 PM	
LEELAND ROAD													2:28 PM				3:33 PM		4:08 PM				5:08 PM	5:28 PM	
FREDERICKSBURG					8:02 AM	8:30 AM		10:05 AM		11:38 AM	12:19 PM		2:36 PM			3:04 PM	3:41 PM	3:43 PM	4:16 PM			4:49 PM	5:16 PM	5:36 PM	
SPOTSVYLVANIA													2:47 PM				3:52 PM		4:27 PM				5:27 PM	5:47 PM	
ASHLAND					8:45 AM	9:13 AM		10:48 AM		12:21 PM						3:46 PM		4:26 PM				5:32 PM			
STAPLES MILL ROAD	4:41 AM	6:11 AM		8:11 AM	9:07 AM	9:39 AM		11:08 AM	12:19 PM	12:41 PM	1:36 PM				3:22 PM	4:06 PM	4:53 PM			5:22 PM		6:06 PM			
MAIN STREET	5:01 AM	6:31 AM		8:31 AM		10:08 AM		11:37 AM		1:10 PM					3:42 PM	4:35 PM						6:35 PM			
WILLIAMSBURG						11:00 AM																7:27 PM			
NEWPORT NEWS						11:31 AM																7:58 PM			
PETERSBURG					9:49 AM				12:54 PM		2:13 PM							5:30 PM		5:56 PM					
NORFOLK					11:33 AM													7:08 PM							
Notes	Staples Mill-Main Street Deadhead for slot 62	Staples Mill-Main Street Deadhead for slot 70	Existing Train	Staples Mill-Main Street Deadhead for slot 75	Activate at Phase 1- See notes 1 & 6	At Acquisition train will switch to NFK from NPN- See notes 1 & 3	Slot 4 replaces slot 6A at completion of Phase 1- See note 1 & 6	At Phase 2 train terminates at RVM- See notes 1 & 3	Existing Train	Activate at completion of Phase 2- See note 1	Existing Train	Existing Train	Existing Train	Existing Train	Staples Mill-Main Street Deadhead for slot 85	Activate at completion of Phase 2- See note 1	Activate at completion of Phase 2	Existing Train- See note 1	Existing Train	Existing Train	Existing Train	Existing Train- See note 1	Existing Train	Existing Train	Existing Train

Southbound (continued)

Timing of Slot Change	P1			P1	P2					DH		P1	AQ			AQ					P1	P1	P2	P1	
Slot Number	22	23	24	25	26	27	28	29		30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Train Type	VRE	VRE	REG	VRE	VRE	VRE	VRE	VRE	REG	REG	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	REG	AMT	VRE	REG	VRE	REG	VRE
Slot Activation	P1	C	C	P1	P2	C	C	C	P2	C	P1	AQ	C	C	AQ	C	C	C	C	C	P1	P1	P1	P2	P1
Train Number	NEW	309	171	NEW	NEW	331	311	333	NEW-DH	93	NEW	NEW	335	313	NEW	19	315	337	85	97	NEW	129	NEW	193	NEW
Final Destination	SPY	SPY	RNK	BRN	SPY	BRN	SPY	BRN		NFK	BRN	SPY	BRN	SPY	BRN	LD	SPY	BRN	NPN	LD	SPY	RVM	BRN	RVM	SPY
UNION STATION	4:20 PM	4:40 PM	4:45 PM	4:50 PM	5:00 PM	5:10 PM	5:20 PM	5:30 PM		5:40 PM	5:45 PM	5:50 PM	6:00 PM	6:10 PM	6:20 PM	6:40 PM	6:50 PM	7:00 PM	7:15 PM	7:25 PM	8:00 PM	8:50 PM	9:50 PM	10:00 PM	10:20 PM
L'ENFANT	4:28 PM	4:48 PM		4:58 PM	5:08 PM	5:18 PM	5:28 PM	5:38 PM			5:53 PM	5:58 PM	6:08 PM	6:18 PM	6:28 PM		6:58 PM	7:08 PM			8:08 PM		9:58 PM	10:08 PM	10:28 PM
CRYSTAL CITY	4:35 PM	4:55 PM		5:05 PM	5:15 PM	5:25 PM	5:35 PM	5:45 PM			6:00 PM	6:05 PM	6:15 PM	6:25 PM	6:35 PM		7:05 PM	7:15 PM			8:15 PM		10:05 PM	10:15 PM	10:35 PM
ALEXANDRIA	4:43 PM	5:03 PM	5:06 PM	5:13 PM	5:23 PM	5:33 PM	5:43 PM	5:53 PM		5:59 PM	6:08 PM	6:13 PM	6:23 PM	6:33 PM	6:43 PM	7:01 PM	7:13 PM	7:23 PM	7:32 PM	7:44 PM	8:23 PM	9:09 PM	10:13 PM	10:19 PM	10:43 PM
FRANCONIA-SPRINGFIELD	4:54 PM	5:14 PM			5:34 PM	5:33 PM	5:54 PM					6:24 PM		6:44 PM			7:24 PM				8:34 PM			10:54 PM	
LORTON	5:01 PM	5:21 PM			5:41 PM		6:01 PM					6:31 PM		6:51 PM			7:31 PM				8:41 PM			11:01 PM	
WOODBIDGE	5:09 PM	5:29 PM			5:49 PM		6:09 PM		6:18 PM			6:39 PM		6:59 PM			7:39 PM		7:50 PM		8:49 PM	9:27 PM		10:37 PM	11:09 PM
RIPPO	5:13 PM	5:33 PM			5:53 PM		6:13 PM					6:43 PM		7:03 PM			7:43 PM				8:53 PM			11:13 PM	
POTOMAC SHORES	5:15 PM	5:35 PM			5:55 PM		6:15 PM					6:45 PM		7:05 PM			7:45 PM				8:55 PM			11:15 PM	
QUANTICO	5:25 PM	5:45 PM			6:05 PM		6:25 PM		6:31 PM			6:55 PM		7:15 PM			7:55 PM		8:02 PM		9:05 PM	9:39 PM		10:49 PM	11:25 PM
BROOKE	5:39 PM	5:59 PM			6:19 PM		6:39 PM					7:09 PM		7:29 PM			8:09 PM				9:19 PM			11:39 PM	
LEELAND ROAD	5:48 PM	6:08 PM			6:28 PM		6:48 PM					7:18 PM		7:38 PM			8:18 PM				9:28 PM			11:48 PM	
FREDERICKSBURG	5:56 PM	6:16 PM			6:36 PM		6:56 PM		7:01 PM			7:26 PM		7:46 PM			8:26 PM		8:31 PM	8:33 PM	9:36 PM	10:04 PM		11:14 PM	11:56 PM
SPOTSVYLVANIA	6:07 PM	6:27 PM			6:47 PM		7:07 PM					7:37 PM		7:57 PM			8:37 PM				9:47 PM			12:07 AM	
ASHLAND										7:41 PM									9:10 PM			10:47 PM		11:57 PM	
STAPLES MILL ROAD									7:11 PM	8:12 PM									9:32 PM	9:44 PM		11:07 PM		12:17 AM	
MAIN STREET									7:31 PM										9:56 PM			11:36 PM		12:46 AM	
WILLIAMSBURG																			10:52 PM						
NEWPORT NEWS										8:49 PM									11:23 PM		10:18 PM				
PETERSBURG										10:27 PM															
NORFOLK																									
Notes	Activate at completion of Phase 1	Existing Train	Existing Train- See note 1	Activate at completion of Phase 1	Activate at completion of Phase 2	Existing Train	Existing Train	Existing Train	Staples Mill-Main Street Deadhead for slot 90	Existing Train- See note 1	Activate at completion of Phase 1	Activate at Acquisition	Existing Train	Existing Train	Activate at Acquisition	Existing Train	Existing Train	Existing Train	Existing Train- See notes 1 & 2	Existing Train	Activate at completion of Phase 1- See note 4	Activate at completion of Phase 1- See note 1	Activate at completion of Phase 1	Activate at completion of Phase 2- See note 1	Activate at completion of Phase 1

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1; corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 4	Slots 41 and 87 create roundtrips from one-ways as discussed in December 2019
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Northbound																							
Timing of Slot Change					P1						P1		P1	AQ		P1		P2		P2			
Slot Number	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68
Train type	VRE	VRE	VRE	VRE	VRE	VRE	AMT	VRE	VRE	VRE	VRE	VRE	VRE	VRE	VRE	VRE	REG	VRE	VRE	VRE	VRE	VRE	VRE
Slot Activation	C	C	C	C	P1	C	C	C	C	C	P1	C	P1	AQ	C	P1	C	P2	C	C	P2	C	C
Train number	322	300	324	302	NEW	304	98	326	306	328	NEW	308	NEW	NEW	310	NEW	86	NEW	330	312	NEW	332	314
Origin	BRN	SPY	BRN	SPY	BRN	SPY	LD	BRN	SPY	BRN	SPY	SPY	SPY	BRN	SPY	BRN	RVM	SPY	BRN	SPY	SPY	BRN	SPY
NORFOLK																							
PETERSBURG							3:33 AM																
NEWPORT NEWS																							
WILLIAMSBURG																							
MAIN STREET																	5:40 AM						
STAPLES MILL ROAD							4:32 AM										6:05 AM						
ASHLAND																	6:19 AM						
SPOTSVYLVANIA		4:52 AM		5:06 AM		5:21 AM			5:41 AM		5:51 AM	6:01 AM	6:11 AM		6:26 AM			6:51 AM		7:06 AM	7:26 AM		7:56 AM
FREDERICKSBURG		5:03 AM		5:17 AM		5:32 AM	5:29 AM		5:52 AM		6:02 AM	6:12 AM	6:22 AM		6:38 AM		7:02 AM	7:02 AM		7:17 AM	7:37 AM		8:07 AM
LEELAND ROAD		5:12 AM		5:24 AM		5:39 AM			5:59 AM		6:09 AM	6:19 AM	6:29 AM		6:44 AM			7:09 AM		7:24 AM	7:44 AM		8:14 AM
BROOKE		5:16 AM		5:30 AM		5:45 AM			6:05 AM		6:15 AM	6:25 AM	6:35 AM		6:50 AM			7:15 AM		7:30 AM	7:50 AM		8:20 AM
QUANTICO				5:43 AM		5:58 AM			6:18 AM		6:28 AM	6:38 AM	6:48 AM		7:03 AM		7:22 AM	7:28 AM		7:43 AM	8:03 AM		8:33 AM
POTOMAC SHORES				5:49 AM		6:04 AM			6:24 AM		6:34 AM	6:44 AM	6:54 AM		7:09 AM			7:34 AM		7:49 AM	8:09 AM		8:39 AM
RIPPON				5:52 AM		6:07 AM			6:27 AM		6:37 AM	6:47 AM	6:57 AM		7:12 AM			7:37 AM		7:52 AM	8:12 AM		8:42 AM
WOODBIDGE		5:38 AM		5:58 AM		6:13 AM			6:33 AM		6:43 AM	6:53 AM	7:03 AM		7:18 AM		7:36 AM	7:43 AM		7:58 AM	8:18 AM		8:48 AM
LORTON				6:05 AM		6:20 AM			6:40 AM		6:50 AM	7:00 AM	7:10 AM		7:25 AM			7:50 AM		8:05 AM	8:25 AM		8:55 AM
FRANCONIA-SPRINGFIELD				6:13 AM		6:28 AM			6:48 AM		6:58 AM	7:08 AM	7:18 AM		7:33 AM			7:58 AM		8:13 AM	8:33 AM		9:03 AM
ALEXANDRIA	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:30 AM	6:40 AM	6:39 AM	6:50 AM	7:00 AM	7:10 AM	7:10 AM	7:20 AM	7:30 AM	7:35 AM	7:45 AM	7:55 AM	8:00 AM	8:10 AM	8:15 AM	8:25 AM	8:45 AM	8:55 AM	9:15 AM
CRYSTAL CITY	6:04 AM	6:14 AM	6:24 AM	6:34 AM	6:39 AM	6:49 AM		6:59 AM	7:09 AM	7:19 AM	7:19 AM	7:29 AM	7:39 AM	7:44 AM	7:54 AM	8:04 AM		8:19 AM	8:24 AM	8:34 AM	8:54 AM	9:04 AM	9:24 AM
L'ENFANT	6:12 AM	6:22 AM	6:32 AM	6:42 AM	6:47 AM	6:57 AM		7:07 AM	7:17 AM	7:27 AM	7:27 AM	7:37 AM	7:47 AM	7:52 AM	8:02 AM	8:12 AM		8:27 AM	8:32 AM	8:42 AM	9:02 AM	9:12 AM	9:32 AM
UNION STATION	6:20 AM	6:30 AM	6:40 AM	6:50 AM	6:55 AM	7:05 AM	7:07 AM	7:15 AM	7:25 AM	7:35 AM	7:35 AM	7:45 AM	7:55 AM	8:00 AM	8:10 AM	8:20 AM	8:25 AM	8:35 AM	8:40 AM	8:50 AM	9:10 AM	9:20 AM	9:40 AM
Notes	Existing Train	Existing Train	Existing Train	Existing Train	Activate at completion of Phase 1	Existing Train	Existing Train	Existing Train	Existing Train	Existing Train	Activate at completion of Phase 1	Existing Train	Activate at completion of Phase 1	Activate at Acquisition	Existing Train	Activate at completion of Phase 1	Existing Train- See note 1	Activate at completion of Phase 2	Existing Train	Existing Train	Activate at completion of Phase 2	Existing Train	Existing Train

Northbound (continued)

Timing of Slot Change	AQ	P2			P1	P1							P1	AQ			P2		P1				AQ	P2		
Slot Number	71	72	73	74	75	76	DH	77	78	DH	79	80	81	82	83	84	85	86	87	DH	88	89	90	DH	DH	
Train type	VRE	REG	REG	REG	REG	REG	REG	REG	AMT	REG	REG	VRE	VRE	REG	AMT	VRE	REG	AMT	VRE	REG	REG	REG	REG	REG	REG	
Slot Activation	AQ	P2	C	C	P1	P1	P1	C	C	P2	C	C	P1	AQ	C	C	P2	C	P1	P1	C	AQ	P2	P1	P2	
Train number	NEW	NEW	84	176	NEW	184	151-DH	94	92	111-DH	80	336	NEW	138	50	338	186	90	NEW	141-DH	66	NEW	NEW	129-DH	193-DH	
Origin	SPY	NPN	NFK	RNK	RVM	NPN		NFK	LD		LD	BRN	SPY	NFK	LD	BRN	RVM	LD	BRN		NPN	RNK	RVM			
NORFOLK			6:15 AM					9:30 AM						1:30 PM												
PETERSBURG			7:42 AM					10:57 AM	11:28 AM		1:11 PM			2:57 PM				4:20 PM								
NEWPORT NEWS		6:22 AM				8:52 AM																4:50 PM				
WILLIAMSBURG		6:44 AM				9:13 AM																5:11 PM				
MAIN STREET		7:37 AM			9:02 AM	10:02 AM	11:57 AM			1:30 PM							4:02 PM			5:05 PM	6:01 PM		8:02 PM	11:56 PM	1:06 AM	
STAPLES MILL ROAD		8:12 AM	8:25 AM		9:27 AM	10:27 AM	12:07 PM	11:38 AM	12:16 PM	1:50 PM	2:11 PM			3:38 PM			4:26 PM	5:14 PM		5:25 PM	6:31 PM		8:26 PM	12:16 AM	1:26 AM	
ASHLAND		8:26 AM	8:39 AM		9:44 AM	10:44 AM		11:54 AM						3:54 PM			4:40 PM				6:45 PM		8:39 PM			
SPOTSVYLVANIA	8:26 AM												4:06 PM													
FREDERICKSBURG	8:37 AM	9:13 AM	9:26 AM		10:33 AM	11:33 AM		12:40 PM			3:07 PM		4:17 PM	4:41 PM			5:23 PM				7:30 PM		9:22 PM			
LEELAND ROAD	8:44 AM												4:24 PM													
BROOKE	8:50 AM												4:30 PM													
QUANTICO	9:03 AM	9:35 AM	9:48 AM		10:56 AM	11:56 AM		1:01 PM			3:29 PM		4:43 PM	5:03 PM			5:43 PM				7:56 PM		9:42 PM			
POTOMAC SHORES	9:09 AM																									
RIPPON	9:12 AM																									
WOODBIDGE	9:18 AM	9:49 AM	10:01 AM		11:11 AM	12:11 PM		1:14 PM					4:58 PM	5:16 PM			5:56 PM				8:11 PM		9:54 PM			
LORTON	9:25 AM																									
FRANCONIA-SPRINGFIELD	9:33 AM																									
ALEXANDRIA	9:45 AM	10:15 AM	10:32 AM	11:08 AM	11:33 AM	12:33 PM		1:41 PM	2:04 PM		4:03 PM	4:32 PM	5:25 PM	5:47 PM	6:02 PM	6:18 PM	6:23 PM	7:07 PM	7:45 PM		8:34 PM	9:29 PM	10:18 PM			
CRYSTAL CITY	9:54 AM	10:24 AM			11:39 AM	12:39 PM							5:34 PM													
L'ENFANT	10:02 AM	10:32 AM	10:41 AM	11:17 AM	11:45 AM	12:45 PM															8:47 PM					
UNION STATION	10:10 AM	10:40 AM	10:51 AM	11:23 AM	11:50 AM	12:50 PM		2:04 PM	2:38 PM		4:29 PM	4:57 PM	5:50 PM	6:07 PM	6:19 PM	6:43 PM	6:48 PM	7:42 PM	8:10 PM		9:03 PM	10:00 PM	10:41 PM			
Notes	Activate at Acquisition	Activate at completion of Phase 2- See notes 1 & 6	Existing Train- See note 1	Existing Train- See note 1	At completion of Phase 2 train will terminate at RVM- See notes 1, 3, & 6	Activate at completion of Phase 1- See note 1	Main Street-Staples Mill Deadhead from slot 5	Existing Train- See note 1	Existing Train	Main Street-Staples Mill Deadhead from slot 7	Existing Train	Existing Train- See note 1	Activate at completion of Phase 1- See note 1	Existing Train- At Acquisition train will originate from NFK- See note 1	Existing Train	Existing Train- See note 1	Activate at completion of Phase 2- See note 1	Existing Train	Activate at completion of Phase 1- See note 1 & 4	Main Street-Staples Mill Deadhead from slot 12	Existing Train- See note 1	Activate at Acquisition- See notes 1 & 6	Activate at completion of Phase 2- See notes 1 & 6	Main Street-Staples Mill Deadhead from slot 42	Main Street-Staples Mill Deadhead from slot 44	

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 2	Extend Slot 39 (Train 85) to Newport News after completion of Phase 1, corresponding deadhead movement is then eliminated
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News; upon completion of Phase 2, Slot 5 (Train 151) will terminate at RVM and Slot 75 (NEW Train) will originate from RVM
Note 4	Slots 41 and 87 create roundtrips from one-ways as discussed in December 2019
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Southbound																
Timing of Slot Change		AQ		AQ		P2		P2			P2				P1	
Slot Number	DH	2	3W	4	DH	6	7	DH-NEW	8	9	10W	DH	11W	16	17W	
Train Type	REG	REG	REG	REG	REG	AMT	REG	REG	AMT	AMT	REG	REG	REG	AMT	REG	
Slot Activation	AQ	AQ	C	AQ	P1	C	P2	P2	C	C	P2	P2	C	C	C	
Train Number	164-DH	NEW	65	NEW	126/146-DH	89	111	NEW-DH	79	51	143	NEW-DH	195	91	157	
Final Destination		NFK	NPN	RNK	RNK	LD	RVM	LD	NC	LD	RVM	RVM	RVM	LD	NFK	
Days of Operation	SaSu	Daily	SaSu	Daily	SaSu	Daily	Daily	SaSu	Daily	Daily	SaSu	SaSu	SaSu	SaSu	Su	
UNION STATION		6:50 AM	7:00 AM	8:40 AM		10:00 AM	10:24 AM		11:08 AM	11:15 AM	1:50 PM		2:50 PM	3:10 PM	4:00 PM	
L'ENFANT																
CRYSTAL CITY																
ALEXANDRIA		7:08 AM	7:19 AM	8:59 AM		10:18 AM	10:43 AM		11:26 AM	11:31 AM	2:09 PM		3:07 PM	3:28 PM	4:17 PM	
FRANCONIA-SPRINGFIELD																
LORTON																
WOODBIDGE		7:26 AM	7:39 AM				11:01 AM				2:27 PM		3:25 PM		4:36 PM	
RIPPON																
POTOMAC SHORES																
QUANTICO		7:38 AM	7:51 AM				11:13 AM		11:56 AM		2:39 PM		3:38 PM		4:50 PM	
BROOKE																
LEELAND ROAD																
FREDERICKSBURG		8:02 AM	8:16 AM				11:38 AM		12:19 PM		3:04 PM		4:03 PM		5:12 PM	
SPOTSYLVANIA																
ASHLAND		8:45 AM	8:59 AM				12:21 PM				3:46 PM		4:46 PM		5:55 PM	
STAPLES MILL ROAD	5:30 AM	9:07 AM	9:27 AM		11:57 AM	12:19 PM	12:41 PM	1:26 PM	1:36 PM		4:06 PM	4:26 PM	5:08 PM	5:22 PM	6:25 PM	
MAIN STREET	5:50 AM		9:59 AM		12:17 PM		1:10 PM	1:46 PM			4:35 PM	4:46 PM	5:39 PM			
WILLIAMSBURG			10:52 AM													
NEWPORT NEWS			11:27 AM													
PETERSBURG		9:49 AM				12:54 PM			2:13 PM					5:56 PM	7:01 PM	
NORFOLK		11:33 AM													8:39 PM	
Notes	Staples Mill-Main Street Deadhead for slot 62W	Replaces slot 10W at completion of Phase 1- See notes 1 & 3	Existing Train- See note 3	Activate at Acquisition- See notes 1 & 6	Staples Mill-Main Street Deadhead for slot 78W	Existing Train	Activate at completion of Phase 2- See note 1	Staples Mill-Main Street Deadhead for slot 81W	Existing Train- See note 1	Existing Train	Reactivate at completion of Phase 2- See note 1	Staples Mill-Main Street Deadhead for slot 84W	Existing Train-Train will terminate at RVM at completion of Phase 2	Existing Train	Existing Train- See note 1	Activate slot at completion of Phase 1

Southbound (continued)

Timing of Slot Change	P1				P1	P1	P1	P1					P1	P1	P2
Slot Number	22	23W	24W	DH	27	28	33	34	DH	36	37W	40	41W	42W	43W
Train Type	VRE	REG	REG	REG	VRE	VRE	VRE	VRE	REG	AMT	AMT	AMT	REG	REG	REG
Slot Activation	P1	C	C	P2	P1	P1	P1	P1	P2	C	C	C	P1	P1	P2
Train Number	307	145-147	99	NEW-DH	331	311	335	313	NEW-DH	19	87	97	163/189	149/159	135
Final Destination	SPY	RNK	NPN	BRN	BRN	SPY	BRN	SPY	LD	NFK	LD	NFK	NPN	RVM	RVM
Days of Operation	Daily	SaSu	SaSu	SaSu	Daily	Daily	Daily	Daily	SaSu	Daily	SaSu	Daily	SaSu	SaSu	SaSu
UNION STATION	4:20 PM	4:35 PM	5:00 PM		5:10 PM	5:20 PM	6:00 PM	6:10 PM		6:40 PM	7:00 PM	7:25 PM	7:55 PM	9:00 PM	10:00 PM
L'ENFANT	4:28 PM				5:18 PM	5:28 PM	6:08 PM	6:18 PM							
CRYSTAL CITY	4:35 PM				5:25 PM	5:35 PM	6:15 PM	6:25 PM							
ALEXANDRIA	4:43 PM	5:07 PM	5:18 PM		5:33 PM	5:43 PM	6:23 PM	6:33 PM		7:01 PM	7:17 PM	7:44 PM	8:12 PM	9:19 PM	10:19 PM
FRANCONIA-SPRINGFIELD	4:54 PM					5:54 PM		6:44 PM							
LORTON	5:01 PM					6:01 PM		6:51 PM							
WOODBIDGE	5:09 PM		5:36 PM			6:09 PM		6:59 PM			7:36 PM		8:30 PM	9:37 PM	10:37 PM
RIPPON	5:13 PM					6:13 PM		7:03 PM							
POTOMAC SHORES	5:15 PM					6:15 PM		7:05 PM							
QUANTICO	5:25 PM		5:49 PM			6:25 PM		7:15 PM			7:48 PM		8:42 PM	9:49 PM	10:49 PM
BROOKE	5:39 PM					6:39 PM		7:29 PM							
LEELAND ROAD	5:48 PM					6:48 PM		7:38 PM							
FREDERICKSBURG	5:56 PM		6:13 PM			6:56 PM		7:46 PM			8:13 PM	8:33 PM	9:07 PM	10:14 PM	11:14 PM
SPOTSYLVANIA	6:07 PM					7:07 PM		7:57 PM							
ASHLAND			6:56 PM								8:56 PM		9:50 PM	10:57 PM	11:57 PM
STAPLES MILL ROAD			7:19 PM	11:57 AM					7:22 PM		9:24 PM	9:44 PM	10:12 PM	11:17 PM	12:17 AM
MAIN STREET			7:46 PM	12:17 PM					7:42 PM				10:41 PM	11:46 PM	12:46 AM
WILLIAMSBURG			8:39 PM										11:33 PM		
NEWPORT NEWS			9:12 PM										12:04 AM		
PETERSBURG											10:00 PM	10:18 PM			
NORFOLK											11:38 PM				
Notes	Activate slot at completion of Phase 1	Existing Train- See note 1	Existing Train- See note 1	Staples Mill-Main Street Deadhead for slot 79W	Activate slot at completion of Phase 1	Activate slot at completion of Phase 1	Activate slot at completion of Phase 1	Activate slot at completion of Phase 1	Staples Mill-Main Street Deadhead for slot 90W	Existing Train	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See note 1	Activate at completion of Phase 1- See note 1	Activate at completion of Phase 2- See note 1

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3W (Train 65) will return to Newport News and future Slot 2 will serve Norfolk
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference

Northbound																	
Timing of Slot Change		P1	P1		P1			P1	P1	P1		P1					P1
Slot Number	52	64	65	66W	67	68W	69	70W	71W	72W	73W	74W	75W	76W	78		79W
Train type	AMT	VRE	VRE	REG	VRE	REG	AMT	VRE	VRE	VRE	REG	REG	REG	REG	AMT		REG
Slot Activation	C	P1	P1	C	P1	C	C	P1	P1	P1	C	P1	C	C	C		P1
Train number	98	330	312	164	332	82	20	NEW	NEW	NEW	88	140	194-96	156	92		126/146
Origin	LD	BRN	SPY	RVM	BRN	RVM	LD	SPY	BRN	SPY	NFK	NPN	NPN	RNK	LD		RVM
Days of Operation		Daily	Daily	SaSu	Daily	Sa	Daily	SaSu	SaSu	SaSu	SaSu	SaSu	SaSu	SaSu	Daily		SaSu
NORFOLK											6:15 AM						
PETERSBURG	3:33 AM										7:42 AM				11:28 AM		
NEWPORT NEWS												7:22 AM	8:30 AM				
WILLIAMSBURG												6:44 AM	8:52 AM				
MAIN STREET				6:10 AM		7:15 AM						9:02 AM	9:42 AM				12:37 PM
STAPLES MILL ROAD	4:32 AM			6:35 AM		7:44 AM					8:25 AM	9:26 AM	10:19 AM		12:16 PM		1:12 PM
ASHLAND				6:50 AM		7:58 AM					8:39 AM	9:40 AM	10:33 AM				1:26 PM
SPOTSYLVANIA			7:06 AM					8:16 AM		8:56 AM							
FREDERICKSBURG	5:29 AM		7:17 AM	7:33 AM		8:42 AM		8:27 AM		9:07 AM	9:26 AM	10:23 AM	11:18 AM				2:13 PM
LEELAND ROAD			7:24 AM					8:34 AM		9:14 AM							
BROOKE			7:30 AM					8:40 AM		9:20 AM							
QUANTICO			7:43 AM	7:55 AM		9:03 AM		8:53 AM		9:33 AM	9:48 AM	10:43 AM	11:39 AM				2:35 PM
POTOMAC SHORES			7:49 AM					8:59 AM		9:39 AM							
RIPPON			7:52 AM					9:02 AM		9:42 AM							
WOODBIDGE			7:58 AM	8:09 AM		9:13 AM		9:08 AM		9:48 AM	10:02 AM	10:57 AM	11:54 AM				2:49 PM
LORTON			8:05 AM					9:15 AM		9:55 AM							
FRANCONIA-SPRINGFIELD			8:13 AM					9:23 AM		10:03 AM							
ALEXANDRIA	6:39 AM	8:15 AM	8:25 AM	8:38 AM	8:55 AM	9:33 AM	9:37 AM	9:35 AM	9:55 AM	10:15 AM	10:27 AM	11:21 AM	12:21 PM	1:22 PM	2:04 PM		3:15 PM
CRYSTAL CITY		8:24 AM	8:34 AM		9:04 AM			9:44 AM	10:04 AM	10:24 AM							
L'ENFANT		8:32 AM	8:42 AM		9:12 AM			9:52 AM	10:12 AM	10:32 AM							
UNION STATION	7:07 AM	8:40 AM	8:50 AM	9:02 AM	9:20 AM	9:55 AM	9:53 AM	10:00 AM	10:20 AM	10:40 AM	10:49 AM	11:44 AM	12:20 PM	1:37 PM	2:38 PM		3:40 PM
Notes	Existing Train	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	Existing Train	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Activate slot on weekends at completion of Phase 1	Existing Train- See note 1	At completion of Phase 1 originate from NPN- See note 1	Existing Train- See note 1	Existing Train- See note 1	Existing Train	Activate at completion of Phase 1- See note 1	

Northbound (continued)

Timing of Slot Change			P2		AQ			P2			AQ	P2					
Slot Number	79	DH	81W	83	84W	86	DH	85W	DH	88	89	90	DH	DH	DH		
Train type	REG	REG	REG	AMT	REG	AMT	REG	REG	REG	REG	REG	REG	REG	REG	REG		
Slot Activation	C	P2	P2	C	AQ	C	P2	P2	AQ	C	AQ	P2	P1	C	P2		
Train number	80	111-DH	NEW	50	124	90	143-DH	NEW	195-DH	66	NEW	NEW	149/159-DH	1078-DH	135-DH		
Origin	LD		RVM	LD	NFK	LD		RVM		NPN	RNK	RVM					
Days of Operation	Daily	Daily	SaSu	Daily	SaSu	Daily	SaSu	SaSu	SaSu	Sa	Daily	Daily	SaSu	Fr	SaSu		
NORFOLK					1:46 PM												
PETERSBURG	1:11 PM				3:13 PM	4:20 PM											
NEWPORT NEWS										5:05 PM							
WILLIAMSBURG										5:26 PM							
MAIN STREET		1:30 PM	2:06 PM				4:55 PM	5:06 PM	5:59 PM	6:21 PM		8:02 PM	12:06 PM				1:06 AM
STAPLES MILL ROAD	2:11 PM	1:50 PM	2:36 PM		3:54 PM	5:14 PM	5:15 PM	5:36 PM	6:19 PM	6:51 PM		8:26 PM	12:26 PM	1:16 AM			1:26 AM
ASHLAND			2:50 PM		4:09 PM			5:50 PM		7:05 PM		8:39 PM					
SPOTSYLVANIA																	
FREDERICKSBURG	3:07 PM		3:35 PM		4:56 PM			6:35 PM		7:50 PM		9:22 PM					
LEELAND ROAD																	
BROOKE																	
QUANTICO	3:29 PM		4:01 PM		5:18 PM			7:01 PM		8:16 PM		9:42 PM					
POTOMAC SHORES																	
RIPPON																	
WOODBIDGE			4:16 PM		5:31 PM			7:16 PM		8:31 PM		9:54 PM					
LORTON																	
FRANCONIA-SPRINGFIELD																	
ALEXANDRIA	4:03 PM		4:39 PM	6:02 PM	6:02 PM	7:07 PM		7:39 PM		8:54 PM	9:29 PM	10:18 PM					
CRYSTAL CITY																	
L'ENFANT																	
UNION STATION	4:29 PM		5:08 PM	6:19 PM	6:22 PM	7:42 PM		8:08 PM		9:23 PM	10:00 PM	10:41 PM					
Notes	Existing Train	Main Street-Staples Mill Deadhead from slot 7	Activate at Phase 2- See notes 1 & 6	Existing Train	Activate at Acquisition- See note 1	Existing Train	Main Street-Staples Mill Deadhead from slot 10W	Activate at completion of Phase 2- See notes 1 & 6	Main Street-Staples Mill Deadhead from slot 11W	Existing Train- Operates 15 minutes prior to start of Phase 1- See note 1	Activate at Acquisition- See notes 1 & 6	Activate at completion of Phase 2- See notes 1 & 6	Main Street-Staples Mill Deadhead from slot 42W- See note 1	Existing Train	Main Street-Staples Mill Deadhead from slot 43W- See note 1		

Note 1	Will be able to make stops at L'Enfant (2030) and Crystal City (2026), once a platform is available. Prior to implementation capacity will be evaluated to ensure capacity for train to stop at L'Enfant
Note 3	At completion of Phase 1, Slot 3 (Train 67) will return to Newport News, upon completion of phase 2 Slot 5 (Train 151) will terminate at RVM, Slot 75 (NEW Train) will originate from RVM
Note 6	At time of publication, there is no NEC slot to connect to or from this train. As future NEC schedules are developed, Performance Committees will make any necessary changes to support connectivity
General Note 1	Richmond to Williamsburg-Newport News and Richmond to Petersburg-Norfolk assume current REG runtimes
General Note 2	Long Distance train runtimes based on published Amtrak schedules
General Note 3	Runtimes for VRE trains are based on current runtimes as outlined in the public timetables
General Note 4	All times, stopping patterns, and slot activation horizons listed are conceptual and may change subject to host railroad approval, changes or delays to infrastructure improvement, and/or Performance Committees feedback
General Note 5	Prior to and after completion of construction projects, the Performance Committees will readjust the schedules to reflect changes to infrastructure
General Note 6	Potomac Shores Station estimated opening in 2022; listed times are passing times for purposes of reference



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-F
Action Item

To: Chair Bennett-Parker and the VRE Operations Board

From: Rich Dalton

Date: July 16, 2021

**Re: Recommend Authorization to Amend the Norfolk Southern
Operating Access and Amtrak Access and Storage Agreements**

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer (CEO) to execute an amendment to the Norfolk Southern Operating Access Agreement and Amtrak Access and Storage Agreement to reflect the Transforming Rail in Virginia (TRV) Service Plan. The Service Plan includes post-acquisition train schedule changes for the VRE Manassas and Fredericksburg line trains anticipated in September of 2021 or soon thereafter.

Summary:

This action will incorporate the post-acquisition schedule from the TRV Service Plan as an exhibit to the existing agreements similar to previous actions taken by the Commissions for the Passenger Rail Operations and Access Agreement with Virginia Passenger Rail Authority (VPRa) and the Amended and Restated Operating Access Agreement with CSX Transportation.

Background:

VRE has an Operating Access Agreement with Norfolk Southern Railway Corporation permitting VRE operations in the Manassas to Washington, DC Corridor. VRE also has an Access and Storage Agreement with the National Railroad Passenger Corporation (Amtrak). These agreements, in part, establish several train operating criteria including train schedules.

In December of 2020, the Commissions authorized the VRE CEO to execute the Passenger Rail Operations and Access Agreement with the VPRa. As part of this Agreement, the



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

parties agreed to an enhanced service plan (the post-acquisition schedule) for VRE and Amtrak trains to be implemented soon after the acquisition of the right-of-way from CSX Transportation. Also included in the service plan are additional train slots for VRE post-acquisition, after completion of phased Planned Infrastructure Improvements and train slots for weekend service.

In May of 2021, the Commissions authorized the VRE CEO to execute the Amended and Restated Operating Access Agreement with CSX Transportation. The TRV Service Plan, including the post-acquisition schedule, was included as an exhibit in this agreement as well.

The recommended amendments to the agreements with Norfolk Southern and Amtrak will incorporate into each existing agreement, schedule enhancements for VRE Manassas Line trains in accordance with the TRV post-acquisition schedule only. The use of additional train slots and the final service plans following the Planned Infrastructure Improvements and weekend service will be included in future annual budget discussions and approvals by the Commissions.

Fiscal Impact:

There is no fiscal impact to these amendments.

**Virginia Railway Express
Operations Board Resolution**

9F-07-2021

**Recommend Authorization to Amend the Norfolk Southern Operating Access
and Amtrak Access and Storage Agreements**

WHEREAS, VRE has an Operating Access Agreement with Norfolk Southern Railway Company effective April 2014; and,

WHEREAS, VRE has an Access and Storage Agreement with Amtrak effective July 2020; and,

WHEREAS, the Operating Access Agreement and Access and Storage Agreement, in part, identify train schedules for the VRE Manassas and Fredericksburg line trains as exhibits; and,

WHEREAS, as part of the Passenger Rail Operations and Access Agreement with the Virginia Passenger Rail Authority, the parties agreed to an enhanced service plan affecting VRE and Amtrak trains as part of Transforming Rail in Virginia; and,

WHEREAS, this action will incorporate the post-acquisition train schedules as exhibits to the respective agreements; and,

WHEREAS, implementation of the post-acquisitions schedules is anticipated to occur in September of 2021 or soon thereafter:

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute an Amendment to the Operating Access Agreement with Norfolk Southern Railway Company to modify the VRE Manassas Line train schedules in a form approved by legal counsel; and,

LET IT BE FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute an Amendment to the Access and Storage Agreement with Amtrak to modify the VRE Manassas and Fredericksburg Line train schedules in a form approved by legal counsel.

Approved this 16th day of July 2021

Elizabeth Bennett-Parker
Chair

James Walkinshaw
Secretary

RESOLUTION #2457

SUBJECT: Authorize the VRE CEO to Amend Agreements with the Virginia Passenger Rail Authority and with CSXT to Include the Potomac Shores Station

WHEREAS: Prince William County accepted a proffer from Harbor Station Communities, LLC (Developer) on July 15, 2013, for the Potomac Shores Development, which includes provision of a new VRE station on the CSX Transportation (CSXT) RF&P Subdivision;

WHEREAS: The Second Amendment to the Memorandum of Understanding pertaining to the Corridor Improvement Project, between CSXT, the Virginia Department of Rail and Public Transportation, and the Commissions, dated August 2014, allows for the addition of a new VRE station at Potomac Shores;

WHEREAS: On December 3, 2020, the Commissions authorized execution of a Passenger Rail Operations and Access Agreement with the Virginia Passenger Rail Authority (VPRA) which included Exhibit D, a Passenger Station Ground Lease Agreement;

WHEREAS: On May 6, 2021, the Commissions authorized execution of an Amended and Restated Operating Access Agreement with CSXT and a Third Amendment of the Master Lease Agreement with CSXT, originally approved in 2013;

WHEREAS: The foregoing agreements with VPRA and CSXT must be amended to include the Potomac Shores Station; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves and authorize the VRE Chief Executive Officer to execute an amendment to the Passenger Station Ground Lease Agreement with the Virginia Passenger Rail Authority (VPRA), which Lease Agreement is Exhibit D to the Passenger Rail Operations and Access Agreement with VPRA, to include Potomac Shores Station as described in the attached Exhibit A and Appendix A.

BE IT FURTHER RESOLVED that NVTC hereby approves and authorize the VRE Chief Executive Officer to execute amendments to the Amended and Restated Operating Access Agreement with CSXT and the Master Lease Agreement with CSXT to include Potomac Shores Station as described in the attached Exhibit A and Appendix A.

Approved this 2nd day of September 2021.

Dalia Palchik
Secretary-Treasurer

Katie Cristol
Chair

**Exhibit A
(Premises)**

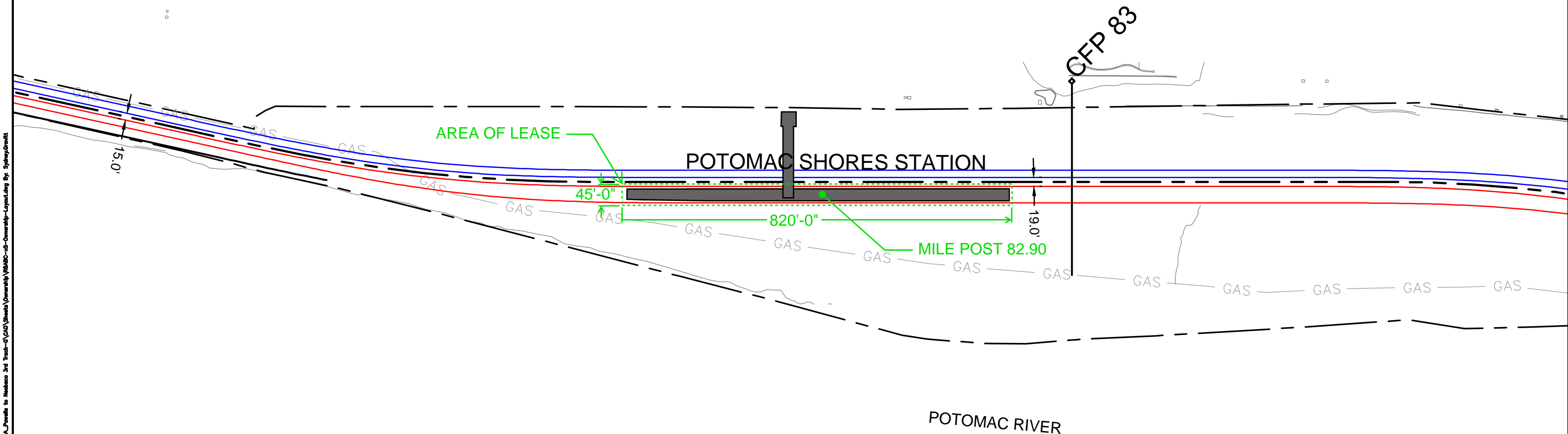
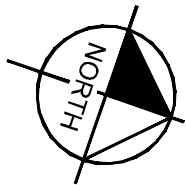
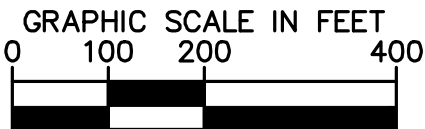
Franconia/Springfield Station

Rippon Station

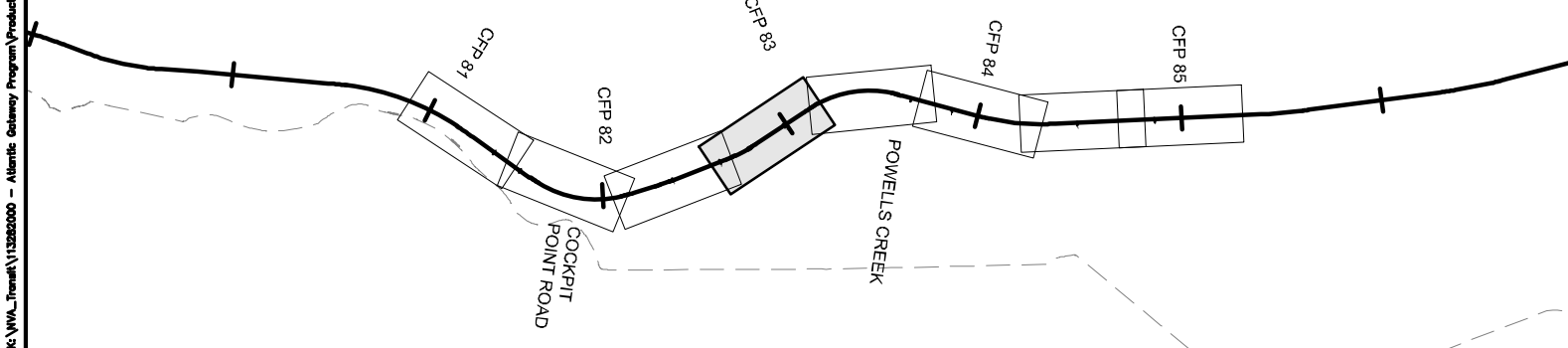
Woodbridge Station

Quantico Station

[Potomac Shores](#)



KEY MAP



- | | | | |
|--|-----------------------|--|--------------------------------------|
| | DRPT TRACK | | STATION PLATFORM & PEDESTRIAN BRIDGE |
| | CSXT TRACK | | AREA OF LEASE |
| | CSXT-DRPT DELINEATION | | |
| | CSXT ROW | | |
| | PLANTATION PIPELINE | | |
| | CFP 83 | | CSXT MILE POST |

JURISDICTION: Prince William County



ENHANCED VALUATION MAPS
(NON-BINDING ILLUSTRATIONS OF DRPT'S VIEW OF FUTURE OWNERSHIP)
R8A - POWELL'S CREEK TO NEABSCO CREEK THIRD TRACK

CSXT VAL MAP:V28691
DATE: 3/19/2021



SHEET
EV-063
OF
EV-283

APPENDIX A

STATION SITE	ADDRESS	LEASED FACILITIES	EXHIBIT¹
Leeland	275 Leeland Road Falmouth, VA 22405	Land	
Brooke	1721 Brooke Road Stafford, VA 22554	Land	
Rippon	15511 Farm Creek Drive Woodbridge, VA 22191	Land	
Woodbridge	1040 Express Way Woodbridge, VA 22191	Land ² ; East and West Platforms	
Fredericksburg	200 Lafayette Boulevard Fredericksburg, VA 22401	Station Building; East and West Platforms; Land	
Quantico	550 Railroad Avenue Quantico, VA 22134	Station Building and Land ³	
Lorton	8990 Lorton Station Boulevard Lorton, VA 22079	Land	
Franconia-Springfield	6880 Frontier Drive Springfield, VA 22150	Land	
Crystal City	1503 Crystal Drive Arlington, VA 22202	Land	
Alexandria	110 Callahan Drive Alexandria, VA 22301	East Platform; Land	
L'Enfant	6th and 7th Street at C Street, SW	Land	

¹ NTD: Parties to incorporate descriptive exhibits for each station site.

² NTD: CSX to retain land under platform on CSX-retained side of corridor.

³ NTD: CSX to retain land under platform on CSX-retained side of corridor.

Resolution #2457 Attachments (page 4 of 4)

	Washington, DC 20024		
L'Enfant Storage Tracks	Washington, DC	Land	
Spotsylvania	9442 Crossroads Parkway Fredericksburg, VA 22408	Land	
<u>Potomac Shores</u>	<u>17400 Potomac Station Way</u> <u>Dumfries, VA 22026</u>	<u>Land</u>	

**FIRST AMENDMENT TO PASSENGER RAIL
OPERATIONS AND ACCESS AGREEMENT**

Between

VIRGINIA PASSENGER RAIL AUTHORITY

and

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION AND POTOMAC AND
RAPPAHANNOCK TRANSPORTATION COMMISSION**

THIS FIRST AMENDMENT TO THE PASSENGER RAIL OPERATIONS AND ACCESS AGREEMENT DATED _____, 2021, is made and entered into this ____ day of _____, 2021, ("Amendment") by and between the VIRGINIA PASSENGER RAIL AUTHORITY, a political subdivision of the Commonwealth of Virginia established under the laws thereof, with a principal place of business at _____, Richmond, Virginia _____ (hereafter the "Authority"), and the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under the provisions of the Transportation District Act of 1964, as amended, and having principal places of business at 2300 Wilson Boulevard, Suite 230, Arlington, Virginia 22201, and 14700 Potomac Mills Road, Woodbridge, Virginia 22192, respectively (hereinafter, individually, a "Commission" and, collectively, the "Commissions");

EXPLANATORY STATEMENT

A. The Authority, as assignee and successor in interest to the Virginia Department of Rail and Public Transportation and the Commissions entered into that certain Passenger Rail Operations and Access Agreement dated _____, 2021 ("the Agreement"), which sets forth the terms and conditions under which

the Commissions are allowed to operate a commuter rail service on Authority's tracks in Northern Virginia.

B. The parties wish to amend Exhibit D of the Agreement entitled Passenger Station Ground Lease Agreement to add a new station named the Potomac Shores station to the list of stations set forth in Appendix A of the Passenger Station Ground Lease Agreement in accordance with the terms hereafter set forth.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein contained, the parties hereto agree as follows:

ARTICLE ONE

1. All terms of the Agreement shall remain in full force and effect unless explicitly modified in this Amendment.
2. Exhibit D of the Agreement is amended by deleting Appendix A in its entirety and replacing it with the new Appendix A attached hereto adding a new VRE commuter rail station named Potomac Shores with the accompanying exhibit showing the location of the new station.
3. All other provisions of the Agreement shall remain unchanged.

IN WITNESS WHEREOF, the Authority and Commissions have caused their names to be signed hereto by their officers thereunto duly authorized and their seals, duly attested, to be hereunto affixed as of the day and year first above written.

Attest:

VIRGINIA PASSENGER RAIL AUTHORITY

Clerk

By: _____
Title:

Attest:

NORTHERN VIRGINIA TRANSPORTATION
COMMISSION and POTOMAC AND
RAPPAHANNOCK TRANSPORTATION
COMMISSION

Clerk

By: _____
Title:

APPENDIX A

STATION SITE	ADDRESS	LEASED FACILITIES	EXHIBIT¹
Leeland	275 Leeland Road Falmouth, VA 22405	Land	
Brooke	1721 Brooke Road Stafford, VA 22554	Land	
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Fredericksburg	200 Lafayette Boulevard Fredericksburg, VA 22401	Station Building; East and West Platforms; Land	
Quantico	550 Railroad Avenue Quantico, VA 22134	Station Building and Land ³	
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Alexandria	110 Callahan Drive Alexandria, VA 22301	East Platform; Land	
L'Enfant	6th and 7th Street at C Street, SW	Land	

¹ NTD: Parties to incorporate descriptive exhibits for each station site.

² NTD: CSX to retain land under platform on CSX-retained side of corridor.

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	Washington, DC 20024		
L'Enfant Storage Tracks	Washington, DC	Land	
Spotsylvania	9442 Crossroads Parkway Fredericksburg, VA 22408	Land	
<u>Potomac Shores</u>	<u>17400 Potomac Station Way</u> <u>Dumfries, VA 22026</u>	<u>Land</u>	

VRE draft 7-1-21

**FIRST AMENDMENT TO AMENDED AND
RESTATED
OPERATING/ACCESS AGREEMENT**

Between

CSX TRANSPORTATION, INC.

and

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION AND POTOMAC AND
RAPPAHANNOCK TRANSPORTATION COMMISSION**

CONCERNING COMMUTER RAIL SERVICE

THIS FIRST AMENDMENT TO THE AMENDED AND RESTATED OPERATING ACCESS AGREEMENT DATED _____, 2021, is made and entered into this ___ day of _____, 2021, ("Amendment") by and between CSX TRANSPORTATION, INC., a corporation organized and existing under the laws of the Commonwealth of Virginia, with a principal place of business at 500 Water Street, Jacksonville, Florida 32202 (hereafter the "Railroad"), and the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under the provisions of the Transportation District Act of 1964, as amended, and having principal places of business at 2300 Wilson Boulevard, Suite 230, Arlington, Virginia 22201, and 14700 Potomac Mills Road, Woodbridge, Virginia 22192, respectively (hereinafter, individually, a "Commission" and, collectively, the "Commissions");

EXPLANATORY STATEMENT

A. The Railroad and the Commissions entered into that certain Amended and Restated Operating Agreement dated _____, 2021 ("the Agreement"), which sets forth the terms and conditions under which the Commissions are allowed to

operate a commuter rail service on Railroad's tracks in Northern Virginia.

B. The parties wish to amend Exhibit E of the Agreement entitled Passenger Facilities to add a new station named the Potomac Shores station in accordance with the terms hereafter set forth.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein contained, the parties hereto agree as follows:

ARTICLE ONE

1. All terms of the Agreement shall remain in full force and effect unless explicitly modified in this Amendment.
2. Exhibit E is deleted in its entirety and replaced with the new Exhibit E attached hereto adding a new VRE commuter rail station named Potomac Shores together with the accompanying exhibit showing the location of the new station.
3. All other provisions of the Agreement shall remain unchanged.

IN WITNESS WHEREOF, the Railroad and Commissions have caused their names to be signed hereto by their officers thereunto duly authorized and their seals, duly attested, to be hereunto affixed as of the day and year first above written.

Attest:

CSX TRANSPORTATION, INC.

Secretary

By: _____
Title:

Attest:

NORTHERN VIRGINIA TRANSPORTATION
COMMISSION and POTOMAC AND
RAPPAHANNOCK TRANSPORTATION
COMMISSION

Clerk

By: _____
Title:

[Third] Amendment to the Master Lease Agreement

This [Third] Amendment to the Master Lease Agreement (“Amendment”), is made this __ day of _____, 2021 (the “Amendment Effective Date”), by and among CSX Transportation, Inc., as lessor (the “Railway”), and the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, as lessees (collectively the “Commissions,” and the Commissions and the Railway are collectively referred to herein as the “Parties”).

WHEREAS, the Parties entered into the Master Lease Agreement (“MLA”) dated May 6, 2013, as amended by the Supplement and Amendment Agreement, dated June 28, 2019, under which Railway leases to the Commissions certain for commuter rail stations, some of which preceded the start of the Commissions’ commuter rail service and some of which were constructed by the Commissions (the “Premises”).

WHEREAS, the Parties entered into a Second Amendment to the Master Lease Agreement dated _____, 2021, to address changes in the Premises subject to the Master Lease Agreement and the rents therefor as a result of an agreement between Railway and the Virginia Department of Passenger Rail Transportation (“DRPT”), as assigned by DRPT to the Virginia Passenger Rail Authority, specifically that certain Comprehensive Rail Agreement (the “CRA”) pursuant to which DRPT will purchase from Railway, among other property, a portion of the RF&P Corridor (the portion so purchased, “Segment 1”), subject to a retained, perpetual, exclusive freight easement, governed by the Joint Operating and Maintenance Agreement (“JOMA”).

WHEREAS, the Premises that are subject to the MLA listed in Exhibit A to the Second Amendment need to be amended to include a new commuter rail station known as the Potomac Shores station to be constructed by the Commissions as further identified herein.

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performances herein contained, and other consideration the receipt and sufficiency of which is hereby acknowledged, and with the intent to be legally bound hereby, the Commissions and Railway agree to incorporate the above recitals into this Third Amendment and further contract, promise and agree as follows:

1. Premises. The Premises that are subject to the MLA are hereby amended to include the addition of a new station site to be known as the Potomac Shores station in accordance with **Exhibit A**.
2. Term. The Term of the MLA is hereby revised to be coterminous with the Amended and Restated Operating Access Agreement between Railway and the Commissions dated _____, 2021, unless earlier terminated in accordance with Section 12 of the MLA.
3. Rent. Consistent with the terms of the Second Amendment to the MLA pertaining to stations sites that are advanced beyond conceptual design (30%) phase as of the Second Amendment Effective Date, the Commissions are hereby relieved of their obligation to pay rent for the Potomac Shores station.

4. Effective Date. This Third Amendment shall be effective as of the above stated Third Amendment Effective Date.
5. No Other Changes. Other than as expressly set forth in this Third Amendment, the MLA shall remain in full force and effect.

IN WITNESS WHEREOF, each of the undersigned, intending to be legally bound, has caused this Third Amendment to be executed and delivered as of the aforesaid Effective Date.

CSX Transportation, Inc.

By: _____
Name:
Title

Northern Virginia Transportation Commission

By: _____
Name:
Title

Potomac and Rappahannock Transportation Commission

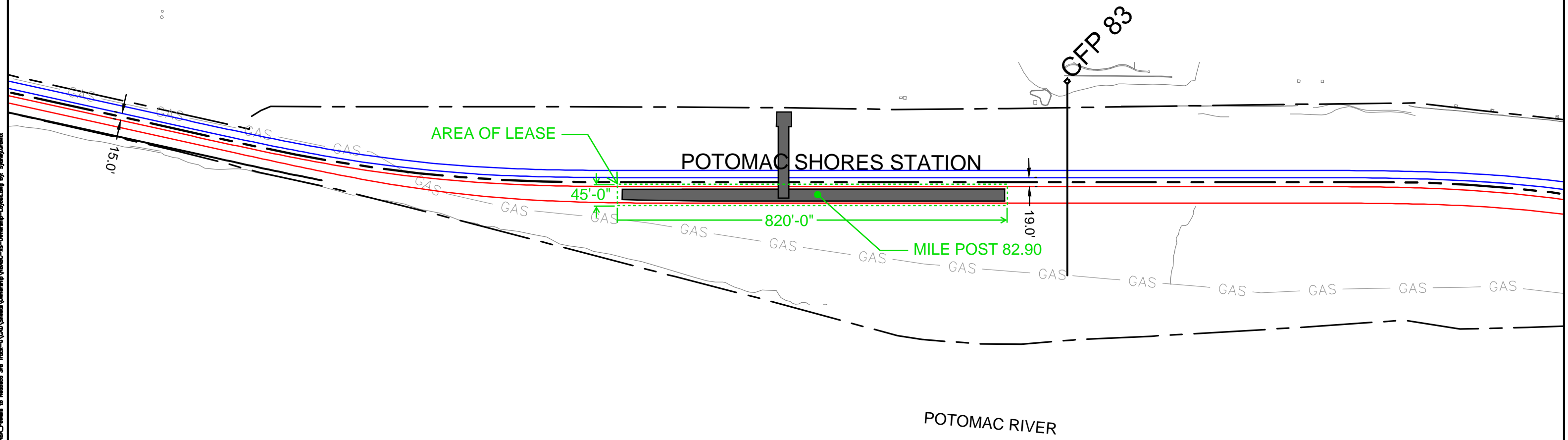
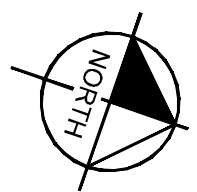
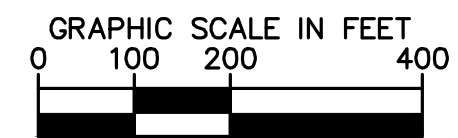
By: _____
Name:
Title

Exhibit A

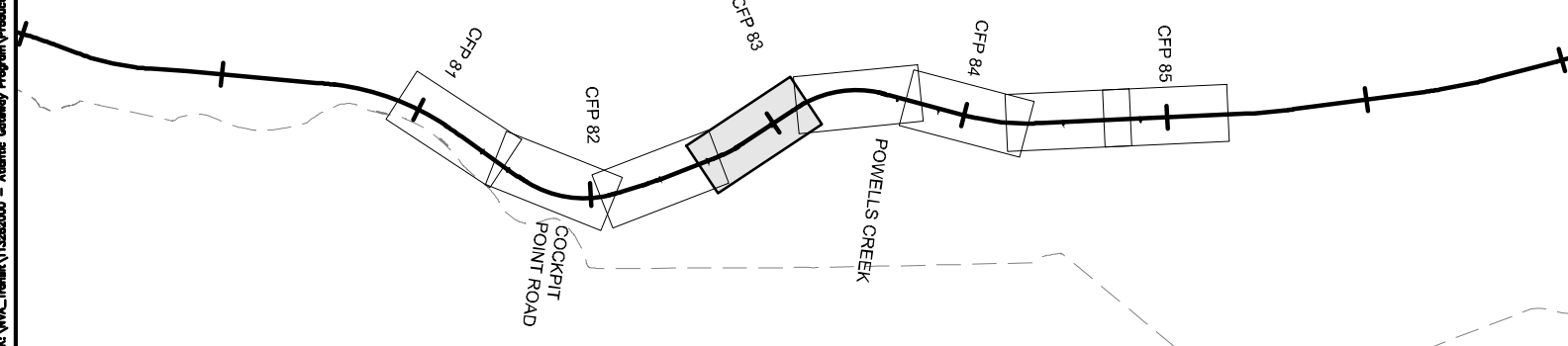
(Premises)

[To Be Inserted]

Mar 19 2021 10:34 am K:\VIVA_Track\132820000 - Atlantic Gateway Program\Production\Map\Task 10 - Technical Assistance\80A_Powells to Neabco 3rd Track-4\CAD\Sheet\Ownership-Legend.dwg By: Spring/Greiff



KEY MAP



	DRPT TRACK		STATION PLATFORM & PEDESTRIAN BRIDGE
	CSXT TRACK		AREA OF LEASE
	CSXT-DRPT DELINEATION		
	CSXT ROW		
	PLANTATION PIPELINE		
	CFP 83		CSXT MILE POST

JURISDICTION: Prince William County



ENHANCED VALUATION MAPS
(NON-BINDING ILLUSTRATIONS OF DRPT'S VIEW OF FUTURE OWNERSHIP)
R8A - POWELLS CREEK TO NEABSCO CREEK THIRD TRACK

CSXT VAL MAP:V28691
DATE: 3/19/2021

Kimley»Horn

SHEET EV-063 OF EV-283



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-G
Action Item

To: Chair Bennett-Parker and the VRE Operations Board

From: Rich Dalton

Date: July 16, 2021

Re: Recommend Authorization to Amend Agreements with the Virginia Passenger Rail Authority and with CSXT to include the Potomac Shores Station

Recommendation:

The VRE Operations Board is asked to recommend the Commissions approve and authorize the Chief Executive Officer to execute amendments to (1) the Passenger Station Ground Lease Agreement with the Virginia Passenger Rail Authority (VPRA) and (2) the Amended and Restated Operating Access Agreement and the Master Lease Agreement with CSX Transportation (CSXT), to include the Potomac Shores Station.

Summary:

Construction of the Potomac Shores Station is anticipated to begin soon. Authorization is required to amend the Passenger Station Ground Lease Agreement, which is Exhibit D to the Passenger Rail Operations and Access Agreement with VPRA, and to amend the Amended and Restated Operating Access Agreement and the Master Lease Agreement with CSXT to include the proposed Potomac Shores Station. Attached is Exhibit A showing the location of the new station, which will become part of the above-mentioned amended agreements.

Background:

On January 31, 2002, VRE executed a Memorandum of Understanding (MOU) with CSXT and the Virginia Department of Rail and Public Transportation (DRPT) that outlined the process the Commissions would undertake to implement a third mainline track in the CSXT Washington to Richmond rail corridor and corresponding service expansion.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

On July 15, 2013, Prince William County accepted proffers from the original developer, which are now the obligation of the successor developer, Harbor Station Communities, LLC (Developer), for the Potomac Shores Development which included provisions for a new VRE station and commuter parking.

In August 2014, a Second Amendment to the MOU was approved by all parties addressing the addition of the VRE Potomac Shores Station and the initiation of VRE service to the station. The Second Amendment to the MOU outlines a set of rail infrastructure and VRE station improvements that must be made in order to allow the Potomac Shores Station to open.

Under a previously approved design agreement, VRE and CSXT have been involved in the oversight and approval of the design and engineering of the Potomac Shores Station by the Developer.

On December 3, 2020, the Commissions approved and authorized execution of a Passenger Rail Operations and Access Agreement with VPRA including Exhibit D, a Passenger Station Ground Lease Agreement. In order to construct, operate, and maintain the proposed station, VRE is required to amend the Ground Lease Agreement to include the new facility.

On May 6, 2021, the Commissions approved and authorized execution of an Amended and Restated Operating Access Agreement with CSXT, and a Third Amendment to the Master Lease Agreement with CSXT for VRE stations, originally approved in 2013. In order to construct, operate, and maintain the proposed Potomac Shores Station, VRE is required to amend the Operating Access Agreement and the Lease Agreement with CSXT to include the new facility.

Fiscal Impact:

The approval of the proposed amendments will have no immediate fiscal impact for VRE. All capital costs incurred by VRE for the design and construction of the Potomac Shores Station will be reimbursed by the Developer. Any additional operating costs associated with providing rail service to the Potomac Shores Station upon its completion will be identified in future VRE budgets and subject to the approval of the Operations Board and the Commissions.

**Virginia Railway Express
Operations Board Resolution**

9G-07-2021

**Recommend Authorization to Amend Agreements with the Virginia
Passenger Rail Authority and with CSXT to include the Potomac Shores
Station**

WHEREAS, Prince William County accepted a proffer from Harbor Station Communities, LLC (Developer) on July 15, 2013, for the Potomac Shores Development, which includes provision of a new VRE station on the CSX Transportation (CSXT) RF&P Subdivision; and,

WHEREAS, the Second Amendment to the Memorandum of Understanding pertaining to the Corridor Improvement Project, between CSXT, the Virginia Department of Rail and Public Transportation, and the Commissions, dated August 2014, allows for the addition of a new VRE station at Potomac Shores; and,

WHEREAS, on December 3, 2020, the Commissions authorized execution of a Passenger Rail Operations and Access Agreement with the Virginia Passenger Rail Authority (VPRA) which included Exhibit D, a Passenger Station Ground Lease Agreement; and,

WHEREAS, on May 6, 2021, the Commissions authorized execution of an Amended and Restated Operating Access Agreement with CSXT and a Third Amendment of the Master Lease Agreement with CSXT, originally approved in 2013; and,

WHEREAS, the foregoing agreements with VPRA and CSXT must be amended to include the Potomac Shores Station;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions approve and authorize the Chief Executive Officer to execute an amendment to the Passenger Station Ground Lease Agreement with the Virginia Passenger Rail Authority (VPRA), which Lease Agreement is Exhibit D to the Passenger Rail Operations and Access Agreement with VPRA, to include Potomac Shores Station as described in the attached Exhibit A; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions approve and authorize the Chief Executive Officer to execute amendments to the Amended and Restated Operating Access Agreement with CSXT and the Master Lease Agreement with CSXT to include Potomac Shores Station as described in the attached Exhibit A.

Resolution 9G-07-2021 Continued

Approved this 16th day of July 2021

James Walkinshaw
Secretary

Elizabeth Bennett-Parker
Chair

RESOLUTION #2458

SUBJECT: Authorize the VRE CEO to Execute Purchase Agreement and Memorandum of Understanding with the Department of the Navy

WHEREAS: The Department of the Navy/Marine Corps Base Quantico requires a 0.12-acre parcel of Commission owned land for construction of a new facility adjacent to the VRE Quantico Station and has offered to purchase the parcel for its fair market value;

WHEREAS: VRE has negotiated a Purchase Agreement with the Department of the Navy ("Department") for property to be purchased by the Department from the Commissions;

WHEREAS: VRE's Quantico Station Improvements project requires several small parcels of land owned by the Department for permanent infrastructure as part of the station improvements, and the Department is interested in acquiring additional Commission owned property for purposes related to Base operations and the new facility being constructed;

WHEREAS: VRE has negotiated a Memorandum of Understanding regarding exchange of property between VRE and the Department of the Navy; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves and authorizes the VRE Chief Executive Officer to execute a Purchase Agreement with the Department of the Navy for the sale of 0.12 acres of Commission owned property in the vicinity of the VRE Quantico Station in accordance with the terms of the Purchase Agreement, and to execute a deed and other documents necessary to meet the terms of the Purchase Agreement.

BE IT FURTHER RESOLVED that NVTC hereby approves and authorizes the VRE Chief Executive Officer to execute a Memorandum of Understanding with the Department of the Navy regarding an exchange of Commission owned property and Department owned property in the vicinity of the VRE Quantico Station in accordance with the terms of the Memorandum of Understanding.

Approved this 2nd day of September 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer

AGREEMENT FOR PURCHASE OF REAL PROPERTY**No. N40080-21-RP-00151; AI-11045**

This AGREEMENT is made by and between the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commissions, political subdivisions of the Commonwealth of Virginia and the owners and operators of the Virginia Railway Express commuter rail service (VRE), hereinafter called the "Vendor," as current Owners of record of parcels of land located at 709 Railroad Avenue, Quantico, Virginia, and the United States of America, acting by and through the Naval Facilities Engineering Systems Command, Washington, 1314 Harwood Street Washington, DC, 20374, hereinafter called the "Government."

VENDOR AGREES TO SELL, AND GOVERNMENT AGREES TO PURCHASE: Fee Simple Interest for the consideration of Eighteen Thousand Dollars (\$18,000.00); subject to the terms, conditions, and general provisions set forth on this Agreement and to any additional provisions incorporated herein by attachment or reference. Total consideration to be rendered by the Government shall be Eighteen Thousand Dollars (\$18,000.00).

1. LOCATION AND DESCRIPTION OF PROPERTY: As described on Addendum No. 1 hereto.

2. RIGHTS TO PROPERTY: Fee simple Interest.

3. RIGHTS OUTSTANDING IN THIRD PARTIES OTHER THAN SPECIFIED IN PARAGRAPH (a) OF THE GENERAL PROVISIONS: ☒ None ☐ Described in Attachment No.

4. RIGHTS RESERVED BY VENDOR: ☒ None ☐ Described in Attachment No.

5. Said Property is Section 49 Block E Lot 229. The Fee ownership of this tract is believed to be owned by the Vendor. The Vendor agrees to give the Government the requested interest and possession of said Property upon payment of the purchase price.

6. ESCROW SERVICES: The Government may use First Title & Escrow Company, or another applicable agent, for escrow services with regard to facilitating funds transfer for the closing of said agreement.

7. An executed copy of this Agreement shall be sent to the Vendor at the following address:

Virginia Railway Express
Attention: Chief Executive Officer
1500 King Street Suite 202
Alexandria, VA 22314

AGREEMENT FOR PURCHASE OF REAL PROPERTY

No. N40085-19-RP-00165; AI-10305

8. NOTICES: All notices, demands, and requests which may be given, or are required to be given by either party to the other shall be in writing, and shall be either hand delivered by Federal Express or sent by United States certified mail, return receipt requested, with proper first class postage prepaid, properly and fully addressed:

If to the Government: Naval Facilities Engineering Systems Command
Washington
1314 Harwood Street SE.
Washington Navy Yard, DC. 20374
Attn: Holland S. Hargrove

If to Vendor: Virginia Railway Express
Attention: Chief Executive Officer
1500 King Street, Suite 202
Alexandria, Virginia 22314

A notice shall be deemed given (a) when delivered, if delivered by courier or overnight delivery service, or (b) two (2) business days after the date of posting with the U.S. mail, if sent by registered or certified mail. Any party may, by like notice given at least ten (10) days before such change becomes effective, designate a new address to which such notices shall be sent.

9. EXECUTION BY VENDOR

By: _____
Rich Dalton Date
Chief Executive Officer

STATE OF _____
COUNTY OF _____, SS Date:

Then personally appeared the above-named _____ and
_____, in his/her capacity as the owner of said premises,
and acknowledged the foregoing Agreement For Purchase of Real Property No. N40085-19-RP-
00165 to be of free act and deed in the aforesaid capacity.

Before me,

Notary Public

Seal or Stamp

Printed Name: _____

My Commission Expires:

AGREEMENT FOR PURCHASE OF REAL PROPERTY
No. N40085-19-RP-00165; AI-10305

10. EXECUTION FOR AND ON BEHALF OF THE GOVERNMENT

THE UNITED STATES OF AMERICA

By _____ Date _____
ERIC W. CRAFTON
Real Estate Contracting Officer
By direction of the Commanding Officer

WITNESS

By: _____
Name: _____ Date _____

11. NAVY IDENTIFICATION AND ACCOUNTING DATA							
a. NAME AND ADDRESS OF NAVAL ACTIVITY Commanding Officer Naval Facilities Engineering Systems Command, Washington 1314 Harwood Street SE Washington, DC 203745018				b. LOCAL GOVERNMENT REPRESENTATIVE (Activity and address) Commanding Officer Naval Facilities Engineering Systems Command, Washington 1314 Harwood Street Washington, DC 20374			
c. PAYMENT TO BE MADE BY (Activity and address): Defense Finance and Accounting Service, Cleveland, OH						d. PARCEL No.	e. CONTRACT No.
f. APPROPRIATION SYMBOL/ SUBHEAD	g. OBJECT CLASS	h. BUREAU CONTROL OR UIC	i. AUTH. ACCTG ACTIVITY.	j. TYPE	k. PROPERTY ACCTG. ACTY.	l. COST CODE	m. TOTAL AMOUNT
AA1701205/52M1	320	25GLS	056521	2D	6RCG3K	08021RC002FF	\$18,000.00

12. GENERAL PROVISIONS

a. **PAYMENT AND CONVEYANCE.** The purchase price for said acquisition shall be paid, subject to the availability of funds, when the Government has had a reasonable time to secure and examine the title evidence for said Deed of Sale and to obtain the necessary approval of title, and to examine the environmental condition of the property and obtain the necessary approval that the environmental condition of the property is feasible to proceed with purchase, on or about September 20, 2021; provided that the Vendor executes and delivers to the Government a good and sufficient deed, acceptable to both parties, conveying said Fee Simple Interest to the Government; said conveyance to be subject only to outstanding public utility easements of record and outstanding easements for public roads, and ways, and such other outstanding rights and reservations as may be set forth under number 3 above. Should the Government be unable to obtain title evidence and warranty that satisfies U.S. Department of Justice Title Standards, this Purchase Agreement shall be null and void. Conveyance by states, municipal corporations, fiduciaries, and persons acting solely in a representative capacity need not contain general warranty covenants if otherwise acceptable and satisfactory to the Government. Payment to the VENDOR will be made via check or wire transfer to the Settlement Agent or VENDOR.

b. GOVERNMENT PERFORMANCE. The Government's performance of this Purchase Agreement is expressly subject to Vendor's full compliance with the terms of this Purchase Agreement and Vendor's compliance with laws applicable to the terms and conditions of this Purchase Agreement. In the event Vendor does not: (i) Comply with the terms of this Purchase

AGREEMENT FOR PURCHASE OF REAL PROPERTY

No. N40085-19-RP-00165; AI-10305

Agreement; or (ii) Comply with the laws applicable to the terms and conditions of this Purchase Agreement; the Government has the right to cancel this Purchase Agreement at no cost to the Government.

c. **PREPARATION OF DEED.** The Vendor prepared the deed to the Government, and the Vendor will deliver to the representatives of the Government any abstracts, certificates of title, or muniments of title available to the Vendor or in its possession.

d. **LIENS.** The Vendor agrees that all taxes, assessments, charges, and encumbrances which are a lien against the Property at the time of conveyance to the Government, including but not limited to liens, if any, relating to the State of Virginia Estate Tax due on said Property, shall be satisfied by the Vendor prior to or at the time of transfer of title and, if the Vendor fails to do so, the Government has the right to cancel this Purchase Agreement at no cost to the Government, or, at the Government's discretion, the Government may pay any taxes, assessments, charges and encumbrances which are a lien against the Property and deduct such payments from the purchase price. If all liens are satisfied by the Vendor, the Government agrees to pay all recording fees, transfer taxes and similar expenses incidental to conveying the Property to the Government, if payable in a conveyance to the Government. If applicable, the Government also agrees to pay or reimburse the Vendor the pro rate portion of real estate taxes and assessments which are allocable to a period subsequent to the date of vesting title in the Government, or the effective date of possession, whichever is earlier. However, the Government shall not pay nor make reimbursement if such taxes and assessments are canceled by State law upon acquisition by the Government.

e. **STATUS OF PROPERTY.** Said Property is currently vacant and unoccupied. The Vendor agrees that said Property shall remain vacant and unoccupied until the deed and/or other instrument conveying title to the Government has been accepted by the Government through its duly authorized representative.

f. **LOSS OR DAMAGE.** The Vendor agrees loss or damage to the Property, other than reasonable wear and tear, shall be at the risk of the Vendor until the deed and/or other instrument conveying title to the Government has been accepted by the Government through its duly authorized representative, or until the Government has taken possession of the Property as hereinbefore provided, whichever date shall be later. In the event such loss or damage occurs, the Government may, without liability, refuse to accept conveyance of title, or it may elect to accept conveyance of title to such Property, in which case there shall be an equitable adjustment of the purchase price.

g. **CONDEMNATION.** The Vendor agrees that the Government may, at its election, acquire necessary title to said Property or any portion thereof or any interest therein, by condemnation or other judicial proceedings, in which event the Vendor agrees to cooperate with the Government in the prosecution of such proceedings, and also agrees that the consideration hereinbefore stated shall be the full amount of the award of just compensation inclusive of interest for the taking of said Property and that any and all awards of just compensation that may be made in the proceeding to any defendant for any other interests in the Property, shall be the full amount of the award of just compensation inclusive of interest for the taking of said Property and that any and all awards of just compensation that may be made in the proceeding to any

AGREEMENT FOR PURCHASE OF REAL PROPERTY

No. N40085-19-RP-00165; AI-10305

defendant for any other interests in the Property, shall be payable and deductible from the said amount, and that said consideration shall also be in full satisfaction of any and all claims of the Vendor for payment for the possession provided for hereinbefore.

h. **DESCRIPTION.** A narrative description of the Property covered by this Agreement will be provided prior to execution of the deed. The boundaries of the Property to be conveyed shall be determined and depicted by a survey prepared by a registered land surveyor or engineer, conducted at the direction and expense of the Government.

i. **COVENANT AGAINST CONTINGENT FEES.** The Vendor warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by the Vendor for the purpose of securing business. For breach or violation of this warranty the Government shall have the right to annul this Agreement without liability or in its discretion to deduct from the purchase price the full amount of such commission, percentage, brokerage, or contingent fee. The Government agrees that this covenant shall not apply to licensed real estate agents performing their normal functions.

j. **GRATUITIES.** (1) The Government may, by written notice to the Vendor, terminate the right of the Vendor to proceed under this Agreement if it is found, after notice and hearing, by the Secretary of the Navy or his duly authorized representative, that gratuities (in the form of gifts, entertainment, or otherwise) were offered or given by the Vendor, or any agent or representative of the Vendor, to any officer or employee of the Government with a view toward securing this Agreement or securing favorable treatment with respect to the awarding or amending or the making of any determinations with respect to the performing of such Agreement: *Provided*, that the existence of the facts upon which the Secretary or his duly authorized representative makes such findings shall be in issue and may be reviewed in any competent court.

(2) In the event this Agreement is terminated as provided in Paragraph (1) hereof, the Government shall be entitled (i) to pursue the same remedies against the Vendor as it could pursue in the event of a breach of the contract by the Vendor, and (ii) as a penalty in addition to any other damages to which it may be entitled by law, to exemplary damages in an amount (as determined by the Secretary or his duly authorized representative) which shall be not less than three nor more than ten times the costs incurred by the Vendor in providing any such gratuities to any such officer or employee.

(3) The rights and remedies of the Government provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Agreement.

k. **REPRESENTATIONS.** All terms and conditions with respect to this Agreement For Purchase of Real Property are expressly contained herein and the Vendor agrees that no representative or agent of the Government has made any representation or promise with respect thereto not expressly contained herein.

l. **NUMBER.** When context requires, the singular used herein shall be read as plural.

AGREEMENT FOR PURCHASE OF REAL PROPERTY

No. N40085-19-RP-00165; AI-10305

n. **REMOVAL OF VENDOR'S PERSONAL PROPERTY.** The parties hereto agree that as of the effective date of the Government's execution of this Agreement For Purchase of Real Property said Property contains no other items of personal property, hereinafter collectively referred to as "Personal Property," owned by the Vendor.

o. **NO WAIVER OF SOVEREIGN IMMUNITY.** Notwithstanding any other provision of this Agreement to the contrary, nothing in this Agreement nor any action taken by the Vendor or the Government pursuant to this Agreement nor any document which arises out of this Agreement shall constitute or be construed as a waiver or either the sovereign immunity or governmental immunity of the Vendor or the Government, or of its elected and appointed officials, officers and employees.

p. **ENVIRONMENTAL MATTERS.** To the best of the knowledge of the Vendor, as of the date of this Contract and as of the date of Closing, the Property (including land, surface, water, ground water, and improvements) is now and will then be free of all contamination, including (i) any "hazardous waste," "underground storage tanks" "petroleum," "regulated substance," or "used oil" as defined by the Solid Waste Disposal Act of 1976 (42 U.S.C. § 6901, et seq.) as amended, or by any regulations promulgated thereunder; (ii) any "hazardous substance" as defined by the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. § 9601, et. seq.) as amended, or by any regulations promulgated thereunder (including, but not limited to, asbestos and radon); (iii) any "oil, petroleum products, and their byproducts" any "hazardous substance" as defined by the Virginia Administrative Code (VAC) 25-31-10, as amended, or by any regulations promulgated thereunder; (iv) any substance the presence of which on, in, or under the Property, is prohibited by any law similar to those set forth above; and (v) any other substance which by law, regulation, or ordinance requires special handling in its collection, storage, treatment, or disposal.

q. **ENTIRE AGREEMENT.** This AGREEMENT and any addenda thereto contain the final and entire agreement between the GOVERNMENT AND VENDOR and neither the parties nor their agents shall be bound by any terms, conditions, statements warranties or representations, oral or written, not herein contained. The parties to this AGREEMENT mutually agree that it is binding upon them, their heirs, successors and assigns.

DRAFT 6.23.21 Navy Response 7-01-21

MEMORANDUM OF UNDERSTANDING
REGARDING EXCHANGE OF PROPERTY
IN PRINCE WILLIAM COUNTY, VIRGINIA BETWEEN THE NAVY
AND VIRGINIA RAILWAY EXPRESS

This Memorandum Of Understanding (this “**MOU**”) references a Proposed Land Exchange entered into as of July __, 2021, by and between the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, the owners and operators of the Virginia Railway Express commuter rail service (collectively referred to as “**VRE**”) and the Department of the Navy (the “**Navy**”).

WHEREAS, **VRE** has ownership of certain real property, approximately 0.22 acres, located in Prince William County, Virginia, near Marine Corps Base Quantico as generally identified in the red outlined area labeled as the Over Martin Street area (.22 Acre) on **Exhibit A** attached hereto; and

WHEREAS, **United States of America**, has jurisdiction and ownership of certain real property, approximately 0.22 acres, located in Prince William County, Virginia, near Marine Corps Base Quantico as generally identified in the blue outlined area labeled as the Abandoned Trailer Area (.22 Acre) on **Exhibit A** attached hereto, as well as jurisdiction and ownership of certain real property, totaling approximately .30 acres, located in Prince William County, Virginia, near Marine Corps Base Quantico as generally identified in the blue outlined areas labeled as Permanent Easement 5’ Strip and West Tower (.13 Acre) and Permanent Easement RW#13 Tie Backs (.17 Acre) on **Exhibit A** attached hereto; and

WHEREAS, 10 U.S. Code 2869 (the “**Statute**”), provides the Secretary of a Military Department the authority to exchange property under their jurisdiction with any person or entity who agrees; and

WHEREAS, pursuant to the Statute, the fair market value of the land to be obtained by the Secretary, shall be at least equal to the fair market value of the conveyed real property. If the fair market value of the land obtained is less than the fair market value of the real property to be conveyed, the recipient shall pay to the United States an amount equal to the difference in the fair market values; and

WHEREAS, by separate Purchase Agreement between VRE and the Navy, the Navy is in the process of purchasing an approximately 0.12 acre parcel of land located within Section 49 Block E Lot 229 from VRE, generally identified in the red outlined area labeled as “Y” East of Pond (0.12 acre) on **Exhibit A**; and

WHEREAS, VRE has requested the Navy to consider a proposal for a land exchange via fee or permanent easements of the 0.22 acres of VRE owned land for the 0.30 acres of Navy-owned land in order to secure land for its long-term interests, and provide land for Navy’s long-term interests; and

WHEREAS, initially VRE desired to include the property discussed in the Purchase Agreement in the Land Exchange Proposal, but Navy expressed urgency of needing the Purchase Agreement property by July 2021, due to the Construction Schedule of their War Gaming Center building; and

WHEREAS, pursuant to the Statute, the Navy must provide Congressional Notification of the property conveyance, a Fair Market Value Appraisal of all properties involved in the Land Exchange, a metes and bounds survey and legal description, Environmental Studies to include NEPA and Condition/Assessment Studies, and Title Work;

NOW THEREFORE, in consideration of the foregoing and the covenants set forth herein, the Parties agree as follows:

1. **Cooperation on Real Property Exchange:**

- (a) Subject to satisfaction or waiver by each party of the Conditions to Exchange (as defined below), VRE and the Navy hereby agree to engage in the following regarding the exchange of property (the “**Exchange**”):
 - (i) the Navy and VRE will continue active discussions towards the production of a land exchange agreement for either the arrangement described in the Recitals, or some other type of arrangement satisfactory to both the Navy and VRE, as discussed in Section 2 of this MOU; and
 - (ii) The Navy and VRE will work to satisfy all Conditions to Exchange Land, as discussed in Section 3 of this MOU; and
 - (iii) Reaching a Land Exchange Agreement will require the Navy and VRE to obtain the necessary approvals and take the necessary steps towards exchanging the property agreed upon as discussed in Section 4 of this MOU.
- (b) The Navy and VRE will cooperate to negotiate and complete an Exchange according to the Statute and any other applicable laws.
- (c) This MOU, the Exchange, and any other transactions associated with this MOU are only applicable, subject to the following: the VRE’s and the Navy’s availability of funds; the final approval of the VRE’s governing bodies; and the final approval of Quantico’s Installation Commanding Officer, Marine Corps National Capitol Region, and Marine Corps Installation Command (MCICOM).
- (d) The Navy and VRE shall cooperate and use commercially reasonable efforts to perform such acts, and execute and deliver such documents as may be reasonably necessary to complete the transactions contemplated by this MOU to facilitate such transactions.

2. **Development Period:** Within [One Hundred Twenty (120)] days after the date of this MOU, VRE and the Navy shall work cooperatively and use commercially reasonable efforts to develop and agree upon the following:
 - (a) **Legal Requirements:** A list of applicable legal conditions precedent that, to the best of each party's knowledge, must be satisfied prior to execution of the Exchange ("**Legal Requirements**"), including any satisfaction of any applicable requirements under the Statute, National Environmental Policy Act (42 U.S.C. § 4321 et seq.), and the National Historic Preservation Act (16 U.S.C. § 470 et seq.); and
 - (b) **Land Exchange Agreement and Area Identification:** A mutually acceptable agreement of the areas identified for exchange, and a draft land exchange agreement that includes a map and description of the areas identified for exchange, a fair market value appraisal of the areas identified for exchange; and
 - (c) **Schedule of Performance:** A schedule of performance, mutually acceptable to VRE and the Navy/Marine Corps, which lists the remaining tasks required to fully execute a land exchange agreement, and close on the land exchange.
3. **Conditions to Exchange Land:**
 - (a) After the Development Period, the following conditions must be satisfied upon or prior to execution of the Land Exchange Agreement, or must be waived in writing by each party in its sole discretion (the "**Conditions to Land Exchange**"):
 - (i) A submission to Congress of a notice of the conveyance, and the expiration of the applicable 45-day waiting period; and
 - (ii) The amount of any payment to be made to the Navy by VRE or by the Navy to VRE, if any, to equalize the fair market values of the property to be conveyed and the land acquisition to be carried out under the agreement in exchange for the conveyance of the property; and
 - (iii) Completion of a Fair Market Value Appraisal; and
 - (iv) Completion of a Metes and Bounds Survey and Legal Description; and
 - (v) Completion of Title Work; and
 - (vi) Completion of an Environmental Site Assessment; and
 - (vii) Approval by VRE's governing Boards; and
 - (viii) Quantico Installation Commander, Marine Corps National Capitol Region, and MCICOM approval
 - (b) Each party shall use commercially reasonable efforts to satisfy the Conditions to Exchange Land within [210] days after the date of this MOU.

4. **Land Exchange Documents:** Within sixty (60) Business Days after satisfaction or waiver of the Conditions to Exchange Land, or such other date as may be agreed upon by the parties, the parties can consummate the Land Exchange by execution and delivery of the following documents to the Navy and VRE Contacts described in **Exhibit B**:
- (a) **Exchange of Navy-owned Property:** Navy will work to execute a Deed to convey approximately 0.30 acres of land via exclusive fee simple title or permanent easement or another mutually agreed upon configuration of land as discussed during the Development Period, directly to VRE;
 - (b) **Exchange of VRE-owned Property:** VRE will work to execute a Deed to convey approximately 0.22 acres of land via exclusive fee simple title or permanent easements, or another mutually agreed upon configuration of land as discussed during the Development Period, directly to Navy;
5. **Miscellaneous:**
- (a) **Successors and Assigns.** This MOU shall inure to the benefit of and shall be binding upon each party and their respective successors and assigns.
 - (b) **Notices.** Any notice required or permitted to be delivered under this MOU shall be in writing and shall be deemed given (i) when delivered or refused by hand during regular business hours, (ii) the next Business Day if sent by US Mail or by a reputable national overnight express mail service that provides tracing and proof of receipt or refusal of items mailed, in each case for delivery on the next Business Day. Notices can also be provided by email. Notices shall be sent to the address for the applicable party set forth on **Exhibit B** or to such other address as may be specified by one party to the other in a written notice.
 - (c) **Amendments.** This MOU may be amended only by a written instrument executed by the Navy and VRE.
 - (d) **Integration; Severability.** This MOU (including the exhibits) embodies the entire understanding between the Navy and VRE with respect to the transactions contemplated in this MOU, and there have been and are no covenants, agreements, representations, warranties or restrictions between the parties with regard thereto other than those set forth or provided for in this MOU. If any term or provision of this MOU or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this MOU, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this MOU shall be valid and enforceable to the fullest extent permitted by law
 - (e) **Reasonable Effort & Termination.** The parties shall make every reasonable effort to come up with a Land Exchange Agreement within the designated time frames of this MOU; however, if no agreement can be reached, and the approvals discussed in this MOU cannot be granted, neither party shall be deemed to be in breach of this MOU.

- (f) Counterparts. This MOU may be executed in two (2) or more counterparts, each of which shall be an original but such counterparts together shall constitute one and the same instrument notwithstanding that any one signatory has not executed the same counterpart. Signatures exchanged by “portable document format” (PDF) shall have the same legal effect as original signatures.
- (g) Business Day. “**Business Day**” shall mean any day other than Saturday, Sunday and any other day which shall be observed by the government of the United States of America or the District of Columbia as a legal holiday. Any date specified in this MOU for the performance of an obligation or the expiration of a time period which is not a Business Day shall be extended to the first Business Day after such date.
- (h) Funds Availability. The conditions of this MOU are Subject to the Availability of Funds. The Navy and VRE have the right to request Administrative fees from the other to work on any part of this MOU, subject to the availability of funds.

The Parties hereby accept and agree to the terms set forth herein.

[Signature Page Follows]

Northern Virginia Transportation Commission and
Potomac and Rappahannock Transportation Commission,
together, the Virginia Railway Express

By: _____
Name: _____
Title: _____

Department of the Navy

By: _____
Name: _____
Title: _____

EXHIBITS:

Exhibit A: Marine Corps Base Quantico Site
Exhibit B: Notices



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-H
Action Item

To: Chair Bennett-Parker and the VRE Operations Board

From: Rich Dalton

Date: July 16, 2021

Re: Recommend Authorization to Execute Purchase Agreement and Memorandum of Understanding with the Department of the Navy

Recommendation:

The VRE Operations Board is asked to recommend the Commissions approve and authorize the Chief Executive Officer to execute a Purchase Agreement and a Memorandum of Understanding (MOU) with the Department of the Navy (the Department) for property in the vicinity of VRE Quantico Station.

Summary:

To facilitate construction for both VRE's Quantico Station Improvements and Marine Corps Base Quantico's (MCBQ's) Parking Garage Facility, property purchase and property exchange is required. VRE has negotiated a Purchase Agreement with the Department for property to be purchased by the Department from the Commissions. In addition, VRE has negotiated an MOU for future exchange of property between the two parties.

Background:

The Department, specifically MCBQ, requires and has offered to purchase a small (0.12-acre) parcel of Commission-owned land for construction of a new Base facility adjacent to the VRE Quantico Station. The property is identified on the attached Exhibit A. The MCBQ construction requires permanent underground infrastructure on the Commission owned property. VRE staff has determined that the property is not necessary for VRE purposes and can be conveyed to the Department without adversely impacting VRE interests. The Department has offered to pay \$18,000 for the property, which is the value based on a fair market appraisal obtained by VRE.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

In addition, VRE's Quantico Station Improvements project requires, both in fee and permanent easements, several small parcels of land owned by the Department.

VRE has negotiated an MOU for the Property Exchange between VRE and the Department. The MOU outlines the properties of interest, a schedule for finalizing the exchange, and conditions of the planned exchange. The various properties that are the subject to the proposed exchange are identified on the attached Exhibit A.

Fiscal Impact:

There are no anticipated costs or other material fiscal impacts to VRE related to the purchase and exchange being considered.

**Virginia Railway Express
Operations Board Resolution**

9H-07-2021

**Recommend Authorization to Execute Purchase Agreement
and Memorandum of Understanding with the Department of the Navy**

WHEREAS, The Department of the Navy / Marine Corps Base Quantico requires a 0.12-acre parcel of Commission owned land for construction of a new facility adjacent to the VRE Quantico Station and has offered to purchase the parcel for its fair market value; and,

WHEREAS, VRE has negotiated a Purchase Agreement with the Department of the Navy for property to be purchased by the Department from the Commissions; and,

WHEREAS, VRE's Quantico Station Improvements project requires several small parcels of land owned by the Department for permanent infrastructure as part of the station improvements, and the Department is interested in acquiring additional Commission owned property for purposes related to Base operations and the new facility being constructed; and,

WHEREAS, VRE has negotiated a Memorandum of Understanding regarding exchange of property between VRE and the Department;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions approve and authorize the Chief Executive Officer to execute a Purchase Agreement with the Department of the Navy for the sale of 0.12 acres of Commission owned property in the vicinity of the VRE Quantico Station in accordance with the terms of the Purchase Agreement; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions approve and authorize the Chief Executive Officer to execute a Memorandum of Understanding with the Department of the Navy regarding an exchange of Commission owned property and Department owned property in the vicinity of the VRE Quantico Station in accordance with the terms of the Memorandum of Understanding.

Approved this 16th day of July 2021

Elizabeth Bennett-Parker
Chair

James Walkinshaw
Secretary

RESOLUTION #2459

SUBJECT: Approve the Amended VRE Financial and Debt Management Principles

WHEREAS: In November 2013 VRE adopted Financial and Debt Management Principles as a best financial management practice to ensure long term affordability of debt and adequate liquidity;

WHEREAS: In March 2021 VRE entered into a Funding Agreement with the Virginia Department of Rail and Public Transportation that includes the issuance of debt backed by the Commuter Rail Operating and Capital Fund and the contribution of those debt issuance proceeds to the Transforming Rail in Virginia program;

WHEREAS: The creation of the new Commuter Rail Operating and Capital Fund (CROC) and the authorization for debt issuance backed by the Fund warrants a review and amendment of the original Principles, which did not contemplate such debt;

WHEREAS: The amended VRE Financial and Debt Management Principles will guide the credit and financial analysis for the debt issuance called for in the Funding Agreement; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the amended VRE Financial and Debt Management Principles.

Approved this 2nd day of September 2021

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer

Financial and Debt Management Principles **(Adopted November 2013 and as Amended July 2021)**

INTRODUCTION

The purpose of this document is to formalize financial and debt management principles for the Virginia Railway Express (VRE), the commuter rail service jointly owned and operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC), together referred to as the Commissions. In accordance with the Master Agreement that established VRE, any bonds or notes issued to support the commuter rail operation will be issued in the name of NVTC, with the concurrence of both Commissions and all member jurisdictions. This Statement of Financial and Debt Management Principles confirms the commitment of VRE's Operations Board, the Commissions, and the management and staff of VRE to adhere to sound financial and debt management practices in the conduct of VRE's business.

COMMUTER RAIL OPERATING AND CAPITAL FUND

In March 2018, the Virginia legislature created the Commuter Rail Operating and Capital (C-ROC) Fund. C-ROC funds may be used to support VRE's commuter rail operations as well as to make necessary capital investments and improvements, either on a pay-as-you-go basis or through the issuance of debt. C-ROC funding may also be used as matching funds for state and federal grants.

The Code of Virginia dedicates \$15 million annually from fuels tax revenues collected in the NVTC and PRTC jurisdictions to the C-ROC Fund. This \$15 million of dedicated funding is then disbursed from the C-ROC Fund to VRE for its use on operating and capital projects. In October 2018, NVTC and PRTC executed a joint agreement for the distribution and allocation of the C-ROC funds. The agreement states that NVTC will serve on behalf of both Commissions as the recipient of all C-ROC funds and describes how C-ROC funding will be incorporated into the annual VRE budget process. The agreement also provides for quarterly reporting to the Operations Board by VRE on the receipt, investment, and expenditure of C-ROC funds.

In March 2021, the Commissions entered into the Passenger Rail Improvements and Funding Agreement (the "Funding Agreement") with the Virginia Department of Rail and Public Transportation (DRPT) as part of the Commonwealth's Transforming Rail in Virginia (TRV) program. The Funding Agreement was executed by DRPT but has since been assigned to the Virginia Passenger Rail Authority (VPRA).

VRE has a two-part commitment in the Funding Agreement. First, VRE will contribute proceeds from a CROC-backed debt issuance to VPRA for assistance with the purchase of rail right of way owned by CSX Transportation. Second, VRE will contribute pay-as-you-go (PAYGO) capital to VPRA for the design and construction of major corridor projects over ten years. Over the first ten years of the Funding Agreement, VRE's entire \$15 million in annual C-ROC funds will support the TRV program, either as debt service or as PAYGO capital. At the end of this period, half the C-ROC (\$7.5 million) will continue to be committed to debt service, but VRE will regain control over the other half.

POLICY STATEMENTS

The original Policy Statements 1 through 13 were adopted in 2013. These policies were developed in consideration of then-existing debt which is tied to the VRE Master Agreement and carries local jurisdiction credit support. However, certain of these policies have broad application beyond VRE's existing debt obligations and can apply to CROC-backed debt. Any CROC-backed debt issued by VRE will be subject to Policy Statements 1, 2, 9, 10a and 10b, 12, and 13.

Policy Statements 14 and 15 are newly created and adopted in July 2021. Policy Statement 14 memorializes VRE's past practices related to refinancing and will apply to both existing debt and to any CROC-backed debt. Policy Statement 15 reflects the separate and distinct legal and credit underpinnings of any CROC-backed debt. CROC-backed debt will be designed to be separate from the rest of VRE's financial resources and supported only from amounts in the C-ROC Fund.

1. Any debt or financing arrangement issued in support of VRE projects must be in full compliance with all applicable provisions of the Commonwealth of Virginia statutes, federal laws and the VRE Master Agreement.
2. Any long-term debt issued in support of VRE projects *or agreements* will be included in VRE's Capital Improvement Program and Six Year Financial Forecast and debt will only be issued for approved capital projects. *In the case of projects paid for with C-ROC supported debt, such projects will be approved by the Commissions.* Prior to issuance, VRE will forecast the long-term impact of *any non-CROC-backed debt* on the use of federal formula funds, the impact on VRE's six year plan, the annual contributions required from its member jurisdictions over the term of the debt, and to test compliance with the financial ratios described below in Statement 3. *Prior to issuance, VRE will forecast the long-term impact of any C-ROC backed debt on expected cash flows in the C-ROC Fund and to test compliance with financial ratios applicable to C- ROC debt described in Statement 15.*
3. VRE strives to attain the following financial ratios over its Six Year Plan:
 - a. A fare box recovery ratio not lower than 50% of operating expenses.
 - b. *Non-CROC-backed* debt service as a percent of annual budget not greater than 20%.
 - c. Percent of pay-as-you-go financing equal to a minimum of 20% of the total funded portion of the capital program over the term of the capital program.
 - d. Working capital reserves that are on average not less than 2 months of operating expenditures, with a goal of increasing to 3 months over a 10 year period.
 - e. Risk management reserves equal to amounts imposed by the Commonwealth. Currently, the risk management reserve requirement is \$10 million.
4. VRE will match one time revenue with one time expenditures to avoid creating structural imbalance in its annual budgets.

5. Projects included in VRE's Capital Improvement Program will be prioritized with emphasis on regulatory requirements, the maintenance of equipment and facilities to support current service levels, and provisions for passenger safety.
6. The capital reserve will be maintained through the contribution of surplus funds generated from operations and from other sources in order to provide the necessary match funds to take advantage of grant funding opportunities and to complete advantageous capital projects.
7. VRE will maintain an asset management plan for all major capital assets which will identify operating, maintenance and renewal costs over the life of the asset. If a reliable source of funding is not expected to be available to meet peak needs when they occur, a sinking fund will be established for this purpose. The annual budget and Capital Improvement Program will include the life-cycle cost impact of each project in the CIP.
8. VRE will maintain access to external liquidity sources, such as a line of credit, because of the heavy reliance on funding from other parties. This short term borrowing will only be used with the approval of the Operations Board and when the source of repayment has been identified.
9. Debt that supports VRE projects will be amortized for a period not to exceed the useful life of the assets being financed.
10. For any publicly sold debt to support VRE projects:
 - a. Debt service funds will be established at the time of issuance and contributions will be made on a monthly basis so that amounts are available to ensure timely payment of principal and interest when due.
 - b. A debt service reserve fund will be established (as needed by the revenue bond structure or for credit purposes) to provide a cushion of funding for the debt obligations. *Such funds will be sized to align with limitations imposed by the IRS for tax-exempt bonds and to reflect current market conditions and VRE's desired rating outcomes on its non-C-ROC debt and its C-ROC backed debt.*
 - c. The bond structure will be sufficient to secure a rating in the A category or better.
11. The debt service structure that supports VRE projects will be developed and maintained to achieve strong credit ratings while addressing the overall revenue constraints and capacity of VRE. Total principal and interest payments for any borrowing will be structured to create level debt service in aggregate for VRE. Alternatively, VRE may use a more rapid repayment structure, such as equal annual principal payments. The use of back loaded principal repayment as well as bullet and balloon maturities will be avoided, except to achieve overall level aggregate debt service or to match anticipated one-time revenues.

12. As needed, VRE will establish and maintain a separate set of post issuance policies and procedures for managing any required disclosure, tax, or other legal requirements.
13. The use of variable rate debt is discouraged, except under unusual circumstances. However, should it be found to be in VRE's best interest to use this mechanism, the Operations Board and Commissions will first establish appropriate policies and procedures.
14. *VRE will refinance its debt when it is in its best financial interest to do so. When a refinancing is undertaken to generate interest rate cost savings, the minimum aggregate present value savings will be three percent (3%) of the refunded debt principal amount.*
15. *Application of the C-ROC funding and the CROC-backed debt program shall be subject to the following criteria:*
 - a. *The CROC-backed debt is solely payable from amounts received in the C-ROC Fund.*
 - b. *Total debt service supported by C-ROC revenue shall not exceed 66% of the C-ROC funding.*
 - c. *During its effective period starting on July 1, 2021 and through the end date, the C-ROC Funding Agreement shall apply to the initial issue of C-ROC debt.*
 - d. *VRE will target annual debt service coverage (the ratio of annual C-ROC revenue to annual debt service) to fall within a range of 1.60x to 2.00x, consistent with VRE's credit rating objectives and market standards for similar debt programs.*
 - e. *VRE will establish and maintain a debt service reserve fund consistent with market standards for similar debt programs and supportive of VRE's credit rating objectives.*
 - f. *VRE will establish and maintain a working capital reserve fund appropriate to ensure liquidity for the C-ROC portion of VRE's financial operations of approximately two to three months of budgeted, annual C-ROC Revenues. Such reserves will be built over the 18 month period following adoption of these policies.*
 - g. *VRE will strive to achieve a credit rating in the A-category or better for the CROC-backed bond's structure.*
 - h. *The debt service structure that supports VRE projects will be developed and maintained to achieve the credit rating objective described above while addressing the overall revenue constraints and debt capacity of the C-ROC Fund. Total principal and interest payments for any borrowing will be structured to create level debt service in aggregate. Alternatively, VRE may use a more rapid repayment structure, such as equal annual principal payments or front loaded annual debt service which steps down over time. The use of back loaded principal repayment as well as bullet and balloon maturities will be evaluated based upon the terms of the Funding Agreement and the applicable Policy Statements for C-ROC debt.*



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-I
Action Item

To: Chair Bennett-Parker and the VRE Operations Board

From: Rich Dalton

Date: July 16, 2021

Re: Referral of Amended Financial and Debt Management Principles

Recommendation:

The VRE Operations Board is asked to refer the amended Financial and Debt Management Principles to the Commissions for approval.

Summary:

VRE has initiated the financial planning process for an issuance of debt backed by the Commuter Rail Operating and Capital (CROC) Fund, as detailed in the Funding Agreement executed in March 2021 between VRE and the Department of Rail and Public Transportation (DRPT). The first step in this process is an update to VRE's Financial and Debt Management Principles that were originally adopted by the Operations Board and the Commissions in 2013.

Background:

VRE adopted its existing Financial and Debt Management Principles in November 2013 with the assistance of PFM, VRE's financial advisor both at that time and currently. Having written and formally adopted principles is a best financial management practice to ensure long term affordability of debt and adequate liquidity. Such principles should be realistic, achievable, and sustainable over the long term; should set clear limits and goals; and should be embedded as part of an organization's financial management culture. Commitment to these principles is evidenced through adherence in both up and down financial cycles.

The original 2013 Principles were developed in consideration of VRE's then-existing debt structure and financial options. In particular, this included publicly sold debt and refinancings through NVTC and a loan from the Federal Transit Administration under the



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703-524-3322



Virginia Railway Express
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Railroad Rehabilitation and Improvement Financing (RRIF) program (which was later refinanced through the Virginia Resources Authority). These debts were and are ultimately backstopped by VRE's member jurisdictions through the Master Agreement.

It is consistent with best financial management practices to periodically review and update policies to reflect changes. The creation of the new CROC Fund in 2018 and the authorization for CROC-backed debt issuance warrants such a policy update. CROC-backed debt was not contemplated in 2013 and will vary significantly from VRE's existing debt. In particular:

- CROC-backed debt will be new and totally separate from the rest of VRE's financial resources
- The legal security and credit profile of CROC-backed debt will differ completely from prior and existing debt
- Only CROC revenue will be offered as a source of repayment for CROC-backed debt
- CROC-backed debt will not have a credit back-stop from the member jurisdictions, the Master Agreement, or the Commonwealth.

The objectives for updating and amending the Principles include aligning with the authorizing elements of the CROC statutes; reflecting the key provisions of the Funding Agreement with DRPT; identifying parameters and guidelines for debt issuance; setting thresholds for affordability, such as debt service coverage; and ultimately supporting investment grade credit ratings.

The proposed amended Principles are attached as Exhibit A. The original Principles from 2013 are in regular text, and the proposed amendments are in bold underlined text. Nearly all the policies are still relevant to VRE's operations and general financial management practices, and these remain unchanged. Two policy statements in particular – Statement 9 regarding the alignment of the debt amortization period with the useful life of the asset being financed, and Statement 13 discouraging the use of variable rate debt – are broad in nature and remain directly relevant to the issuance of CROC-backed debt.

The primary proposed updates that are specific to CROC-backed debt are in the new Statements 14 and 15. These principles relate to maintaining minimum debt service coverage (i.e., the ratio of annual CROC revenue to annual debt service) and establishing and maintaining a debt service reserve fund.

These updated and amended Principles, once approved by the Commissions, will guide the credit and financial analysis for the CROC-backed debt issuance. This analysis will be an iterative process that includes identification of key legal and credit features, credit assessment versus likely rating agency criteria, financial modeling, and identification of potential financing techniques. At the end of this financial planning phase, which is anticipated for the fall of 2021, staff will return with recommendations regarding the preferred path forward for issuance of CROC-backed debt. At that time, with the approval of the Operations Board and Commissions, the second phase of implementing the transaction will commence.

Fiscal Impact:

The referral and adoption of amended Financial and Debt Management Principles has no direct fiscal impact. The amended principles will serve as a policy guide for the planned future issuance of CROC-backed debt.

**Virginia Railway Express
Operations Board Resolution**

9I-07-2021

Referral of Amended Financial and Debt Management Principles

WHEREAS, in November 2013, VRE adopted Financial and Debt Management Principles as a best financial management practice to ensure long term affordability of debt and adequate liquidity; and,

WHEREAS, in March 2021, VRE entered into a Funding Agreement with the Virginia Department of Rail and Public Transportation that includes the issuance of debt backed by the Commuter Rail Operating and Capital Fund and the contribution of those debt issuance proceeds to the Transforming Rail in Virginia program; and,

WHEREAS, the creation of the new Commuter Rail Operating and Capital Fund and the authorization for debt issuance backed by the Fund warrants a review and amendment of the original Principles, which did not contemplate such debt; and,

WHEREAS, the amended Principles will guide the credit and financial analysis for the debt issuance called for in the Funding Agreement;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions approve the amended Financial and Debt Management Principles.

Approved this 16th day of July 2021

Elizabeth Bennett-Parker
Chair

James Walkinshaw
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-B
Information Item

To: Chair Bennett-Parker and the VRE Operations Board

From: Rich Dalton

Date: July 16, 2021

Re: FY 2023 Key Budget Issues

Introduction:

VRE staff will present a preliminary FY 2023 budget in September 2021 for the Operations Board's consideration, with final budget approval and referral to the Commissions scheduled for December 2021. VRE's financial planning process provides for initial consideration and discussion of key budget issues well before the preliminary budget presentation, which ensures challenges can be identified, publicly vetted, and fully addressed before final approval.

Background:

VRE has adopted a financial planning process that provides for early consideration of key budget issues and assumptions. During the budget cycle, VRE staff will meet regularly with staff members from the jurisdictions to develop the proposed budget. The Finance Committee will also review major budget issues for referral to the Operations Board as required. In accordance with the Master Agreement, a consolidated financial projection over a six-year time frame is provided each year as a component of the annual budget.

The FY 2023 budget adoption process will continue to be deeply affected by the uncertainty surrounding the recovery from the COVID-19 pandemic. This uncertainty exists at both the macro level (e.g., population and job growth in the nation and the Washington region, inflation trends as the economy recovers, etc.) and the micro level (e.g., changes to commuting patterns and telework options for federal government employees and contractors, which will impact the demand for VRE service). As with the FY 2022 budget, accurately forecasting ridership and revenue will be difficult in this environment, and we expect significant amendments to the FY 2022 budget as part of the FY 2023 budget adoption in December, as the path of the recovery becomes clearer.



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Despite the near-term uncertainty impacting the operating budget, VRE continues to progress on its Capital Improvement Program (CIP) and investments for long-term growth. Major new projects are unlikely to be added to the CIP in FY 2023 as the focus remains on project delivery in support of future expansion in coordination with the state's Transforming Rail in Virginia (TRV) program.

Issue 1: Federal Pandemic Relief Funding

Transit agencies across the country have received pandemic relief funding from three federal acts: the Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) in December 2020, and the American Rescue Plan Act of 2021 (ARP) in March 2021. VRE has been a recipient of relief funding from all three acts, and this funding has been critical to backstopping lost passenger revenue and preventing VRE from having to cut service, raise fares, furlough workers, or otherwise make dramatic negative changes to the organization in order to remain viable.

The table below shows the status of VRE's funding from the three relief acts. Through the end of FY 2021, VRE will have drawn approximately \$32 million in relief funding from the CARES Act to backfill lost passenger revenue. The recently amended FY 2022 budget anticipates approximately \$54 million of relief funding will be used, on a combination of passenger revenue backfill, jurisdictional subsidy relief, and non-reimbursement of track access fees. Then after accounting for planned strategic investments and required safety and security set-asides (currently programmed for expansion and improvement of VRE's security camera network), VRE will still have approximately \$70 million in funding remaining to support the operating budget if needed in FY 2023 and beyond if passenger revenue is still recovering.

Summary of Federal Pandemic Relief as of FY 2021-Q4

Relief Act	<u>Funding to</u> <u>VRE</u>	<u>1% Security</u> <u>Set Aside</u>	<u>Drawn</u> <u>FY20</u>	<u>Drawn</u> <u>FY21 (est.)</u>	<u>Budgeted</u> <u>FY22</u>	<u>Strategic</u> <u>Investments</u>	<u>Remaining</u> <u>FY 2023+</u>
CARES	\$86,060,478	\$860,605	\$3,419,834	\$28,170,190	\$53,609,849		\$0
CRRSAA	\$70,074,381	\$700,744			\$425,755		\$68,947,882
ARP	\$118,662,493	\$1,186,625				\$116,000,000	\$1,475,868
TOTAL	\$274,797,352						\$70,423,750

Issue 2: Return of Ridership

Despite the successful rollout of COVID vaccinations in the second half of FY 2021, ridership and fare revenue have been slower to return than was originally projected as part of the amended FY 2021 budget. Daily ridership continues to grow slowly, but a significant increase in ridership is currently not expected until after Labor Day.

Significant uncertainty remains about potential changes in organizations' telework policies and resulting changes in commuting patterns that may impact all modes of transportation, including VRE. VRE already has higher ridership midweek (Tue/Wed/Thu) and lower

ridership on Mondays and Fridays, and it is possible that greater use of telework will further magnify this pattern. Changes in commuting patterns will show up in both the average daily ridership (ADR) figures and the average fare paid, which is directly related to the type of ticket purchased. For example:

- Pre-pandemic: roughly 19,000 ADR at approximately \$9/trip
- FY 2022 budget: forecasted 6,000 ADR at approximately \$12/trip
- Currently: 1,762 ADR in May at approximately \$14/trip

As a reference point, each additional 1,000 daily riders normally generate a little more than \$2 million per year in fare revenue. Three potential ridership scenarios for FY 2023 are provided below. At this time, more information is needed before probabilities can be assigned to these outcomes.

- If there is a 90% recovery of ridership (17,000 ADR) and the same average fare as pre-pandemic, VRE will face a revenue gap of approximately \$5 million in FY 2023 before the application of pandemic relief funding.
- If the ridership recovery is to 75% of pre-pandemic levels (14,000 ADR), but the average fare increases 10% based on changes in ticket buying, the revenue gap would be approximately \$9 million.
- If ridership only recovers to 60% of previous levels (11,000 ADR) and the same average fare is achieved, the revenue gap would be approximately \$18 million.

Issue 3: Fares and Jurisdictional Subsidy

Many agencies across the region are looking at both permanent and temporary/promotional fare changes in response to the reduced ridership levels of the pandemic. VRE will look at a wide range of options to attract riders, but ultimately fare revenues are critical to VRE's long-term sustainability and prudent financial management. The initial view of staff, which is expected to be reflected in the preliminary budget in September, is to hold fares steady at their current levels in FY 2023. Given the uncertainty of ridership recovery, it is also likely that the Operations Board will be asked to waive the 50 percent farebox recovery requirement, as was done for the amended FY 2022 budget.

Using federal pandemic relief funds, VRE was able to provide relief for local jurisdictions on their VRE subsidy in FY 2022. However, the local revenue picture in most of the jurisdictions continues to improve, and it is not clear that such relief is needed again in FY 2023. The initial view of staff is that VRE should reserve the pandemic relief funds to backfill uncertain passenger revenues and should return to a normal subsidy level in FY 2023.

Issue 4: Transforming Rail in Virginia (TRV)

VRE's first opportunity to increase service frequency will arrive in FY 2023 as part of TRV through the "Post Acquisition Planned Additional Service," which allows one additional round-trip on each line plus schedule optimization adjustments. (The addition of service on the Manassas Line is subject to future agreement with Norfolk Southern.) VRE staff across the organization are working on plans for this new service, and funding of the incremental

operating expense is only one aspect. Other key areas of work include equipment, storage, staffing, security, and communications.

The timing for initiating these additional round-trips is not yet known and will depend in part on the return of ridership. The FY 2023 budget must anticipate this service while also allowing for flexibility in decision-making.

Issue 5: Changes to the Capital Improvement Program (CIP)

As noted above, while major new projects are unlikely to be added to the CIP in FY 2023, VRE staff are continuing to update capital project scopes, schedules, and budgets in response to TRV and other initiatives. In particular, staff will be watching overall price inflation and price changes for specific commodities for their impact on both operations (contractual escalation, diesel fuel, etc.) and on capital project costs. In addition, the current political environment presents both opportunities and risks with respect to project funding, and staff will raise such issues to the Operations Board whenever relevant to the FY 2023 budget.

Next Steps:

- September 2021: Present preliminary FY 2023 budget and CIP to the Operations Board
- October/November 2021: In-depth review of preliminary budget with Operations Board, Finance Committee, and jurisdictional staff
- December 2021: Present final FY 2023 budget and CIP for Operations Board approval and referral to the Commissions

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: August 26, 2021
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the September meeting DRPT Director Jennifer Mitchell will give her report, including an update on the impacts of the COVID-19 public health emergency on state transit funding.

A. DRPT Monthly Report

The [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.

B. Quarterly Updates on WMATA Reform

Secretary of Transportation Shannon Valentine provided NVTC with a [quarterly update on activity taken to revise the WMATA Compact and implement other reforms at WMATA](#). These reports are sent to the chairs of the House and Senate Transportation Committees in accordance with an enactment clause to [HB2136](#) which was passed in 2017.



COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

Virginia Department of Rail and Public Transportation
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Virginia Relay Center
800-828-1120 (TDD)

TO: Chair Cristol and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: August 24, 2021

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

The Commonwealth Transportation Board (CTB) met on July 20 and 21. The meetings were held at the VDOT Auditorium in Richmond. At its Action [Meeting](#) on July 21, the CTB approved the policy to govern the structure and prioritization of projects for TRIP Regional Connectivity funding. TRIP is a new statewide grant program dedicated to improving transit's regional connectivity in urban areas with a population in excess of 100,000 and reducing barriers to transit use by supporting low income and zero fare programming.

DRPT opened the inaugural [TRIP](#) application period on August 1 with applications due on September 17. Applicants have until October 1 to submit applicable letters of support and board approvals. DRPT plans to make recommendations for awards to the CTB later in 2021.

At the CTB Workshop on September 14, 2021 DRPT will brief the CTB on WMATA's FY 21 compliance with the legislative and CTB policy requirements related to dedicated funding. DRPT will then present its recommendations related to the withholding of any funding for non-compliance at the CTB's Action Meeting in October.

DRPT's Springfield to Quantico Enhanced Public Transportation Feasibility [Study](#) continues to proceed on schedule toward the December 1, 2021 due date for submission of a final report to the General Assembly. DRPT will host two additional virtual public information meetings on the study on September 21 & 23, 2021 at 7:00 p.m. each evening. Previous virtual public information meetings were held on May 4 and July 27, 2021.

DRPT's Transit Equity and Modernization Study is also underway. A survey of transit agencies and comprehensive information request was recently completed and DRPT is now compiling the data that was received. Stakeholder Work Groups will soon begin regular meetings.

DRPT.Virginia.gov

Improving the mobility of people and goods while expanding transportation choices.



COMMONWEALTH of VIRGINIA

Office of the Governor

Shannon Valentine
Secretary of Transportation

August 16, 2021

The Honorable Dave W. Marsden, Chairman
Senate Transportation Committee
Post Office Box 10889
Burke, Virginia 22009

The Honorable Delores McQuinn, Chairman
House Transportation Committee
Post Office Box 406
Richmond, Virginia 23218

Dear Senator Marsden and Delegate McQuinn,

Virginia Code § 33.2-3102 requires the Secretary of Transportation to provide a quarterly update on Virginia's efforts to work with its counterparts in Maryland and the District of Columbia, as well as the Northern Virginia Transportation Commission (NVTC), on necessary reforms of the Washington Metropolitan Area Transit Authority (WMATA) to support a viable transit system. This letter serves as the update for the quarter ending June 30, 2021.

- 1) **Labor costs and labor relations**
- 2) **Measures necessary to resolve WMATA's unfunded pension liability and other postemployment benefits**
- 3) **Financial and operational improvements necessary to ensure that WMATA's performance is at least as efficient as its closest comparable transit system in the United States**

Amazon

WMATA announced a plan on June 16 to partner with Amazon to build 1,000 affordable housing units adjacent to Metro stations in the region. The total investment is \$125 million, which is part of the \$2 billion Amazon Housing Equity Fund announced in January 2021. Through this fund 20,000 affordable units will be built, with \$25 million set aside for minority-led development firms. Amazon's total commitment to transit-oriented equitable housing is \$300 million.

Budget

The Board approved a \$2.1 billion operating budget and a \$2.6 billion capital budget for Fiscal Year 2022. This budget includes Silver Line Phase 2 revenue service beginning in the first half

The Honorable Dave W. Marsden
The Honorable Delores McQuinn
August 16, 2021
Page 2

of 2022 and the opening of the new Potomac Yard Metrorail station in Alexandria to revenue service in spring 2022.

The Board also approved final Coronavirus Response and Relief Supplemental Appropriations Act distribution amounts at its meeting on April 22. Utilizing the same formula as the earlier CARES Act distribution, the agency will retain \$714 million with \$89 million in subsidy credits to its member jurisdictions. The agency is now projecting a balance of \$865 million in available federal COVID relief funding for Fiscal Years 2023 and 2024. If WMATA maintains planned service levels, it would be able to pass a budget with a three-percent subsidy increase for Fiscal Year 2023. For Fiscal Year 2024, it is projecting a \$190-\$250 million shortfall when federal relief funding runs out.

At the same meeting, the Board approved a six-year Capital Funding Agreement (CFA). WMATA has approved two one-year extensions since the last CFA expired. The CFA requires the approval of all Compact members, including six cities and counties in Virginia. DRPT is not a party to the CFA; however, the agency utilizes quarterly reports required by the agreement to monitor its dedicated funding and PRIIA funding.

Finally, the Board authorized an \$874 million bond issuance at its May 13 meeting that would utilize the \$500 million in annual dedicated funding provided by Virginia, the District of Columbia, and Maryland. The funding, with a 25-year maturity, will be used to support over \$1 billion in debt in the Fiscal Years 2021 and 2022 capital budgets.

Compliance

On June 29, the Northern Virginia Transportation Commission (NVTC) submitted a certification letter to the Comptroller of Virginia stating that it had received the documents and reports from WMATA required by Section 33.2-3402 of the Code of Virginia. The four required documents included WMATA's Annual Capital Budget, WMATA's Annual Independent Financial Audit, WMATA's National Transit Database (NTD) Annual Profile, and WMATA Single Audit Reports – issued in accordance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 C.F.R. Part 200).

On July 1, WMATA submitted to the Commonwealth Transportation Board (CTB) written notifications required for compliance with the CTB's "Policy and Guidelines for Implementation of Governing and Funding Reforms for WMATA." The CTB approved this policy and guidelines in 2018 to ensure WMATA compliance with the statutory requirements for the receipt of Dedicated Funding from the Commonwealth. DRPT will evaluate the information received from WMATA and will develop recommendations for review by the September CTB meeting.

Federal Funds

In May 2021, Representative Connolly sent a letter to the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development requesting that the subcommittee continue to provide \$150 million annually in federal PRIIA funds to WMATA.

The Honorable Dave W. Marsden
The Honorable Delores McQuinn
August 16, 2021
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Representatives Beyer and Wexton, as well as representatives from Maryland and the District of Columbia, co-signed the letter.

On June 17, DRPT executed a one-year extension for Fiscal Year 2022 of its current PRIIA funding agreement with WMATA through which the Commonwealth provides its required annual \$50 million in state matching funds to the federal PRIIA funds.

Operations

On June 24, the Board unanimously approved a staff-recommended sustainability and zero-emissions bus plan. The plan requires WMATA to move to a 100 percent zero-emissions fleet by 2045 and purchase only zero-emissions vehicles after 2030. Additionally, the agency has exercised an option with New Flyer for the purchase of 100 400-foot buses that will emit 90 percent less particulate matter and 96 percent less NOx than the buses they are replacing.

On June 10, the Board approved improvements to Metrobus and Metrorail service and fares that will be phased in during the summer and fall. The improvements will not affect jurisdictional subsidies. Metrobus changes will include an increase to service frequencies to 12 minutes or better on the highest ridership routes in the system and to 20 minutes or better on other routes. On July 18, WMATA will extend Metrorail operating hours to midnight seven days a week, and it will provide 12-minute service all day on all lines serving Virginia. Service currently ends at 11:00 each night.

Fare changes include free bus transfers to and from rail, a weekend flat fare of \$2 on Metrorail, and a price reduction from \$15 to \$12 for the seven-day regional bus pass. Virginia board members expressed major concern about the long-term fare revenue forecast and urged the discounted fares not be made permanent.

Additionally, WMATA extended its mobile SmarTrip and SmarTrip app to Google play on Android-based mobile phones. Individuals now can use their phones and smart watches to ride Metro services as well as Alexandria's DASH, Arlington Transit (ART), City of Fairfax's CUE, Fairfax Connector, Loudoun County Transit, and Omniride buses.

Silver Line

The agency expects to begin revenue service on the Silver Line Phase 2 extension in the first half of 2022. Metropolitan Washington Airports Authority and the prime contractors for the extension's construction, Capital Rail Constructors, have previously projected a November 2021 substantial completion date for construction.

4) Measures Necessary to Better Ensure the Safety of Riders and Employees

Platform Improvement Program

WMATA re-opened the Arlington National Cemetery Metrorail Station on May 23. WMATA had suspended Blue Line Service since February 13 to accommodate the work at this station. With the completion of the platform improvement program at the Arlington National Cemetery

The Honorable Dave W. Marsden
The Honorable Delores McQuinn
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Page 4

station, all platform work in Virginia is complete. The agency will continue platform work in Maryland over the next couple of years.

Washington Metrorail Safety Commission (WMSC)

WMSC staff confirmed on May 18 that the 6000 series will be sidelined indefinitely. WMSC investigations of the October 9, 2020, and November 24, 2020, uncoupling events determined that faulty parts, in addition to a failure to stock replacement parts and an insufficient overhaul process, caused the incidents. There are 128 6000 series railcars in Metro's fleet of 1,200 railcars. WMATA first put the 6000 series railcars into service in 2006, and they are less than halfway through their 40-year useful life.

On June 2, the WMSC issued its first Commission order requiring an action to be taken by WMATA. The order required WMATA to "no later than June 10, 2021, provide the WMSC with continuous, real-time access to view the live stream from all CCTV cameras in the WMATA Rail System" and to provide such access going forward to any new CCTV cameras that may be installed. WMATA had previously refused to allow live stream access to the WMSC and only had provided CCTV recordings to the WMSC upon request.

5) Legal and organizational structure of WMATA

6) Composition and qualifications of the WMATA Board of Directors and the length of terms of its members

Board Membership

Chapter 429 of the 2018 Acts of Assembly directed the Secretary of Transportation to conduct a review of the Board of Directors membership provisions to determine whether the criteria used for membership eligibility serves the Commonwealth's best interests, and to determine whether any changes to such representation can be made without an amendment to the Compact. The Secretary, in consultation with DRPT, determined that existing requirements regarding Commonwealth representation on the Board sufficiently serves the best interest of the state.

An election for Board members was held on June 24. The Virginia's Commonwealth-appointed member and current Chair, Paul Smedberg, was elected to a third one-year term beginning July 1. Virginia's NVTC-appointed member, Matt Letourneau of Loudoun County, will serve as Chair of the Safety and Operations Committee for Fiscal Year 2022.

As we remain committed to the transparency, accountability, and safety of WMATA, should you have any questions or recommendations, please do not hesitate to let me know.

With warmest regards,

A handwritten signature in black ink, appearing to read "Shannon Valentine", with a long horizontal line extending to the right.

Shannon Valentine

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: August 26, 2021
SUBJECT: Executive Director Report

A. Executive Director Newsletter

NVTC's [Executive Director Newsletter](#) provides updates on specific NVTC projects and programs and highlights items of interest at the federal and state levels and among partners such as the Transportation Planning Board (TPB) and the Northern Virginia Transportation Authority (NVTA).

This month the [Executive Director Newsletter](#) reports on the research into bus lane enforcement and microtransit conducted by NVTC's summer Transit Fellows, Labor Day transit service expansions and several projects with the potential to boost access around VRE stations.

B. NVTC Financial Report

The [June 2021 Financial Report](#) and the [July 2021 Financial Report](#) are provided as information.



Executive Director Newsletter

September 2021

Have you seen the latest [census data](#) that were released in August? Northern Virginia's population exploded between 2010 and 2020. Fairfax County's population grew 6.3%, Arlington grew by 14.9% and Loudoun led the pack with a whopping 38.4% increase. We've all seen it. New homes, offices and shops keep going up across the region and all the people that come with them put more pressure on our transportation systems. Now think about how much more growth Northern Virginia will experience by 2030.

That's where the work of NVTC comes in. We often measure our planning efforts in years and decades to prepare for the sustained growth and vitality of our region. Our work in the coming months reflects this forward thinking. Staff will recommend a slate of projects for Commuter Choice on the I-66 corridor and open the next call for projects in the corridor. NVTC's Transit Resource Center will be launching the next study phase and public engagement for Envision Route 7, the planned Bus Rapid Transit system connecting Tysons, Falls Church and Alexandria. NVTC will develop our legislative agenda outlining priorities at the state and federal level and host our annual Legislative Briefing for lawmakers.

We'll also take a deep look at key policy issues emerging in public transit – publishing our zero-fare/reduced-fare white paper and hosting a symposium on zero emissions buses. It's all part of NVTC's continued focus on the future to keep Northern Virginia moving.


Executive Director

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Key Dates

- Sept. 13 - Program Advisory Committee
- Sept. 14-15 - Commonwealth Transportation Board
- Sept. 16 - WMATA Committee
- Sept. 17 - VRE Operations Board
- Sept. 28-29 - Virginia Transit Association Annual Conference

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Commission resumes in-person meetings

Commissioners filled the first floor conference room at 2300 Wilson Boulevard for the first time since March 2020 on the evening of [July 1](#). The resumption of in-person Commission meetings marked a new era in the recovery from the COVID-19 pandemic and coincided with the news that 70% of eligible adults in Virginia had been vaccinated. The meeting also featured the first use of video technology to allow some Commissioners to participate remotely, though the June 30 expiration of Gov. Ralph Northam's emergency declaration means the law again requires an in-person quorum.



Commissioners welcomed special guest [speaker](#) Rep. Don Beyer. He noted that he was speaking on the same day that the [INVEST in America](#) bill passed the U.S. House and recalled his support of the three emergency relief bills passed by Congress, which provided money for Metro and other transit agencies. "My hope is that all those cuts that the general manager had to announce last year can go by the boards. We put in enough money to bring Metro back and it's really fun going now that the Capitol's opened back up to see the people pouring out of Capitol South now that all our staffers are coming back to Metro," said Beyer.

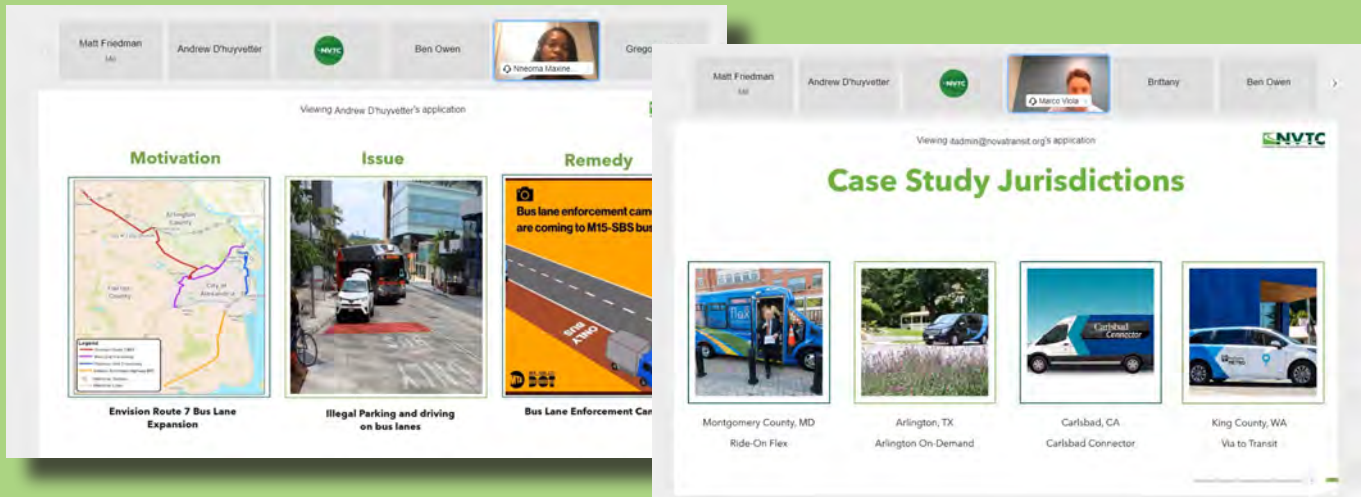
The meeting also included a three-part [discussion](#) of zero and reduced-fare transit. Director of Programs and Policy Allan Fye lead the panel, which included DASH General Manager/CEO Josh Baker and Department of Rail and Public Transportation Chief of Public Transportation Jennifer DeBruhl.

Mother Nature provided a dramatic end to the meeting as emergency alerts sounded and a [tornado](#) passed through Arlington, within blocks of NVTC. Commissioners, staff and members of the public quickly exited the glass-walled conference room as a precaution. The storm rapidly passed through the region and everyone was able to safely venture home.

Transit Fellows research bus lane enforcement, microtransit

NVTC's summer Transit Fellows Nneoma Ugwu and Marco Viola presented the results of their research projects for the Management Advisory Committee (MAC) in August. Their topics focused on several emerging trends in public transit that include strategies starting to be implemented in the greater Washington region.

Nneoma provided an overview of bus lane camera [enforcement](#), which is a tool where transit agencies and local governments use automated cameras to fine vehicles illegally parked or driving in a bus lane. She provided a summary of the experience and best practices of peer agencies in New York City and the San Francisco Bay Area and provided a legislative context for camera enforcement in Virginia.



Marco identified several considerations for a successful microtransit service based on the experiences of five [local](#) case-study agencies around the country. Microtransit typically involves using minibuses or vans to provide a smaller-scale, on-demand service, either to complement fixed-route transit or to serve areas that fixed-route transit cannot effectively serve. NVTC is looking into ways that we can be a resource for Northern Virginia jurisdictions and transit operators that wish to deploy microtransit. NVTC's Transit Fellow program is made possible through the generous support of the Virginia Department of Rail and Public Transportation.

Metro, Arlington Transit announce September service increases

Metro and Arlington Transit announced in August that they plan to increase service around Labor Day. Metro's changes take effect Sunday, September 5. Metro will add more buses on the busiest lines to better serve customers throughout the day, reduce average wait times for buses during the day, restore more service that had been suspended due to the COVID-19 pandemic and provide free bus transfers between rail and discounted passes.

On Metrorail, more trains will run during off-peak hours with average wait times ranging between two and seven minutes any time of day. Trains will also run longer, closing later on weekends and opening earlier on Sundays.

"This is a time of change for Metro and our customers and it's an opportunity to make our service work better for all riders whether they take Metro to work, the grocery store, visit family or friends or just get around town," said Metro Board Chair Paul C. Smedberg in a [news release](#).



[Arlington Transit](#) will return to full bus service Tuesday, September 7. ART routes 53, 61, 62 and 74 will resume operating for the first time since going out of service due to the COVID-19 pandemic in March 2020. Once the four rush-hour-only routes are reinstated, Arlington Transit will be operating full service with no restrictions on seating capacity.

Riders are required to wear face masks when riding all ART buses. The ART 72 route will continue to operate on a modified weekday schedule.

Infrastructure deal includes money for public transit and rail

Senate passage of a \$1 trillion Bipartisan Infrastructure Framework (BIF) has the potential to mean big money for public transit and railroads. The [White House](#) says \$39 billion “is the largest federal investment in public transit in history.” The deal calls for repairing and upgrading infrastructure, modernizing bus and rail fleets, improving transit station accessibility and expanding service. While that figure is lower than negotiators initially [proposed](#), the American Public Transportation Association (APTA) called it a “positive step.” “While we are greatly appreciative of the efforts of the White House and the group of Senate negotiators, we need to address the needs of the transit industry in the context of the imperatives of a 21st Century America,” said APTA President and CEO Paul P. Skoutelas in a statement.

The agreement also provides \$66 billion for passenger and freight rail, noting “the largest investment in passenger rail since the creation of Amtrak 50 years ago.” Money would help Amtrak eliminate its maintenance backlog, modernize the Northeast Corridor and bring rail service to areas outside of the northeast and mid-Atlantic. [Sen. Mark Warner](#), part of the negotiating team, called the agreement an “historic step.”

We’ll be keeping a close eye on Congress as members continue negotiations and reconciliation on a final bill, with particular interest in how our region could benefit. With Congress in recess for the summer, final passage won’t come before the fall.

NVTC's staff departures

NVTC's Commuter Choice team wishes Jae Watkins a fond farewell after leaving in July. Jae departed NVTC after nearly three years, but not leaving the region. She joined the Capital Bikeshare team as the Regional Marketing Manager for the system. NVTC is immensely grateful for Jae's contributions in her nearly three years with the organization. We'll miss her keen eye for graphics, overall creativity and penchant for events and we are incredibly excited about her next steps and wish her much success.



Program Analyst Zach Smith left NVTC in August to join the DC Department of Transportation to develop and support the District's efforts related to transportation equity. Zach joined NVTC in 2019 and spent the last two years supporting NVTC's WMATA Program and the development of NVTC's annual legislative agenda. Zach also led the General Assembly-mandated report on the 3% cap on WMATA, which was completed within a very tight timeframe and delivered on time. We will greatly miss Zach's excellent writing and we wish him luck in the next step of his very promising career.



Metro Board committee reviews fare policy

The Metro Board's [Finance and Capital Committee](#) received an overview of the agency's current [fare policy](#) principles and fare structure July 29. For Metro, fare revenue supports service and reduces operating subsidy, while fare structure and fare levels affect rider behavior on bus and rail. Metrorail historically has had a distance-based fare structure with higher rates during peak periods, while Metrobus has a flat fare per trip with higher fares for express or airport lines. Metrorail's distance-based fare structure aligns with about half of international systems and had a higher cost recovery than many domestic agencies prior to the pandemic.

"I think we have a real opportunity here to think innovatively and really pose a lot of questions. It's going to challenge what you know and what it is we do given this new environment," said Metro Board Chair Paul Smedberg. "People are clearly going to be commuting differently, using the system differently, younger folks are going to be dealing with transit differently. We see development around the region being concentrated within a quarter mile of the Metro. How is that going to affect ridership? And what are we going to do as a board and as an organization to drive ridership?" he added.

As the NVTC WMATA Committee meets in the fall, NVTC staff will work with Committee Chair Caneck Aguirre and the Virginia Metro Board members to organize and facilitate an NVTC discussion and feedback on fare policy proposals.

Metro Board receives Silver Line Phase 2 update

The Metro Board Safety and Operations Committee received an update on the Silver Line Phase 2 project from Andy Off, executive vice president for capital delivery, during a [meeting](#) July 15. Construction of Phase 2 is led by the Metropolitan Washington Airports Authority (MWAA) and Metro won't take control of the project until substantial completion has been reached. Recent media reports noted that additional work was needed on the testing and integration of the Phase 2 project and suggested that this would likely cause delays in the opening of the project. As discussed at the Safety and Operations Committee, MWAA has not formally announced any changes in the timing of the project, and Metro is working with MWAA staff to schedule additional testing and integration activities.

"What this has shown is that putting out a date there is very difficult when you have a complex project, particularly one that has had several severe issues," said Metro GM/CEOPaul J. Wiedefeld. He added, "What we all hope that it is operating as designed, but if we run into something, we have to deal with it."

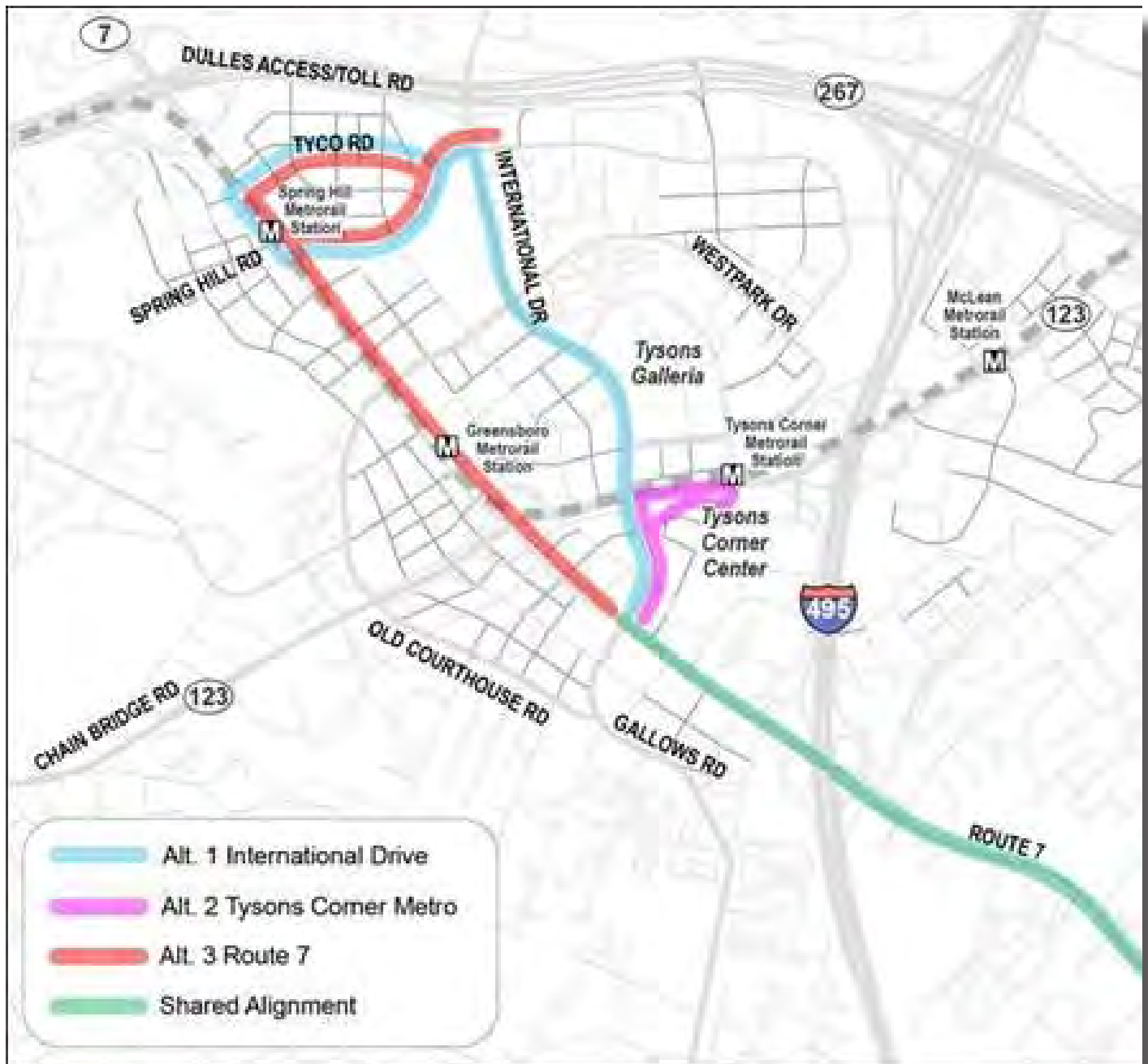


Dulles Airport Station. Courtesy: Dulles Corridor Metrorail Project

Fairfax advances 2 Bus Rapid Transit efforts

The Fairfax County Board of Supervisors voted July 27 to approve preliminary design plans (30% complete) for the [Richmond Highway](#) Bus Rapid Transit (BRT) from the Huntington Metrorail Station to Fort Belvoir. Supervisors also endorsed a project to define lanes along Route 7 for dedicated BRT service. The [Route 7](#) plan builds on conceptual engineering work completed as part of NVTC's [Envision Route 7](#) effort led by Dan Goldfarb and the Transit Resource Center. It defined sections for median and curb running lanes, station locations and identified right-of-way needs.

Board of Supervisors Chairman Jeffrey C. McKay says the purpose of both improvements is to provide higher quality bus transit service along Richmond Highway and Route 7. The designs will provide improved transit reliability, speed, choice, user experience and community connectivity.



Map showing the proposed alignment. Courtesy: Fairfax County

Study progressing for additional VRE track at L'Enfant Plaza

Concept design and a preferred alternative for a new track at VRE's [L'Enfant Plaza](#) station are expected to be complete by next summer. Only one of the three existing tracks serves the station, which is VRE's most active, serving 45% of all riders. A fourth track would increase flexibility for train movements and reduce operational bottlenecks. VRE also wants to expand the existing side platform into a center island platform that can accommodate full-length trains. Other goals of the project include:

- Enhance connectivity to local destinations through connections to buses, shuttles, Bikeshare and the local pedestrian network
- Enhance connectivity to regional destinations through connections to MARC, Amtrak and Metrorail
- Enhance the user experience, including ADA access at all station entrances
- The project is a component of the Commonwealth of Virginia's Transforming Rail in Virginia program, which by 2030 will nearly double Amtrak state-supported service between the District of Columbia and Richmond, Virginia and enable increased VRE service, including first-time-ever weekend and late-night service.



Photo by [BeyondDC on Flickr](#). Licensed under Creative Commons.

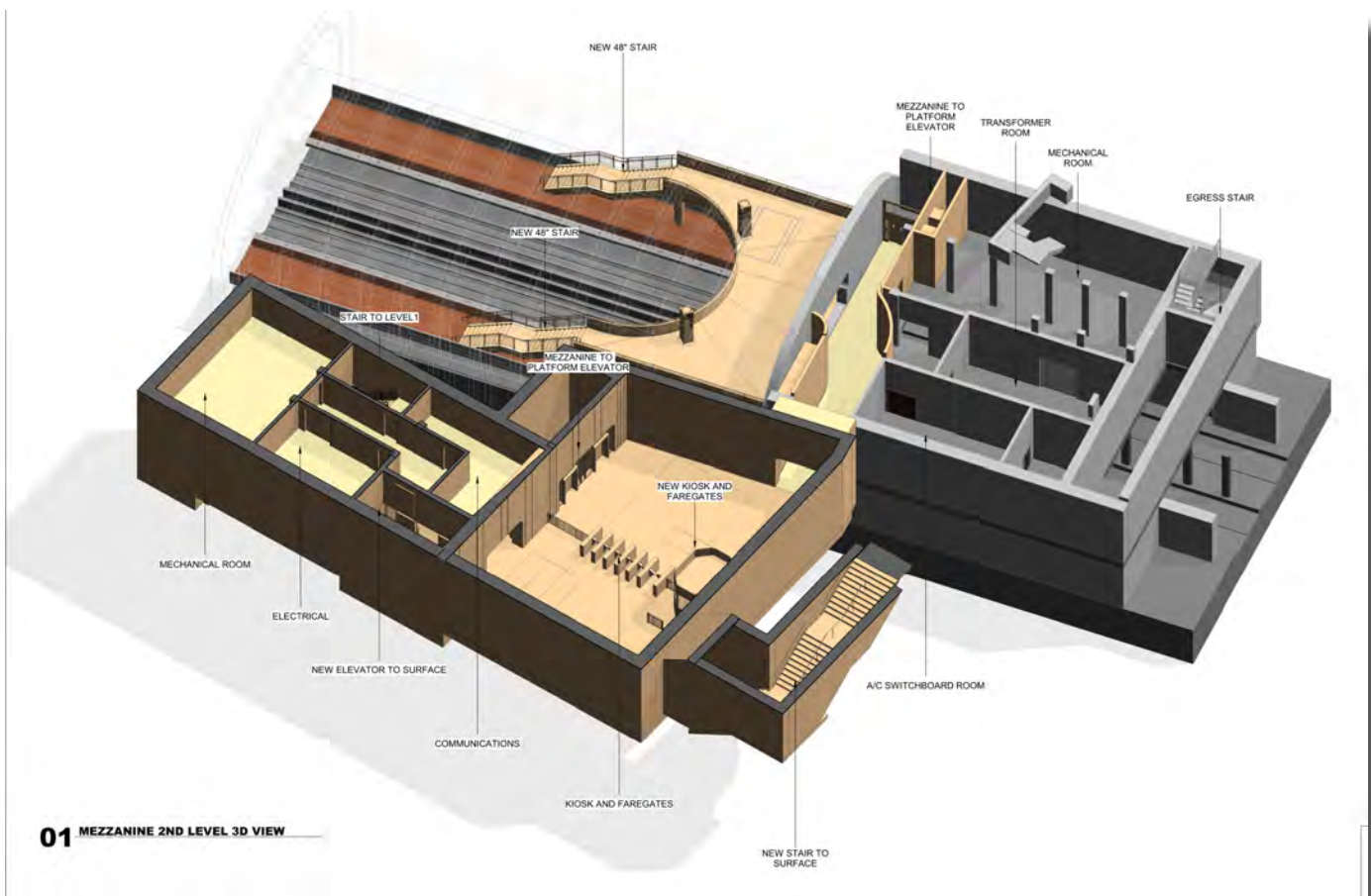
Public meetings highlight projects to boost VRE access in Crystal City

Public meetings held this summer focused on two projects in Crystal City that would improve transportation connections for VRE riders.

Arlington County and Metro jointly hosted a meeting July 13 on the proposed [second entrance](#) for the Crystal City Metro station. Metro says the station is one of the more highly used stations in Arlington County and the proposed second entrance would provide additional capacity to accommodate more riders as the region continues to grow.

The second entrance would be located at the east end of the station – near 18th Street S & Crystal Drive – and would provide easier access from Crystal Drive, the VRE station and the Metroway transit station. The plan includes elevator upgrades to improve compliance with the Americans with Disabilities Act (ADA) and provide more conveniently located elevator access.

A July 15 meeting discussed the possibility of providing a context-sensitive multimodal connection between Crystal City and Ronald Reagan Washington National Airport (DCA), designed to meet the needs of people walking, biking and using micromobility devices. The [CC2DCA](#) connector would provide residents, visitors and business travelers of all ages and abilities with a safe and convenient way to reach the airport from Crystal City. It would also potentially create and enhance multimodal connections among the airport, the relocated VRE station and the Mount Vernon Trail.



Rendering of the Crystal City Station second entrance. Courtesy: Metro

Fairfax Connector assumes several Metrobus routes

Fairfax County Board of Supervisors Chair/NVTC Commissioner Jeff McKay hosted a [news conference](#) to remind riders that five Metrobus routes became [Fairfax Connector](#) routes on Saturday, July 10. Four of the routes had not been running during the COVID-19 pandemic. Officials say the routes serve key areas in Fairfax County with connections to the McLean, East Falls Church, West Falls Church and Pentagon Metrorail Stations. These routes serve approximately 69,000 residents and provide access to more than 36,000 jobs within the county. Minor adjustments on five other routes also took effect.



Follow NVTC on Instagram



@novatransit_ig



OmniRide dedicates new facility in Manassas

OmniRide hosted a [ribbon cutting](#) for its Western Bus Maintenance and Storage Facility August 11. The new facility allows OmniRide to improve and expand transit services for western Prince William County, Manassas and Manassas Park residents and the Northern Virginia business community and will help to reduce congestion along the I-66 corridor, as part of the Transform 66 Outside the Beltway Project. The project will provide new travel choices and congestion relief across a 22.5 mile stretch of I-66 from I-495 near Route 29 in Gainesville. The facility includes eight bays for 100 buses to eliminate driving empty buses from eastern Prince William County, resulting in more efficient service.



Additional benefits of the new facility include, improved on-time performance; the ability to introduce new commuting options; the ability to dispatch buses serving western routes directly from the facility; and additional maintenance bays and parking for the OmniRide bus fleet.

Members of the Potomac and Rappahannock Transportation Commission (PRTC) Board of Commissioners and distinguished guests were in attendance and gave remarks.

OmniRide is also getting ready to [celebrate](#) 35 years of service and planning public hearings and a town hall focused on proposed [route changes](#) including the potential adoption of demand-responsive microtransit on one route.



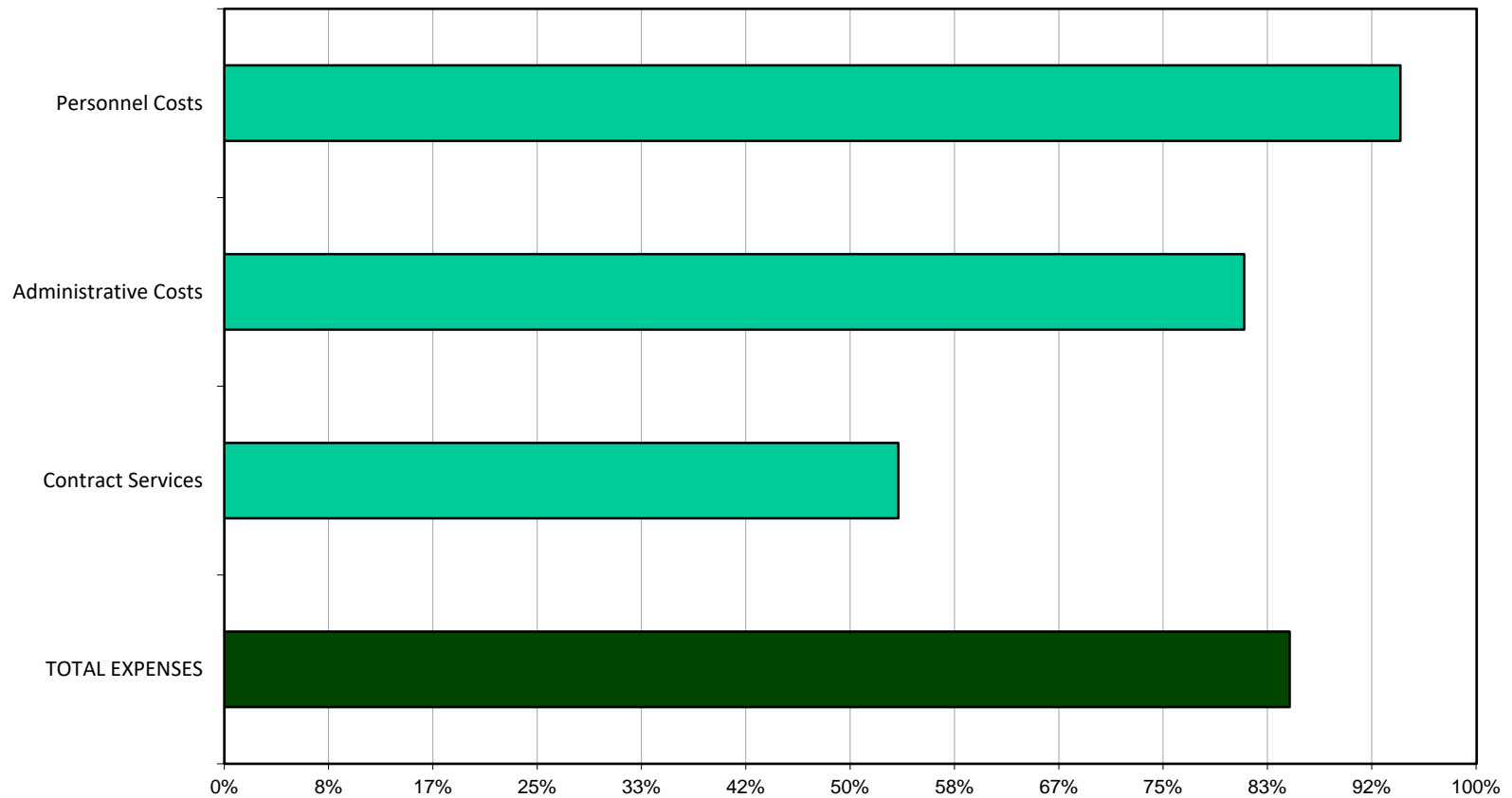


Northern Virginia Transportation Commission

Financial Reports
June 2021

PERCENTAGE OF FY 2021 NVTC ADMINISTRATIVE BUDGET USED

June 2021
(TARGET 100% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
June 2021

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 172,902.86	\$ 1,907,995.97	\$ 2,041,700.00	\$ 133,704.03	6.5%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>172,902.86</u>	<u>1,907,995.97</u>	<u>2,041,700.00</u>	<u>133,704.03</u>	<u>6.5%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	11,420.22	133,817.33	140,100.00	6,282.67	4.5%
Group Health Insurance	13,836.83	144,341.31	176,600.00	32,258.69	18.3%
Retirement	15,918.68	192,600.68	174,000.00	(18,600.68)	-10.7%
Workmans & Unemployment Compensation	19.92	3,868.72	5,100.00	1,231.28	24.1%
Life Insurance	421.75	5,892.60	6,800.00	907.40	13.3%
Long Term Disability Insurance	881.41	10,441.34	10,000.00	(441.34)	-4.4%
Total Benefit Costs	<u>42,498.81</u>	<u>490,961.98</u>	<u>512,600.00</u>	<u>21,638.02</u>	<u>4.2%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,000.00	14,000.00	14,600.00	600.00	4.1%
<i>Rents:</i>	<i>31,400.26</i>	<i>365,978.34</i>	<i>393,400.00</i>	<i>27,421.66</i>	<i>7.0%</i>
Office Rent	31,195.91	365,147.24	366,000.00	852.76	0.2%
Parking & Transit Benefits	204.35	831.10	27,400.00	26,568.90	97.0%
<i>Insurance:</i>	<i>910.79</i>	<i>7,756.35</i>	<i>6,800.00</i>	<i>(956.35)</i>	<i>-14.1%</i>
Public Official Bonds	500.00	2,100.00	2,000.00	(100.00)	-5.0%
Liability and Property	410.79	5,656.35	4,800.00	(856.35)	-17.8%
<i>Travel:</i>	<i>78.06</i>	<i>2,719.79</i>	<i>44,600.00</i>	<i>41,880.21</i>	<i>93.9%</i>
Conference / Professional Development	-	2,301.09	27,100.00	24,798.91	91.5%
Non-Local Travel	-	-	3,100.00	3,100.00	100.0%
Local Travel, Meetings and Related Expenses	78.06	418.70	14,400.00	13,981.30	97.1%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
June 2021

	<u>Current</u> <u>Month</u>	<u>Year</u> <u>To Date</u>	<u>Annual</u> <u>Budget</u>	<u>Balance</u> <u>Available</u>	<u>Balance</u> <u>%</u>
<i>Communication:</i>	1,145.80	13,531.33	15,500.00	1,968.67	12.7%
Postage	-	769.66	1,400.00	630.34	45.0%
Telephone and Data	1,145.80	12,761.67	14,100.00	1,338.33	9.5%
<i>Publications & Supplies</i>	549.67	18,533.06	28,700.00	10,166.94	35.4%
Office Supplies	41.32	424.65	2,800.00	2,375.35	84.8%
Duplication and Paper	473.35	5,238.29	10,900.00	5,661.71	51.9%
Public Engagement	35.00	12,870.12	15,000.00	2,129.88	14.2%
<i>Operations:</i>	1,501.51	17,160.21	37,500.00	20,339.79	54.2%
Furniture and Equipment (Capital)	-	1,024.48	13,600.00	12,575.52	92.5%
Repairs and Maintenance	50.00	582.50	1,000.00	417.50	41.8%
Computer Operations	1,451.51	15,553.23	22,900.00	7,346.77	32.1%
<i>Other General and Administrative:</i>	810.54	8,854.80	9,600.00	745.20	7.8%
Memberships	80.72	1,462.69	1,600.00	137.31	8.6%
Fees and Miscellaneous	729.82	7,392.11	6,500.00	(892.11)	-13.7%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>37,396.63</u>	<u>448,533.88</u>	<u>550,700.00</u>	<u>102,166.12</u>	<u>18.6%</u>
<u>Contracting Services</u>					
Auditing	-	16,625.00	24,500.00	7,875.00	32.1%
Contract Services and Support - Commuter Choice	23,007.39	230,957.44	479,000.00	248,042.56	51.8%
Contract Services and Support - Other	6,024.37	74,846.41	120,000.00	45,153.59	37.6%
Legal	(0.03)	32,083.34	35,000.00	2,916.66	8.3%
Total Contract Services	<u>29,031.73</u>	<u>354,512.19</u>	<u>658,500.00</u>	<u>303,987.81</u>	<u>46.2%</u>
 Total Gross G&A Expenses	<u><u>\$ 281,830.03</u></u>	<u><u>\$ 3,202,004.02</u></u>	<u><u>\$ 3,763,500.00</u></u>	<u><u>\$ 561,495.98</u></u>	<u><u>14.9%</u></u>

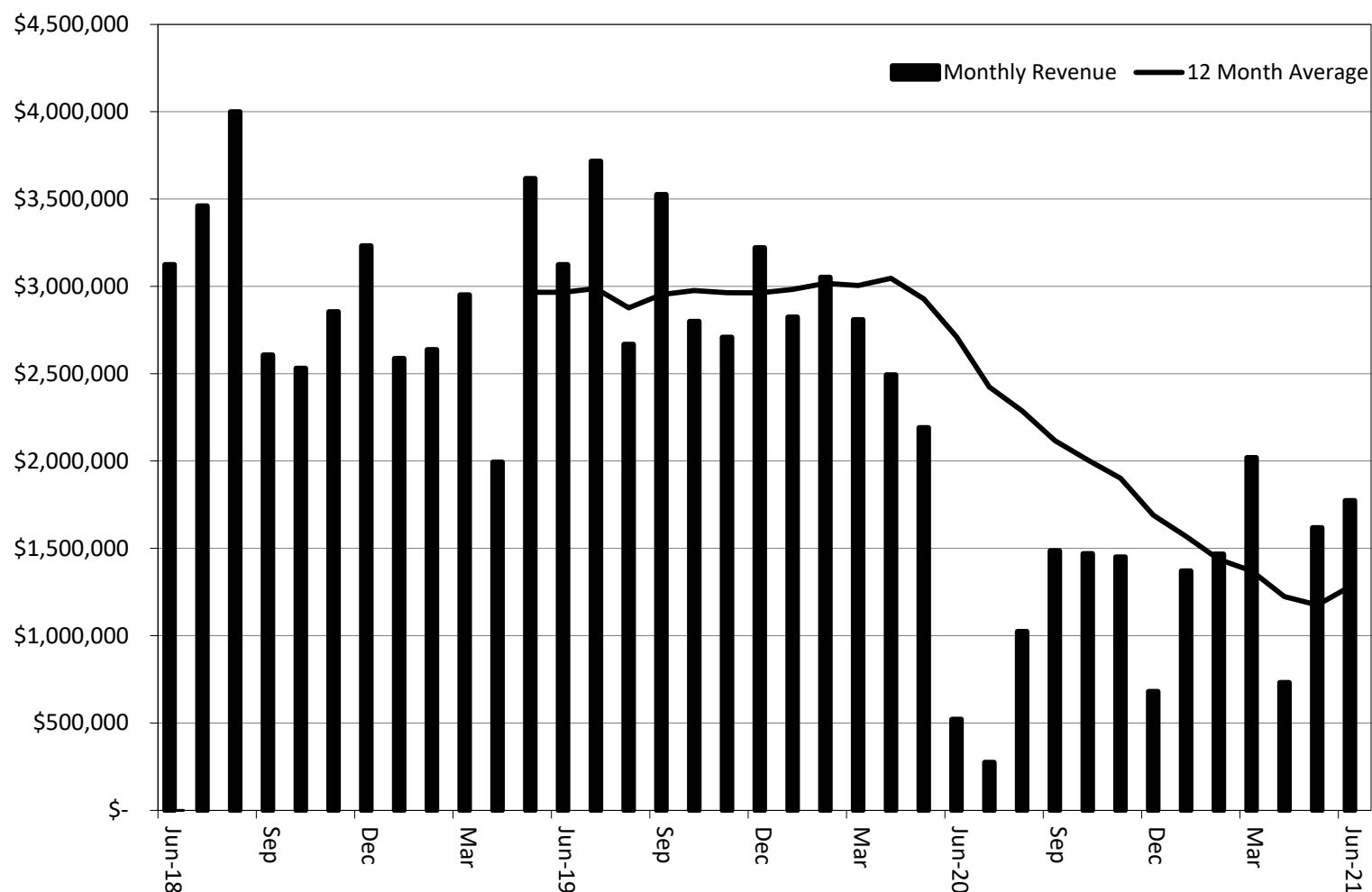
NVTC
RECEIPTS and DISBURSEMENTS
June 2021

Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP		
					NVTC G&A / Project	Commuter Choice	Trusts
2	DMV	Motor Vehicle Fuels Sales tax					\$ 1,618,256.35
2	DMV	C-ROC			1,250,000.00		
9	DRPT	Capital grant receipt - Alexandria					151,832.00
10	DRPT	Capital grant receipt - Fairfax					96,154.00
11	FTA	Grant receipt - Alexandria			5,348.00		
14	DRPT	Capital grant receipt - Fairfax					33,459.00
14	Falls Church	Local match - Regional marketing campaign			13,333.00		
17	DRPT	Grant receipt - Alexandria			580.00		
17	DRPT	Capital grant receipt - Arlington					8,245.00
17	VRE	Local match - Regional marketing campaign		13,333.00			
17	ICMA	Refund		147.00			
23	Fairfax	Local match - Regional marketing campaign			13,333.00		
23	DRPT	Capital grant receipt - Fairfax					13,881.00
23	DRPT	Capital grant receipt - Arlington					55,718.00
24	DRPT	Capital and operating assistance - WMATA					15,686,734.00
28	DMV	Motor Vehicle Fuels Sales tax					1,773,194.40
28	DMV	C-ROC			1,250,000.00		
28	Arlington	Local match - Regional marketing campaign			13,333.00		
30	City of Fairfax	G&A contribution		4,552.00			
30	VRE	Staff support		21,724.31			
31	Banks	Investment earnings		18.15	9.57	1,860.02	8,996.15
			-	39,774.46	2,545,936.57	1,860.02	19,446,469.90
DISBURSEMENTS							
1-30	Various	G&A expenses	(249,383.21)				
2	VRE	C-ROC funds			(1,250,000.00)		
2	City of Fairfax	Other operating					(6,602.00)
2	Alexandria	Costs incurred			(1,365.00)		
3	WTOP	Regional marketing campaign	(55,990.00)				
3	Stantec	Consulting - NTD data collection project	(38,562.37)				
3	Kimley-Horn	Consulting - Fare collection project	(20,632.01)				
3	Kimley-Horn	Consulting - Commuter Choice program	(23,007.39)				
11	Alexandria	Costs incurred			(5,348.00)		
14	Falls Church	Other operating					(13,333.00)
23	Fairfax	Other operating					(33,831,701.00)
28	Arlington	Other operating					(13,333.00)
30	Fairfax	Commuter Choice I-66 project reimbursement				(54,849.00)	
30	Arlington	Commuter Choice I-66 project reimbursement				(60,152.00)	
30	Alexandria	Commuter Choice I-395/95 project reimbursement				(192,320.00)	
30	PRTC	Commuter Choice I-395/95 project reimbursement				(156,461.00)	
28	VRE	C-ROC funds			(1,250,000.00)		
30	Banks	Service charges	(73.96)	(55.23)			
			(387,648.94)	(55.23)	(2,506,713.00)	(463,782.00)	(33,864,969.00)
TRANSFERS							
1	Transfer	From LGIP to LGIP (NTD project)			1,920.67		(1,920.67)
4	Transfer	From LGIP to checking	330,000.00		(330,000.00)		
4	Transfer	From LGIP to LGIP (NTD project)			38,562.37		(38,562.37)
14	Transfer	From LGIP to LGIP (Fare collection project)			42,103.16		(42,103.16)
16	Transfer	From LGIP to checking	85,000.00		(85,000.00)		
			415,000.00	-	(332,413.80)	-	(82,586.20)
NET INCREASE (DECREASE) FOR MONTH			\$ 27,351.06	\$ 39,719.23	\$ (293,190.23)	\$ (461,921.98)	\$ (14,501,085.30)

**NVTC
INVESTMENT REPORT
June 2021**

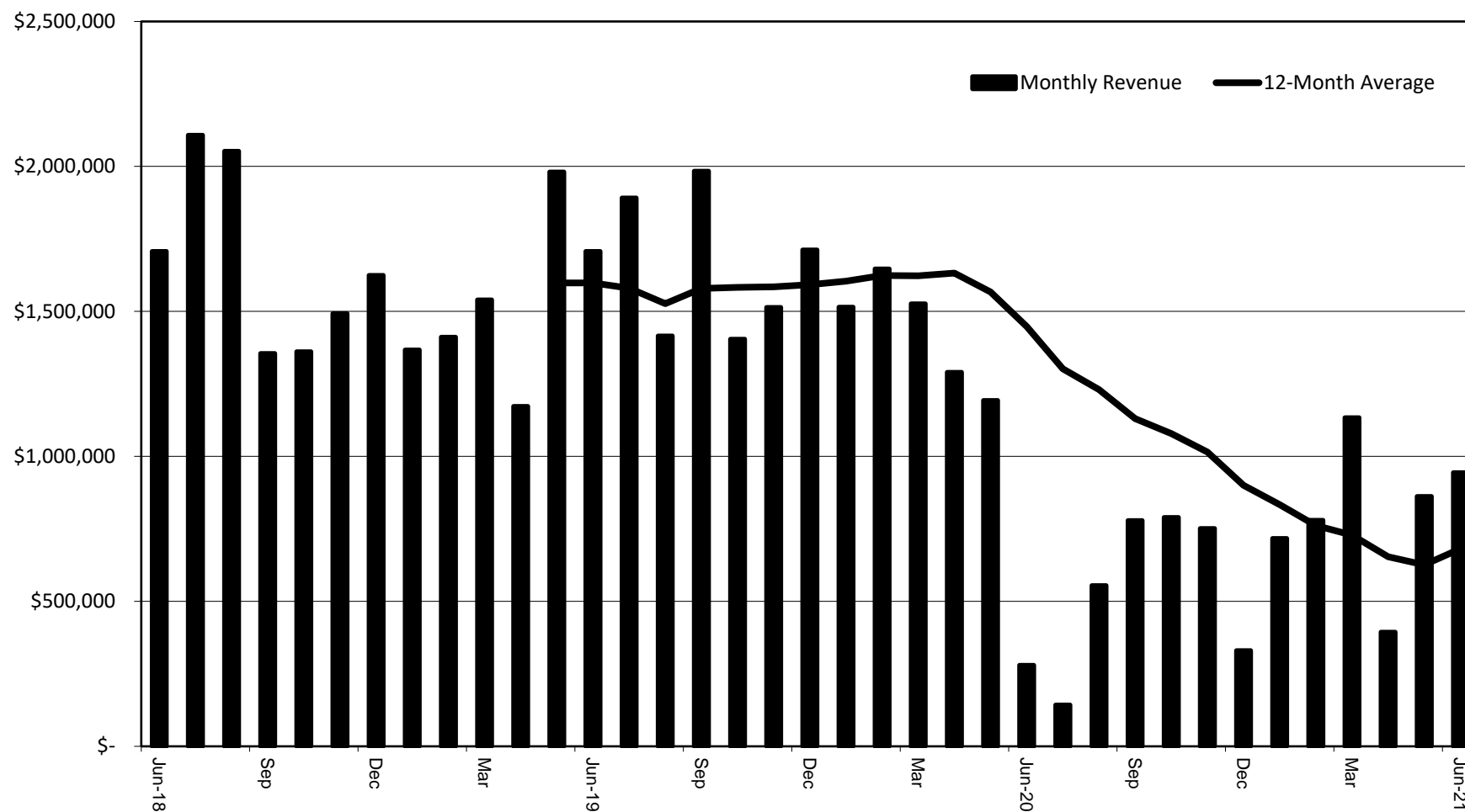
Type	Rate	Balance	Increase	Balance	Balance				
		5/31/2021	(Decrease)	6/30/2021	NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
Cash Deposits									
Wells Fargo: NVTC Checking	N/A	\$ 35,603.51	\$ 27,351.06	\$ 62,954.57	\$ 62,954.57	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.160%	132,195.27	39,719.23	171,914.50	171,914.50	-	-	-	
Investments									
Bank of America: Virginia Local Government Investment Pool	0.054%	248,218,513.34	(15,256,197.51)	232,962,315.83	187,218.42	41,571,783.75	146,833,062.79	44,370,250.87	
		<u>\$ 232,655,707.58</u>	<u>\$ (15,189,127.22)</u>	<u>\$ 233,197,184.90</u>	<u>\$ 422,087.49</u>	<u>\$ 41,571,783.75</u>	<u>\$ 146,833,062.79</u>	<u>\$ 44,370,250.87</u>	

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2018-2021



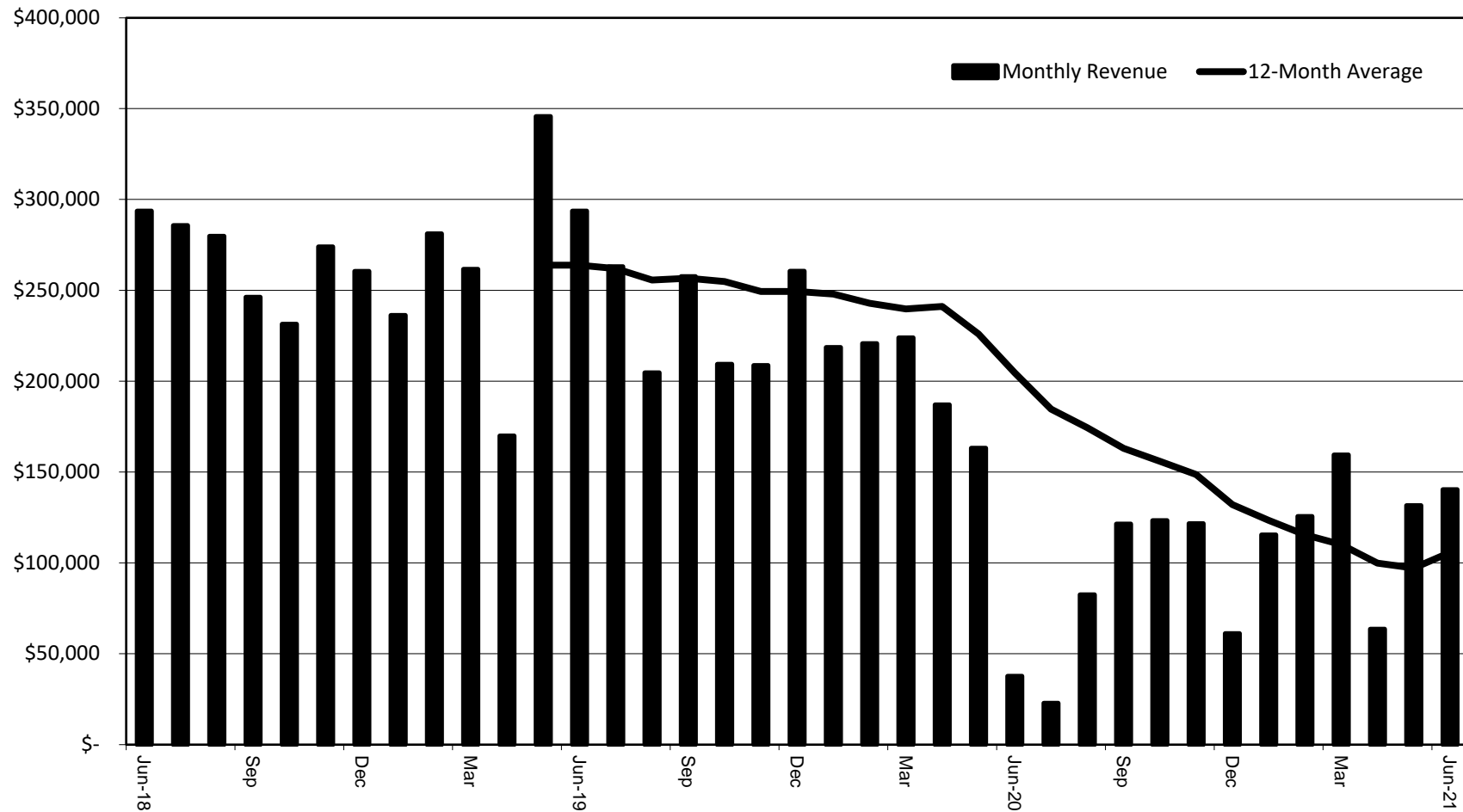
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2018-2021



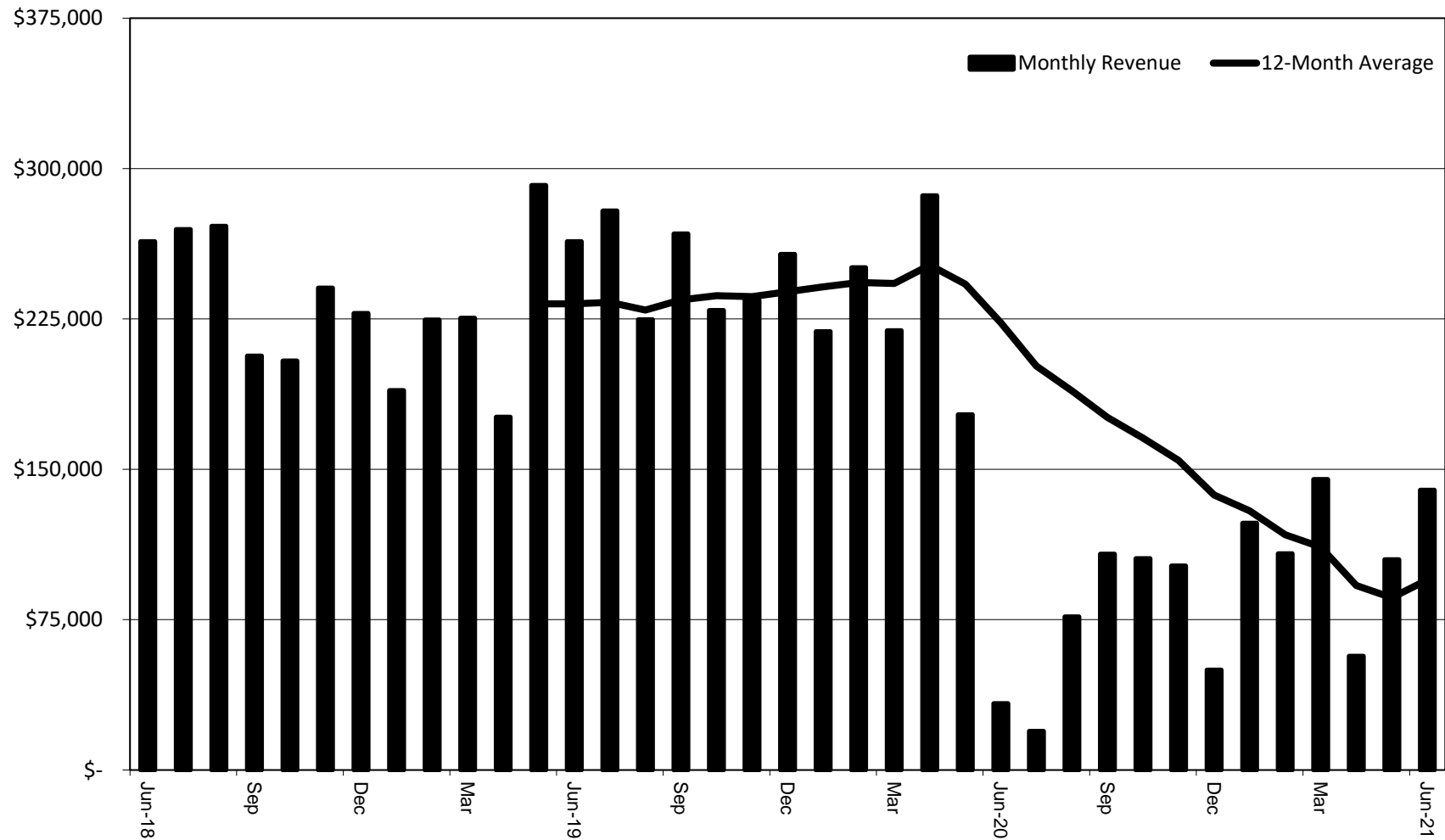
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2018-2021



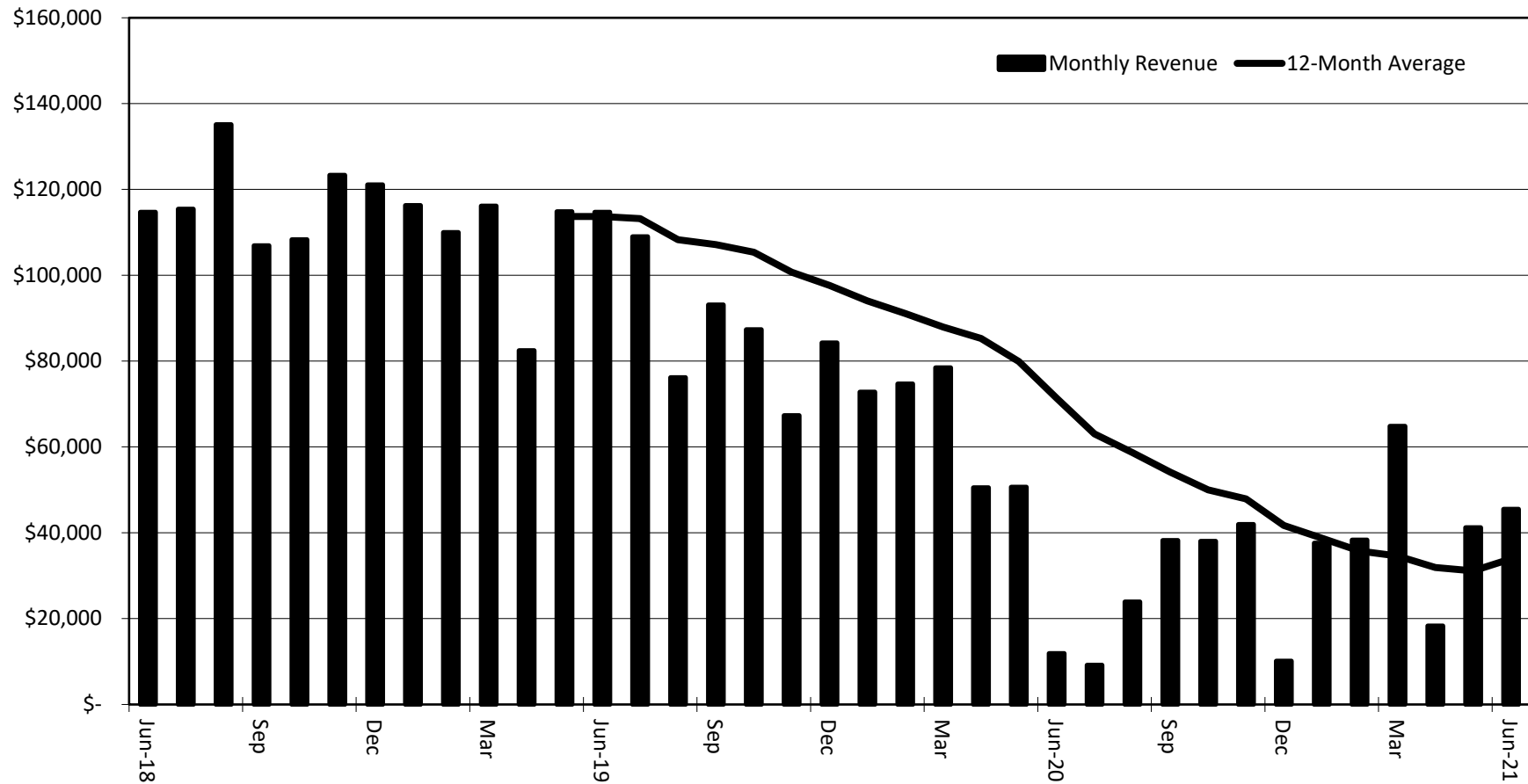
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2018-2021



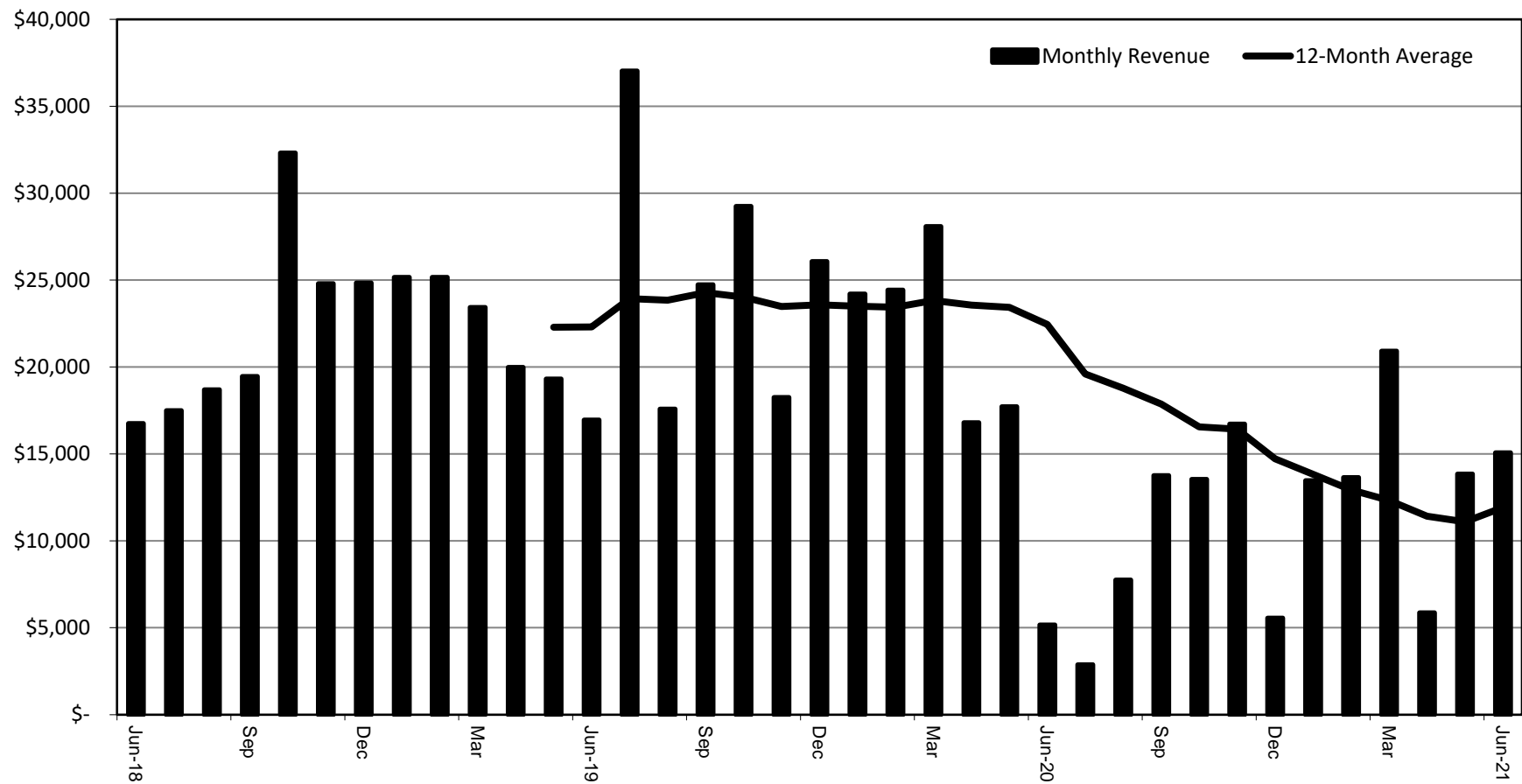
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2018-2021



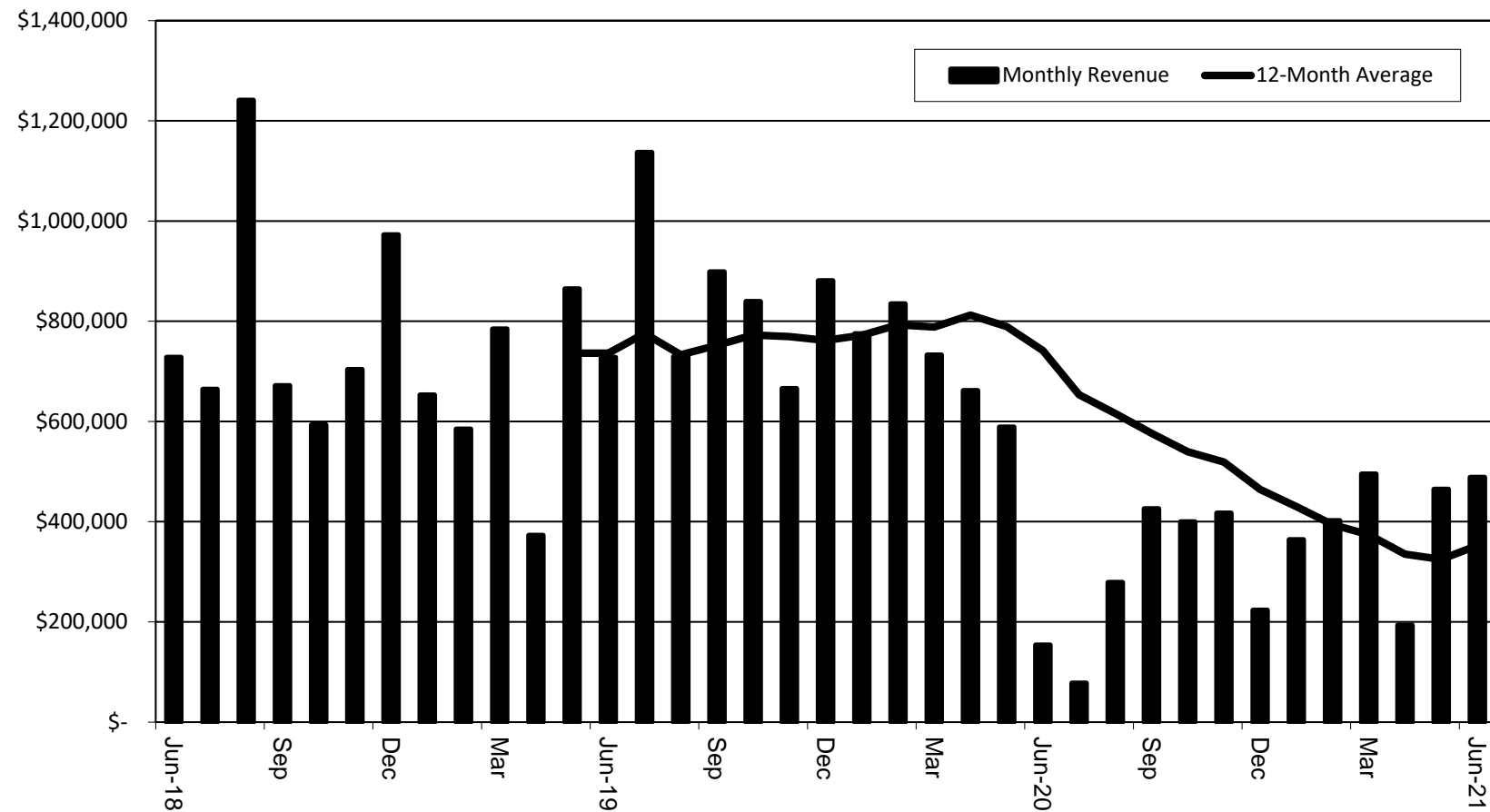
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2018-2021



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier .

NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2018-2021



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

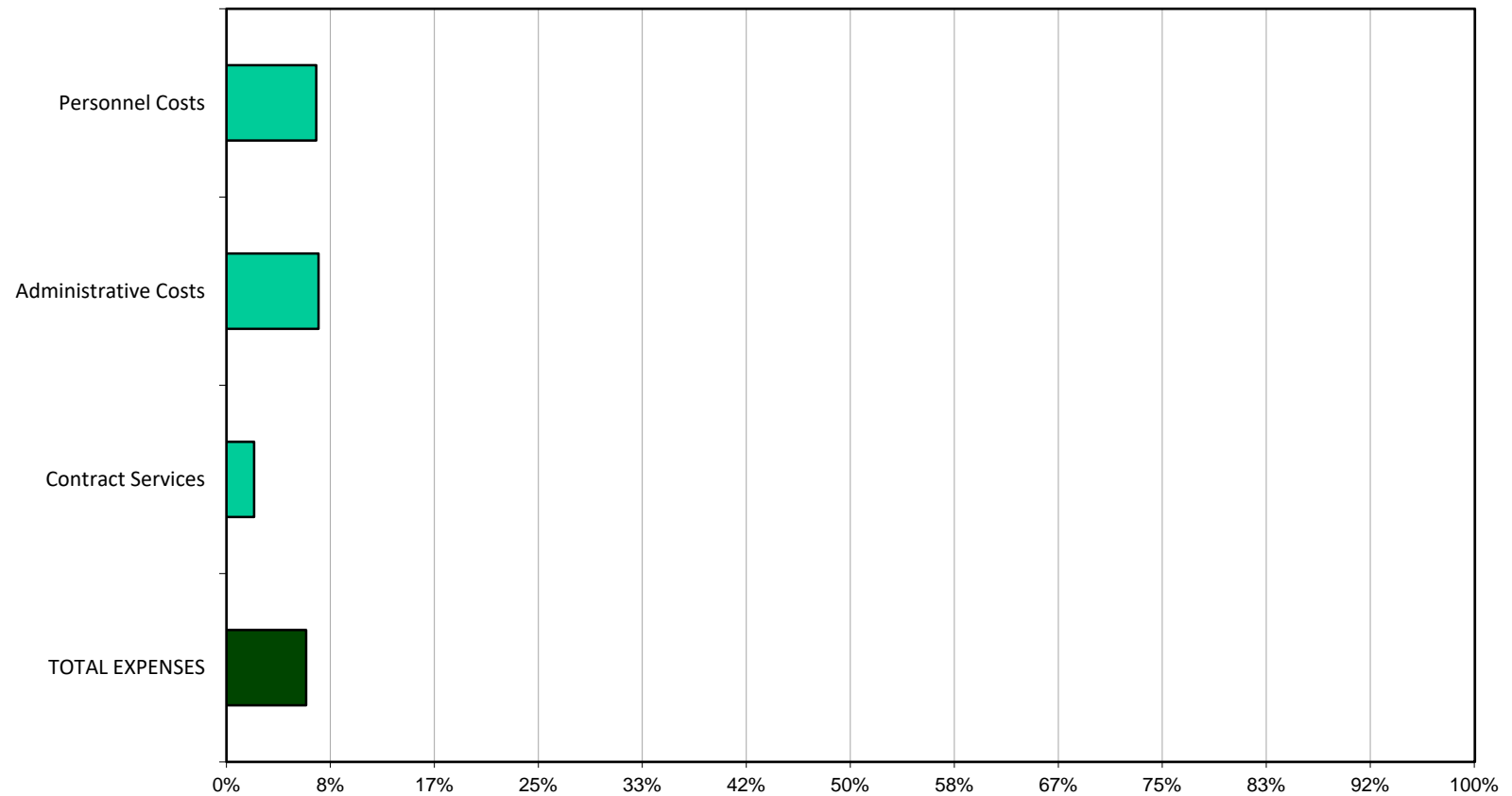


Northern Virginia Transportation Commission

Financial Reports
July 2021

PERCENTAGE OF FY 2022 NVTC ADMINISTRATIVE BUDGET USED

July 2021
(TARGET 8.33% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July 2021

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 140,740.53	\$ 140,740.53	\$ 2,102,700.00	\$ 1,961,959.47	93.3%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>140,740.53</u>	<u>140,740.53</u>	<u>2,102,700.00</u>	<u>1,961,959.47</u>	<u>93.3%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	16,824.12	16,824.12	144,000.00	127,175.88	88.3%
Group Health Insurance	12,349.29	12,349.29	183,100.00	170,750.71	93.3%
Retirement	15,922.00	15,922.00	170,000.00	154,078.00	90.6%
Workmans & Unemployment Compensation	199.55	199.55	5,500.00	5,300.45	96.4%
Life Insurance	1,985.68	1,985.68	6,800.00	4,814.32	70.8%
Long Term Disability Insurance	881.41	881.41	11,000.00	10,118.59	92.0%
Total Benefit Costs	<u>48,162.05</u>	<u>48,162.05</u>	<u>520,400.00</u>	<u>472,237.95</u>	<u>90.7%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	900.00	900.00	14,500.00	13,600.00	93.8%
<i>Rents:</i>	<i>34,481.35</i>	<i>34,481.35</i>	<i>408,200.00</i>	<i>373,718.65</i>	<i>91.6%</i>
Office Rent	34,091.22	34,091.22	379,600.00	345,508.78	91.0%
Parking & Transit Benefits	390.13	390.13	28,600.00	28,209.87	98.6%
<i>Insurance:</i>	<i>167.35</i>	<i>167.35</i>	<i>7,400.00</i>	<i>7,232.65</i>	<i>97.7%</i>
Public Official Bonds	100.00	100.00	2,300.00	2,200.00	95.7%
Liability and Property	67.35	67.35	5,100.00	5,032.65	98.7%
<i>Travel:</i>	<i>822.97</i>	<i>822.97</i>	<i>44,000.00</i>	<i>43,177.03</i>	<i>98.1%</i>
Conference / Professional Development	295.00	295.00	27,100.00	26,805.00	98.9%
Non-Local Travel	-	-	2,500.00	2,500.00	100.0%
Local Travel, Meetings and Related Expenses	527.97	527.97	14,400.00	13,872.03	96.3%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July 2021

	<u>Current</u> <u>Month</u>	<u>Year</u> <u>To Date</u>	<u>Annual</u> <u>Budget</u>	<u>Balance</u> <u>Available</u>	<u>Balance</u> <u>%</u>
<i>Communication:</i>	1,620.81	1,620.81	16,000.00	14,379.19	89.9%
Postage	-	-	1,400.00	1,400.00	100.0%
Telephone and Data	1,620.81	1,620.81	14,600.00	12,979.19	88.9%
<i>Publications & Supplies</i>	723.63	723.63	28,900.00	28,176.37	97.5%
Office Supplies	231.11	231.11	3,000.00	2,768.89	92.3%
Duplication and Paper	492.52	492.52	10,900.00	10,407.48	95.5%
Public Engagement	-	-	15,000.00	15,000.00	100.0%
<i>Operations:</i>	1,834.51	1,834.51	37,700.00	35,865.49	95.1%
Furniture and Equipment (Capital)	-	-	13,000.00	13,000.00	100.0%
Repairs and Maintenance	214.68	214.68	1,000.00	785.32	78.5%
Computer Operations	1,619.83	1,619.83	23,700.00	22,080.17	93.2%
<i>Other General and Administrative:</i>	1,308.46	1,308.46	10,000.00	8,691.54	86.9%
Memberships	592.47	592.47	1,600.00	1,007.53	63.0%
Fees and Miscellaneous	715.99	715.99	6,900.00	6,184.01	89.6%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>41,859.08</u>	<u>41,859.08</u>	<u>566,700.00</u>	<u>524,840.92</u>	<u>92.6%</u>
<u>Contracting Services</u>					
Auditing	-	-	25,100.00	25,100.00	100.0%
Contract Services and Support - Commuter Choice	9,580.07	9,580.07	463,600.00	454,019.93	97.9%
Contract Services and Support - Other	1,833.33	1,833.33	120,000.00	118,166.67	98.5%
Legal	2,916.67	2,916.67	35,000.00	32,083.33	91.7%
Total Contract Services	<u>14,330.07</u>	<u>14,330.07</u>	<u>643,700.00</u>	<u>629,369.93</u>	<u>97.8%</u>
Total Gross G&A Expenses	<u>\$ 245,091.73</u>	<u>\$ 245,091.73</u>	<u>\$ 3,833,500.00</u>	<u>\$ 3,588,408.27</u>	<u>93.6%</u>

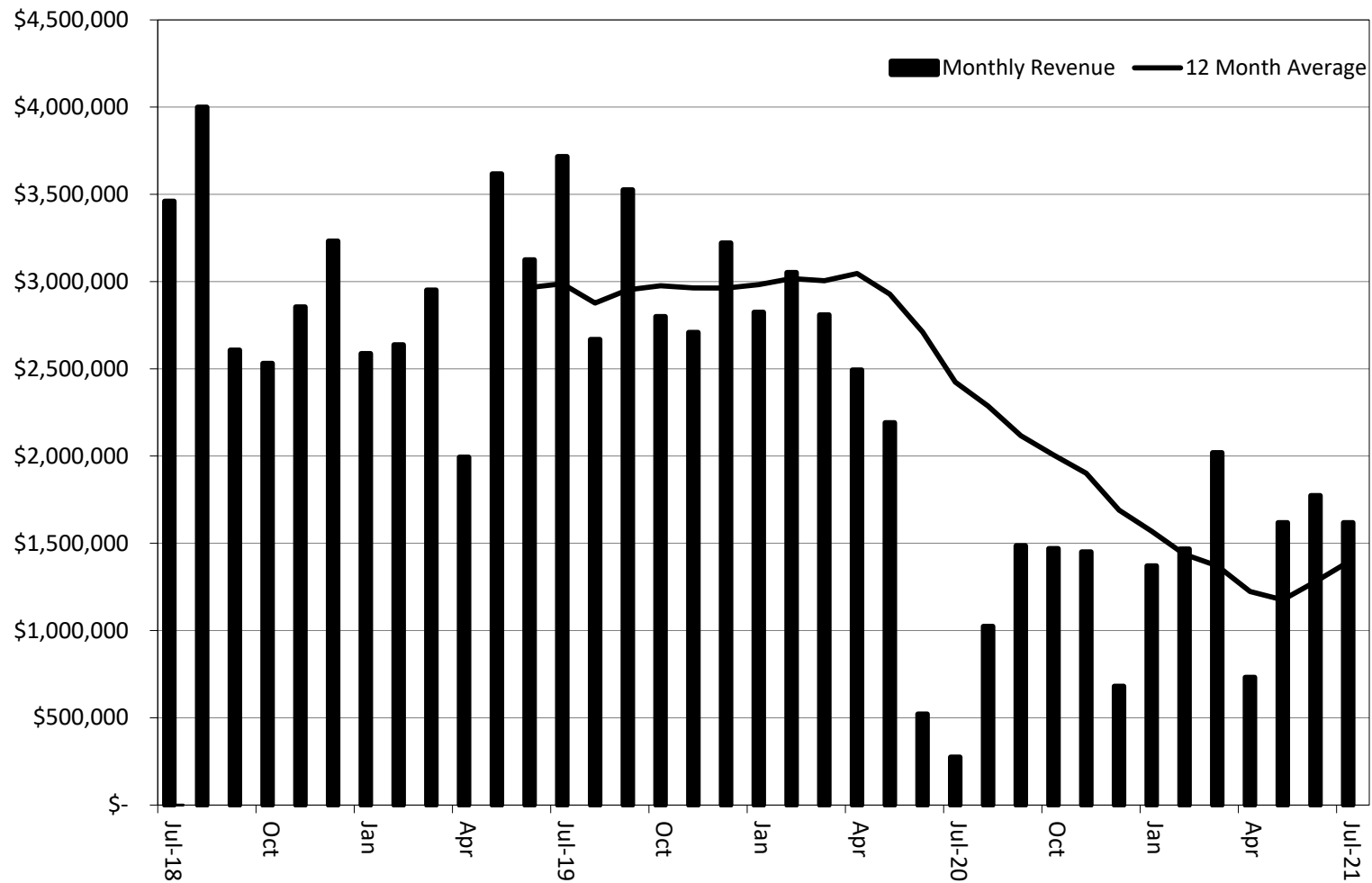
NVTC
RECEIPTS and DISBURSEMENTS
July 2021

Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP		
					NVTC G&A / Project	Commuter Choice	Trusts
1	Alexandria	G&A contribution		\$ 10,491.00			
9	Fairfax	G&A contribution		160,006.00			
13	VRE	Staff support		14,251.69			
13	DRPT	Technical assistance - Fare collection project			17,291.00		
13	DRPT	Capital grant receipt - Arlington					71,753.00
21	DRPT	Grant receipt - Regional marketing campaign			13,797.00		
29	DRPT	Capital grant receipt - Arlington					73,445.00
29	DRPT	Commuter Choice I-66 ITB agreement				5,000,000.00	
29	FTA	Grant receipt - Falls Church			200,230.00		
29	DRPT	Capital grant receipt - VRE			154,509.00		
31	Banks	Investment earnings		22.32	5.94	2,076.19	8,516.19
			-	184,771.01	385,832.94	5,002,076.19	153,714.19
DISBURSEMENTS							
1-31	Various	G&A expenses	(220,922.96)				
1	Arlington	Other operating					(4,858,965.00)
1	Arlington	Other capital					(3,426,809.00)
1	WMATA	Metrobus operating					(2,403,487.00)
1	WMATA	Metroaccess operating					(1,703,873.00)
1	WMATA	Metrorail operating					(6,568,390.00)
1	WMATA	Project development					(126,004.00)
1	WMATA	CIP					(180,492.00)
13	WAMU	Regional marketing campaign	(17,246.00)				
13	WTOP	Regional marketing campaign	(900.00)				
13	Stantec	Consulting - NTD data collection project	(15,017.15)				
13	Kimley-Horn	Consulting - Fare collection project	(13,950.18)				
13	Kimley-Horn	Consulting - Commuter Choice program	(8,723.25)				
13	OPIN Digital	Public outreach - Commuter Choice program	(6,390.00)				
13	SIR	Public outreach - Commuter Choice program	(17,213.75)				
15	Alexandria	Commuter Choice I-395/95 project reimbursement				(146,131.00)	
16	Falls Church	Commuter Choice I-66 project reimbursement				(20,089.00)	
16	Loudoun	Commuter Choice I-66 project reimbursement				(104,061.00)	
16	Arlington	Commuter Choice I-66 project reimbursement				(39,672.00)	
29	VRE	Grant revenue			(154,509.00)		
29	Falls Church	Costs incurred			(200,230.00)		
31	Banks	Service charges	(68.99)	(60.49)			
			(300,432.28)	(60.49)	(354,739.00)	(309,953.00)	(19,268,020.00)
TRANSFERS							
2	Transfer	From LGIP to checking	85,000.00		(85,000.00)		
13	Transfer	From savings to checking	250,000.00	(250,000.00)			
28	Transfer	From LGIP to LGIP (NTD project)			15,017.15		(15,017.15)
29	Transfer	From LGIP to checking	90,000.00		(90,000.00)		
			425,000.00	(250,000.00)	(159,982.85)	-	(15,017.15)
NET INCREASE (DECREASE) FOR MONTH			\$ 124,567.72	\$ (65,289.48)	\$ (128,888.91)	\$ 4,692,123.19	\$ (19,129,322.96)

**NVTC
INVESTMENT REPORT
July 2021**

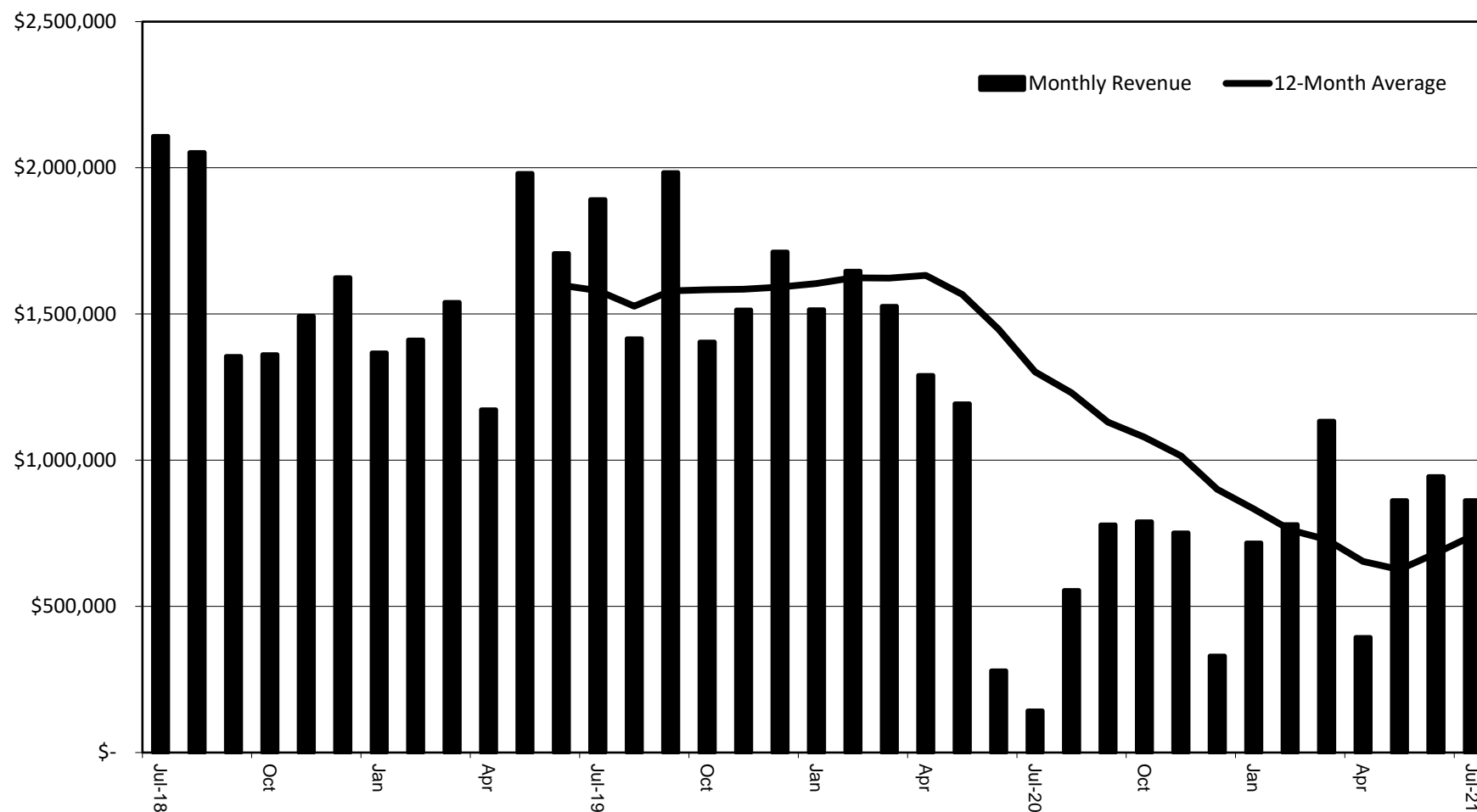
Type	Rate	Balance 6/30/2021	Increase (Decrease)	Balance 7/31/2021	Balance				
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
<u>Cash Deposits</u>									
Wells Fargo: NVTC Checking	N/A	\$ 62,954.57	\$ 124,567.72	\$ 187,522.29	\$ 187,522.29	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.160%	171,914.50	(65,289.48)	106,625.02	106,625.02	-	-	-	
<u>Investments</u>									
Bank of America: Virginia Local Government Investment Pool	0.058%	232,962,315.83	(14,566,088.68)	218,396,227.15	58,329.51	46,263,906.94	127,701,542.77	44,372,447.93	
		<u>\$ 233,197,184.90</u>	<u>\$ (14,506,810.44)</u>	<u>\$ 218,690,374.46</u>	<u>\$ 352,476.82</u>	<u>\$ 46,263,906.94</u>	<u>\$ 127,701,542.77</u>	<u>\$ 44,372,447.93</u>	

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2019-2022



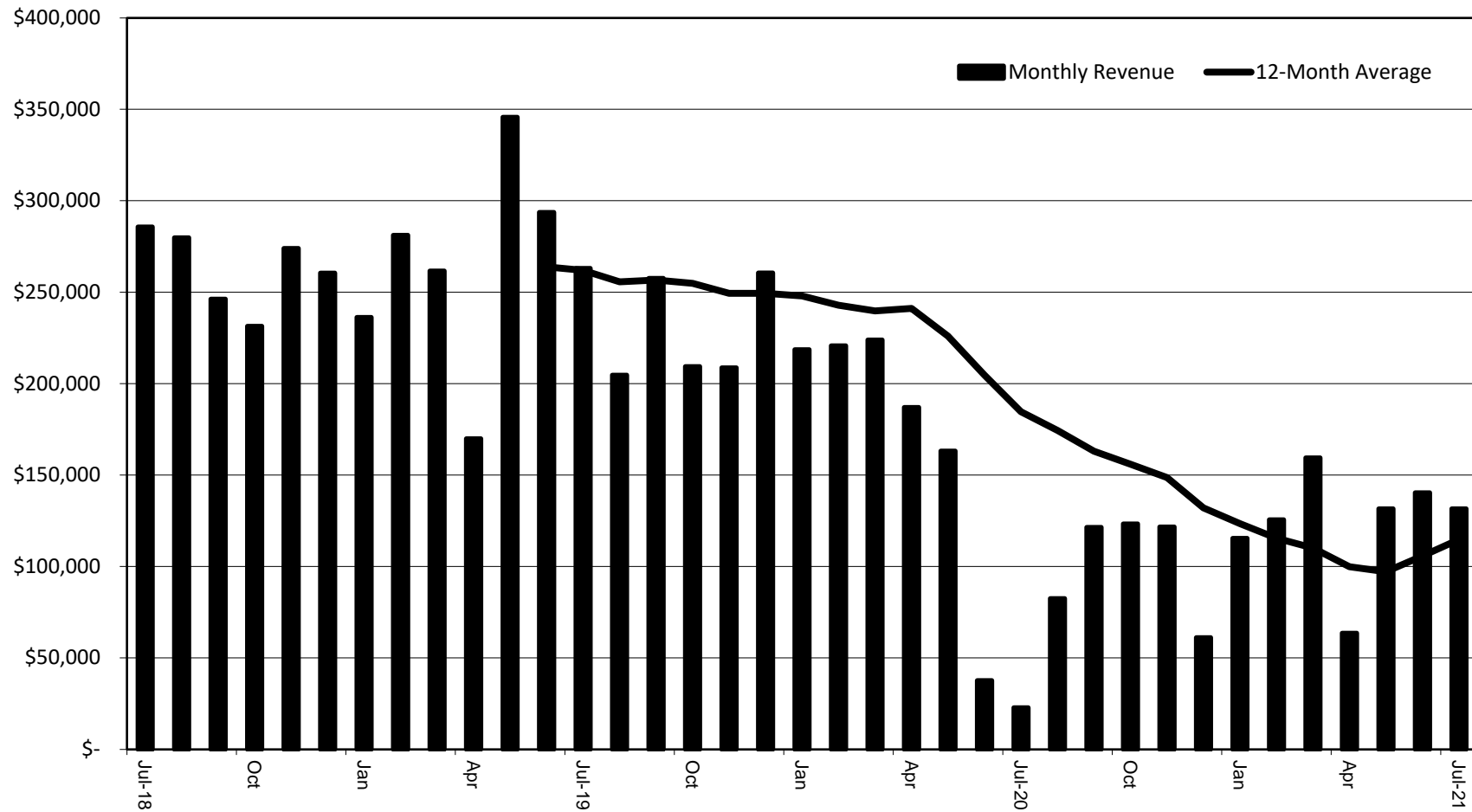
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2019-2022



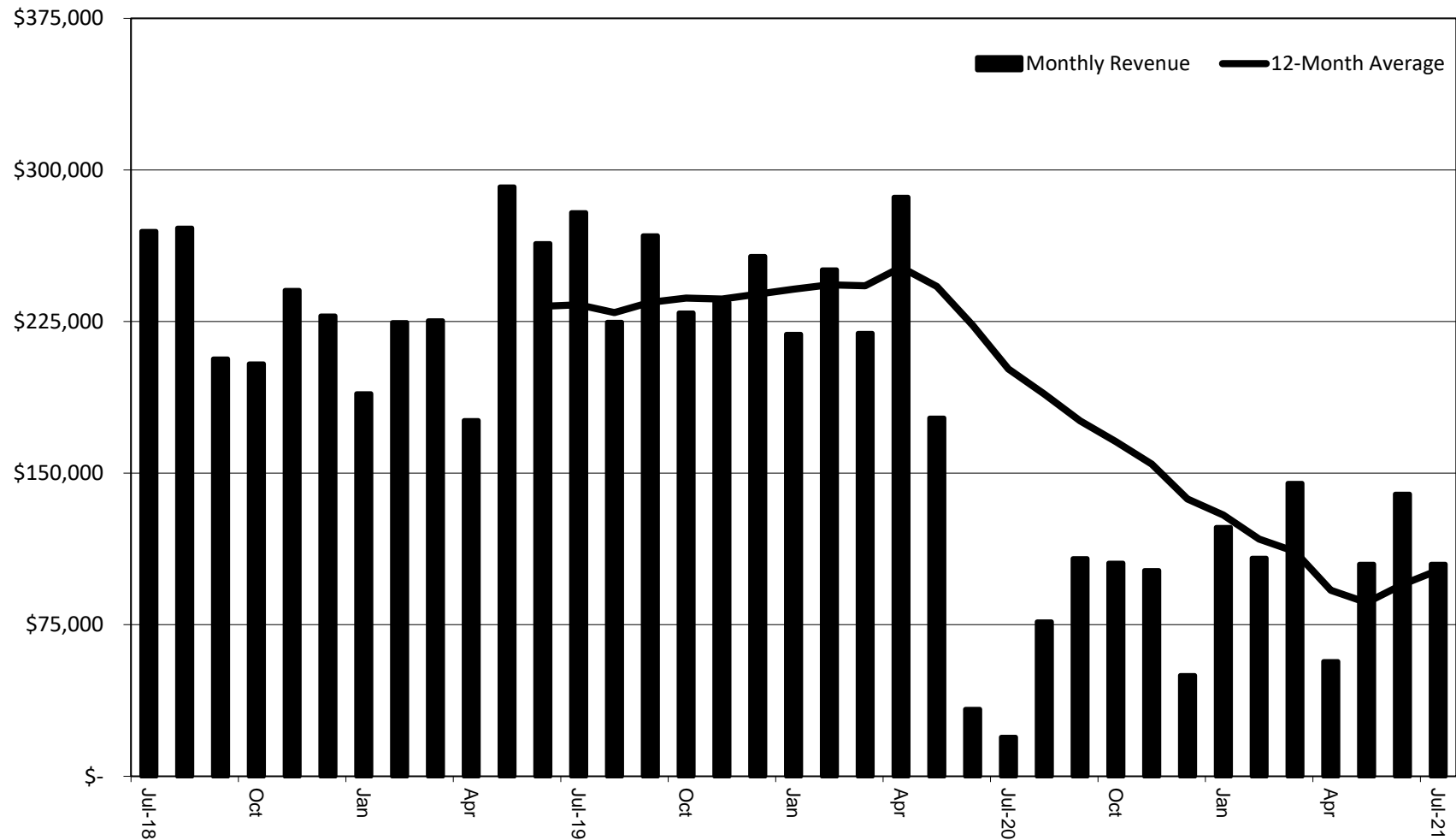
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2019-2022



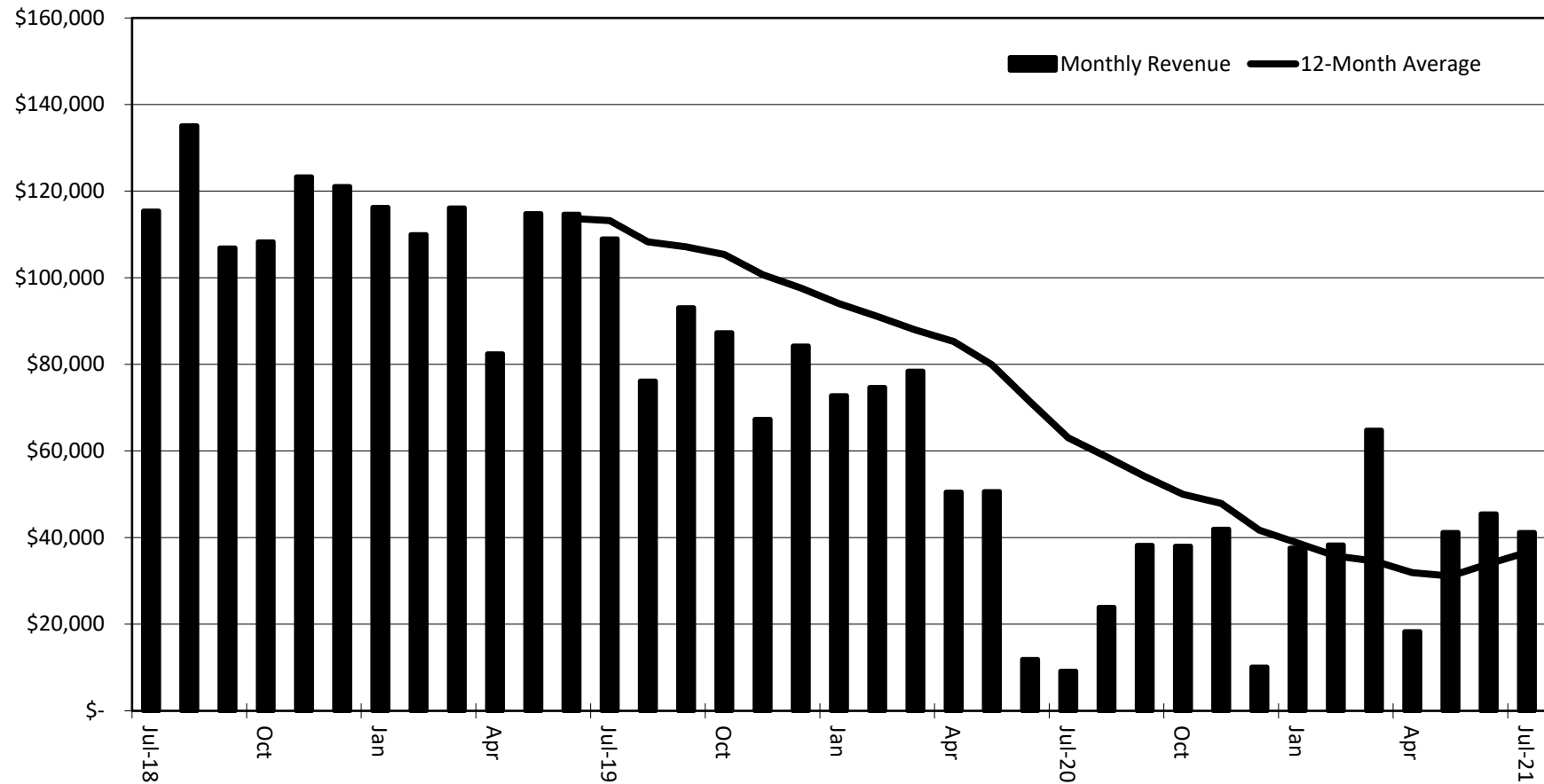
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2019-2022



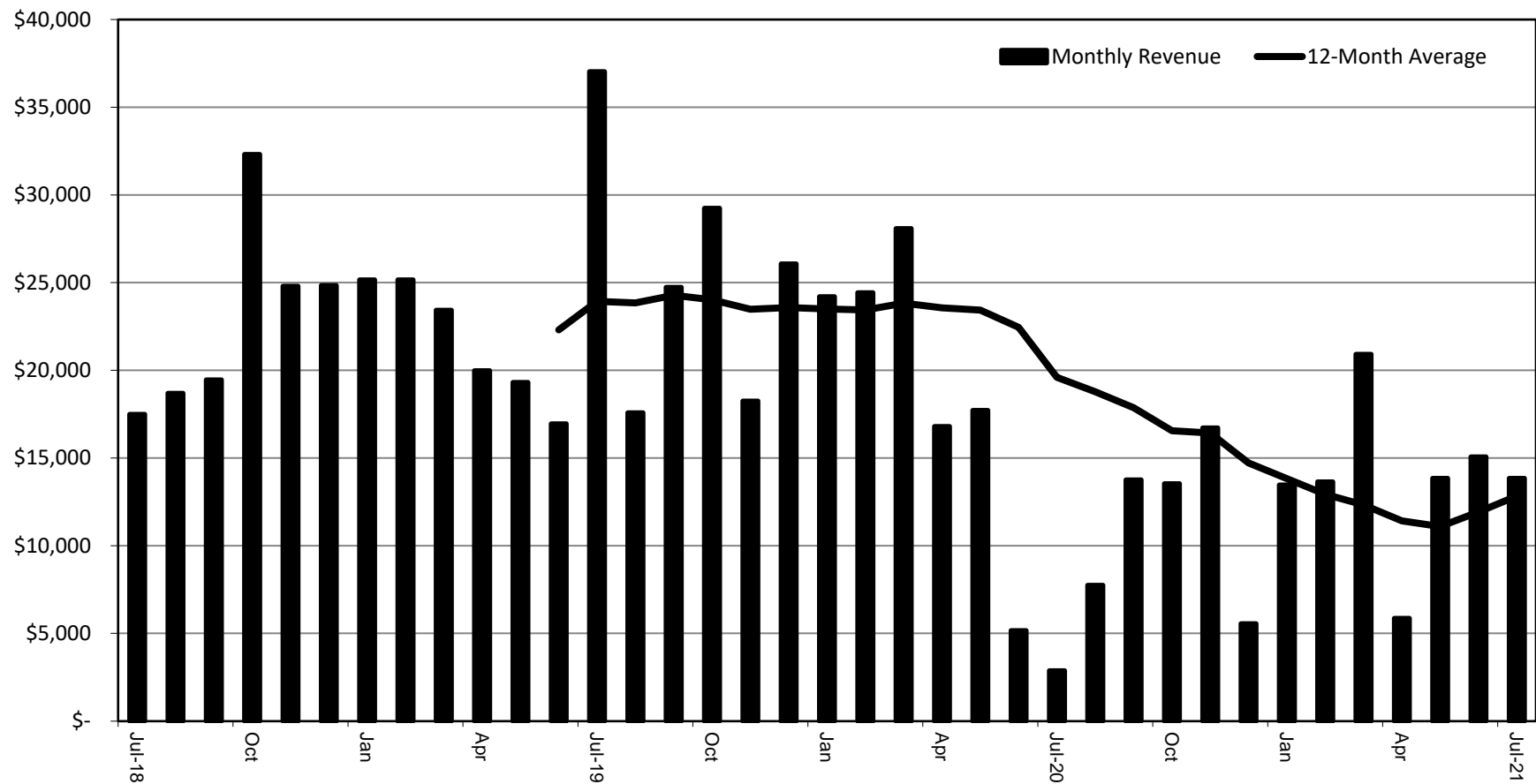
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2019-2022



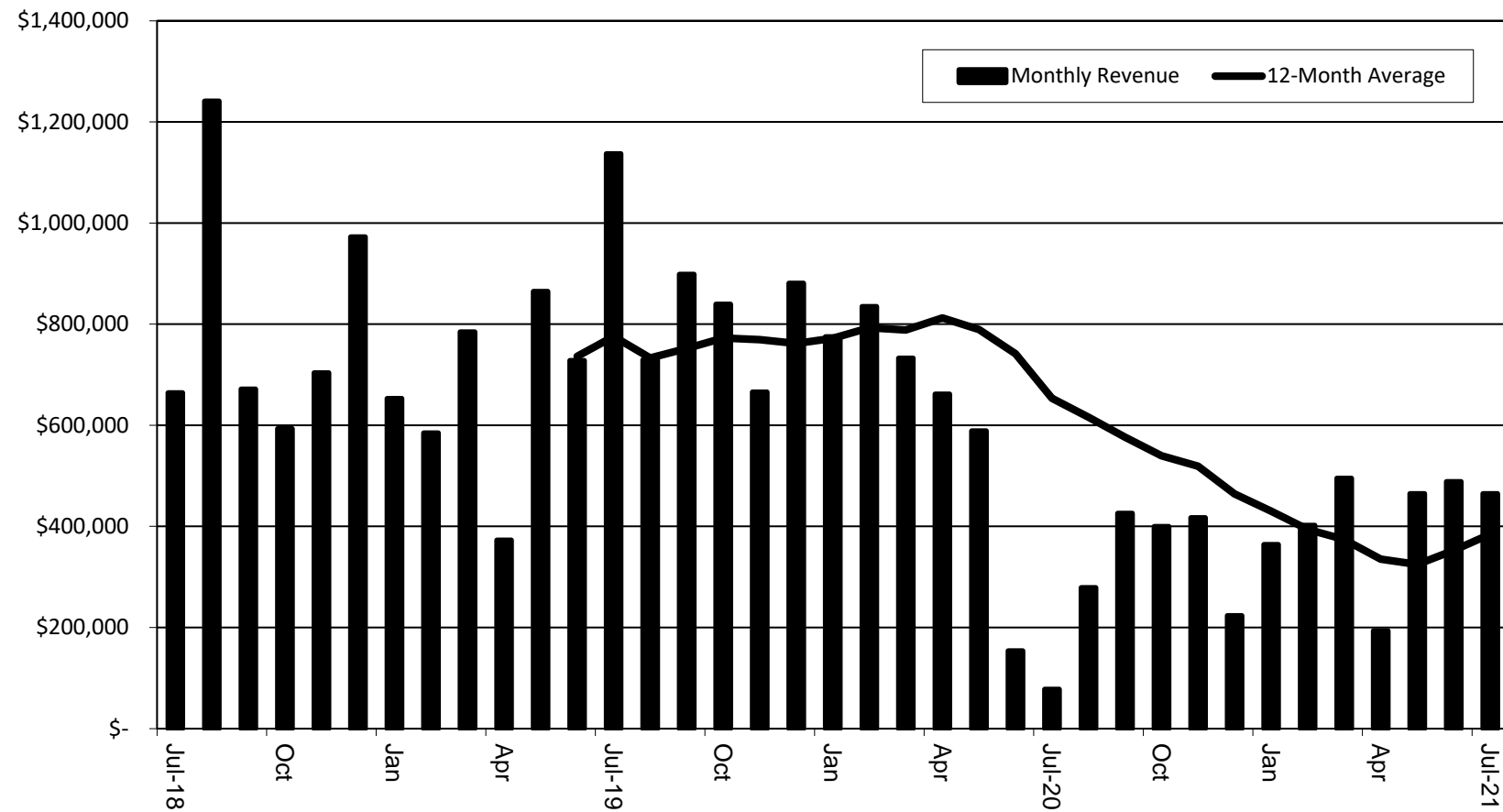
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2019-2022



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier .

NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2019-2022



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.