VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

VRE OPERATIONS BOARD MEETING

March 15, 2024

Executive Committee Meeting – 8:30 am
Operations Board Meeting - 9:00 am

PRTC Headquarters
14700 Potomac Mills Road
Woodbridge, VA 22192

1. Pledge of Allegiance
2. Roll Call
3. Safety Moment
4. Approval of Agenda
5. Approval of Minutes from the February 16, 2024 VRE Operations Board meeting
6. Chair's Comments
7. Chief Executive Officer's Report
8. Virginia Railway Express Riders' and Public Comment
9. Action Items
   - ***A. Authorization to Issue a MEC VII Task Order for National Transit Database and Asset Management Reporting Phase X***
   - B. Acceptance of Title VI Service Standards and Policies Monitoring Results
10. Information Items

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

A. Primer on the Regional Motor Vehicle Fuels Tax

B. System Plan 2050 Update: Presentation of Recommended 2050 Service Vision

C. Spending Authority Report

11. Closed Session

12. Operations Board Member's Time

The Next VRE Operations Board Meeting
April 19, 2024 - 9:00 am at PRTC

MINUTES

VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

February 16, 2024

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present	**Jurisdiction**
*Sarah Bagley (NVTC)	City of Alexandria
*Andrea O. Bailey (PRTC)	Prince William County
*Meg Bohmke (PRTC)	Stafford County
*Monica Gary (PRTC)	Stafford County
*Tom Gordy (PRTC)	Prince William County
*Lori Hayes (PRTC)	Spotsylvania County
*Jannan W. Holmes (PRTC)	City of Fredericksburg
*Takis Karantonis (NVTC)	Arlington County
*Michael McLaughlin (VPRA) *	Commonwealth of Virginia
*Alanna Mensing (PRTC)	City of Manassas Park
*Ralph Smith (PRTC)	City of Manassas
*Daniel G. Storck (NVTC) ǂ	Fairfax County
*James Walkinshaw (NVTC)	Fairfax County

Members Absent	
Margaret Franklin (PRTC)	Prince William County

Alternates Present

Alternates Absent	
Canek Aguirre (NVTC)	City of Alexandria
Tinesha Allen (PRTC)	Stafford County
Victor Angry (PRTC)	Prince William County
Kenny Boddye (PRTC)	Prince William County
Deborah Frazier (PRTC)	Spotsylvania County
Libby Garvey (NVTC)	Arlington County
Will Mackintosh (PRTC)	City of Fredericksburg
Darryl Moore (PRTC)	City of Manassas Park
Pam Sebesky (PRTC)	City of Manassas
Emily Stock (DRPT)	Commonwealth of Virginia
Pamela Yeung (PRTC)	Stafford County

*Voting Member

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

ǂ Participated remotely via Webex in accordance with the Electronic Participation Policy

Staff and General Public

Alex Buchanan – VRE
Karen Finucan Clarkson - VRE
Rich Dalton – VRE
John Duque – VRE
Anaya Farah - VRE
John Kerins - Keolis
Lezlie Lamb – VRE
Steve MacIsaac – VRE Chief Counsel
Kate Mattice – NVTC
Kristin Nutter – VRE
Dallas Richards – VRE
Joe Stainsby – PRTC
Alex Sugatan - VRE
Mark Schofield – VRE
Joe Swartz – VRE

Chair Bohmke called the meeting to order at 9:04 a.m.; the roll call followed.

Chair Bohmke informed the Board that Mr. Storck requested to participate remotely from Mexico where he is on vacation. Ms Gary moved, with a second by Ms. Bagley, to approve Mr. Storck's remote participation. The vote in favor was cast by Members Bagley, Bailey, Bohmke, Gary, Gordy, Hayes, Holmes, Karantonis, Mensing, Smith, and Walkinshaw.

Safety Moment – 3

CEO, Rich Dalton briefed attendees on safety procedures and assigned specific tasks to qualified staff members in case of an emergency.

Approval of the Agenda - 4

Ms. Bailey moved, with a second by Ms. Gary, to approve the agenda as presented. There was no discussion on the motion. The vote in favor was cast by Members Bagley, Bailey, Bohmke, Gary, Gordy, Hayes, Holmes, Karantonis, Mensing, Smith, Storck, and Walkinshaw.

Approval of the Minutes of the December 15, 2023 VRE Operations Board Meeting and the Minutes of the January 29, 2024 Special All-Virtual VRE Operations Board Meeting – 5

Ms. Bailey moved, with a second by Ms. Gary, to approve the minutes from December 15, 2023 VRE Operations Board meeting and the minutes from the January 29, 2024 Special All-Virtual VRE Operations Board meeting. The vote in favor was cast by Members Bagley, Bailey, Bohmke, Gary, Gordy, Hayes, Holmes, Karantonis, Mensing, Smith, Storck, and Walkinshaw.

Chair's Comments – 6

Chair Bohmke welcomed attendees to the February Operations Board meeting and indicated there would be a Finance Committee meeting immediately following the Operations Board meeting. The Chair announced the VRE will have a float in the Greater Manassas St. Patrick's Day parade on March 9, 2024. Chair Bohmke reviewed current committee assignments and urged members to communicate with her if they wished to be added or removed from a committee.

Chief Executive Officer's Report – 7

Mr. Dalton briefed the Operations Board on the following items of interest:

- Safety
- Performance
- Ridership
- New Staff Member

[Mr. McLaughlin arrived at 9:14 a.m.]

Public Comment Time – 8

The Chair opened the floor for public comments. There were no speakers, but there was one written comment submitted and forwarded to VRE Operations Board Members.

Action Items – 9

Authorization to Execute a Sole Source Contract for Locomotive Data Recording System-Video Upgrades – 9A

Ms. Bailey moved, with a second by Ms. Hayes, to authorize the Chief Executive Officer to execute a sole source contract with Wabtec Railway Electronics for Locomotive Data Recording System-Video Upgrades. The vote in favor was cast by Members Bagley, Bailey, Bohmke, Gary, Gordy, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Authorization to Execute a Contract Amendment for Construction of the Fredericksburg Station Rehabilitation Project – 9B

Ms. Holmes moved, with a second by Mr. Karantonis, to authorize the Chief Executive Officer to execute an amendment to the contract with Clark Construction Group, LLC for Construction of the Fredericksburg Station Rehabilitation Project. The vote in favor was cast by Members Bagley, Bailey, Bohmke, Gary, Gordy, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Authorization to Issue a GEC VIII Task Order for Final Design Services for Franconia-Springfield Station Improvements – 9C

Mr. Karantonis moved, with a second by Ms. Bagley, to authorize the Chief Executive Officers to issue a task order to HDR Engineering under the General Engineering Consulting Services contract for final design services for Franconia-Springfield station improvements. The vote in favor was cast by Members Bagley, Bailey, Bohmke, Gary, Gordy, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Authorization to Extend the Lease Agreement for Parking at the Rippon VRE Station – 9D

Ms. Bailey moved, with a second by Ms. Bagley, to authorize the Chief Executive Officer to extend the lease agreement with RCKF Riverside PLP, LLC for parking at the Rippon VRE station. The vote in favor was cast by Members Bagley, Bailey, Bohmke, Gary, Gordy, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Authorization to Provide a Letter of Support for the City of Manassas Park's FFY25 Congressionally Directed Spending Request for Park Central Complete Streets Improvements – 9E

Mr. Karantonis moved, with a second by Ms. Mensing, to authorize the Chief Executive Officer to provide a letter of support for the City of Manassas Park's Federal Fiscal Year (FFY) 2025 Congressionally Directed Spending Request for Park Central Complete Streets Improvements . The vote in favor was cast by Members Bagley, Bailey, Bohmke, Gary, Gordy, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Information Items – 10

Spending Authority Report – 10A

The January Spending Authority Report outlined purchases greater than $50,000 but less than $200,000 made in January 2024.

Members Time – 11

Ms. Bagley stated her excitement for the Greater Manassas St. Patrick's Day Parade.

Mr. Karantonis related he had the opportunity to ride the VRE recently and noted ridership is increasing.

Ms. Gary thanked members who had supported free-fare for 18-year-olds and younger on VRE, noting she had been getting positive feedback.

The meeting was adjourned at 9:46 a.m.

Approved this 15th day of March 2024

_____

Meg Bohmke
Chair

_____

Ralph Smith
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the February 16, 2024 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Lezlie M. Lamb

From: opscommforms@gmail.com
To: Lezlie Lamb; Holly Cockrell
Subject: Public Comments
Date: Friday, February 16, 2024 7:30:26 AM

A response was submitted for the form "Public Comments"

(REQUIRED) First and Last Name:	Jennifer Porter
City or County of residence:	Fredericksburg
Comments:	How often are trains inspected? I am currently on a train that 4 stops in has failed due to a water issue with the engine. This train should have been inspected this morning so that we do not have to wait 40 minutes for another train to push us to Union Station.
Acknowledgement	

CEO REPORT

MARCH 2024

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.

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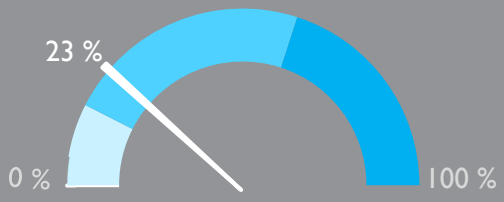
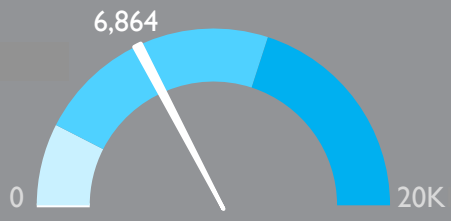
PERFORMANCE AT A GLANCE



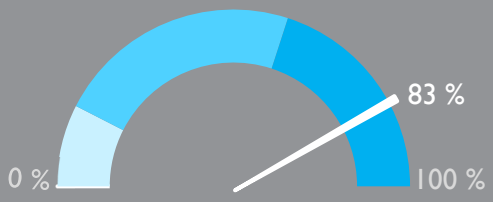
PARKING UTILIZATION

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



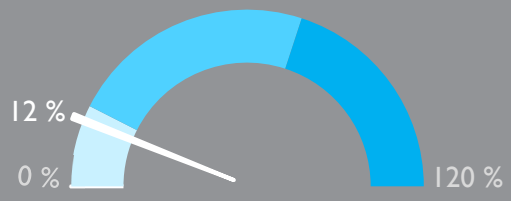
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 6,220



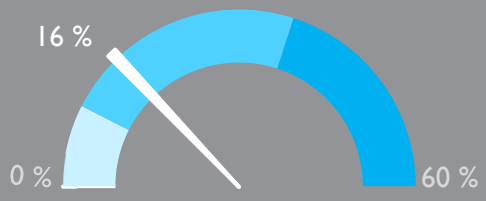
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 85%



SYSTEM CAPACITY

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



OPERATING RATIO

Through January 2024

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.

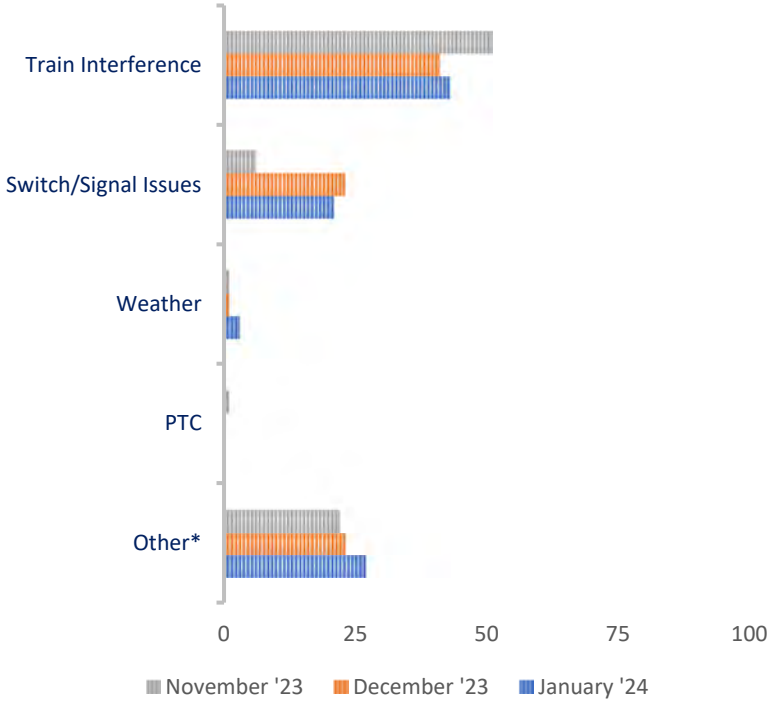
February 2024

ON-TIME PERFORMANCE

OUR RECORD

	February 2024	January 2024	February 2023
Manassas Line	83%	85%	85%
Fredericksburg Line	84%	87%	88%
Systemwide	83%	86%	87%

PRIMARY REASON FOR DELAY



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

VRE operated 635 trains in February. The on-time rate for the month was 83 percent.

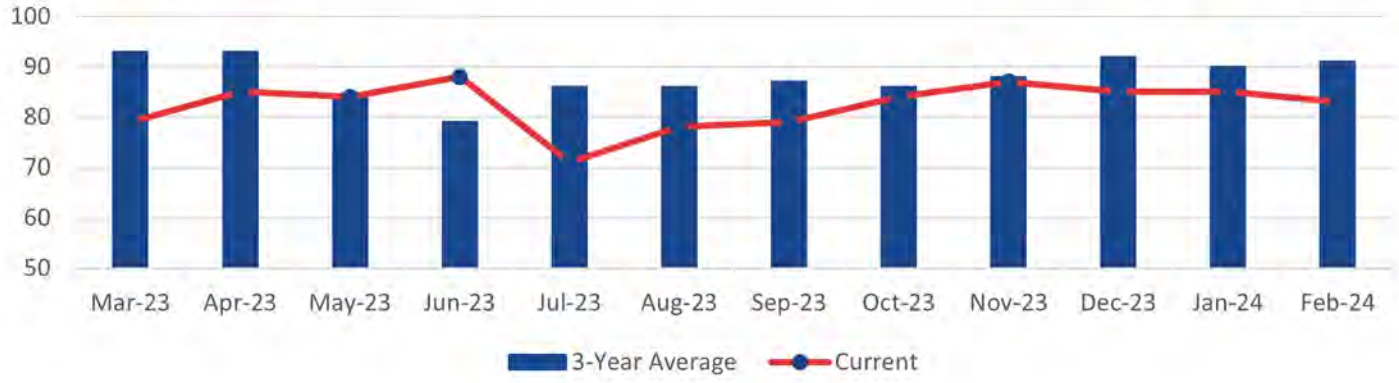
One hundred seven trains arrived more than 5 minutes late to their final destinations. Of those late trains, 55 were on the Manassas Line (51 percent), and 52 were on the Fredericksburg Line (49 percent). The average delay was 20 minutes. Nineteen trains were more than 30 minutes late to their destination station.

LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.
Total late trains	88	94	107	39	44	52	49	50	55
Average minutes late	17	17	20	19	14	26	16	19	16
Number over 30 minutes	10	12	19	5	3	14	5	9	5
Heat restrictions	0	0	0	0	0	0	0	0	0

ON-TIME PERFORMANCE

VRE SYSTEM



FREDERICKSBURG LINE

MANASSAS LINE

AVERAGE DAILY RIDERSHIP

VRE SYSTEM

FREDERICKSBURG LINE

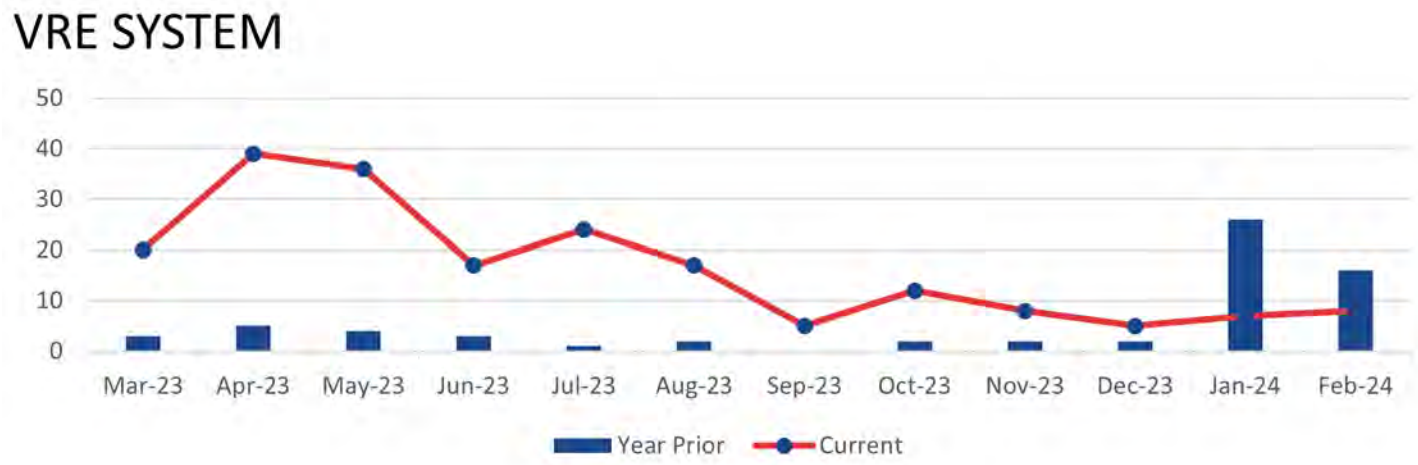
MANASSAS LINE

RIDERSHIP UPDATES

Average daily ridership for February was 6,864. There were 20 service days.

	February 2024	January 2024	February 2023
Monthly Ridership	137,284	128,540	118,181
Average Daily Ridership	6,864	6,121	6,220
Bicycles on Trains	1,183	1,009	1,142
Full Service Days	20	20	19
"S" Service Days	0	1	0

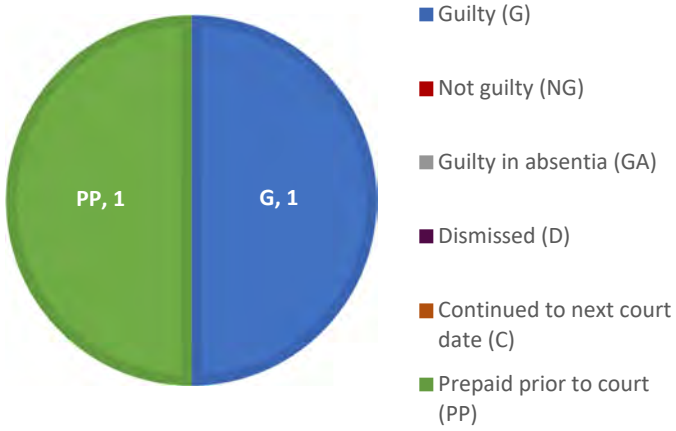
SUMMONSES ISSUED



SUMMONSES WAIVED OUTSIDE OF COURT

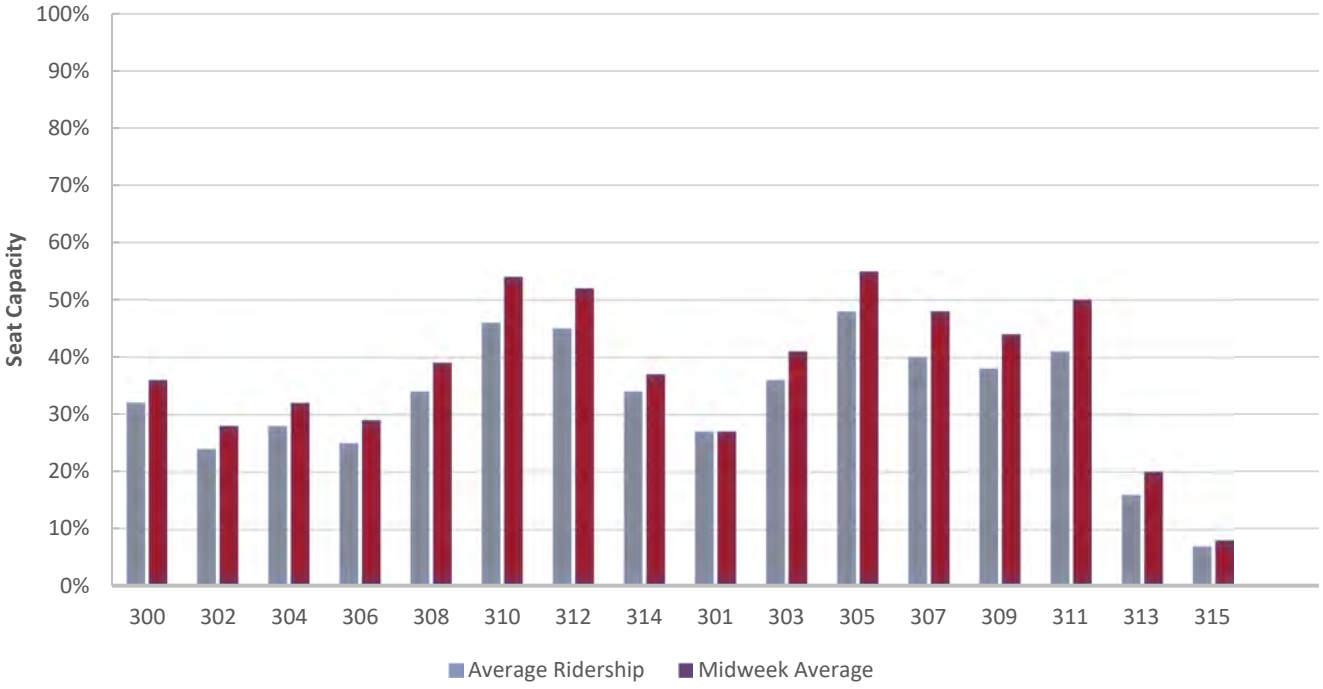
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	4
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	4

MONTHLY SUMMONSES COURT ACTION

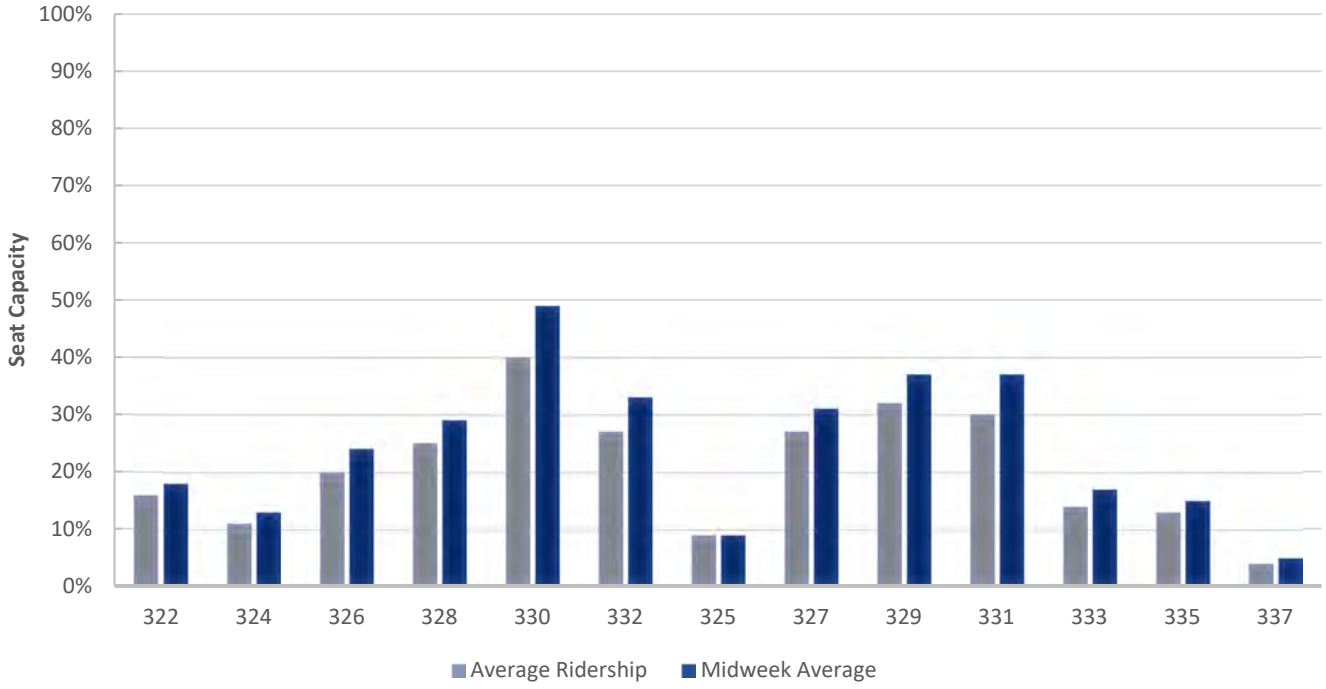


TRAIN UTILIZATION

FREDERICKSBURG LINE

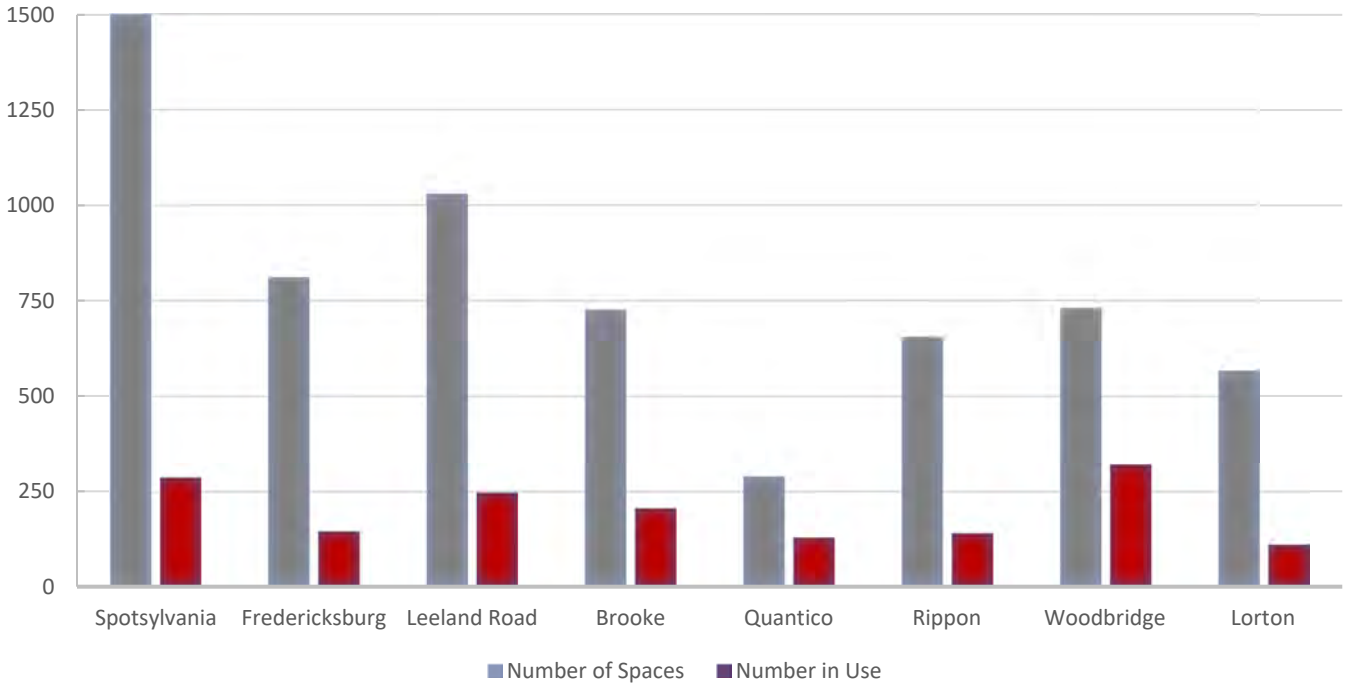


MANASSAS LINE

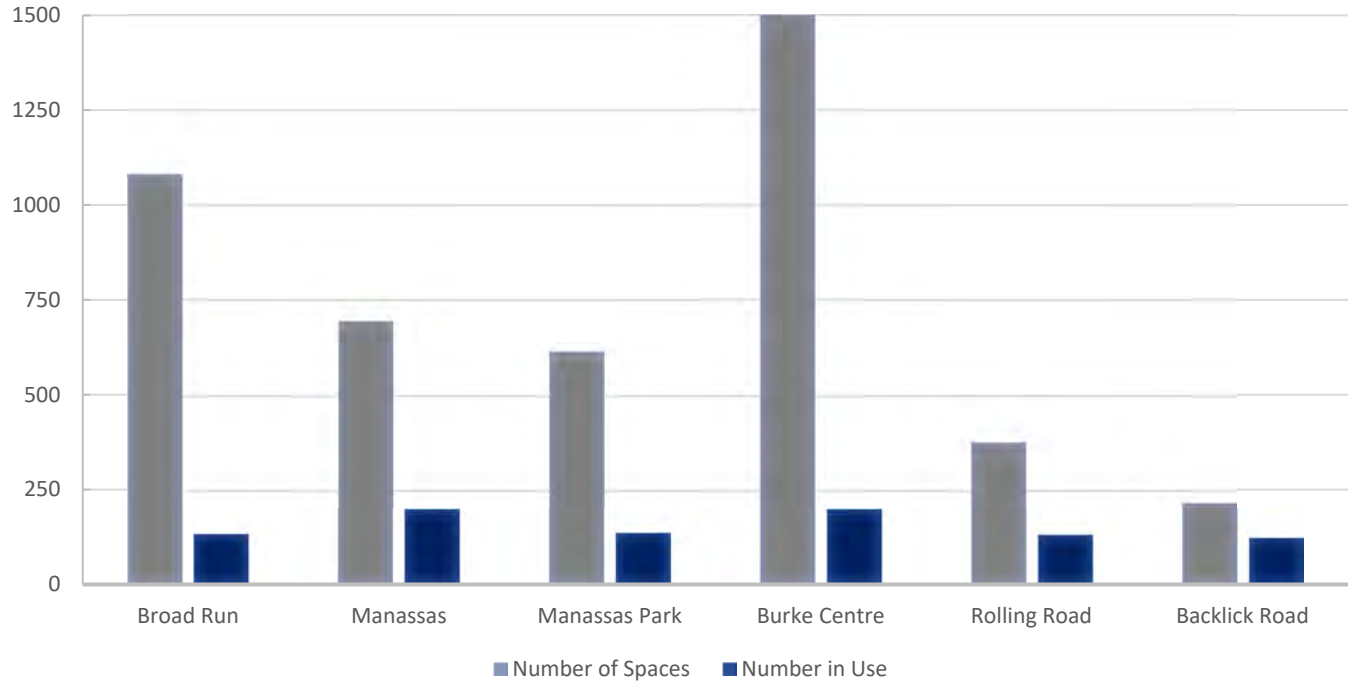


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Repairs to structural concrete at Woodbridge station parking garage

2. Installation of double swing gates at Crossroads MASF

3. Repairs to steel railings at Backlick Road station

4. Installation of "No Trespassing" signage at Broad Run station parking lot

5. Installation of "988 Suicide & Crisis Lifeline" signage on station inter-track fences

Concrete repairs at Woodbridge garage

Concrete repairs at Woodbridge garage

Projects scheduled to be completed this quarter:

1. Replacement of Woodbridge station stair tower and pedestrian bridge logo signs

2. Replacement of elevator machine room HVAC unit at Rippon station

3. Installation of temporary timber pedestrian crossing to accommodate new Track 3 Potomac Avenue grade crossing at Quantico station

4. Repairs to electrical conduits at Brooke station

5. Replacement of parking lot LED light fixtures at Spotsylvania station

6. Improvements to drainage system at Backlick Road station

7. Replacement of concrete drainage flume at Manassas Park station

8. Replacement/installation of pathfinder signage for Franconia-Springfield, Lorton, Woodbridge, Rippon, Quantico, Backlick Road, Rolling Road, Burke Centre, Manassas Park, Manassas and Broad Run stations

9. Installation of electric meter for two-way radio antenna system in Old Town Alexandria

Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete platform at Alexandria station

2. Minor repairs to concrete platform at Lorton station

3. Replacement of LED lighting at Woodbridge station parking garage

4. Painting of Woodbridge station and parking garage
5. Replacement of windscreen plexiglass panels at Lorton and Woodbridge stations
6. Painting of warehouse and crew building exteriors at Crossroads MASF
7. Replacement of existing lighting with LED lighting at Manassas station parking garage
8. Repairs to steel railings at Burke Centre and Manassas Park stations

Ongoing projects:

1. Modernization of east elevator at Woodbridge station
2. Improvements to various elements of Quantico station building and grounds
3. Improvements to various elements of Fredericksburg station and grounds
4. Replacement of parking lot entrance signs at various stations

UPCOMING PROCUREMENTS

1. Locomotive AR-10 parts
2. State government relations services
3. Window gaskets for VRE railcars
4. Modernization of Woodbridge Station east elevator
5. Construction of Alexandria Station improvements
6. Broad Run and Crossroads security camera system power and network infrastructure upgrade
7. Locomotive master controllers
8. Passenger information and messaging system
9. Locomotive soak back pumps

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Alexandria Station Improvements	Passenger safety will be improved by replacing an at-grade pedestrian track crossing with elevators to connect the two platforms. The elevators and the current and proposed stairs, will connect to the existing tunnel between the two platforms. Adjustments to platform elevation will eliminate the need for step-boxes to access VRE and Amtrak trains. The center platform will be widened and lengthened to accommodate trains on both tracks.	Final Design	$ 37,288,433.00	VRE is working to resolve comments in coordination with Alexandria 4th Track and King and Commonwealth Bridge designs. (Mar) Revised 90% station design reflecting the latest VPRA Alexandria 4th Track and King and Commonwealth Bridge designs were distributed to stakeholders for review. (Feb)
Broad Run Expansion	To accommodate forecasted ridership growth and increase service reliability, improvements are needed at both the Maintenance and Storage Facility (MSF) and station. An enlarged MSF can store longer trains and additional equipment. That requires shifting the existing platform and adding a pedestrian tunnel between the platform and existing and proposed parking lots. A second, 600-space lot and third main track will be constructed.	Final Design	$ 139,381,862.00	Met with Prince William County Staff on 3/5/24 to review project updates and discuss property needs. (Mar) Reviewing updated AEW building design based on the preferred single story option. Moving forward with revised parking lot layouts which avoid floodplain areas. (Feb)
Brooke Station Improvements	Design and construction of a platform extension up to 700 feet to accommodate full-length VRE trains.	Development	$ 9,461,455.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Sept/Oct)
Crossroads MSF Employee Parking	Design and construction of a permanent employee parking lot at VRE Crossroads Yard.	Final Design	$ 7,365,765.00	Met with county technical review committee on 2/22/24 for special use permit application. Addressing comments and will resubmit. (Mar) Special use permit application submitted. Will advance design based on comments from county review and submit site permit application. (Feb)
Crystal City Station Improvements	Improved station access and service reliability will result from a new station. The platform at the relocated station will allow for the simultaneous boarding of two full-length trains. The station's design will accommodate a future pedestrian/bicycle connection between the station and the airport.	Development	$ 68,900,900.00	Revised 60% design incorporating south entrance stairwell and mezzanine to be delivered 3/19/24. (Mar) Stairwell and mezzanine design are nearing 60%. Upon completion, stairwell, mezzanine, platform and tunnel to advance to 90%. (Feb)

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CAPITAL PROJECTS UPDATE

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Crossroads MSF Employee Parking	Design and construction of a permanent employee parking lot at VRE Crossroads Yard.	Final Design	$ 7,365,765.00	Met with county technical review committee on 2/22/24 for special use permit application. Addressing comments and will resubmit. (Mar) Special use permit application submitted. Will advance design based on comments from county review and submit site permit application. (Feb)
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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility	Featuring 33,000 square feet of maintenance space, the LOU will allow VRE to cost-effectively maintain rolling stock, as well as systems and components, in a state of good repair. It will optimize maintenance and reduce costs by allowing the in-house replacement of items before they fail. The LOU will house two tracks that can hold up to four cars at one time and be equipped with a drop table and wheel truing machine.	Construction	$ 52,783,632.00	Head end power extractor has been delivered and final site walkthrough is scheduled with the county mid-March. Intent is to close out site permit soon thereafter. (Mar) HEP extractor factory acceptance test signoff received from EOR. Equipment to be delivered to the LOU on 2/9/24 with training for available staff. (Feb)
Manassas Park Parking Expansion	A new garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of the City Center Redevelopment District, the proposed transit-accessible high-density mixed-use town center of Manassas Park.	Construction	$ 34,662,764.00	Contractor to continues to form and pour perimeter foundation wall; nearing completion in March. (Mar) Forming and pouring concrete foundations and walls. (Feb)
Manassas Station Improvements	The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. Alternatives to increase the platform length to enable boarding and alighting from all passenger cars will be evaluated.	Development	$ 9,125,000.00	This project is funded with I-66 OTB funding. Initiation of project planning pending completion of a Force Account Addendum with Norfolk Southern Railway. (Jan/Feb)
New York Avenue Midday Storage Facility	This new facility will store trains currently located in Amtrak's Ivy City coach yard, as Amtrak now has need for the storage tracks. The New York Avenue site, which is proximate to Washington Union Station, will be able to accommodate additional VRE trains.	Development	$ 137,362,557.00	Will review forthcoming design phase agreement and execute the MOU once received form Amtrak. (Mar) VRE returned MOU edits to Amtrak on 1/30/24. Hope to finalize soon. Amtrak to provide updated design phase agreement for VRE review. (Feb)
Potomac Shores Station	This new station, in a master-planned community in Prince William County, is being funded, designed, and constructed by the developer of Potomac Shores in consultation with VRE and other stakeholders. The station will be just a short walk from the town center. A new side platform will be constructed which is designed to be converted into an island platform in the future when the 3rd track is added to corridor operations.	Final Design	$ -	Construction of the shared use garage is ongoing. Construction includes casting the three pedestrian bridge support concrete foundation piers that are adjacent to the garage building. (Feb/Mar)

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Quantico Station Improvements	Service and safety will be enhanced through the construction of a new center platform, ADA-compliant pedestrian bridges, existing platform extension, and third track. These improvements will allow the station to accommodate additional passengers and more frequent and longer trains and operations flexibility with three boardable platform edges.	Construction	$ 25,573,060.00	Site/civil/drainage coordinating with CSX track schedule. Substantial Completion anticipated April '24. Tower/ped bridge/utilities completion on going. (Feb/Mar)
Woodbridge Station Improvements	Expanded platforms will allow passengers to access trains from all station tracks.	Development	$ 2,740,618.00	The scope and schedule for this project is being coordinated with the commonwealth's Transforming Rail in Virginia initiative, post-Phase 2 project. (Feb/Mar)

For more information about VRE capital projects, visit https://projects.vre.org/list

VIRGINIA RAILWAY EXPRESS

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VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-A
Action Item

To: **Chair Bohmke and the VRE Operations Board**

From: **Rich Dalton**

Date: **March 15, 2024**

Re: **Authorization to Issue a MEC VII Task Order for National Transit Database and Asset Management Reporting Phase X**

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to issue a Mechanical Engineering Consulting Services (MEC VII) Task Order to STV Incorporated for National Transit Database and Asset Management Reporting Phase X in the amount of ***$504,589, plus a 10 percent contingency of $50,459, for a total not to exceed $555,048.***

Summary:

Authorization of this MEC VII Task Order will permit further development, implementation, and execution of processes required for VRE's Transit Asset Management (TAM) Plan and National Transit Database (NTD) reporting compliance.

Background:

VRE has completed several initiatives resulting in strategies for managing VRE rolling stock and facilities assets and maintaining these assets in a continuous state of good repair. The Federal Transit Administration (FTA) requires VRE to develop methodologies and processes to perform ongoing assessments of VRE rolling stock and facilities, manage and perform State of Good Repair projects, and report transit asset management information.

Under the current Mechanical Engineering Consulting Services contract, awarded to STV Incorporated in 2020, and previous MEC contracts, STV assisted VRE in developing the

appropriate information, methodologies, and processes for the TAM Plan and reporting to the NTD as outlined in the Final FTA Rule. This rule originated from the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation bill.

STV developed the framework and standardized processes to perform ongoing asset assessments, developed tools to prioritize funding for State of Good Repair projects consistent with the Transit Economic Requirements Model, and developed processes for reporting asset management information to the FTA via the NTD.
The scope of work for this Task Order includes the continuation of ongoing transit asset management initiatives per federal requirements stemming from the MAP-21 legislation.

Specifically, STV will maintain and enhance or support VRE in the following areas**.**

- FTA Triennial Review Support: The triennial review is one of the FTA's management tools for examining grantee performance and adherence to current FTA requirements and policies, including its TAM program. The last triennial review of VRE was conducted in 2021, with the next planned in 2024. STV will provide the following support as needed:

    - Provide TAM related documents.
    - Provide pre-review technical support.
    - Provide staff to assist during the review.
    - Review FTA's findings and developing corrective actions responses/resolutions to any issues raised by the FTA.

- Estimation of Inventory Replacement Value: VRE reports total property value annually to its insurance provider for policy update purposes. The total value is comprised of two separate line items: (1) Real and Personal Property and (2) Rolling Stock. VRE also reports the replacement value of its asset inventory in its TAM Plan, which is prepared quadrennially. The last update of this FTA-required document was completed in September 2022, and the next update is due by October 1, 2026. VRE reports asset replacement cost by asset category and class. Insurance and TAM reporting total values will differ, based on FTA's required reporting of service vehicles in an agency's asset inventory. This difference represents a comparatively small percentage of the total asset base. Therefore, recognizing the need for a more accurate asset valuation methodology, as well as the need for a single source of data that fulfills both insurance and TAM reporting requirements, STV assisted VRE to produce a new Asset Cost Valuation (ACV) Workbook and will assist VRE staff with the FY25 annual update.

- Lifecycle Management Plan Development: STV assisted VRE with the development of its first Lifecycle Management Plan aligned to FTA guidance. The Rolling Stock Maintenance Plan was finalized in 2019 and the Facilities Maintenance Plan was finalized shortly thereafter in 2020. Both plans follow the same overall document

structure, with a heavy focus on documenting existing business processes around each lifecycle phase, as well as subcomponent useful life assumptions. It has been decided that each plan should be reviewed and updated at the same frequency as VRE's TAM Plan, at least once every four years, in the year following the TAM Plan update. As such, VRE's Rolling Stock and Lifecycle Management Plans were updated for the first time in 2023. For 2024, STV will develop additional plans for the final remaining asset categories: Equipment and Infrastructure.

- TAM Risk Management Support: In 2023, STV developed an initial TAM program-level risk framework, inclusive of scoring metrics based on risk probability and severity, a custom risk register, and a companion SOP. STV will provide continued TAM risk management support by maintaining the VRE TAM Risk Register and holding biannual work sessions with VRE to review the mitigation status of existing risks and/or document newly identified risks.

- NTD TAM Reporting Support: The first component of annual NTD TAM-related reporting requirements involves inventory updates. STV will review and prepare updated NTD inventory submission data. Another element of the annual NTD TAM reporting requirements involves the establishment of each fiscal year's performance targets for those assets for which VRE has capital responsibility. Progress reports and descriptions of any change to the condition of the assets must be reported to the NTD annually using the Annual Narrative Report due October 2024. STV will develop this report with the assistance of VRE staff.

- TransAM Data Entry Support: VRE is required to report capital assets to Virginia's Department of Rail and Public Transportation (DRPT) biannually via an online reporting system known as TransAM. TransAM is an open-source asset management, grant management, and capital planning platform. VRE's goals are to provide consistency between TransAM and NTD's Asset Inventory Module (AIM) to the greatest extent possible, as well as to ensure the ability to apply for state funding towards future capital asset procurements. The reporting deadlines within TransAM are January 15th and July 15th of each year. The January deadline precedes DRPT's February grant application deadline and is used for application scoring. The July deadline is primarily for DRPT's benefit to help them keep their data current and anticipate future funding needs among the various railroad companies, public transportation systems, and commuter services programs operating within the Commonwealth of Virginia. STV will assist VRE with a review of the most recent After-Action Report, as well as data collection, analysis, interviews, and data entry updates prior to each deadline. STV will also make recommendations for future TransAM update efforts with a new After-Action Report. The report will highlight items with partial resolution and/or deferred for future reporting cycles.

- TAM-Related SOP Updates: STV will update the TAM related Standard Operating Procedures as required, or upon the request of VRE staff.

At VRE's request, STV submitted a proposal to accomplish the work described herein. The proposal submitted by STV was reviewed and deemed to be responsive to all aspects required. A cost analysis was also subsequently performed by VRE staff to compare the proposed cost with the independent cost estimate, and it was determined that STV's proposal is fair and reasonable.

Fiscal Impact:

Funding is provided through the Equipment Asset Management Program funded through VRE's annual allocation of FTA 5337 (State of Good Repair) program funding.

Virginia Railway Express
Operations Board Resolution

9A-03-2024

Authorization to Issue a MEC VII Task Order for National Transit Database and Asset Management Reporting Phase X

WHEREAS, VRE has a contract with STV Incorporated for Mechanical Engineering Consulting Services; and,

WHEREAS, VRE has completed several initiatives resulting in strategies for managing VRE rolling stock and facilities assets and maintaining these assets in a continuous state of good repair; and,

WHEREAS, VRE is required by the Federal Transit Administration to develop methodologies and processes to perform ongoing assessments of VRE rolling stock and facilities, manage and perform State of Good Repair projects and report transit asset management information; and,

WHEREAS, STV Incorporated has developed the framework and standardized processes to perform ongoing asset assessments as well as tools to prioritize funding for State of Good Repair projects consistent with the Transit Economic Requirements Model; and,

WHEREAS, through this Task Order, STV Incorporated will further develop VRE's Rolling Stock and Facilities Lifecycle Maintenance Plans, maintain and enhance tools developed for the effective management of VRE assets, update SOPs, synchronize data between the NTD and TransAM, update the estimate inventory replacement values, provide TAM Risk Management support, provide FTA Triannual Review support, and provide training and internal communications support; and,

WHEREAS, staff requested an MEC VII Task Order Proposal from STV Incorporated for this work and has determined the proposal provided by STV is both fair and reasonable;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Mechanical Engineering Consulting Services (MEC VII) Task Order to STV Incorporated for National Transit Database and Asset Management Reporting Phase X in the amount *of* ***$504,589, plus a 10 percent contingency of $50,459, for a total not to exceed $555,048.***

Approved this 15th day of March 2024

_____
Meg Bohmke
Chair

_____
Ralph Smith
Secretary

VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-B
Action Item

To: **Chair Bohmke and the VRE Operations Board**

From: **Rich Dalton**

Date: **March 15, 2024**

Re: **Acceptance of Title VI Service Standards and Policies Monitoring Results**

Recommendation:

The VRE Operations Board is asked to accept the results of the Title VI Service Standards and Policies monitoring and forward them to the Potomac and Rappahannock Transportation Commission (PRTC) for inclusion in PRTC's Title VI submittal.

Summary:

To safeguard against service design and operations that discriminate on the basis of race, color, or national origin, the Federal Transit Administration (FTA) requires transit systems to monitor and analyze the performance of their systems relative to their system-wide service standards, every three years.

Background:

As prescribed in FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" FTA requires transit providers to monitor the performance of their transit system relative to their system-wide service standards and service policies (e.g. vehicle load, vehicle assignment, transit amenities, etc.) every three years.

The results of VRE's Service Standards and Policies monitoring must be submitted as part of PRTC's Title VI submittal due in April 2024.

VRE staff has conducted the monitoring, the results of which are attached along with the VRE Title VI Service Standards and Policies.

Fiscal Impact:

There is no material fiscal impact to this required monitoring.

Virginia Railway Express
Operations Board Resolution

9B-03-2024

Acceptance of Title VI Service Standards and Policies Monitoring Results

WHEREAS, the Federal Transit Administration requires transit providers to monitor the performance of their transit system relative to their system-wide service standards and service policies; and,

WHEREAS, VRE must submit results of the monitoring of its system-wide service standards and service policies to the Potomac and Rappahannock Transportation Commission for inclusion in the Potomac and Rappahannock Transportation Commission's Title VI submittal; and,

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby accept the results of the system-wide service standards and service policies monitoring; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby direct that the results of the system-wide service standards and service policies monitoring be forwarded to the Potomac and Rappahannock Transportation Commission for inclusion in the Potomac and Rappahannock Transportation Commission's Title VI submittal.

Approved this 15th day of March 2024

_____
Meg Bohmke
Chair

_____
Ralph Smith
Secretary

VRE SYSTEM-WIDE SERVICE STANDARDS AND POLICIES

The Virginia Railway Express (VRE) System-Wide Service Standards and Policies address how service is distributed across the system and ensures services provided are accessible to users. Service policies also ensure that service design and operations practices do not result in discrimination based on race, color, or national origin.

These standards and polices are required by Federal law, as described in Federal Transit Administration (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients", which became effective October 1, 2012. The Circular requires any FTA recipient that operates 50 or more fixed route vehicles in peak service located in urbanized areas (UZA) of 200,000 or more people to develop service standards and policies that monitor performance of service every three years. The service standards and policies, as well as evidence of service monitoring, will become a portion of the Title VI Plan which is submitted to FTA every three years. This document has been updated with monitoring data from Fiscal Year 2023 (for on-time performance) and January/February 2024 (for train capacity/loading, station amenities, and service frequency).

Required quantitative standards are compiled for vehicle load, vehicle headway, on-time performance, and service availability. Required service policies are composed for distribution of transit amenities and vehicle assignments. Additional standards or policies may be developed as appropriate.

SERVICE STANDARDS

A. Vehicle Load

Vehicle load or load factor is expressed as the ratio of passengers per vehicle or the ratio of passengers to the number of seats on a vehicle at the vehicle's maximum load point. It is used to determine the extent of likely overcrowding, to assign equipment (e.g., number/type of rail cars), and to make subsequent adjustments by lengthening or shortening trains.

VRE's goal is to not exceed the total number of seats available, plus allow no more than 15 standees per coach for the midweek average on any single train traveling through the maximum load point in the peak direction and hour. A maximum capacity factor of 1.11 per train has been designated to allow for up to 15 standees per passenger coach on VRE trains based on typical train sets currently being operated (Table 1).

Table 1: VRE Passenger Capacity by Train as of February 2024

Cars	2/7/2024	Seats
6	322/321/332/333	780
6	324/335	780
8	326/329	1040
8	328/309	1040
8	330/325/336/331	1040
8	300/305	1040
8	302/327/338/337	1040
5	304/315	650
7	306/307	910
6	308/311	780
6	310/303	780
6	312/313	780
4	314/301	520

Usually, VRE operates its trains in sets of four to eight cars to accommodate the level of ridership on each train. An eight-car train is the largest train set that VRE currently utilizes due to storage limitations in VRE storage yards. Train sets typically include a cab car and three to seven trailer coaches and at least one coach includes a bathroom.

Reviews and adjustment of train sizes are considered when passenger capacity exceeds or falls below established volume points. Adjustments are also made to train length when a typical ridership is expected prior to a holiday, impending weather event or other special circumstance. Capacity guidelines may be relaxed during temporary surges in demand or for special event trains.

B. Vehicle Headway

Vehicle headway measures the amount of time between two successive vehicles traveling in the same direction on a given line or combination of lines. It is a general indicator of the level of service provided along a line or route. A shorter headway corresponds to more frequent service.

VRE peak headways are generally about 30 minutes for each line. VRE schedules peak service and determines vehicle headway based upon an analysis of ridership, commuter demand, the operating windows and slots allowed in the operating contract with its host railroads (i.e. Norfolk Southern for the Manassas Line, CSX Transportation (CSXT) for the Fredericksburg Line, the shared line between Alexandria and Washington, D.C. Union Station, and Amtrak for access to D.C. Union Station). Since VRE operates within a mixed traffic environment and shares the tracks with freight and Amtrak trains, the amount of time between any two trains is based on how those trains fit into the overall schedule. Train schedules also consider the merging of the Fredericksburg and Manassas Line trains, as well as other trains on the railroad, into one line at Alexandria.

VRE's operating agreements also limit the ability of VRE to add service at will and/or expand its operating territory. The host railroad must approve any service additions or changes in schedule before they can be implemented. Currently, VRE trains operate primarily during the morning and evening peak travel periods in the peak direction of travel. The Manassas Line has some limited reverse-flow service that primarily serves to position equipment for subsequent peak service. Each line has one midday train departing the Washington, D.C. central business district.

C. On-Time Performance

On-time performance (OTP) is the measure of trips completed as scheduled. VRE's OTP standard is that trains shall arrive at their destination at or within five minutes of their scheduled arrival time and no revenue train is allowed to leave an intermediate station before it is scheduled to depart, unless noted otherwise on passenger timetables.

VRE's fiscal year (FY) 2024 target for OTP is greater than 90%. VRE sets an annual target for OTP as part of its budget process. Factors considered in setting the target include operational safety, preventive maintenance scheduled for the right of way provided by the host railroad, ability to meet the current schedule factoring in VRE rolling stock reliability and efficiency testing, and projected impact on service because of weather or other variables.

VRE calculates OTP for each line and for the system as a whole. OTP is calculated as a percentage of on-time trains divided by the total scheduled revenue trains. Trains cancelled or annulled due to force majeure events (e.g., flooded right-of-way, government shutdown, etc.) are excluded from the calculation of OTP.

D. Service Availability

Service availability is a general measure of the distribution of routes within a transit provider's service area. For a commuter rail agency, service availability can be defined as the number or density of residents who are potential riders within a certain driving distance of the stations.

VRE's service area encompasses the nine Virginia jurisdictions that are served under the VRE Master Agreement: Arlington County, City of Alexandria, Fairfax County, Prince William County, City of Manassas, City of Manassas Park, Stafford County, City of Fredericksburg, and Spotsylvania County.

VRE operates trains along two lines that run within existing railroad rights-of-way. Currently, there are six origin stations along the Manassas line and nine origin stations along the Fredericksburg line. Origin stations are located two to 11 miles apart. The population of the catchment areas for the origin stations varies from 100,000 – 150,000 on the Manassas Line, and 50,000 – 125,000 on the Fredericksburg Line. System-wide, there are five destination stations. The destination stations are co-located with Metrorail stations providing VRE riders with access to the greater Washington, D.C. metro area.

VRE's operating agreements with the host railroads, CSXT and Norfolk Southern, affect VRE's ability to add service at will and/or expand its operating territory, including adding stations to a line or extending a Line. New stations or extensions are undertaken in cooperation and coordination with the local jurisdiction where the station or extension will be located. New stations or service extensions must be approved by the host railroad before they can be implemented.

Factors considered in determining service availability of new infill stations or service extensions include:

- Transit Demand/Ridership Potential
- Proximity to existing stations, both VRE and other regional transit hubs
- Operational Feasibility Passenger Transit Access
- Parking Availability
- Capital Funding Availability Community Impact Environmental Impact

SERVICE POLICIES

A. Vehicle Assignment

Vehicle assignment refers to the process by which transit vehicles are assigned to either line on the VRE system.

VRE's locomotive fleet consists solely of standard four-axle diesel-electric locomotives with similar horsepower ratings, tractive effort, and appearance. As none of VRE's territory is electrified using overhead catenary wire, there is no difference in propulsion power requirements throughout the system. All VRE locomotives were put into service in 2011 and are uniformly compatible with VRE's passenger coach fleet. Locomotives are distributed based on need and positioning for service.

VRE's passenger coach fleet consists of two types of coaches as indicated in Table 2. None of the passenger coaches are self-propelled. Coaches are not assigned to trains or routes specifically but are assigned as needed to the Manassas or Fredericksburg lines depending on demand/required seating capacity, routine and non-routine maintenance needs, and inspection cycles. The typical February 2024 vehicle assignment is shown in Tables 2.

Table 2: Typical Consists (February 2024)

Cars	2/7/2024	Seats	1	2	3	4	5	6	7	8
6	322/321/332/333	780	GC	G	G	G	G	G		
6	324/335	780	GC	GC	G	G	G	G		
8	326/329	1040	GC	G	G	G	G	G	G	G
8	328/309	1040	GC	G	G	G	G	G	G	G
8	330/325/336/331	1040	GC	G	G	G	G	G	G	G
8	300/305	1040	GC	G	G	G	G	G	G	G
8	302/327/338/337	1040	GC	G	G	G	G	G	G	G
5	304/315	650	GC	G	G	G	G			
7	306/307	910	GC	GC	G	G	G	G	G	
6	308/311	780	GC	G	G	G	G	G		
6	310/303	780	GC	G	G	G	G	G		
6	312/313	780	GC	G	G	G	G	G		
4	314/301	520	GC	G	G	G				

GC = Gallery Cab G = Gallery Coach

B. Distribution of Transit Amenities

Transit amenities are items of comfort, convenience, and safety made available to VRE passengers making use of VRE trains and passenger stations.

All VRE coaches are equipped with onboard amenities such as heating and air conditioning; interior lighting; baggage racks; and public-address systems.

The U.S. Department of Transportation requires that transportation vehicles and transportation facilities be readily accessible and useable by individuals with disabilities consistent with the requirements of the Americans with Disabilities Act (ADA) and that access for individuals with disabilities is provided in the most integrated manner possible. That includes providing individuals who use wheelchairs access to all cars available in each train. All coaches purchased in the future will include onboard lifts.

All cab cars and approximately a third of the trailer coaches have bathrooms. Coaches are deployed among trains so that there is a minimum of one cab car and one trailer coach with a bathroom on each consist. Planned coach purchases to complete the fleet replacement program or expand the fleet will include bathrooms.

Amenities available at VRE stations include but are not limited to: benches; covered structures and/or platform canopies; informational amenities such as system maps, schedules/timetables, and public-address systems; intelligent transportation systems (e.g., electronic fare payment equipment and variable message/vehicle arrival information displays); elevators and escalators; waste containers; public telephones; and park-and-ride facilities.

There are two types of stations maintained by VRE: Autonomous VRE stations and Joint Use stations (see Table 4). Autonomous VRE stations were constructed by VRE for the primary purpose and use of accessing VRE train service. Generally, all autonomous VRE stations are provided the same set of amenities.

Joint-use stations also provide access to Amtrak service. Generally, joint-use stations existed prior to the formation of VRE and may contain amenities available to passengers that are not installed within autonomous VRE stations. In many cases, VRE has added amenities to the joint-use stations for VRE passengers to use through separate agreements.

While all VRE stations are ADA-compliant, for the purposes of ADA, the following VRE stations are designated key stations:

- Washington Union Station
- L'Enfant
- Crystal City
- Alexandria
- Woodbridge
- Fredericksburg
- Burke Centre
- Broad Run/Airport
- Spotsylvania

Table 3: VRE Station Amenities

Station	Line	Joint Use	Benches/Exterior Seating	Waiting Room	Rest room	Elevator	Ped. Under/overpass	Shelters	Platform Canopy	Signage/System Maps	Public Address System	Variable Messaging	Ticket Vending	Waste Receptacle	Public Phone	Parking Lots	Bike Racks	Bike Lockers
Spotsylvania	FBG		x	x	x				x	x	x	x	x	x		x	x	
Fredericksburg	FBG	J	x			x	x	x	x	x	x	x	x	x	x	x	x	
Leeland Road	FBG		x					x	x	x	x	x	x	x	x	x	x	
Brooke	FBG		x					x	x	x	x	x	x	x	x	x	x	
Quantico	FBG	J	x	x	x				x	x	x	x	x	x	x	x	x	
Rippon	FBG		x			x	x	x	x	x	x	x	x	x		x	x	
Woodbridge	FBG	J	x	x	x	x	x	x	x	x	x	x	x	x		x	x	
Lorton	FBG		x					x	x	x	x	x	x	x		x	x	
Franc/Springfield	FBG		x			x	x	x	x	x	x	x	x	x		x	x	
Broad Run	MSS		x					x	x	x	x	x	x	x	x	x	x	
Manassas	MSS	J	x	x	x	x			x	x	x	x	x	x		x	x	x
Manassas Park	MSS		x					x	x	x	x	x	x	x		x	x	
Burke Centre	MSS	J	x			x		x	x	x	x	x	x	x	x	x	x	x
Rolling Road	MSS		x					x	x	x	x	x	x	x		x	x	
Backlick Road	MSS		x					x	x	x	x	x	x	x		x	x	x
Alexandria	Both	J	x	x	x		x	x	x	x	x	x	x	x			x	
Crystal City	Both		x					x	x	x	x	x	x	x				
L'Enfant	Both	J	x					x	x	x	x	x	x	x				
Wash. Union Station	Both	J	x	x	x	x	x		x	x	x	x	x	x	x	x	x	

RESULTS OF THE MONITORING PROGRAM

Per the Federal Transit Administration (FTA) Circular 4702.1B, VRE is required to monitor its performance using the quantitative Service Standards and qualitative Service Policies established for the VRE system. Monitoring and assessment of service is intended to compare service provided in areas with a percentage of minority population that exceeds the percentage of minority population in the service area, or "minority routes", to service provided in areas with a percentage of minority populations that is below the percentage of minority population in the service area, or "non-minority routes". However, since VRE only has two routes, i.e. the Fredericksburg Line and the Manassas Line, it is not possible to designate minority and non-minority routes. Monitoring was conducted for each route and for the system as a whole.

SERVICE STANDARDS

A. Vehicle Load

The maximum capacity factor designated for VRE trains is 1.11 under normal circumstances. The tables below show the capacity factors for the VRE trains on three mid-week days in January and February 2024. These capacity factors indicated there were seats for all passengers onboard that train.

Table 4

1/24/2024			
FBG	Seats	Ridership	Load Factor
300	1040	431	0.41
301	520	139	0.27
302	1040	247	0.24
303	780	312	0.40
304	650	167	0.26
305	1040	538	0.52
306	910	291	0.32
307	910	460	0.51
308	780	326	0.42
309	1040	507	0.49
310	780	457	0.59
311	780	382	0.49
312	780	407	0.52
313	780	183	0.23
314	520	198	0.38
315	650	53	0.08
MSS			
321	780	4	0.01
322	780	141	0.18
324	780	105	0.13
325	1040	71	0.07
326	1040	260	0.25
327	1040	370	0.36
328	1040	360	0.35
329	1040	472	0.45
330	1040	564	0.54
331	1040	409	0.39
332	780	252	0.32
333	780	153	0.20
335	780	120	0.15
336	1040	99	0.10
337	1040	55	0.05
338	1040	7	0.01

Table 5

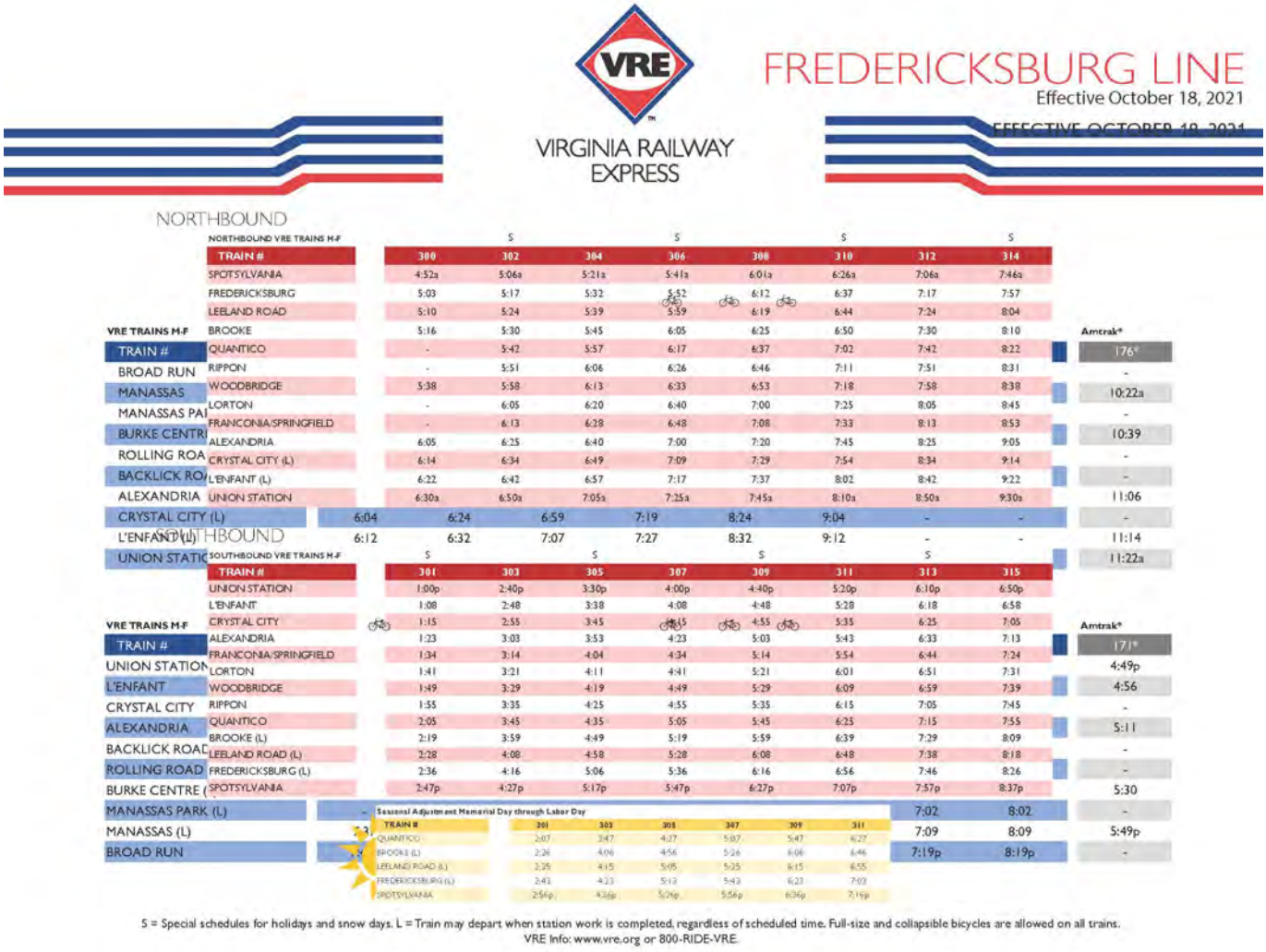
1/31/2024			
FBG	Seats	Ridership	Load Factor
300	1040	479	0.46
301	520	193	0.37
302	1040	265	0.25
303	780	367	0.47
304	650	193	0.30
305	1040	629	0.60
306	910	309	0.34
307	910	427	0.47
308	780	386	0.49
309	1040	562	0.54
310	780	489	0.63
311	780	367	0.47
312	780	443	0.57
313	780	180	0.23
314	520	199	0.38
315	650	46	0.07
MSS			
321	780	7	0.01
322	780	151	0.19
324	780	102	0.13
325	1040	91	0.09
326	1040	275	0.26
327	1040	266	0.26
328	1040	363	0.35
329	1040	425	0.41
330	1040	606	0.58
331	1040	417	0.40
332	780	248	0.32
333	780	163	0.21
335	780	136	0.17
336	1040	8	0.01
337	1040	32	0.03
338	1040	2	0.00

Table 6

2/7/2024			
FBG	Seats	Ridership	Load Factor
300	1040	382	0.37
301	520	148	0.28
302	1040	293	0.28
303	780	406	0.52
304	650	255	0.39
305	1040	614	0.59
306	910	306	0.34
307	910	427	0.47
308	780	358	0.46
309	1040	666	0.64
310	780	474	0.61
311	780	384	0.49
312	780	480	0.62
313	780	188	0.24
314	520	259	0.50
315	650	66	0.10
MSS			
321	780	2	0.00
322	780	160	0.21
324	780	100	0.13
325	1040	77	0.07
326	1040	258	0.25
327	1040	377	0.36
328	1040	378	0.36
329	1040	356	0.34
330	1040	554	0.53
331	1040	481	0.46
332	780	281	0.36
333	780	72	0.09
335	780	130	0.17
336	1040	8	0.01
337	1040	56	0.05
338	1040	2	0.00

B. Vehicle Headways

VRE peak headways are about 30 minutes for each Line. The current schedules are below and available online at https://www.vre.org/service/schedules/ .



VIRGINIA RAILWAY EXPRESS

FREDERICKSBURG LINE

Effective October 18, 2021

NORTHBOUND

NORTHBOUND VRE TRAINS M-F		S		S		S		S	
TRAIN #	300	302	304	306	308	310	312	314	
SPOTSYLVANIA	4:52a	5:06a	5:21a	5:41a	6:01a	6:26a	7:06a	7:46a	
FREDERICKSBURG	5:03	5:17	5:32	5:52	6:12	6:37	7:17	7:57	
LEELAND ROAD	5:10	5:24	5:39	5:59	6:19	6:44	7:24	8:04	
BROOKE	5:16	5:30	5:45	6:05	6:25	6:50	7:30	8:10	
QUANTICO	-	5:42	5:57	6:17	6:37	7:02	7:42	8:22	
RIPPON	-	5:51	6:06	6:26	6:46	7:11	7:51	8:31	
WOODBRIDGE	5:38	5:58	6:13	6:33	6:53	7:18	7:58	8:38	
LORTON	-	6:05	6:20	6:40	7:00	7:25	8:05	8:45	
FRANCONIA/SPRINGFIELD	-	6:13	6:28	6:48	7:08	7:33	8:13	8:53	
ALEXANDRIA	6:05	6:25	6:40	7:00	7:20	7:45	8:25	9:05	
CRYSTAL CITY (L)	6:14	6:34	6:49	7:09	7:29	7:54	8:34	9:14	
L'ENFANT (L)	6:22	6:42	6:57	7:17	7:37	8:02	8:42	9:22	
UNION STATION	6:30a	6:50a	7:05a	7:25a	7:45a	8:10a	8:50a	9:30a	
	6:04	6:24	6:59	7:19	8:24	9:04	-	-	
	6:12	6:32	7:07	7:27	8:32	9:12	-	-	

VRE TRAINS M-F	Amtrak*
TRAIN #	176*
BROAD RUN	-
MANASSAS	10:22a
MANASSAS PAI	-
BURKE CENTRI	10:39
ROLLING ROA	-
BACKLICK RO	-
ALEXANDRIA	11:06
CRYSTAL CITY (L)	-
L'ENFANT (L)	11:14
UNION STATI	11:22a

SOUTHBOUND

SOUTHBOUND VRE TRAINS M-F	S		S		S		S	
TRAIN #	301	303	305	307	309	311	313	315
UNION STATION	1:00p	2:40p	3:30p	4:00p	4:40p	5:20p	6:10p	6:50p
L'ENFANT	1:08	2:48	3:38	4:08	4:48	5:28	6:18	6:58
CRYSTAL CITY	1:15	2:55	3:45	4:15	4:55	5:35	6:25	7:05
ALEXANDRIA	1:23	3:03	3:53	4:23	5:03	5:43	6:33	7:13
FRANCONIA/SPRINGFIELD	1:34	3:14	4:04	4:34	5:14	5:54	6:44	7:24
LORTON	1:41	3:21	4:11	4:41	5:21	6:01	6:51	7:31
WOODBRIDGE	1:49	3:29	4:19	4:49	5:29	6:09	6:59	7:39
RIPPON	1:55	3:35	4:25	4:55	5:35	6:15	7:05	7:45
QUANTICO	2:05	3:45	4:35	5:05	5:45	6:25	7:15	7:55
BROOKE (L)	2:19	3:59	4:49	5:19	5:59	6:39	7:29	8:09
LEELAND ROAD (L)	2:28	4:08	4:58	5:28	6:08	6:48	7:38	8:18
FREDERICKSBURG (L)	2:36	4:16	5:06	5:36	6:16	6:56	7:46	8:26
SPOTSYLVANIA	2:47p	4:27p	5:17p	5:47p	6:27p	7:07p	7:57p	8:37p
	-						7:02	8:02
	2:3						7:09	8:09
	-						7:19p	8:19p

VRE TRAINS M-F	Amtrak*
TRAIN #	171*
UNION STATION	4:49p
L'ENFANT	4:56
CRYSTAL CITY	-
ALEXANDRIA	5:11
BACKLICK ROAD	-
ROLLING ROAD	-
BURKE CENTRE (	5:30
MANASSAS PARK (L)	-
MANASSAS (L)	5:49p
BROAD RUN	-

Seasonal Adjustment Memorial Day through Labor Day

TRAIN #	301	303	305	307	309	311
QUANTICO	2:07	3:47	4:37	5:07	5:47	6:27
BROOKE (L)	2:26	4:06	4:56	5:26	6:06	6:46
LEELAND ROAD (L)	2:35	4:15	5:05	5:35	6:15	6:55
FREDERICKSBURG (L)	2:43	4:23	5:13	5:43	6:23	7:03
SPOTSYLVANIA	2:56p	4:36p	5:26p	5:56p	6:36p	7:16p

S = Special schedules for holidays and snow days. L = Train may depart when station work is completed, regardless of scheduled time. Full-size and collapsible bicycles are allowed on all trains.
VRE Info: www.vre.org or 800-RIDE-VRE.

VIRGINIA RAILWAY EXPRESS

MANASSAS LINE

EFFECTIVE OCTOBER 18, 2021

NORTHBOUND

VRE TRAINS M-F

TRAIN #	322	324	326	328	330	332	336	338
		S		S	S	S		
BROAD RUN	5:01a	5:21a	5:56a	6:16a	7:21a	8:01a	3:38p	5:10p
MANASSAS	5:09	5:29	6:04	6:24	7:29	8:09	3:46	5:18
MANASSAS PARK	5:15	5:35	6:10	6:30	7:35	8:15	3:52	-
BURKE CENTRE	5:29	5:49	6:24	6:44	7:49	8:29	4:06	-
ROLLING ROAD	5:34	5:54	6:29	6:49	7:54	8:34	-	-
BACKLICK ROAD	5:42	6:02	6:37	6:57	8:02	8:42	-	-
ALEXANDRIA	5:55	6:15	6:50	7:10	8:15	8:55	4:32	6:04
CRYSTAL CITY (L)	6:04	6:24	6:59	7:19	8:24	9:04	-	-
L'ENFANT (L)	6:12	6:32	7:07	7:27	8:32	9:12	-	-
UNION STATION	6:20a	6:40a	7:15a	7:35a	8:40a	9:20a	4:57p	6:29p

SOUTHBOUND

VRE TRAINS M-F

TRAIN #	321	325	327	329	331	333	335	337
		S		S		S	S	
UNION STATION	6:35a	1:15p	3:20p	4:10p	5:10p	5:30p	6:00p	7:00p
L'ENFANT	-	1:23	3:28	4:18	5:18	5:38	6:08	7:08
CRYSTAL CITY	-	1:30	3:35	4:25	5:25	5:45	6:15	7:15
ALEXANDRIA	6:52	1:38	3:43	4:33	5:33	5:53	6:23	7:23
BACKLICK ROAD	-	1:49	3:54	4:44	5:44	6:04	6:34	7:34
ROLLING ROAD (L)	-	1:57	4:02	4:52	5:52	6:12	6:42	7:42
BURKE CENTRE (L)	-	2:03	4:08	4:58	5:58	6:18	6:48	7:48
MANASSAS PARK (L)	-	2:17	4:22	5:12	6:12	6:32	7:02	8:02
MANASSAS (L)	7:37	2:24	4:29	5:19	6:19	6:39	7:09	8:09
BROAD RUN	7:47a	2:34p	4:39p	5:29p	6:29p	6:49p	7:19p	8:19p

S = Special schedules for holidays and snow days. L = Train may depart when station work is completed, regardless of scheduled time. Full-size and collapsible bicycles are allowed on all trains.
VRE Info: www.vre.org or 800-RIDE-VRE.

C. On-Time Performance

VRE's OTP for FY 2023 is shown by each line and for the system in Table 7. The system's Fiscal Year 2023 OTP was 84%, which was below the VRE Budget Goal of greater than 90%.

Table 7: On-Time Performance for Fiscal Year 2023

FY 2023 OTP	Fredericksburg Line				Manassas Line				Combined				Serv Days
Month	Number of Trains Operated	Number of Trains Delayed	Canceled	OTP	Number of Trains Operated	Number of Trains Delayed	Canceled	OTP	Number of Trains Operated	Number of Trains Delayed	Canceled	OTP	
July-22	320	42	0	86.88%	320	64	0	80.00%	640	106	0	83.44%	20
Aug-22	366	31	2	91.53%	365	71	1	80.55%	731	102	3	86.05%	23
Sep-22	336	48	0	85.71%	328	75	8	77.13%	664	123	8	81.48%	21
Oct-22	318	64	2	79.87%	320	80	0	75.00%	638	144	2	77.43%	20
Nov-22	304	41	0	86.51%	303	62	1	79.54%	607	103	1	83.03%	19
Dec-22	287	34	5	88.15%	296	45	0	84.80%	583	79	5	86.45%	21
Jan-23	320	43	0	86.56%	320	48	0	85.00%	640	91	0	85.78%	20
Feb-23	304	54	0	82.24%	304	38	0	87.50%	608	92	0	84.87%	19
Mar-23	368	102	0	72.28%	364	54	4	85.16%	732	156	4	78.69%	23
Apr-23	320	60	0	81.25%	318	39	2	87.74%	638	99	2	84.48%	20
May-23	343	52	9	84.84%	337	55	15	83.68%	680	107	24	84.26%	22
Jun-23	344	34	0	90.12%	344	48	0	86.05%	688	82	0	88.08%	22
YTD	3930	605	18	84.61%	3919	679	31	82.67%	7849	1284	49	83.64%	250

D. Service Availability

VRE has defined catchment areas for each origin station based on data collected through customer surveys on the home locations of riders. The populations of the catchment areas for VRE's origin stations, as well as the percentage of minority population, are shown in Table 8. Fredericksburg Line stations are shown in red and Manassas Line stations are shown in blue. While the overall population and minority percentage for each Line are similar, station catchment areas vary throughout the system.

Table 8: VRE Station Catchment Area Population Characteristics

VRE Catchment Area Demographic Analysis				Last Updated 3/6/2024		
Station	Distance to Next Station (Miles)	2022 Population Estimate	White Population Estimate	Non White Estimate	% Non White	Difference from System Wide Average
Backlick Road		113,645	45,423	68,222	60.00%	17.20%
Rolling Road	4	106,207	66,589	39,618	37.30%	-5.50%
Burke Centre	2.3	166,726	95,320	71,406	42.80%	0.00%
Manassas Park	9.1	107,127	56,847	50,280	46.90%	4.10%
Manassas	2	111,072	63,118	47,954	43.20%	0.40%
Broad Run	3.1	266,138	191,636	74,502	28.00%	-14.80%
Manassas Line Origins		870,915	518,933	351,982	40.40%	
Franconia Springfield		44,046	21,633	22,413	50.90%	8.10%
Lorton		67,064	32,362	34,702	51.70%	8.90%
Woodbridge	4.4	97,260	45,120	52,140	53.60%	10.80%
Rippon	3.2	154,346	56,812	97,534	63.20%	20.40%
Quantico	7	48,447	21,431	27,016	55.80%	13.00%
Brooke	10.7	73,772	41,364	32,408	43.90%	1.10%
Leeland Road	4.8	66,913	47,774	19,139	28.60%	-14.20%
Fredericksburg	3.8	77,892	48,192	29,700	38.10%	-4.70%
Spotsylvania	7	192,765	136,449	56,316	29.20%	-13.60%
Fredericksburg Line Origins		822,505	451,137	371,368	45.20%	
System Wide		1,693,420			42.80%	
Notes:						
Population and Non White Population taken from ACS 5-year 2022 data						
Catchment areas found by taking census tracts with concentrations of VRE riders home locations (from VRE Master Agreement Survey Data)						
Catchment areas for Broad Run and Spotsylvania stations were defined by a 25-mile buffer, excluding census tracts that overlap with stations' catchment areas north of those two stations.						
Stations with higher numbers of alightings than boardings in the AM period were excluded from this analysis (Alexandria, Crystal City, L'Enfant, and Union Station)						

E. Vehicle Assignment

VRE does not assign locomotives or coaches to trains or routes specifically. Equipment is assigned as needed to the Manassas or Fredericksburg lines depending on demand/required seating capacity, routine and non-routine maintenance needs, and inspection cycles. Consists for three mid-week days in February 2024 are shown below.

Table 9: February 6, 2024

VIRGINIA RAILWAY EXPRESS CONSIST LINE UPS - 2/6/2024

Broad Run					
Out - 7 In - 7	Out - 1 In - 1	Out - 4 In - 5	Out - 3 In - 9	Out - 5 In - 4	Out - 1 In - 1
Trains	Trains	Trains	Trains	Trains	Trains
68	69	65	64	70	72
322	324	326	328	330	335
321		329	309	325	
332				336	
333				331	
6	6	8	8	8	6
V725 Cab-T	V720 Cab-T	V727 Cab-T	V715 Cab-T	V714 Cab-T	V720 Cab-T
V833 Psgr Car-T	V711 Cab-T	V863 Psgr Car	V861 Psgr Car	V876 Psgr Car	V711 Cab-T
V840 Psgr Car-T	V854 Psgr Car	V836 Psgr Car-T	V800 Psgr Car-T	V804 Psgr Car-T	V854 Psgr Car
V857 Psgr Car	V842 Psgr Car-T	V834 Psgr Car-T	V814 Psgr Car-T	V847 Psgr Car-T	V842 Psgr Car-T
V812 Psgr Car-T	V818 Psgr Car-T	V848 Psgr Car-T	V825 Psgr Car-T	V805 Psgr Car-T	V818 Psgr Car-T
V878 Psgr Car	V871 Psgr Car	V820 Psgr Car-T	V827 Psgr Car-T	V817 Psgr Car-T	V871 Psgr Car
V51 Engine	V67 Engine	V835 Psgr Car-T	V815 Psgr Car-T	V843 Psgr Car-T	V67 Engine
		V862 Psgr Car	V856 Psgr Car	V879 Psgr Car	V59 Engine
		V57 Engine	V62 Engine	V63 Engine	

	Broad Run	
Protect	V50	
PM	V64 Engine	V69 Engine
	V853 Psgr Car	V875 Psgr Car
	V830 Psgr Car-T	V710 Cab-T
		V811 Psgr Car-T
Shopped	V66 Engine	V55 Engine
	V712 Cab-T	V56 Engine
	V716 Cab-T	V730 Cab-T
	V806 Psgr Car-T	
Available	V723 Cab-T	V850 Psgr Car
		V873 Psgr Car
		V729 Cab-T
		V829 Psgr Car-T

Crossroads								
Out - 8 In - 8	Out - 9 In - 3	Out - 6 In - 10	Out - A In - A	Out - 7 In - 7	Out - 5 In - 5	Out - 10 In - 6	Out - 0 In - 0	Out - 10 In - 6
Trains	Trains	Trains	Trains	Trains	Trains	Trains	Trains	Trains
51	41	31	17	46	19	56	58	71
300	302	304	306	308	310	312	314	313
305	327	315	307	311	303		301	
	338							
	337							
8	8	5	7	6	6	6	4	6
V728 Cab-T	V717 Cab-T	V722 Cab-T	V719 Cab-T	V713 Cab-T	V726 Cab-T	V66 Engine	V718 Cab-T	V724 Cab-T
V816 Psgr Car-T	V826 Psgr Car-T	V823 Psgr Car-T	V721 Cab-T	V860 Psgr Car	V810 Psgr Car-T	V724 Cab-T	V807 Psgr Car-T	V858 Psgr Car
V866 Psgr Car	V802 Psgr Car-T	V877 Psgr Car	V832 Psgr Car-T	V831 Psgr Car-T	V864 Psgr Car	V858 Psgr Car	V841 Psgr Car-T	V809 Psgr Car-T
V870 Psgr Car	V839 Psgr Car-T	V828 Psgr Car-T	V845 Psgr Car-T	V837 Psgr Car-T	V806 Psgr Car-T	V809 Psgr Car-T	V868 Psgr Car	V803 Psgr Car-T
V824 Psgr Car-T	V844 Psgr Car-T	V869 Psgr Car	V846 Psgr Car-T	V801 Psgr Car-T	V851 Psgr Car	V803 Psgr Car-T	V52 Engine	V813 Psgr Car-T
V838 Psgr Car-T	V822 Psgr Car-T	V60 Engine	V819 Psgr Car-T	V872 Psgr Car	V852 Psgr Car	V813 Psgr Car-T		V874 Psgr Car
V821 Psgr Car-T	V859 Psgr Car		V865 Psgr Car	V53 Engine	V65 Engine	V874 Psgr Car		V66 Engine
V867 Psgr Car	V855 Psgr Car		V54 Engine					
V61 Engine	V58 Engine							

Consist Notes:

The V55 was cut and the V66 was added to the North End of train 312. Request the V66 be wyed and returned to CRDS on the South End of train 313.
Cut the v68 and replaced with V63 on trains 330/325/336/331 at BRD..... V59 dc protect added to V335 set at Ivy City

KRS16-1252 Rev A Consist Line Up

Report Generated: 2/6/2024 3:07:01 AM

Table 10: February 7, 2024

VIRGINIA RAILWAY EXPRESS CONSIST LINE UPS - 2/7/2024

Broad Run					
Out - 7 In - 7	Out - 1 In - 1	Out - 5 In - 4	Out - 3 In - 10	Out - 4 In - 5	Out - 4 In - 5
Trains	Trains	Trains	Trains	Trains	Trains
68	69	65	41	70	71
322	324	326	328	330	325
321	335	329	309		336
332					331
333					
6	6	8	8	8	8
V725 Cab-T	V720 Cab-T	V727 Cab-T	V717 Cab-T	V714 Cab-T	V714 Cab-T
V833 Psgr Car-T	V711 Cab-T	V863 Psgr Car	V826 Psgr Car-T	V876 Psgr Car	V876 Psgr Car
V840 Psgr Car-T	V854 Psgr Car	V836 Psgr Car-T	V802 Psgr Car-T	V804 Psgr Car-T	V804 Psgr Car-T
V857 Psgr Car	V842 Psgr Car-T	V834 Psgr Car-T	V839 Psgr Car-T	V847 Psgr Car-T	V847 Psgr Car-T
V812 Psgr Car-T	V818 Psgr Car-T	V848 Psgr Car-T	V844 Psgr Car-T	V805 Psgr Car-T	V805 Psgr Car-T
V878 Psgr Car	V871 Psgr Car	V820 Psgr Car-T	V822 Psgr Car-T	V817 Psgr Car-T	V817 Psgr Car-T
V51 Engine	V67 Engine	V835 Psgr Car-T	V859 Psgr Car	V843 Psgr Car-T	V843 Psgr Car-T
		V862 Psgr Car	V855 Psgr Car	V879 Psgr Car	V879 Psgr Car
		V57 Engine	V58 Engine	V63 Engine	V63 Engine
				V68 Engine	

	Broad Run	
Protect	V50	
Shopped	V59 Engine	V55 Engine
	V716 Cab-T	V56 Engine
	V808 Psgr Car-T	V730 Cab-T
PM	V64 Engine	V875 Psgr Car
	V830 Psgr Car-T	V710 Cab-T
		V811 Psgr Car-T
Available	V853 Psgr Car	V850 Psgr Car
	V712 Cab-T	V873 Psgr Car
	V723 Cab-T	V729 Cab-T
		V829 Psgr Car-T

Crossroads							
Out - 8 In - 9	Out - 9 In - 3	Out - 10 In - A	Out - A In - 6	Out - 7 In - 8	Out - 5 In - 5	Out - 6 In - 7	Out - 0 In - 0
Trains	Trains	Trains	Trains	Trains	Trains	Trains	Trains
51	64	31	17	46	19	56	58
300	302	304	306	308	310	312	314
305	327	315	307	311	303	313	301
	338						
	337						
8	8	5	7	6	6	6	4
V728 Cab-T	V715 Cab-T	V722 Cab-T	V719 Cab-T	V713 Cab-T	V726 Cab-T	V724 Cab-T	V69 Engine
V816 Psgr Car-T	V861 Psgr Car	V823 Psgr Car-T	V721 Cab-T	V860 Psgr Car	V810 Psgr Car-T	V858 Psgr Car	V718 Cab-T
V866 Psgr Car	V800 Psgr Car-T	V877 Psgr Car	V832 Psgr Car-T	V831 Psgr Car-T	V864 Psgr Car	V809 Psgr Car-T	V807 Psgr Car-T
V870 Psgr Car	V814 Psgr Car-T	V828 Psgr Car-T	V845 Psgr Car-T	V837 Psgr Car-T	V806 Psgr Car-T	V803 Psgr Car-T	V841 Psgr Car-T
V824 Psgr Car-T	V825 Psgr Car-T	V869 Psgr Car	V846 Psgr Car-T	V801 Psgr Car-T	V851 Psgr Car	V813 Psgr Car-T	V868 Psgr Car
V838 Psgr Car-T	V827 Psgr Car-T	V60 Engine	V819 Psgr Car-T	V872 Psgr Car	V852 Psgr Car	V874 Psgr Car	V52 Engine
V821 Psgr Car-T	V815 Psgr Car-T		V865 Psgr Car	V53 Engine	V65 Engine	V66 Engine	
V867 Psgr Car	V856 Psgr Car		V54 Engine				
V61 Engine	V62 Engine						

Consist Notes:

The V68 was added to the south end of train 330, requesting that the V68 be cut and held in WDC as protect.
The V69 was added to the North End of trains 314/301.

KRS16-1252 Rev A Consist Line Up

Report Generated: 2/7/2024 3:07:02 AM

Table 11: February 8, 2024

VIRGINIA RAILWAY EXPRESS CONSIST LINE UPS - 2/8/2024

Broad Run				
Out - 7 In - 7	Out - 1 In - 1	Out - 4 In - 5	Out - 3 In - 8	Out - 5 In - 4
Trains	Trains	Trains	Trains	Trains
68	69	65	64	70
322	324	326	328	330
321	335	329	309	325
332				336
333				331
6	6	8	8	8
V725 Cab-T	V720 Cab-T	V727 Cab-T	V715 Cab-T	V714 Cab-T
V833 Psgr Car-T	V711 Cab-T	V853 Psgr Car	V861 Psgr Car	V876 Psgr Car
V840 Psgr Car-T	V854 Psgr Car	V836 Psgr Car-T	V800 Psgr Car-T	V804 Psgr Car-T
V857 Psgr Car	V842 Psgr Car-T	V834 Psgr Car-T	V814 Psgr Car-T	V847 Psgr Car-T
V812 Psgr Car-T	V818 Psgr Car-T	V848 Psgr Car-T	V825 Psgr Car-T	V805 Psgr Car-T
V878 Psgr Car	V871 Psgr Car	V820 Psgr Car-T	V827 Psgr Car-T	V817 Psgr Car-T
V51 Engine	V67 Engine	V835 Psgr Car-T	V815 Psgr Car-T	V843 Psgr Car-T
		V862 Psgr Car	V856 Psgr Car	V879 Psgr Car
		V57 Engine	V62 Engine	V63 Engine

	Broad Run	Crossroads	Washington
Protect	V50	V69	V68
Shopped	V59 Engine	V56 Engine	
	V716 Cab-T		
	V808 Psgr Car-T		
PM	V64 Engine	V52 Engine	
	V863 Psgr Car	V875 Psgr Car	
	V723 Cab-T	V710 Cab-T	
	V830 Psgr Car-T	V611 Psgr Car-T	
Available	V712 Cab-T	V850 Psgr Car	
		V873 Psgr Car	
		V729 Cab-T	
		V730 Cab-T	
		V629 Psgr Car-T	

Crossroads							
Out - 9 In - 9	Out - 10 In - 3	Out - 0 In - A	Out - 6 In - 0	Out - 7 In - 7	Out - 5 In - 5	Out - 8 In - 10	Out - A In - 6
Trains	Trains	Trains	Trains	Trains	Trains	Trains	Trains
51	41	31	17	46	19	56	58
300	302	304	306	308	310	312	314
305	327	315	307	311	303	313	301
	338						
	337						
8	8	5	7	6	6	6	4
V728 Cab-T	V717 Cab-T	V722 Cab-T	V719 Cab-T	V713 Cab-T	V726 Cab-T	V724 Cab-T	V718 Cab-T
V816 Psgr Car-T	V826 Psgr Car-T	V823 Psgr Car-T	V721 Cab-T	V860 Psgr Car	V810 Psgr Car-T	V858 Psgr Car	V807 Psgr Car-T
V866 Psgr Car	V802 Psgr Car-T	V877 Psgr Car	V832 Psgr Car-T	V831 Psgr Car-T	V864 Psgr Car	V809 Psgr Car-T	V841 Psgr Car-T
V870 Psgr Car	V839 Psgr Car-T	V828 Psgr Car-T	V845 Psgr Car-T	V837 Psgr Car-T	V806 Psgr Car-T	V803 Psgr Car-T	V868 Psgr Car
V824 Psgr Car-T	V844 Psgr Car-T	V869 Psgr Car	V846 Psgr Car-T	V801 Psgr Car-T	V851 Psgr Car	V813 Psgr Car-T	V55 Engine
V838 Psgr Car-T	V822 Psgr Car-T	V60 Engine	V819 Psgr Car-T	V872 Psgr Car	V852 Psgr Car	V874 Psgr Car	
V821 Psgr Car-T	V859 Psgr Car		V865 Psgr Car	V53 Engine	V65 Engine	V66 Engine	
V867 Psgr Car	V855 Psgr Car		V54 Engine				
V61 Engine	V58 Engine						

Consist Notes:

The V52 was cut and replaced with the V55 on trains 314/301.
The V863 was cut and replaced with the V853 on trains 326/329.

KRS16-1252 Rev A Consist Line Up

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F. Distribution of Transit Amenities

VRE makes transit amenities available to VRE passengers to the greatest extent feasible to support their comfort, convenience, and safety on VRE trains and passenger stations. VRE strives to maintain existing amenities in good repair and installs additional amenities as the need arises.

VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-A
Information Item

To: **Chair Bohmke and the VRE Operations Board**

From: **Rich Dalton**

Date: **March 15, 2024**

Re: **Primer on the Regional Motor Vehicle Fuels Tax**

Overview

In the cities and counties comprising the Northern Virginia Transportation Commission (NVTC) and the Potomac & Rappahannock Transportation Commission (PRTC), a Regional Motor Vehicle Fuels tax is levied on fuels sold by a distributor to a retail dealer. The funds go to the Commission in which the funds were generated to be used as provided by state statute. The FY 2024 tax rates are 8.7 cents per gallon for gasoline, 8.8 cents per gallon for diesel fuel, and 8.7 cents per gallon equivalent for alternative fuels. This tax rate is pegged to the Consumer Price Index – All Urban Consumers (CPI-U) and is updated annually.

A Regional Motor Vehicle Fuels sales tax was first levied at the rate of 2.0 percent of retail sales in the NVTC jurisdictions in 1981 and in the PRTC jurisdictions in 1986. The form of the tax has been modified multiple times since then:

- Effective January 1, 2010, the tax was changed to a 2.1 percent sales tax on a wholesale basis. The increase in the rate was to account for the loss of dealer profit that was part of the two percent tax base when it was a retail tax.
- Effective July 1, 2018, a price floor was established for the calculation of the sales tax, with a resulting increase in revenue.
- Effective July 1, 2020, the sales tax was changed to an excise tax at the rate of 7.6 cents per gallon for gasoline and 7.7 cents per gallon for diesel fuel, which was intended to be revenue neutral. The tax rate was also indexed to inflation as measured by the CPI-U; and as of that date the excise tax was levied in every locality within the Commonwealth.

In FY 2023, the Commissions' total regional fuels tax revenues were $93.6 million, with $53.3 million collected in the NVTC jurisdictions and $40.3 million in the PRTC jurisdictions.

Commuter Rail Operating and Capital (C-ROC) Fund

In 2018, the General Assembly declared it to be in the public interest that developing and supporting commuter rail operations are essential to the Commonwealth's continued economic growth, vitality, and competitiveness in national and world markets. The General Assembly thereby created the Commuter Rail Operating and Capital (C-ROC) Fund and directed that a combined $15 million of the Regional Motor Vehicle Fuels tax collected annually in the NVTC and PRTC regions go to the C-ROC Fund. The share of the $15 million directed to the C-ROC Fund by each transportation commission is based on the percentage each Commission provides to VRE's total budget.

NVTC

A Regional Motor Vehicle Fuels sales tax was initially levied in the NVTC jurisdictions to support contributions to the Washington Metropolitan Area Transit Authority (Metro). The implementation of the price floor in July 2018 resulted in increased revenue that could be directed to the C-ROC Fund for use by VRE as well as the WMATA Capital Fund.
In the NVTC region, $22.183 million of the gross tax collections is deposited in the Commonwealth's WMATA Capital Fund, and approximately $5 million is deposited in the Commonwealth's C-ROC Fund. The WMATA Capital Fund contribution was set at a fixed amount of $22.183 million along with the change to an excise tax in July 2020. The net collections (after accounting for the WMATA and C-ROC deposits) are distributed to NVTC for use by its member jurisdictions. The initial NVTC WMATA compact members, which include the counties of Fairfax and Arlington and the cities of Alexandria, Fairfax, and Falls Church, are required to use the tax for WMATA debt service or capital and operating subsidies. Loudoun County may use the tax for any transportation purpose. NVTC jurisdictions use general fund or local transportation fund monies to pay their share of the VRE subsidy.

PRTC

To facilitate the creation of VRE, PRTC was established by the initial member jurisdictions in 1986. A 2% motor fuels sales tax, since changed to an excise tax, is levied in each jurisdictional member of PRTC. The tax revenue may be used by PRTC to fund local transportation improvements in its member jurisdictions and is largely used to subsidize transit services (both VRE and OmniRide)[1] .

[1] By agreement among the PRTC jurisdictions and PRTC, the tax revenue generated in a member jurisdiction may only be used by PRTC for purposes approved by the jurisdiction.

As with NVTC, the establishment of the price floor in July 2018 resulted in increased revenue that could be directed to the C-ROC Fund. Any net collections after making the C-ROC Fund contribution were then available to PRTC for transportation expenses in its member jurisdictions. As mentioned above, in 2020 the sales tax was changed to an excise tax.

VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-B
Information Item

To: **Chair Bohmke and the VRE Operations Board**

From: **Rich Dalton**

Date: **March 15, 2024**

Re: **System Plan 2050 Update: Presentation of Recommended 2050 Service Vision**

VRE Project Development staff will present a draft recommended 2050 Service Vision along with the results of ridership and financial analyses on the 2050 service concept. VRE staff intend to prepare an action item for the April 19, 2024, Operations Board meeting requesting recommendation to adopt the full System Plan 2050 Update to the Commissions at their respective May 2024 meetings.

SYSTEM PLAN 2050 DRAFT PLAN REVIEW

March 15, 2024

VRE™

AGENDA

1. Recap of Vision, Goals, Market Assessment
2. The 2030 Service Alternative
3. The 2050 Service Vision
4. Ridership Forecasts
5. Phasing Plan
6. Financial Analysis
7. Service Vision Benefits

System Plan 2050 Update

Phase 1
June – December 2022

- Coordination with peer agencies and stakeholders
- Vision and Goals development
- Ridership trend and potential new market analysis

Phase 2
January – October 2023

- Develop and screen future service scenarios
- Public surveys, stakeholder outreach, data collection
- Focus on 2030 near-term service planning and implementation

Phase 3
November – April 2024

- Long-term 2050 service scenario refinement and screening
- Determine costs and funding needs for future operations and infrastructure
- ID of infrastructure constraints and new capital projects

VISION, GOALS, AND PLAN OUTREACH

Planning Context: Building on Past Themes to Inform the Future

VRE 2040 System Plan

- Improve and Expand Service
- Address Emerging Markets
- VRE as Part of a Larger System
- Partnerships to Add Capacity

VRE 2022 Organizational Goals

- Commitment to VRE Mission
- Service enhancements, ridership, & revenue growth
- Enhance Sustainability
- Prioritize diversity, equity & inclusion

System Plan 2050 Vision

VRE will grow to serve the region as the transportation service of choice, creating meaningful connections and economic opportunities in a safe, sustainable, and equitable manner.

2050 System Plan Goals

1. Safety and Reliability

2. Market Growth and Financial Stability

3. Regional System Integration and Equitable Service

4. Sustainability and Resiliency

General Population Survey: What did we hear?

- **Travel time and reliability** are the two most important deciding factors for the public when making transportation choices
- **Telework rates** in the area continue to be higher than pre-Pandemic averages: 2.9 days per week for current VRE riders and 3.3 days per week for former riders
- **The perception and/or reality that it's faster to drive** than take transit is a real barrier to use
- **Attrition from employment** has had a significant impact on VRE ridership
- **Most regional travelers do not use VRE**

Summary of Community Pop-ups

- **5** Pop-ups conducted
- **5** Additional Pop-ups scheduled
- **100** Residents engaged
- **150** Flyers distributed with Plan QR code

What we heard from the Pop-Ups

Current and past riders shared general satisfaction with VRE service ☑

Desires and unmet needs:

- More flexibility
  - Higher frequency
  - Reverse-peak direction service
  - Later evening service
- More catering to non-commuters
  - Sports
  - Performances
  - Airport
  - Weekend travel
- Better connections to VRE stations via transit for areas between both lines

"Where would you like to take the train to?"
(regardless of current possibility)

- **Washington, D.C.**
- **Richmond**
- **Fredericksburg**

TRAVEL MARKET ANALYSIS

Driving Forces for VRE Ridership

What we can control

- Levels of service
- Quality of transit service*
- Fares
- Integrated services (partnerships with other transit operators)

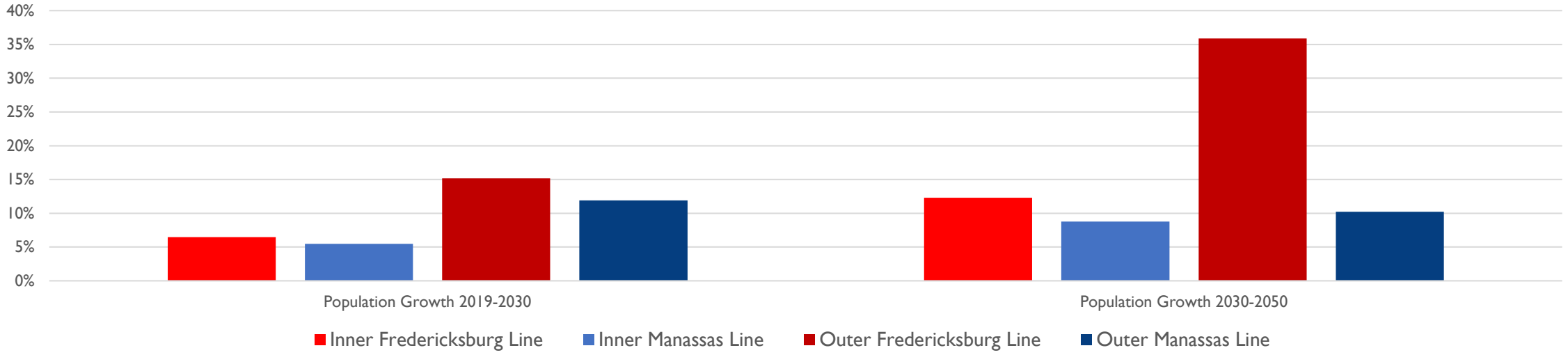
What we react to

- Competitive modes (auto operating cost, parking, congestion)
- Highway congestion mitigation projects (toll lanes, widenings, etc.)
- Land use/urban form/zoning
- Socioeconomic characteristics
- Telework—Federal workforce decisions
- Pandemic and broad economic shifts

*Limited ability to control delays caused by host railroads and their tenants until passenger/freight separation is achieved

Travel Market Assessment

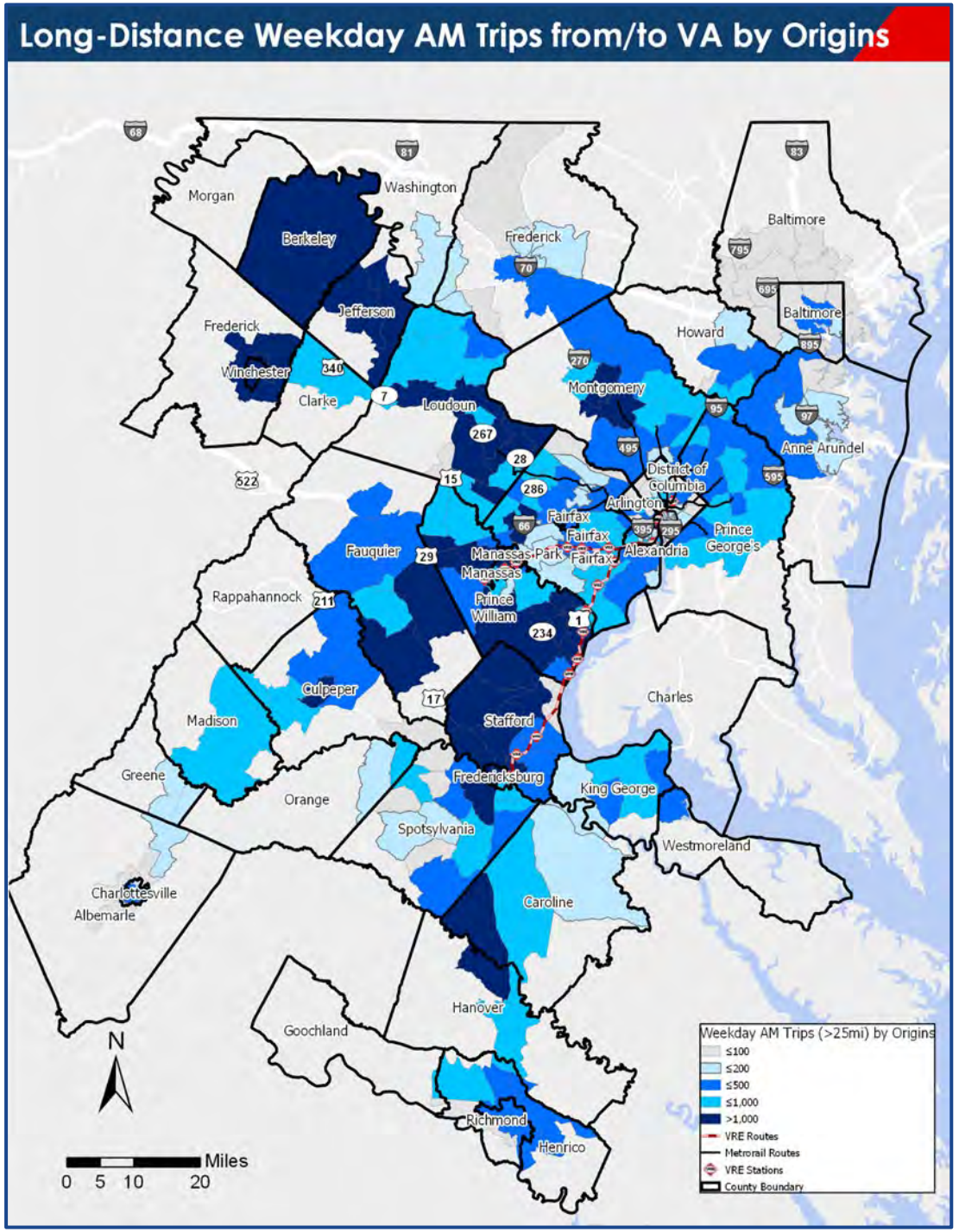
Population and Employment Growth



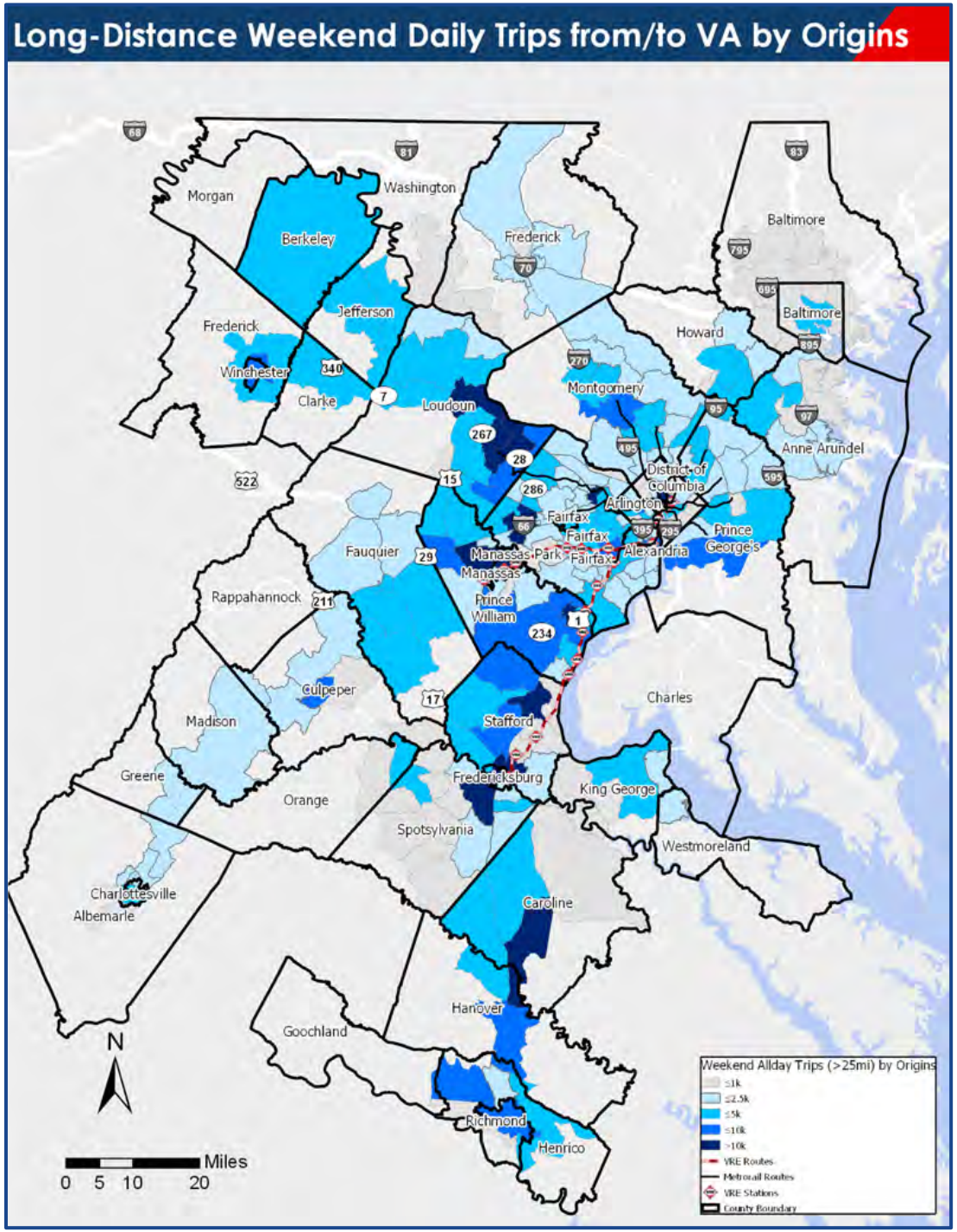
- Highest rates of population growth to 2030 and 2050 will be around VRE outer stations' service areas[1]
- Employment densities in 2030 and 2050 will increase primarily along high frequency transit corridors
- Highest areas of projected employment growth served by VRE:
  - Crystal City
  - D.C. Core
  - Fairfax County - Springfield/Belvoir North area

1: FBG Line Outer Stations: Spotsylvania, Fredericksburg, Leeland Road, Brooke, MSS Line Outer Stations: Broad Run, Manassas, Manassas Park
FBG Line Inner Stations: Quantico, Rippon, Woodbridge, Lorton, Franconia, MSS Line Inner Stations: Burke Centre, Rolling Rd., Backlick Rd.

Long-Distance Weekday AM Trips from/to VA by Origins



Long-Distance Weekend Daily Trips from/to VA by Origins



These trips are:

1. 25+ miles
2. Start or end in VA
3. Shown by origin

Reverse Flow Markets Impact on Ridership

Reverse flow services could generate:

~10% of total 2030 ridership

~8% of total 2050 ridership

Origin Zone Name	Destination Zone Name	# All Daily Trips
MCBQ West of I-95	Central Fredericksburg-South Stafford	459
DC Core	Rippon	435
Potomac Mills	Central Fredericksburg-South Stafford	402
North Springfield	Central Manassas	374
DC Core	Central Manassas	359
North Stafford	Central Manassas	311
SE Dale City	Central Fredericksburg-South Stafford	276
DC Core	Woodbridge	260
Cherry Hill-Potomac Shores	Central Fredericksburg-South Stafford	242
Rippon	Central Fredericksburg-South Stafford	235

These trips are:

1. +25-mile trips
2. One End in current VRE service area

Daily Demand from VA to MD

Top Ten Origin/Destination Pairs from Virginia to the MARC Service Area Greater than 25 miles

Origin Zone Name	Origin County/State	Destination Zone Name	Destination County/State	Average Daily Trips
Sterling	Loudoun, VA	Rockville	Montgomery, MD	316
Leesburg	Loudoun, VA	West Frederick	Frederick, MD	253
Tysons	Fairfax, VA	Germantown	Montgomery, MD	246
Centreville	Fairfax, VA	Bethesda	Montgomery, MD	224
Sterling	Loudoun, VA	Gaithersburg	Montgomery, MD	218
Sterling	Loudoun, VA	Potomac MD	Montgomery, MD	217
Crystal City - Pentagon City	Arlington, VA	Rockville	Montgomery, MD	211
Dulles Airport	Loudoun, VA	Rockville	Montgomery, MD	210
Crystal City - Pentagon City	Arlington, VA	Gaithersburg	Montgomery, MD	203
Sterling	Loudoun, VA	Bethesda	Montgomery, MD	199

- Union Station infrastructure improvements should allow for timed transfers to all MARC lines before 2050
- System Plan 2050 does not preclude Maryland to VA run-through service in future service planning, however, travel volumes from VA to Maryland are very low compared to other VRE travel markets identified

2030 SERVICE ALTERNATIVE

2030 Board-Recommended Service

Alternative A-C – TRV[1] Baseline Enhanced

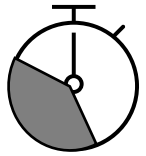
Align operations to constrained midday storage capacity of **13** consists

Weekday Peak **2-3** TPH
Weekday Off-Peak **<1** TPH
Weekend **<1** TPH

Up to 24 Daily Trains (10 express)

2-3 TPH Weekday Peak
<1 TPH Weekday Off-Peak
<1 TPH Weekend

Up to 28 Daily Trains (3 express)



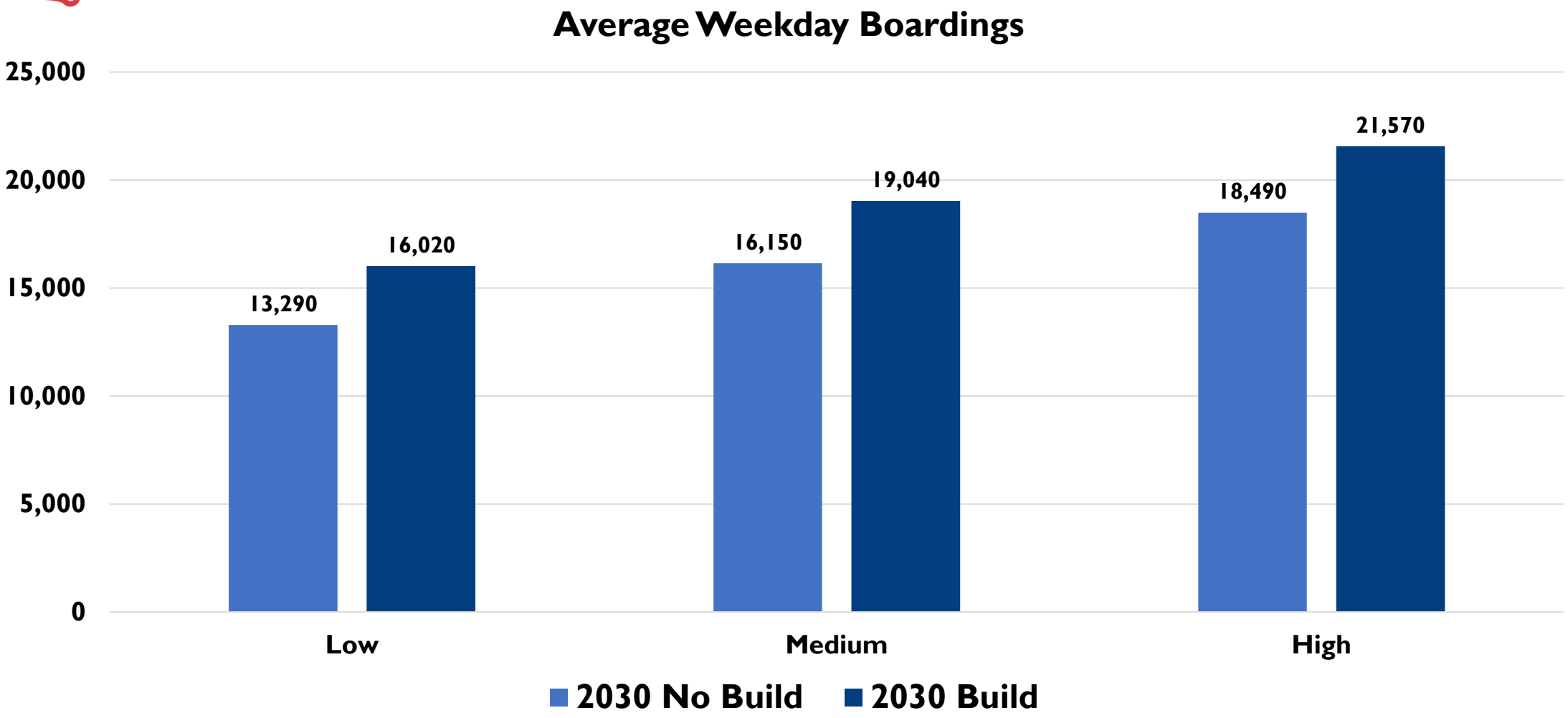
20-30 Headways in Peak Periods/Peak Directions (AM & PM)[2]

Average Headways	Manassas	Fredericksburg
AM Peak/Direction[2]	21-22 minutes	21-22 minutes
PM Peak/Direction[2]	28 minutes	19 minutes
AM Reverse Peak	55 minutes (2 trains)	30 minutes (3 trains)
PM Reverse Peak	120 minutes (3 trains)	44 minutes (2 trains)
Mid-Day	2 trains SB/ 0 trains NB	2 trains SB / 0 trains NB
Late Night	2 trains SB / 0 trains NB	2 trains SB / 1 train NB

Weekend Freqs.[3]	Manassas	Fredericksburg
NB Direction	6 trains	7 trains
SB Direction	6 trains	7 trains

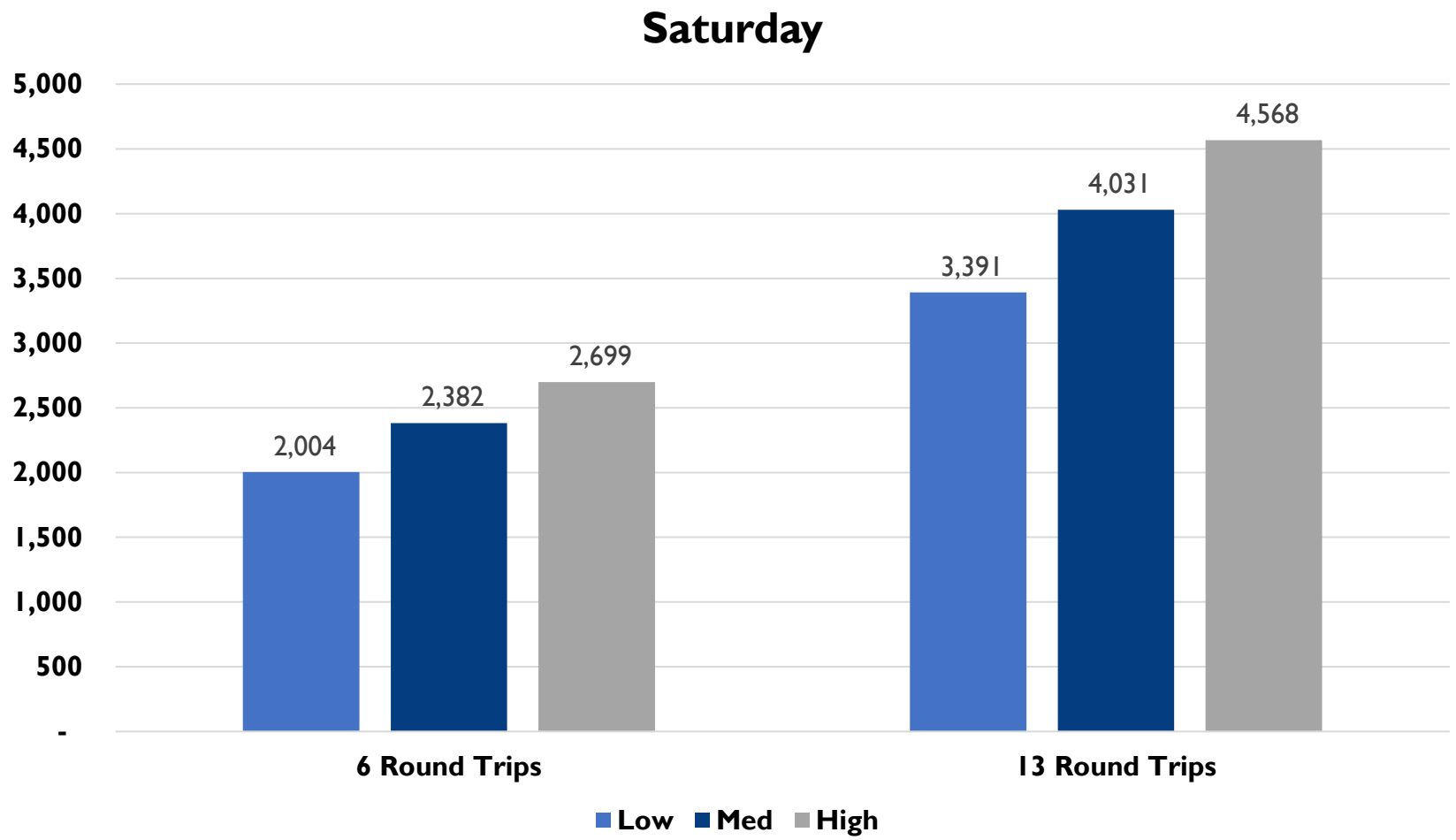
1. Transforming Rail in Virginia (Phases 1 and 2)
2. When Amtrak Svc. Included
3. Weekend Svc. subject to adtl. agreements

2030 Weekday Ridership Forecasts: Build vs No Build



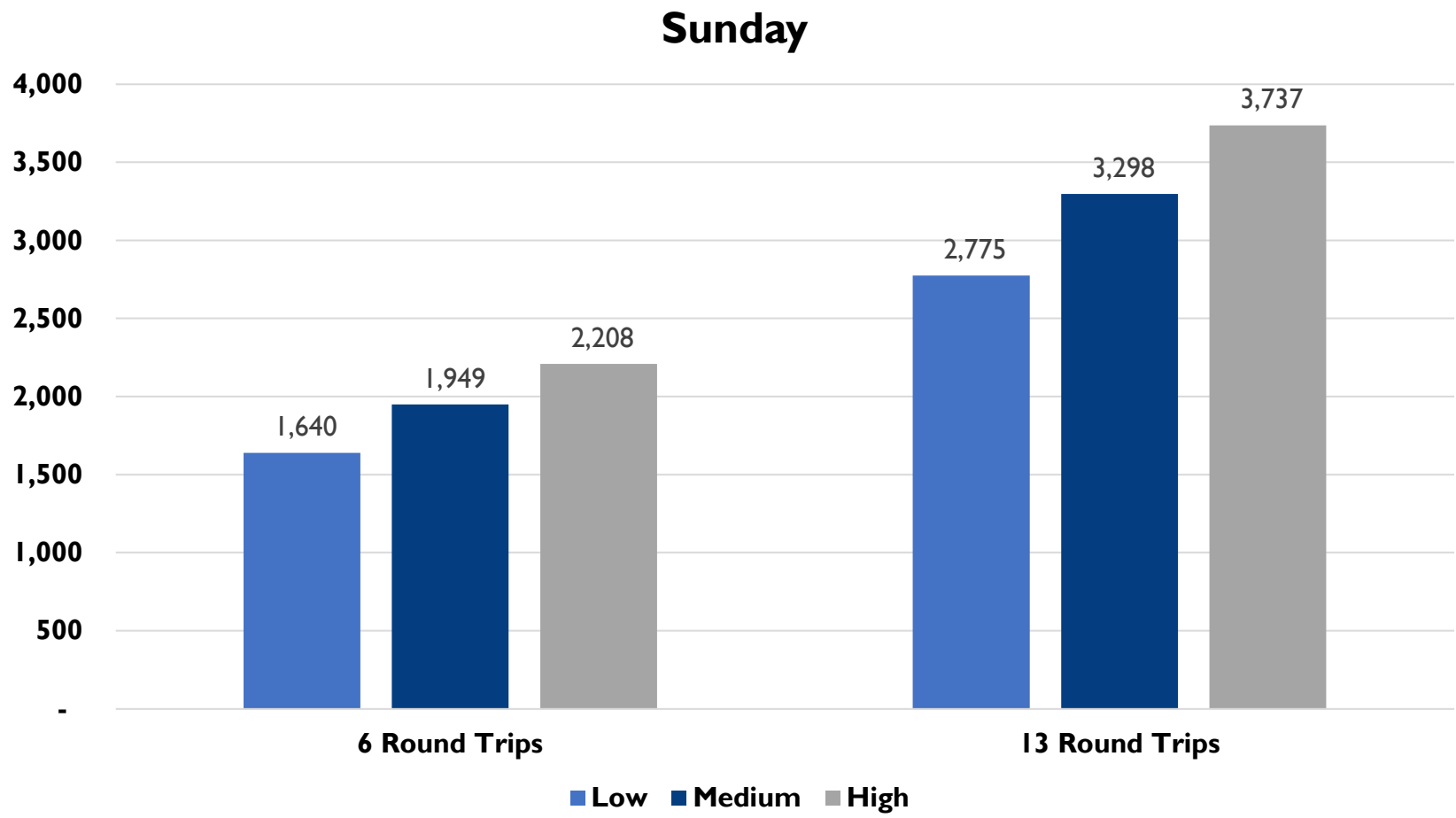
2030 Saturday Ridership Forecasts

Average Saturday Boardings



2030 Sunday Ridership Forecasts

Average Sunday Boardings



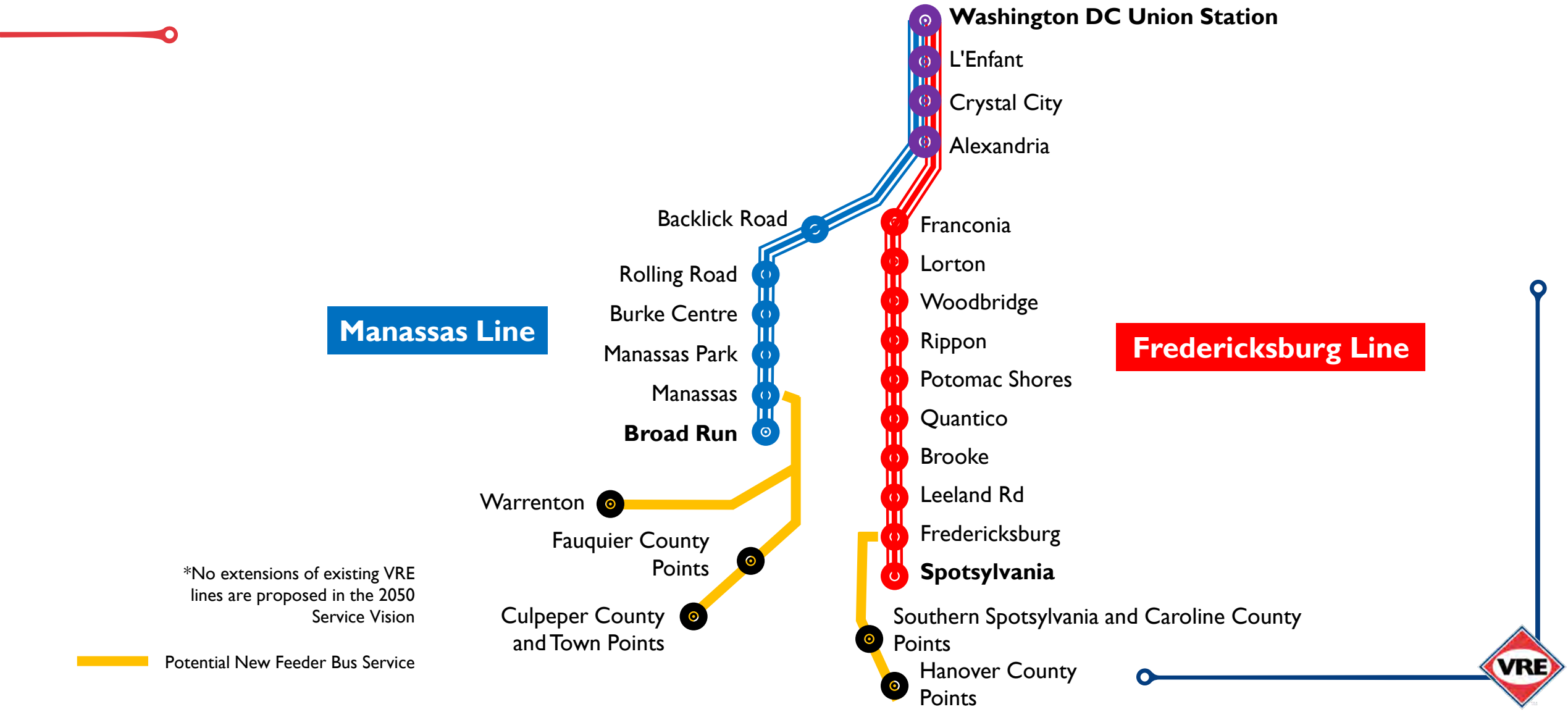
2050 SCENARIO SCREENING

2050 Draft Service Scenarios

Name	Description	"Public Facing" Name	Weekday Trains Per Day	Weekday Express Trains	Saturday Trains Per Day	Sunday Trains Per Day
Scenario A	TRV v6.1 Service Plan with Enhancements	Transforming Rail in Virginia (TRV) Enhanced	52	12	26	26
Scenario A1	20 Minute Peak + Uniform (not less than hourly) Off-Peak	Enhanced Market Scenario	92	21	64	56
Scenario A2	Clockface Headways + Physical Service Expansion	Clockface Service with Geographic Expansion (Clockface 1)	92	21	152	128
Scenario A3	Inner Zone Rapid-Rail Peak Frequencies / Off-Peak 30-Minute Clockface Headways	Clockface Service with High Inner Frequencies and No Expansion (Clockface 2)	296 (96 short trips)	46	160	128

THE 2050 SERVICE VISION

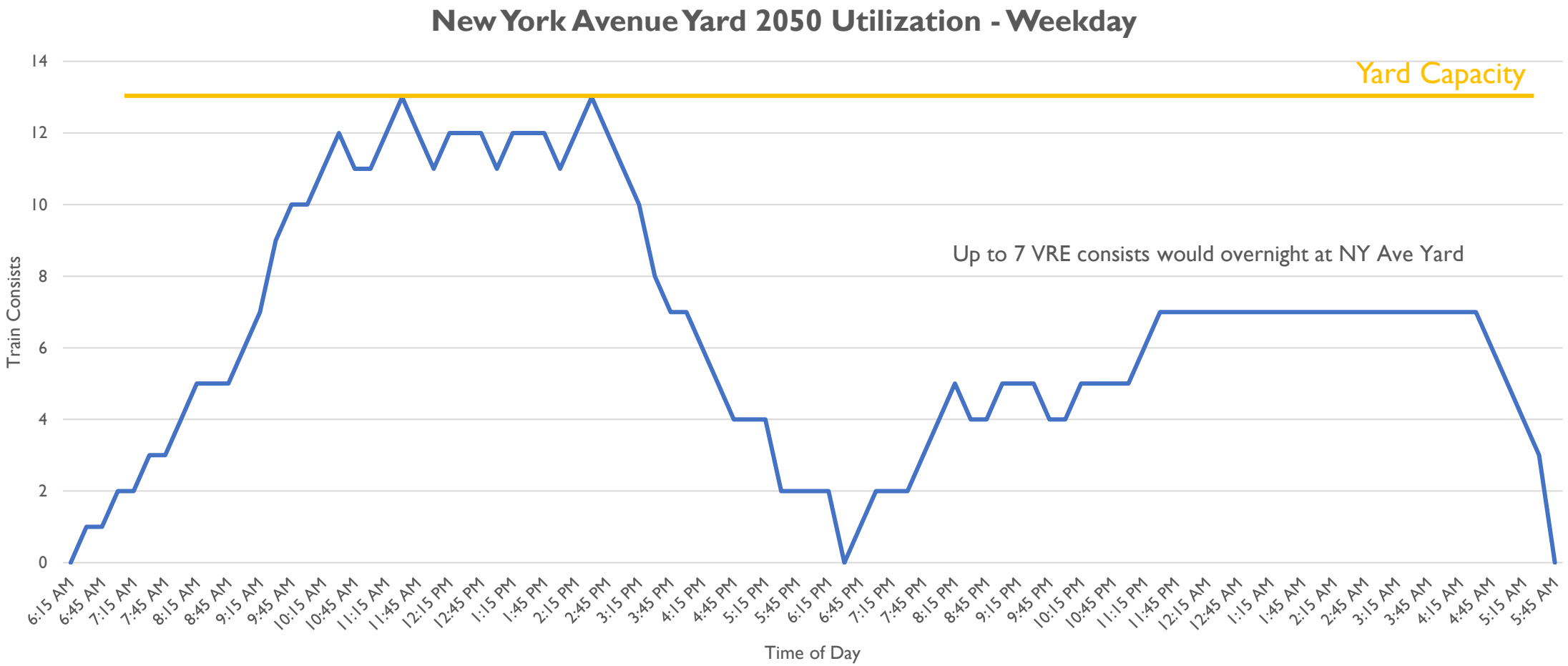
Recommended 2050 Service Scenario



2050 Recommended Service Scenario

Name	Description	"Public Facing" Name	Weekday Trains Per Day	Weekday Express Trains	Saturday Trains Per Day	Sunday Trains Per Day
Current Service	VRE's Current Service Plan	Current VRE Service	32	1	0	0
Scenario A (by 2030)	TRV v6.1 Service Plan with Enhancements	Transforming Rail in Virginia (TRV) Enhanced	52	12	26	26
Scenario A1 (by 2050)	20 Minute Peak + 30 Minute Reverse Peak + Uniform (not less than hourly) Off-Peak on each line	Enhanced Market Scenario	**116**	**24**	**68**	**60**

Mid-Day Storage Considerations Driving Proposed Service Levels



Assessment of Infill & Relocated Stations

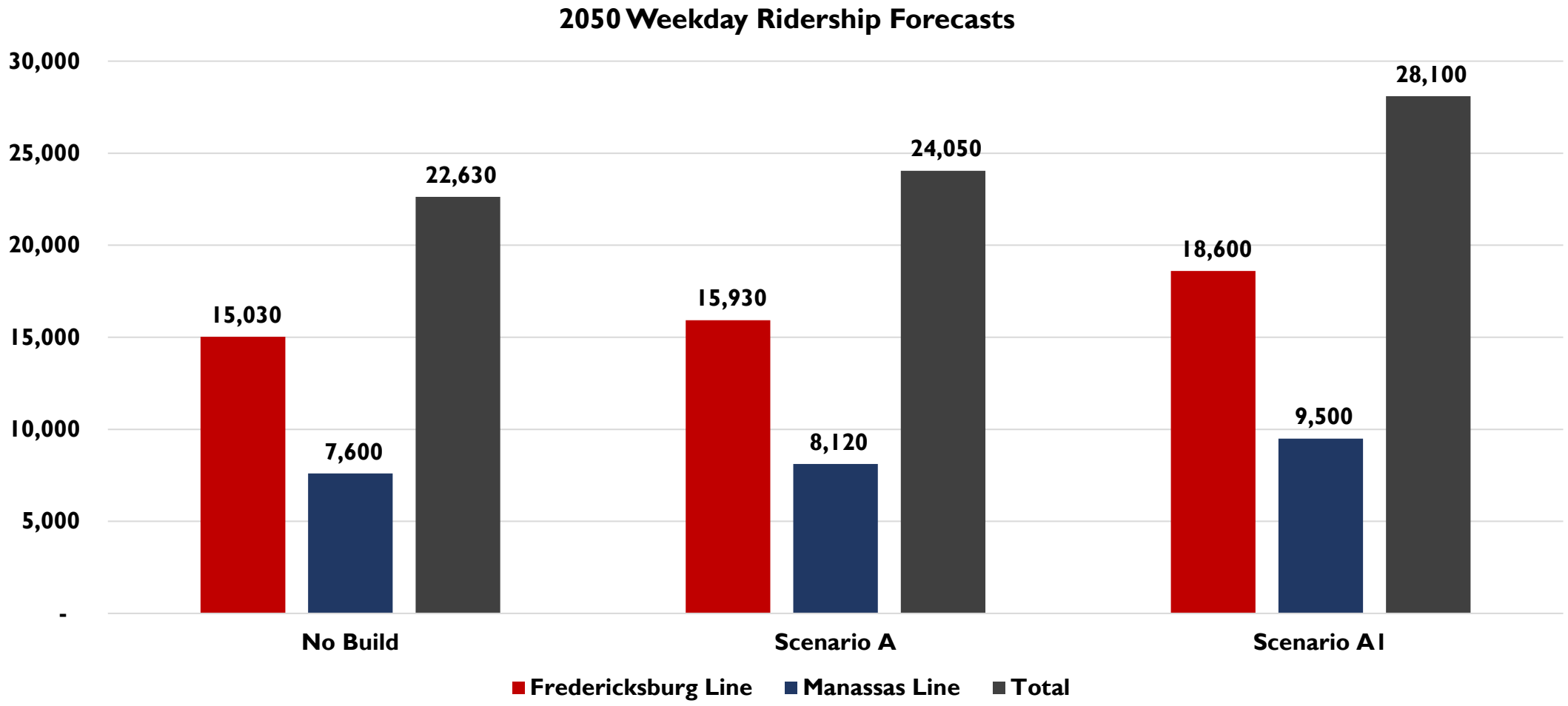
	Criteria	Population & Employment	Economic Growth Potential	Transit in Underserved Areas	Foster Multimodal Connectivity	Site Parameters	Weighted Total Score
	Weight	20%	20%	15%	15%	30%	
Ivy City (NY Avenue)		23	50	50	40	10	**31**
Van Dorn (Fredericksburg Line)		64	60	30	90	70	**64**
Van Dorn (Manassas Line)		100	70	30	60	80	**72**
Newington/Ft. Belvoir		14	80	40	10	70	**47**
Brooke Station relocate to Courthouse Road (VA-630)		12	10	20	10	70	**30**
Rolling Road relocated to north of Forrester Blvd.		11	15	30	10	70	**32**

- VRE included both Van Dorn and Ivy City locations in 2050 ridership, cost, and benefits analysis
- No specific location feasibility or site selection studies were performed (to be conducted in future studies)
- Ivy City included because it was a high-scoring location in the 2017 D.C. Statewide Rail Plan infill station analysis

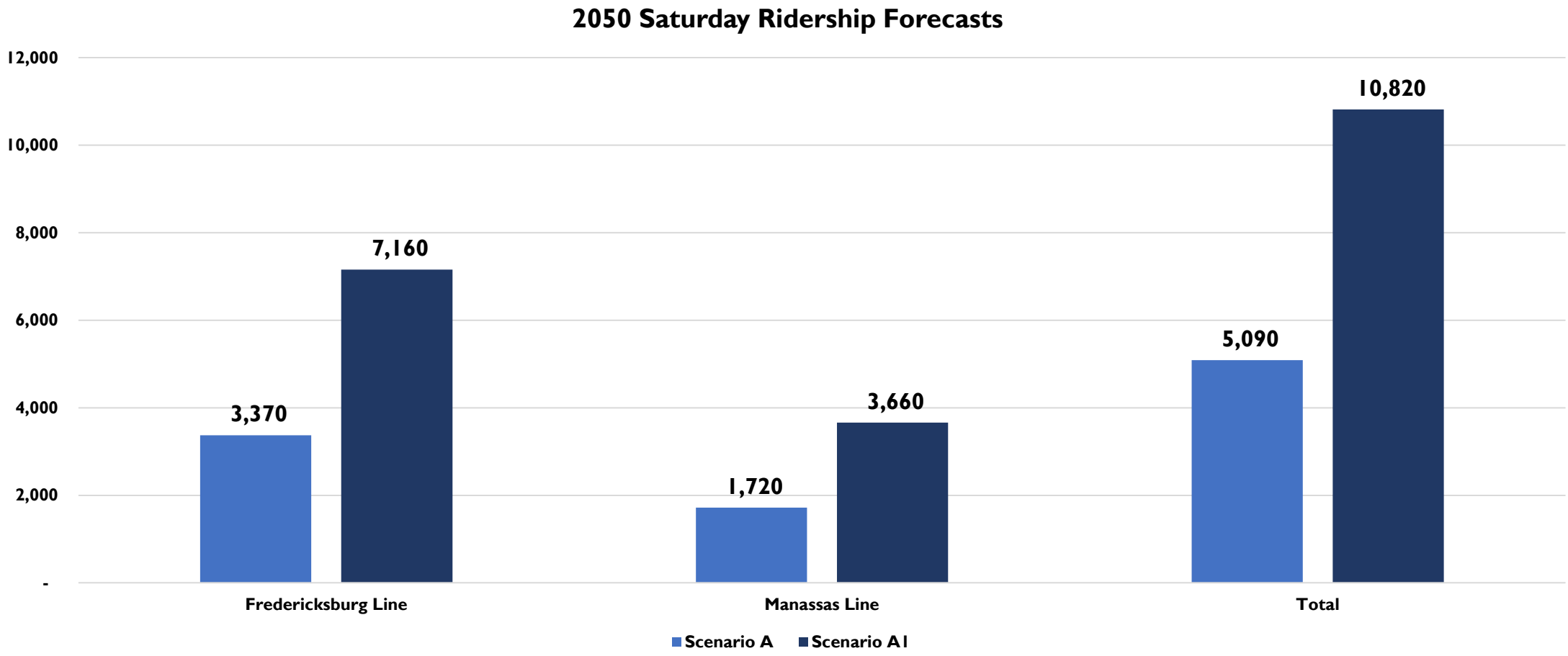
Assessment of Infill & Relocated Stations

2050 RIDERSHIP FORECASTS

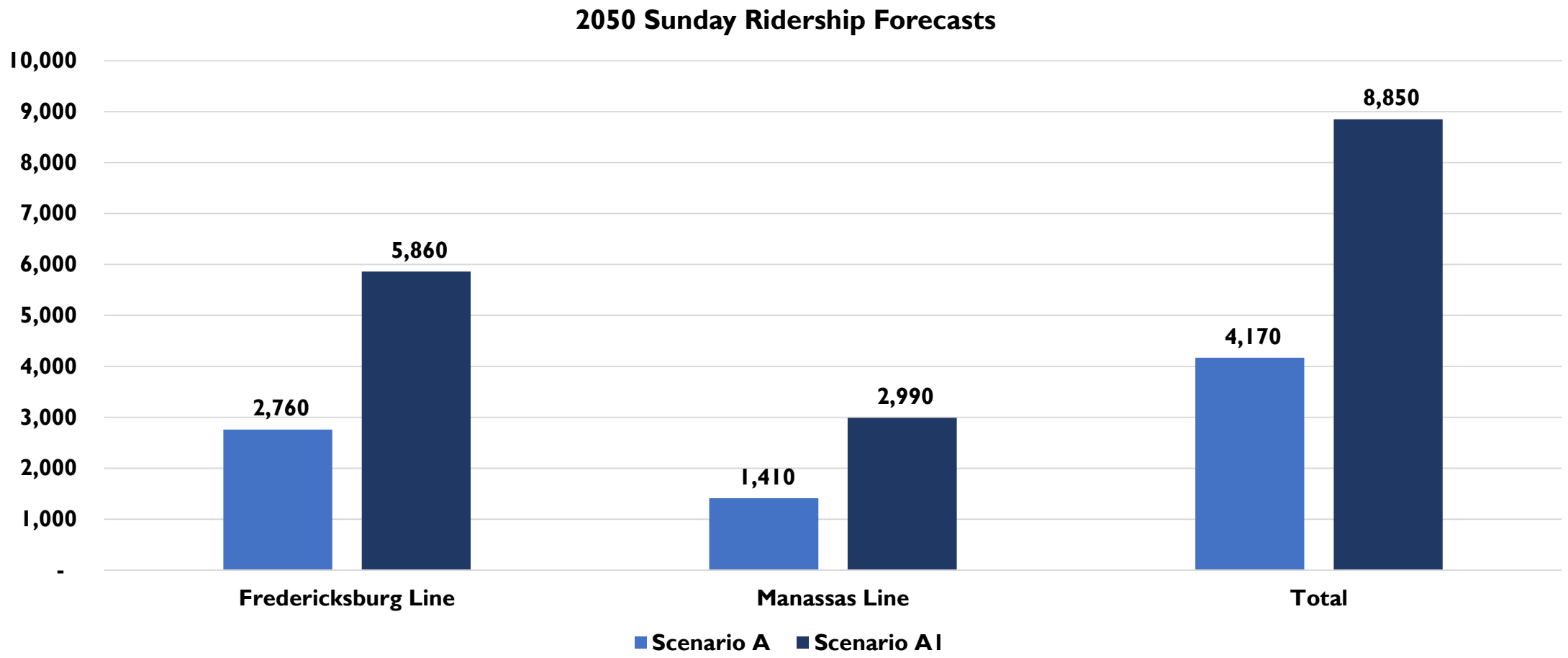
2050 Ridership Forecasts



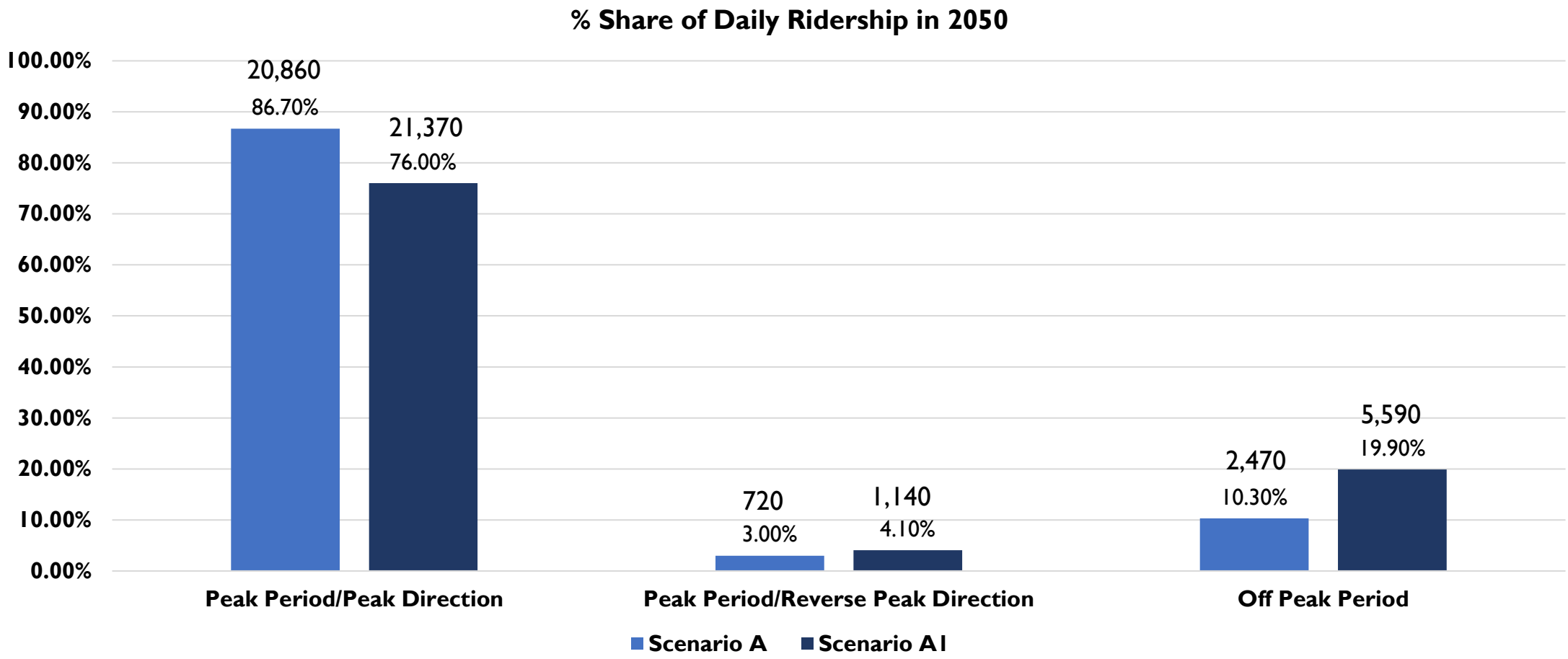
2050 Ridership Forecasts



2050 Ridership Forecasts

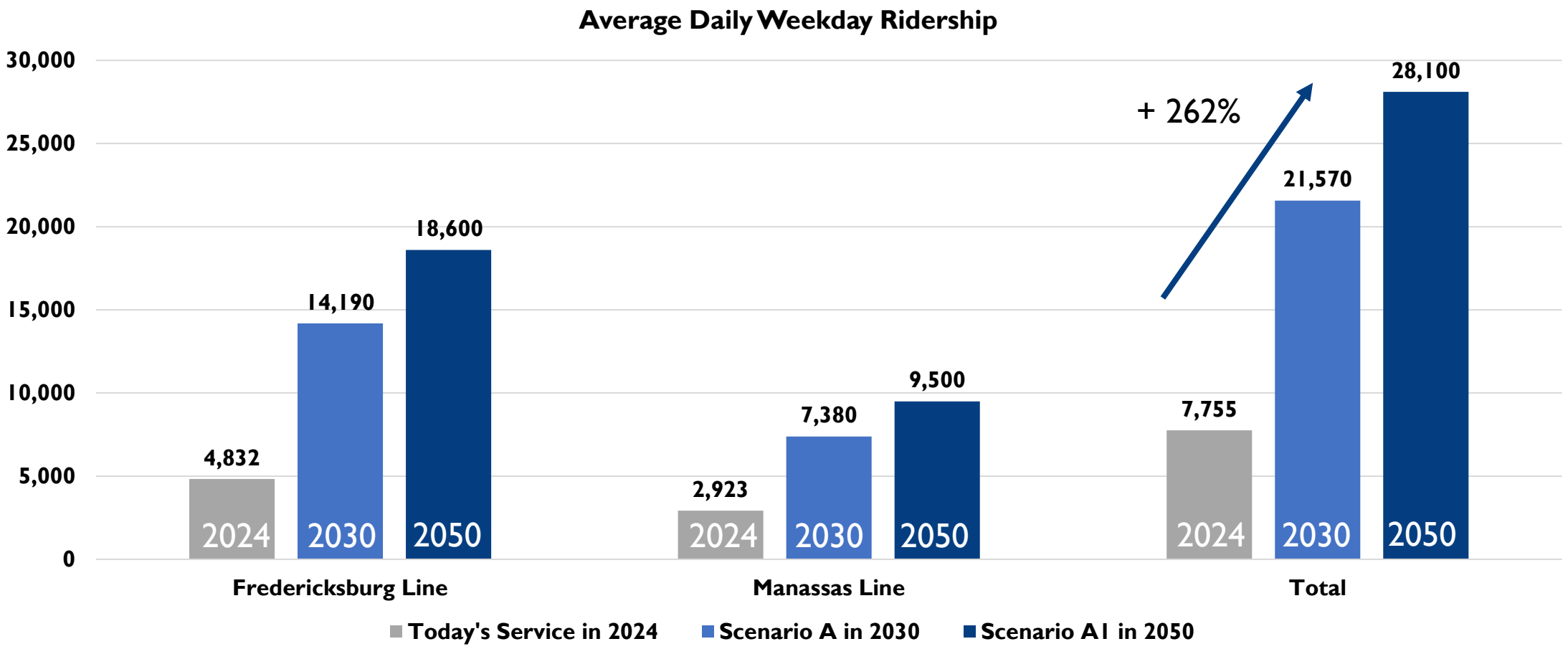


2050 Ridership Forecasts



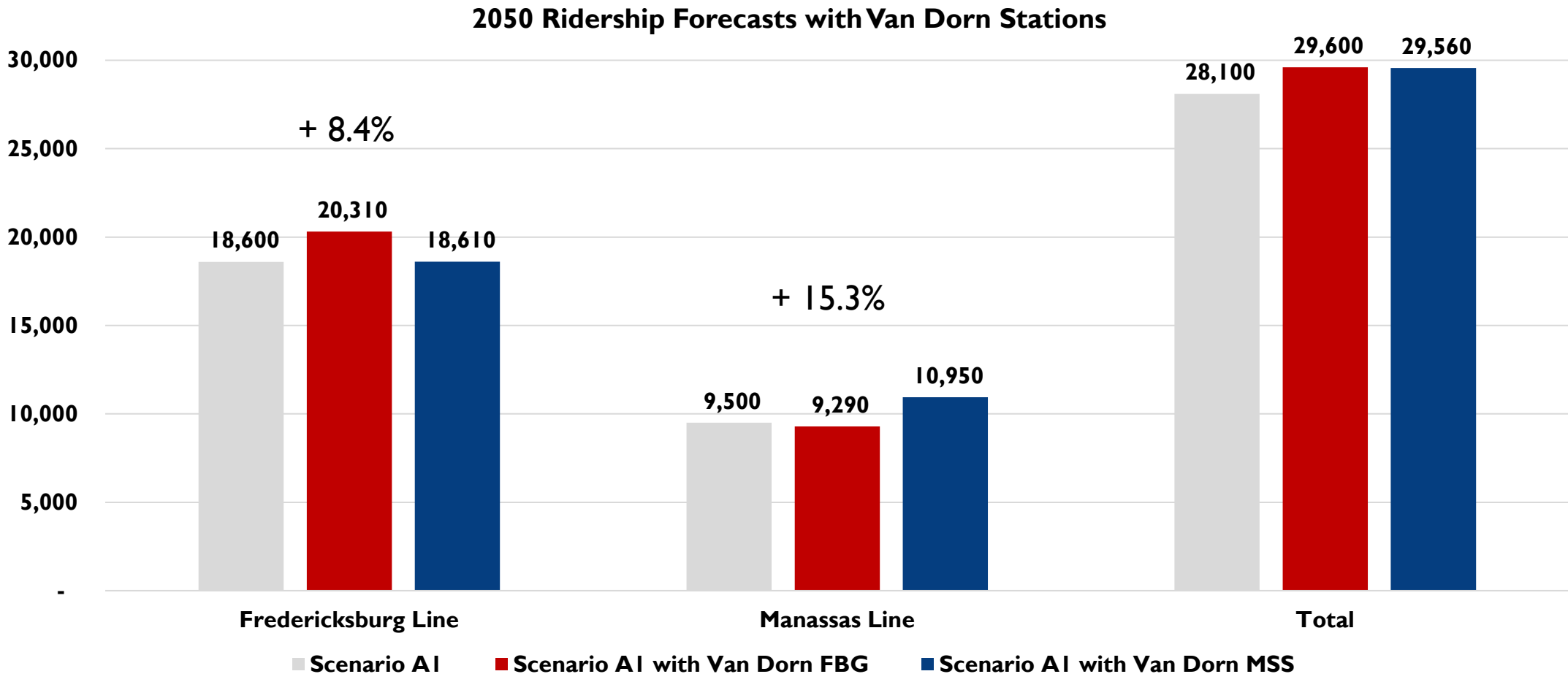
*Off-Peak: Midday and evening periods combined

Average Daily Ridership By Year

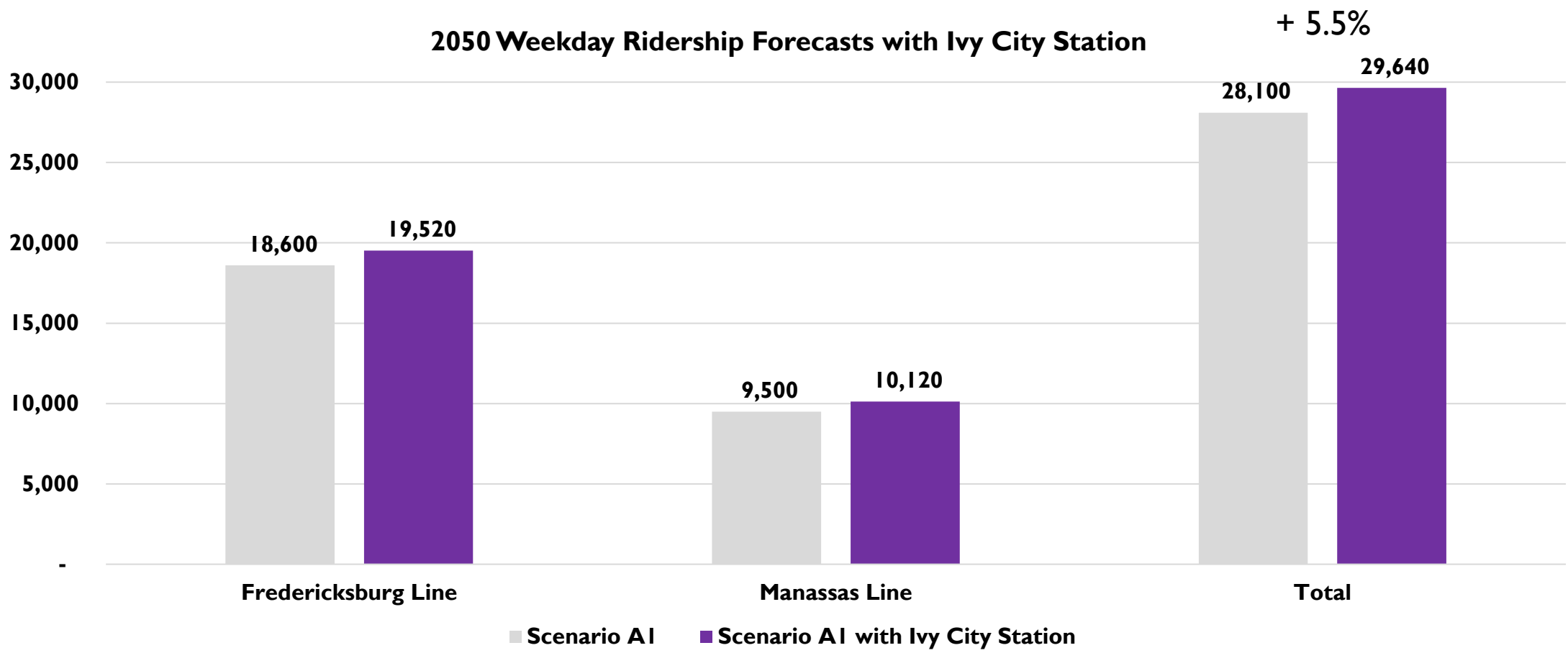


1: 2024 ADR as of March 1, 2024

2050 Weekday Ridership with Van Dorn



2050 Weekday Ridership with Ivy City



Comparison to Existing Stations

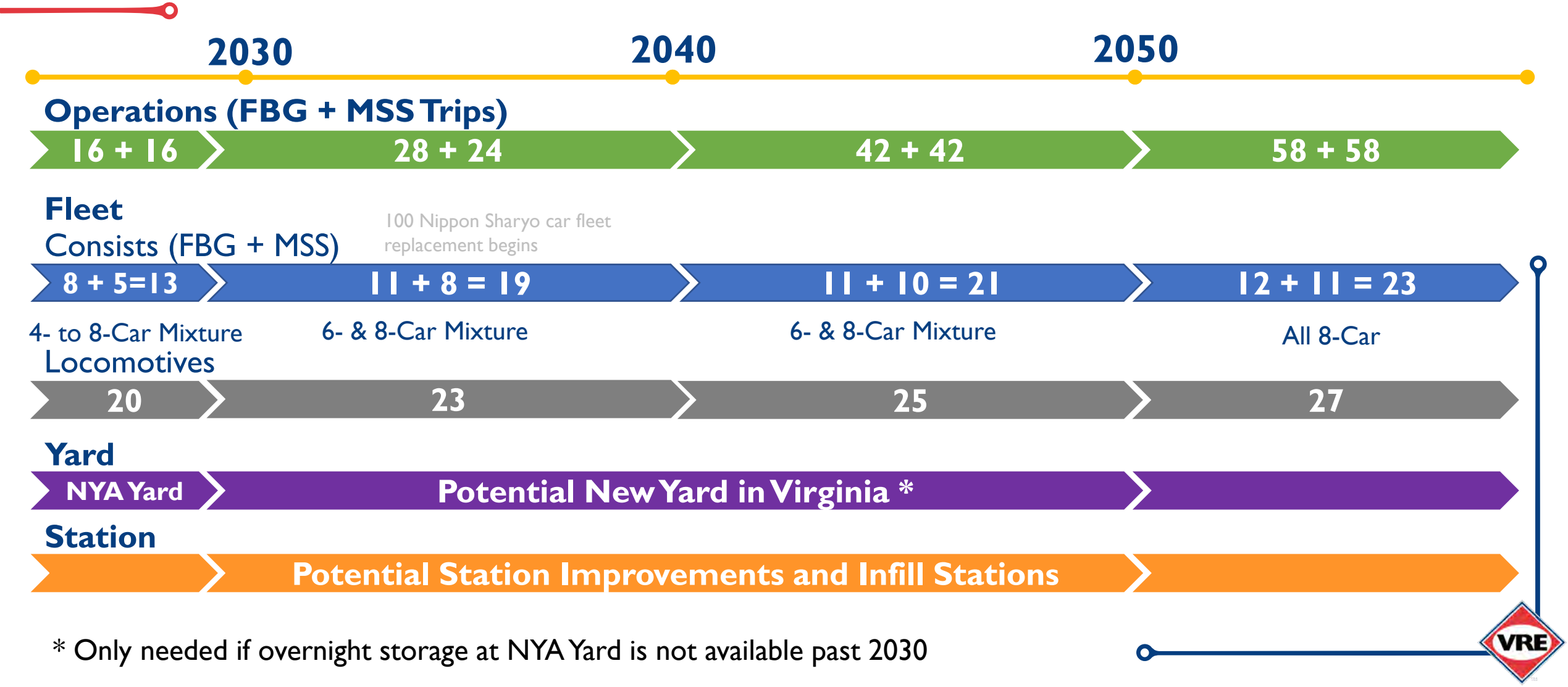
2050 Ivy City Station Weekday Boardings: 770

Station	Weekday Boardings 2050
Fredericksburg Line	
L'Enfant Plaza (Fredericksburg Line Trains)	4,590
Union Station (Fredericksburg Line Trains)	1,920
Crystal City (Fredericksburg Line Trains)	1,760
Fredericksburg	1440
Brooke	1370
Leeland Road	1,350
Rippon	1330
Spotsylvania	1260
Woodbridge	1000
Van Dorn (Fredericksburg Line Location)	**860**
Lorton	770
Alexandria (Fredericksburg Line Trains)	690
Quantico	580
Franconia-Springfield	390
Potomac Shores	120

Station	Weekday Boardings 2050
Manassas Line	
L'Enfant Plaza (Manassas Line Trains)	2,360
Union Station (Manassas Line Trains)	1,290
Broad Run/Airport	1,110
Manassas City	1,050
Manassas Park	920
Crystal City (Manassas Line Trains)	800
Van Dorn (Manassas Line Location)	**730**
Burke Centre	650
Backlick Road	520
Alexandria (Manassas Line Trains)	470
Rolling Road	340

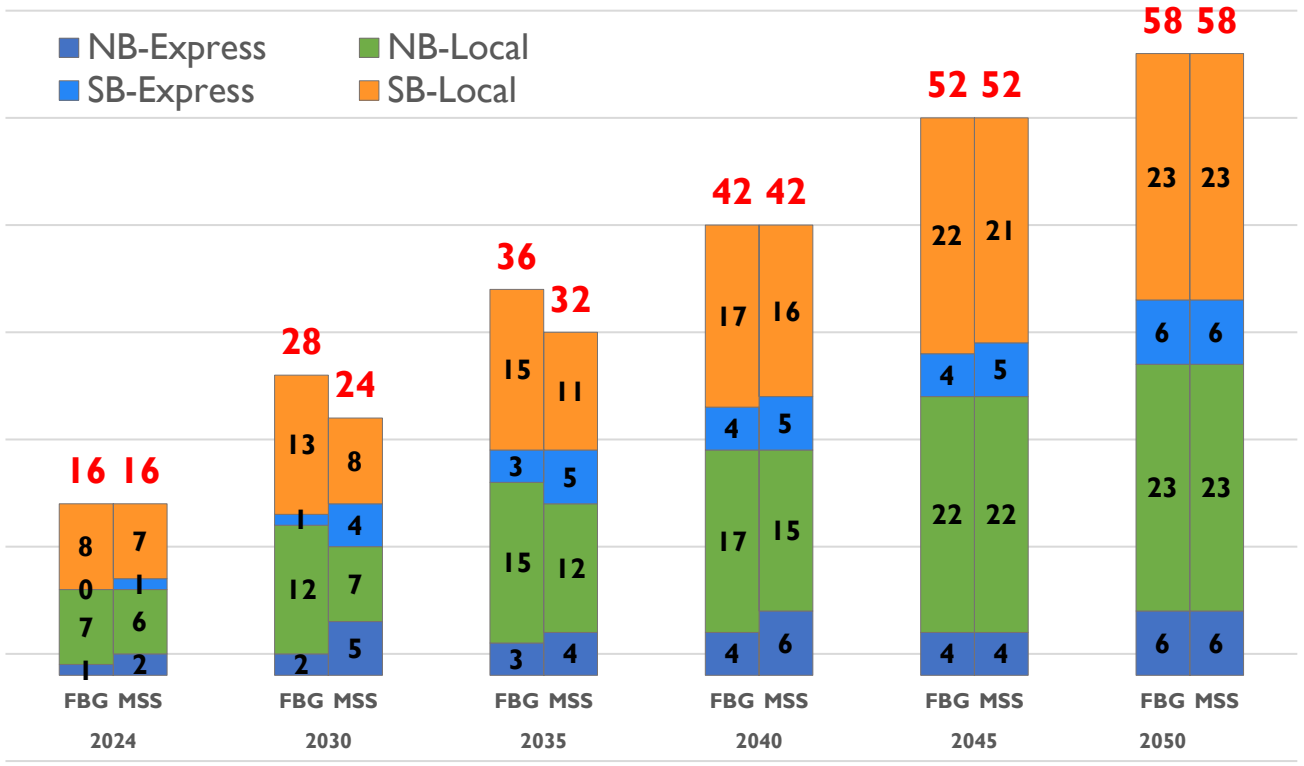
INFRASTRUCTURE AND SERVICE PHASING PLAN

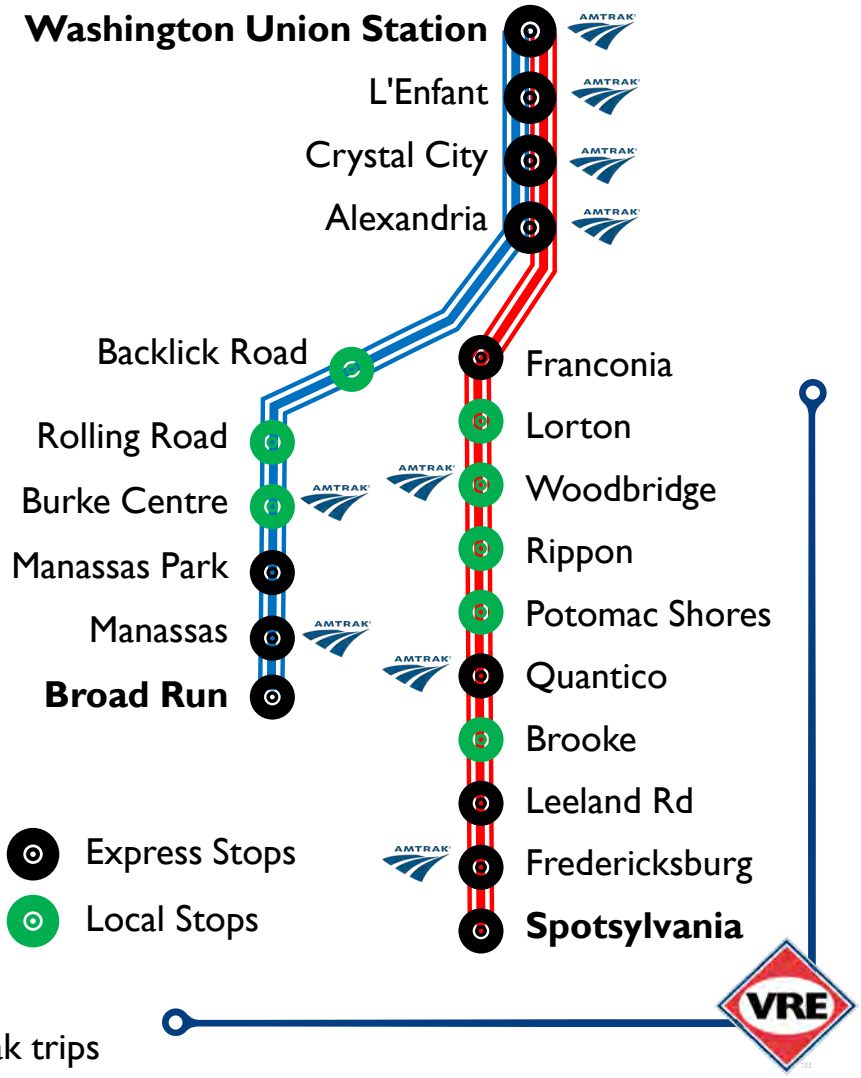
Infrastructure and Service Phasing Plan



* Only needed if overnight storage at NYA Yard is not available past 2030

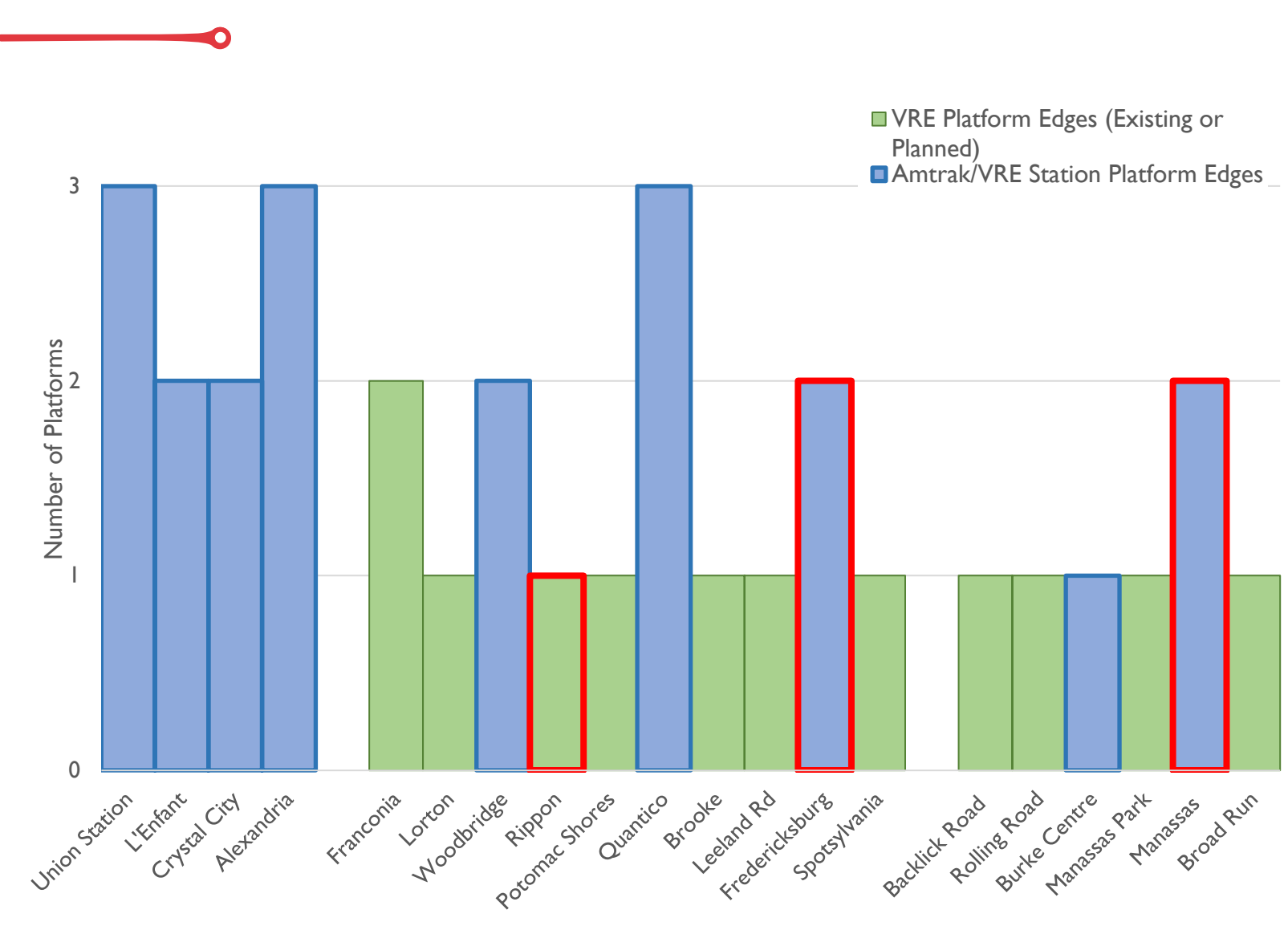
Service Phasing Plan

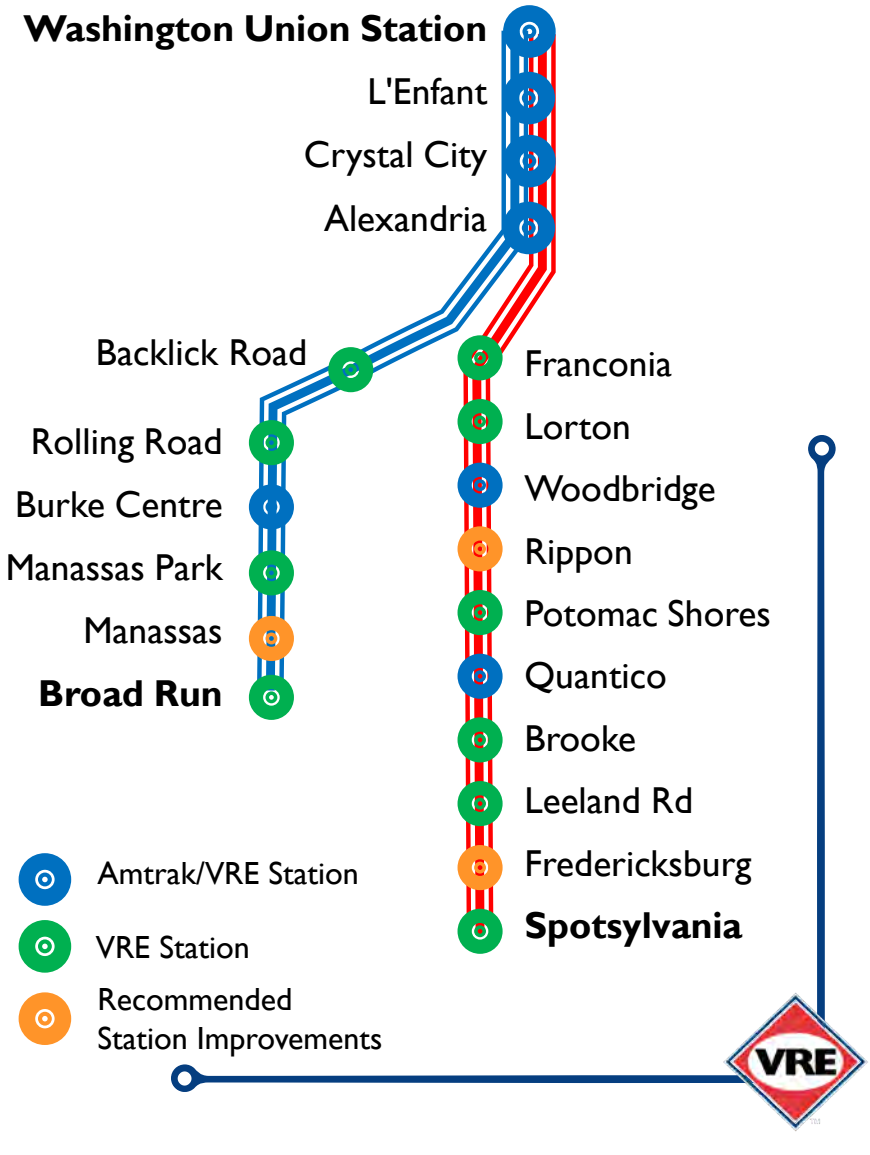




- Growth Pattern: Linear increase in service to meet rising demand
- By 2040, lines regain equal service levels
- Shifting from an initial focus on peak service to balanced service with bi-directional peak and off-peak trips

Minimum Infrastructure Requirements 2050

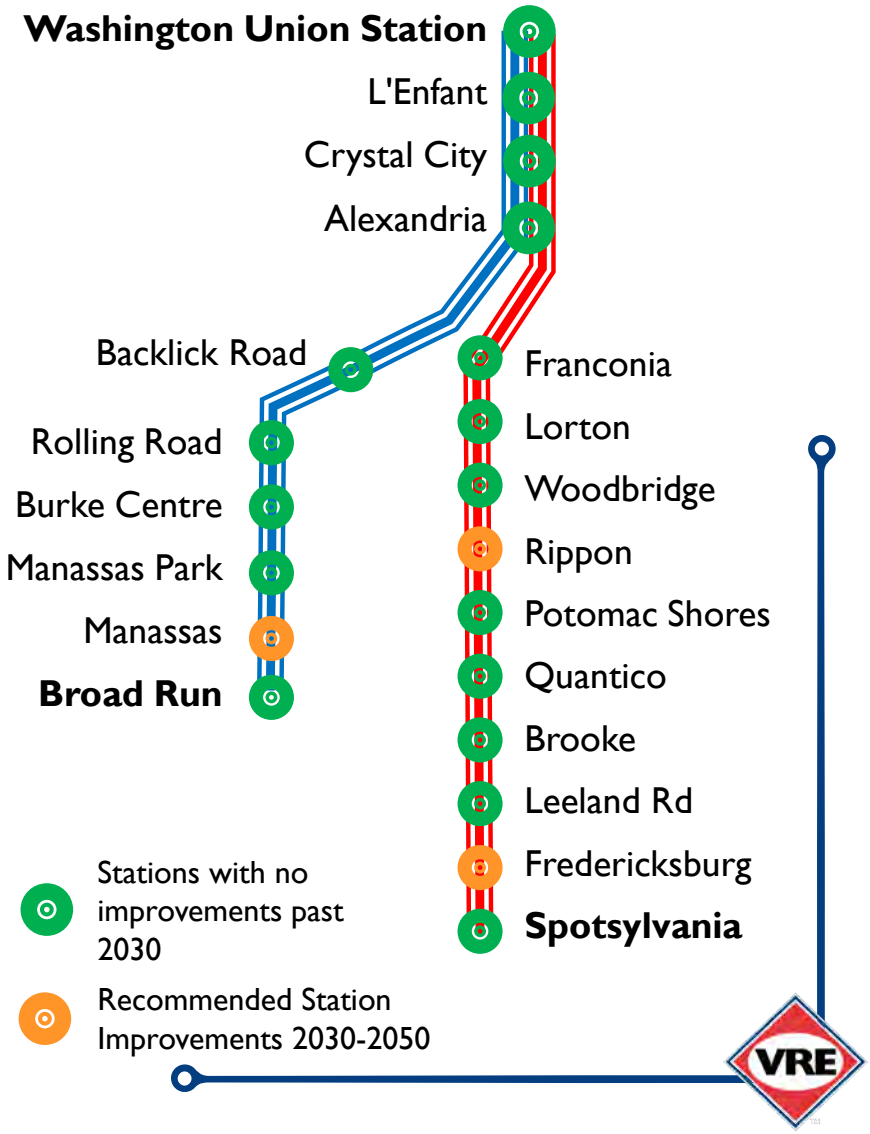




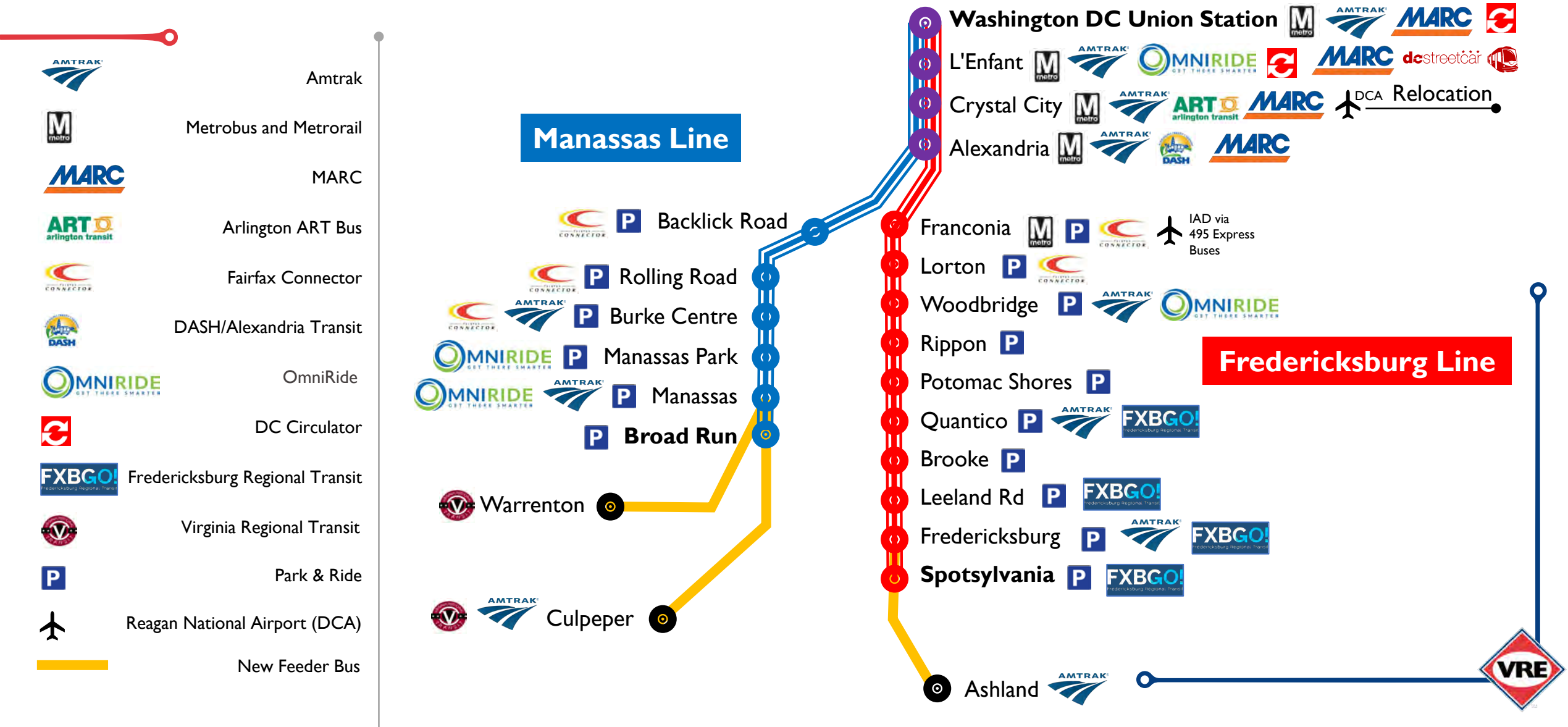
Minimum Infrastructure Requirements 2050

	Fredericksburg Line	Manassas Line
Platform	Fredericksburg Station Both Platform Extensions to 8-car Length	Manassas Station New East Platform
	Rippon Station Platform Extension to 8-car Length	
Parking	Woodbridge 189 Spaces	Backlick Road 214 Spaces
	Rippon 616 Spaces	Manassas 262 Spaces
	Brooke 643 Spaces	Broad Run 35 Spaces
	Leeland Rd 112 Spaces	
	Fredericksburg 650 Spaces	
Track	10 Crossovers*	8 Crossovers*
	16,000 ft Track Construction	12,800 ft Track Construction
		Broad Run Third Track

*Does not include signal/access improvements in conjunction with crossover installation



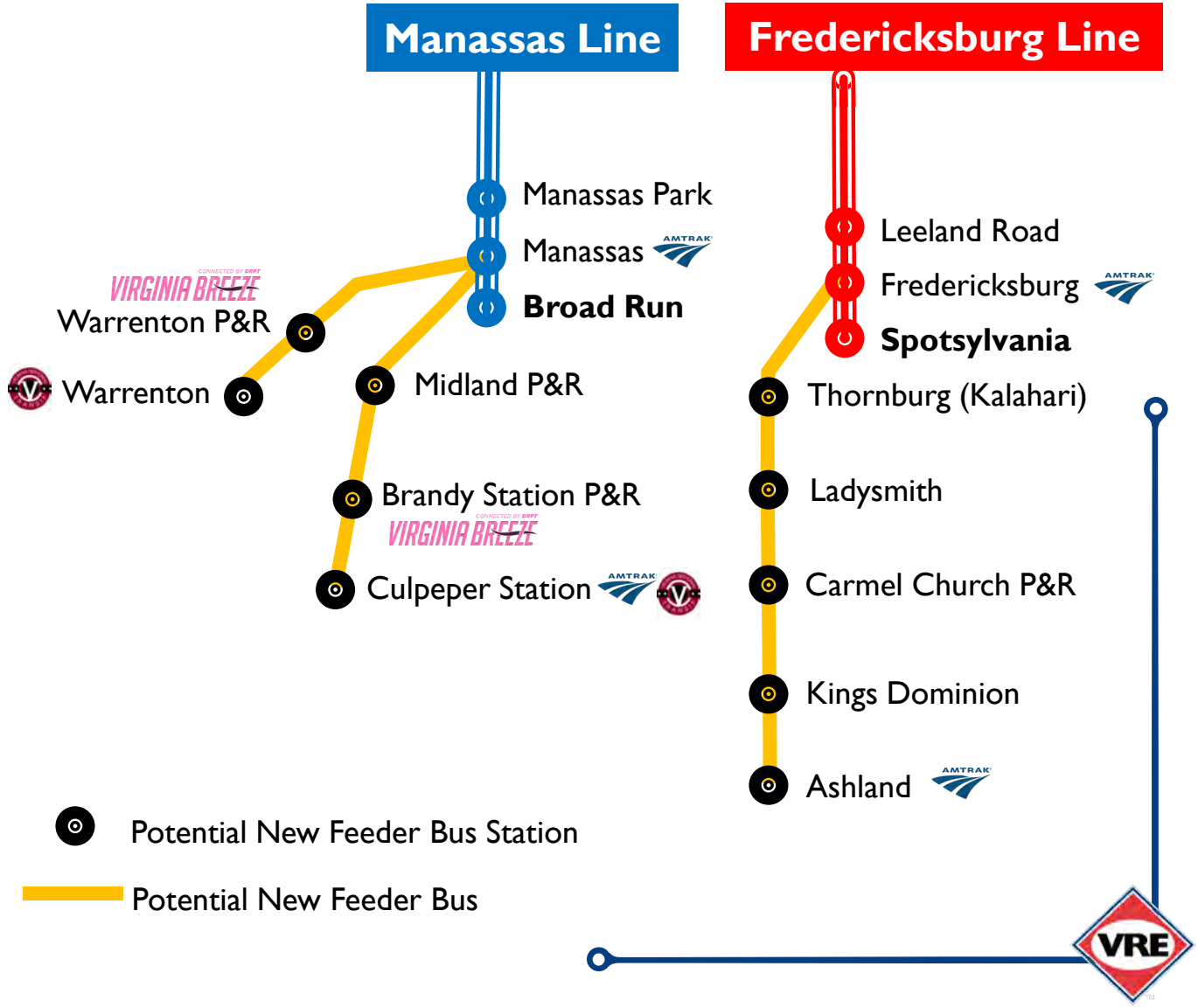
Connecting and Complementary Transit Services in 2050



Proposed Feeder Bus Routes

- Serving identified markets with the potential for future VRE expansion
- Connected to joint-use stations at Fredericksburg and Manassas
- Scheduled to allow transfer to and from both VRE Express and Amtrak trains
- May be operated by other regional transit operators

Route	Ashland	Culpeper	Warrenton
Trips per Day	35	19	19
Vehicles	9	6	6
Length (Mile)	46	36	20
Run Time	1:10	0:50	0:37



2050 FINANCIAL FORECASTS

Financial Forecasts

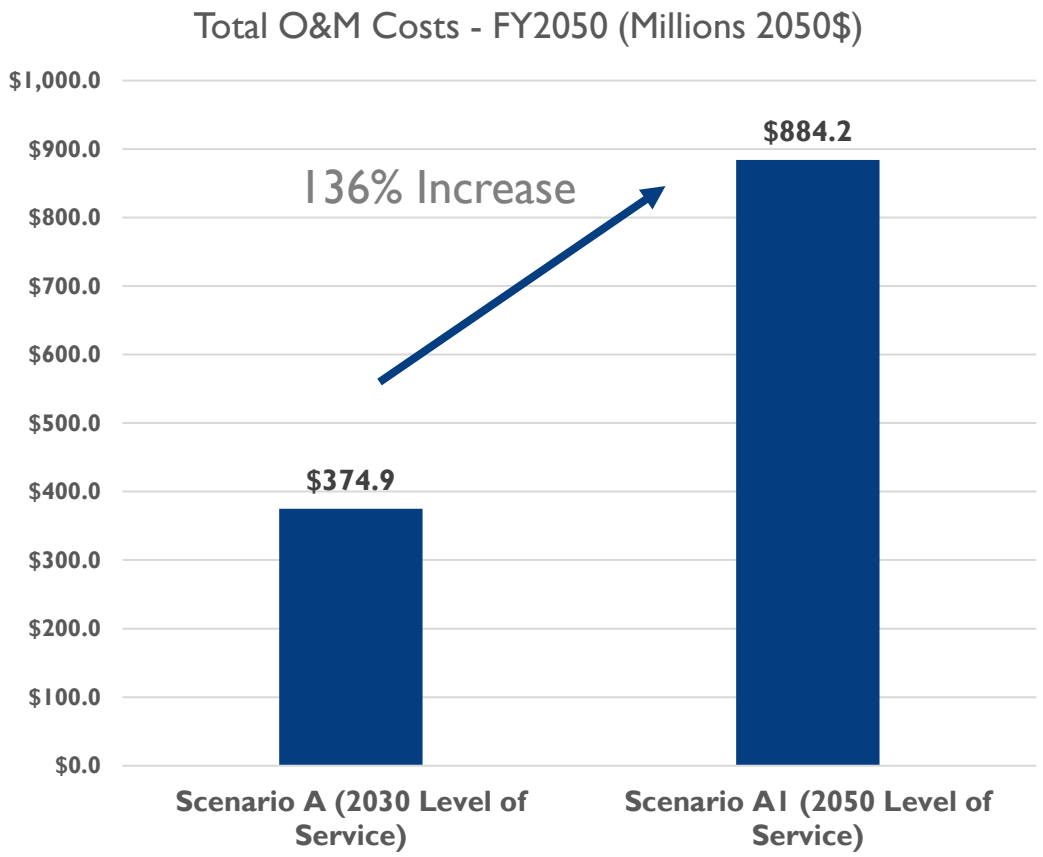
Operating

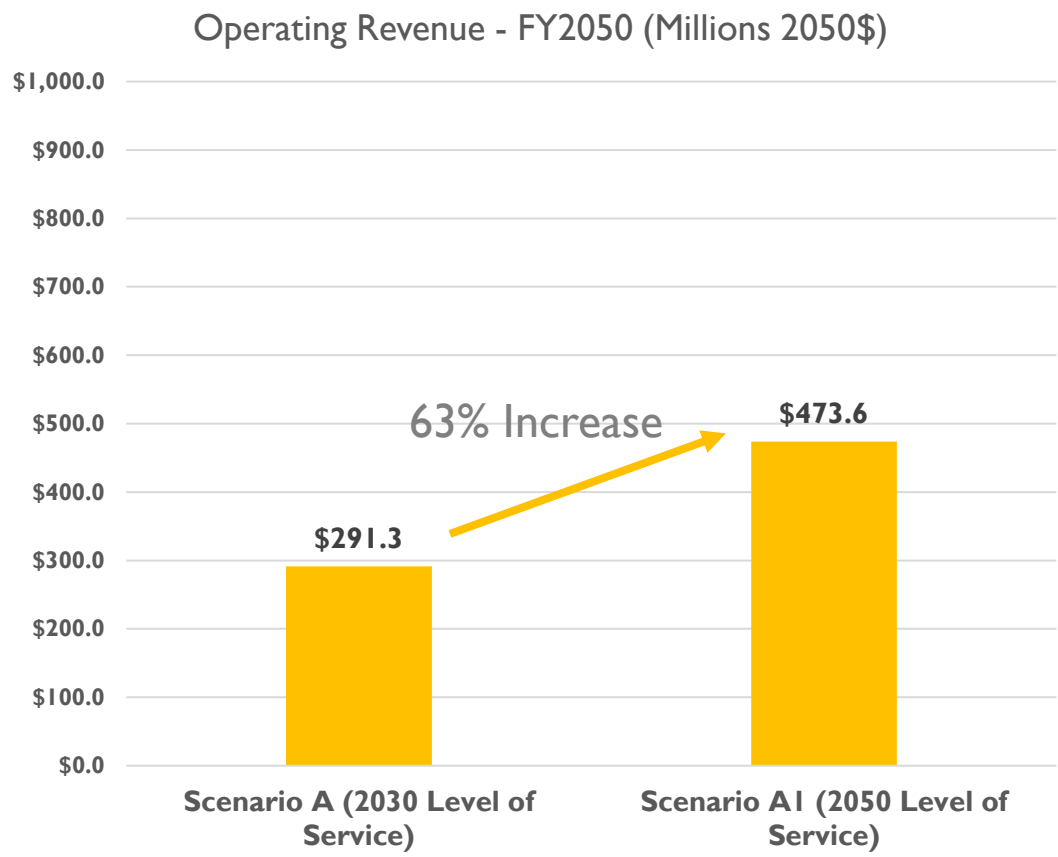
- Projections of operating expenses in 2050
  - Operations and maintenance costs
  - Track access fees
- Projections of operating revenues in 2050
  - State (MTF) + Jurisdictional Contribution
  - Fare revenue
  - VPRA track access fee reimbursement (84%)
  - CROC
- Financial assessment to project the FBR% in FY50 for Scenarios A and A1

Capital

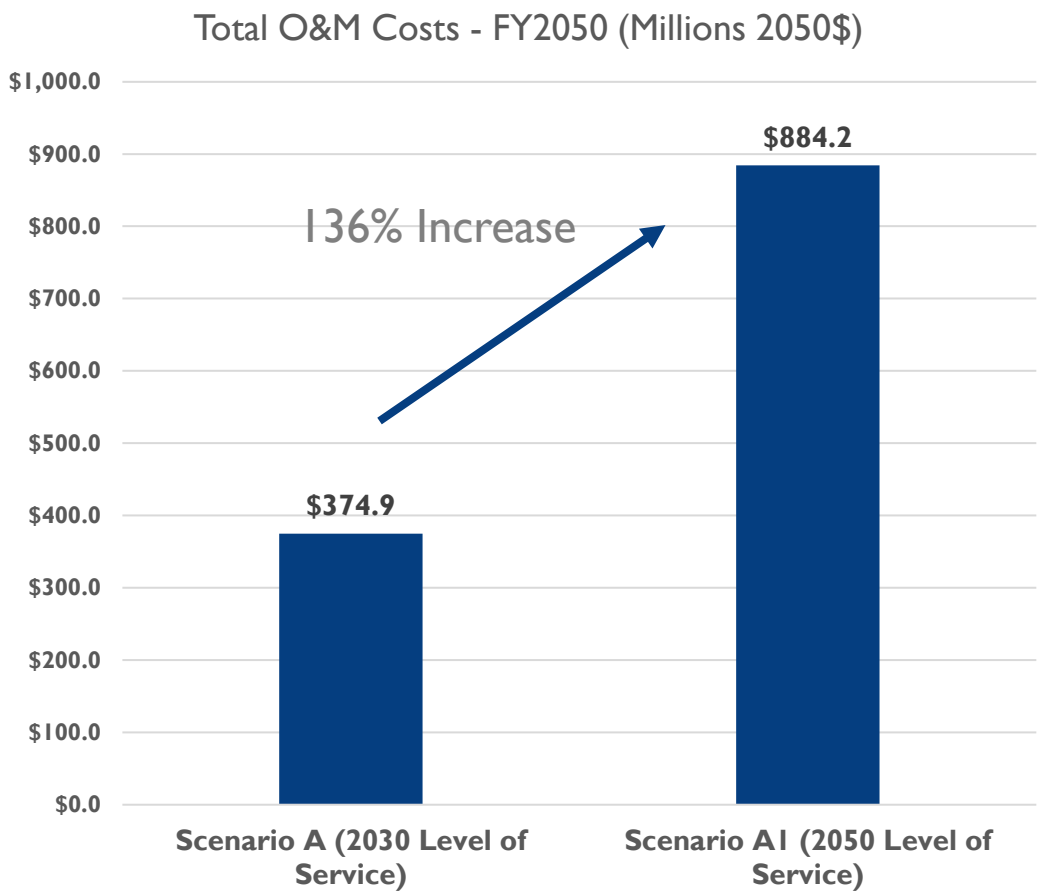
- Projections Capital Revenue: FTA formula funding (5337 and 5307)
- Infrastructure: station and track improvements necessitated by new service
- Rolling stock SOGR replacement
- Rolling stock expansion

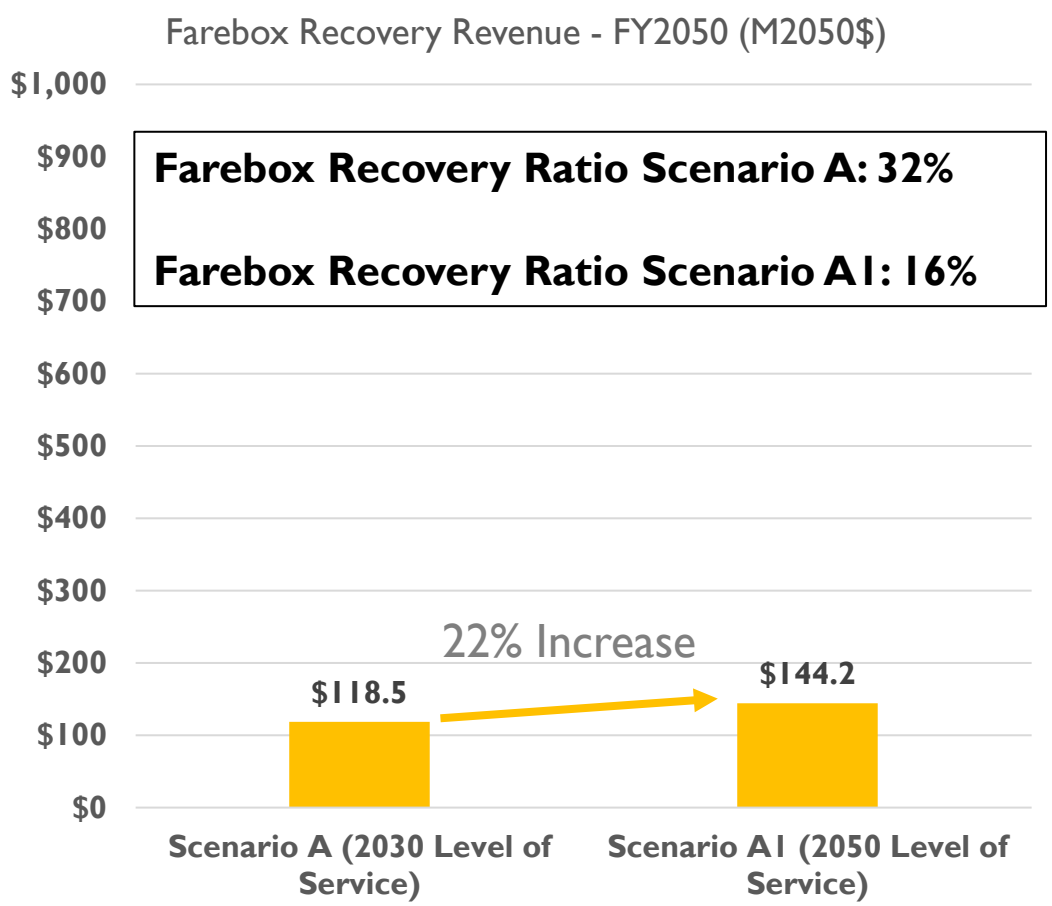
2050 Financial Forecasts: Operating





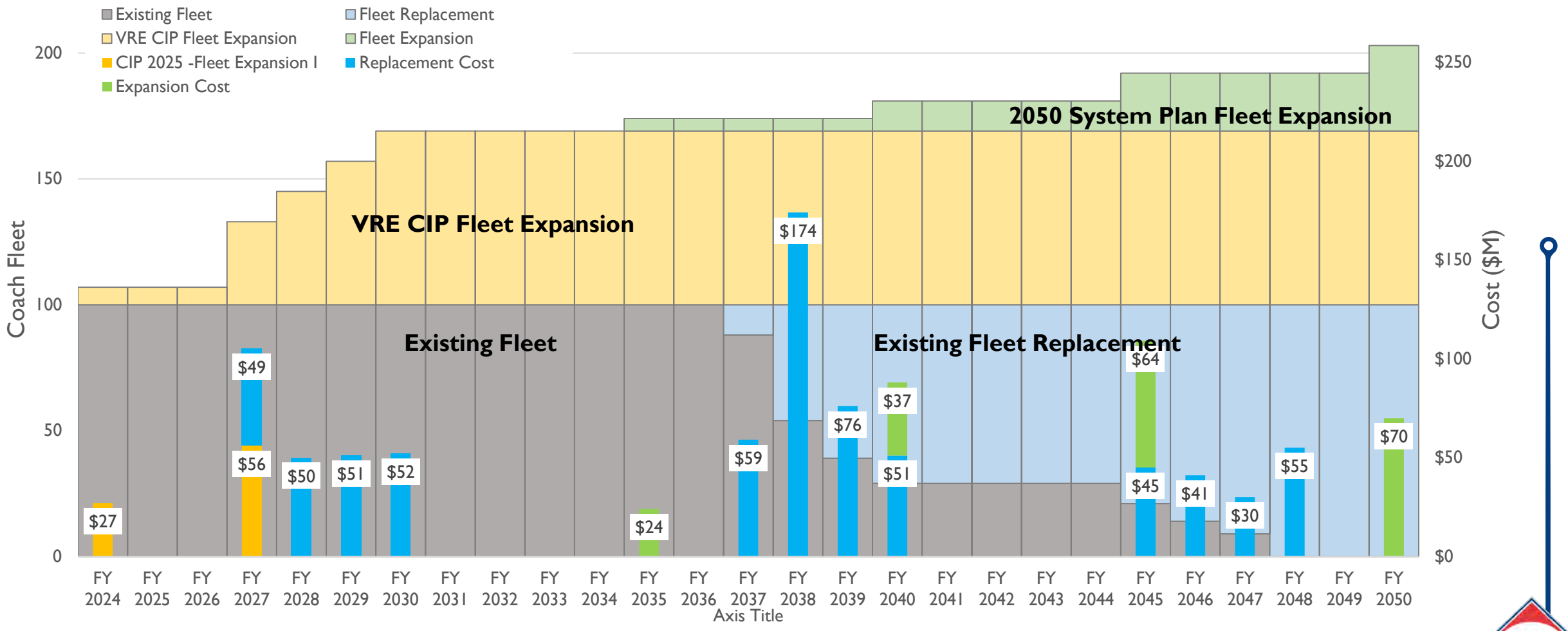
2050 Financial Forecasts: Farebox Recovery





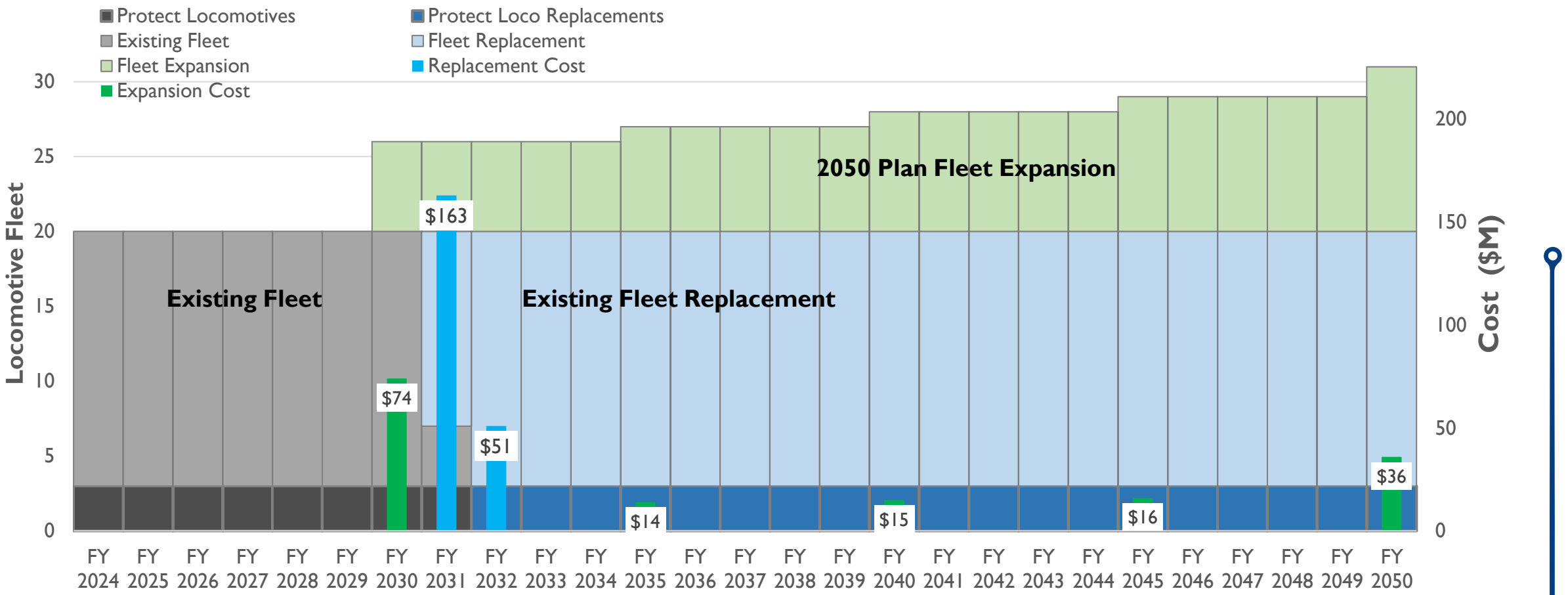
- VRE Farebox Recovery, 2022: 13%
- Peer System Farebox Recovery, 2022: 5.2%
- VRE Farebox Recovery, March 2024: 16%

Capital Costs – Coach Fleet



* Including 10% of spares in the coach fleet. All cost estimates are in the year of expenditure dollars.

Capital Costs – Locomotive Fleet



* Including 20% of spares in the locomotive fleet. Replacement costs include the cost of three (3) "protect" locomotive replacements. All cost estimates are in the year of expenditure dollars.

Capital Costs - Infrastructure

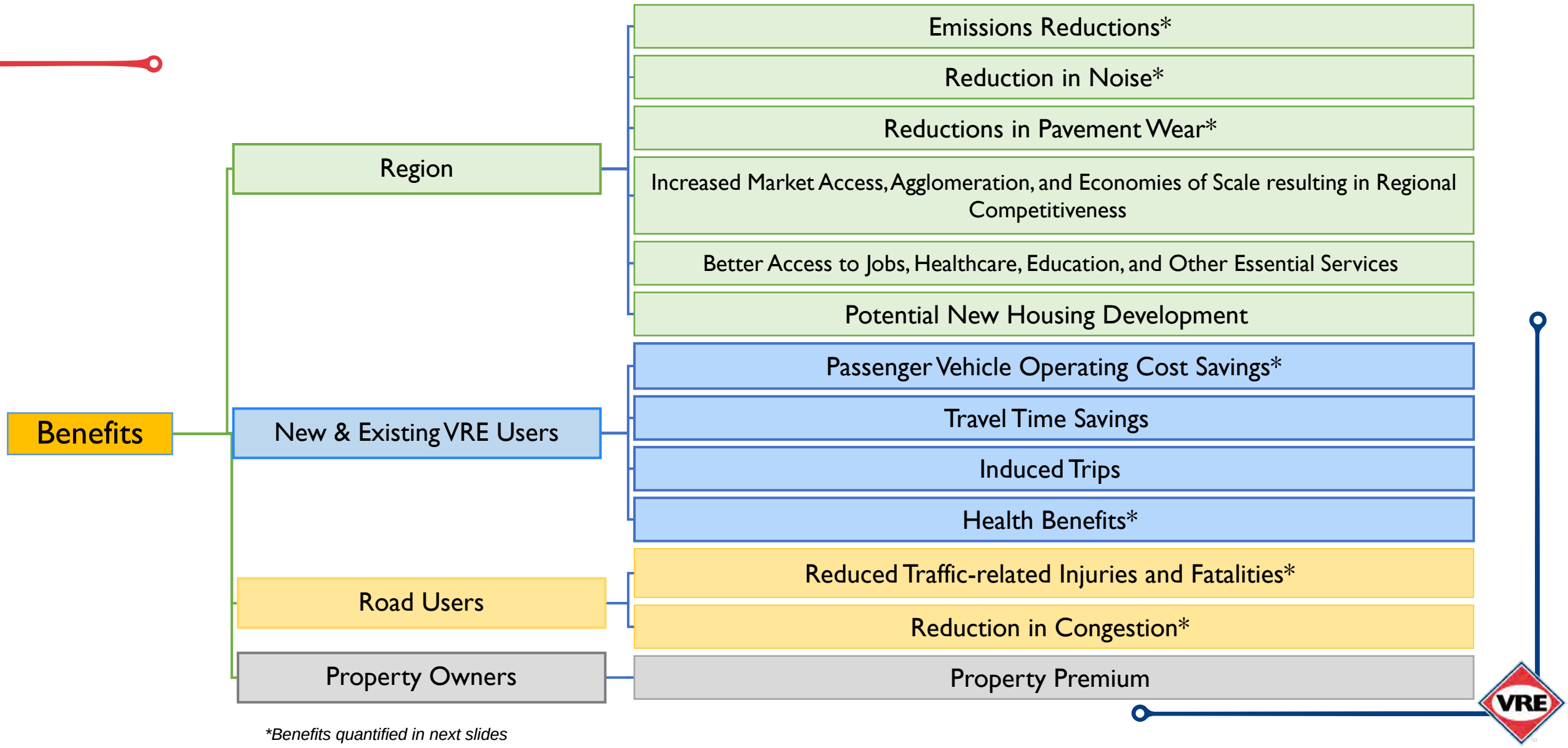
Improvements	Fredericksburg Line	Manassas Line	2024 Cost
Platform	Fredericksburg Station Two Platform Extensions	Manassas Station New East Platform	$38,200,000
	Rippon Station Platform Extension		
Parking	Woodbridge 189 Spaces	Backlick Road 214 Spaces	$157,800,000
	Rippon 616 Spaces	Manassas 262 Spaces	
	Brooke 643 Spaces	Broad Run 35 Spaces	
	Leeland Rd 112 Spaces		
	Fredericksburg 650 Spaces		
Track	10 Crossovers near Springfield, Lorton, Rippon, Potomac Shore, Brooke, and Leeland Road stations	8 Crossovers near Backlick Road, Rolling Road, Burke Centre, Manassas Park, and Manassas stations	$123,600,000
	16,000 ft Track Construction	12,800 ft Track Construction	
		Broad Run Third Track	
Total			**$319,600,000**

- Platform: based on the proposed 2050 operating scenario and TRV Phase IV build conditions
- Parking: based on the 2050 ridership forecasts at the station level and the existing and planned parking spaces
- Track: based on the need for bi-directional operations in the TRV Phase IV build conditions
- All cost estimates are in 2024 dollars

SYSTEM PLAN BENEFITS

Benefits to new and existing riders

Benefits of 2050 Scenario



*Benefits quantified in next slides

Benefits Quantified

Emissions: Reduction in air pollution and other pollutant exposures associated with auto congestion

Reduction in Noise: Reduction in low-level persistent noise created from vehicular traffic

Reduction in Pavement Wear: Lower cost of highway maintenance from vehicle wear and tear on the roadways

Passenger vehicle operating costs avoided: Reduction of VMT (Vehicle Miles Traveled) will reduce the burden associated with operating and maintaining personal vehicles

Health: Transit users are more likely to use active transportation (e.g., walking) for first mile and last mile options and are less likely to be exposed to bodily stresses caused by frequent driving

Safety: Benefits associated with reductions in vehicular fatalities and injuries

Congestion Mitigation: Reduction in VMT growth rates by shifting some users to transit enables efficient and reliable trips during peak hours in congested corridors/at bottlenecks

VMT and Ridership Related Benefits

All values are in 2050	Induced trips (new to VRE)		All Trips	
	Alt A	Alt A1	Alt A	Alt A1
Annual VMT Reduction	5,446,000	19,469,000	18,283,000	51,188,000
Annual Vehicle Operating Cost Savings	$891,000	$3,184,000	$5,981,000	$16,744,000
Increase in Passengers from No Build (2050)	178,900	634,800	2,431,800	5,391,100
Annual CO2 Avoided (metric tons)	440	1,560	1,460	4,100

THANK YOU

VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-C
Information Item

To: **Chair Bohmke and the VRE Operations Board**

From: **Rich Dalton**

Date: **March 15, 2024**

Re: **Spending Authority Report**

On September 18, 2020, the VRE Operations Board approved increasing the Chief Executive Officer's delegated spending authority from $100,000 to $200,000. It was resolved as part of that increased delegation that any purchase or contract award in the range of $50,000 to $200,000 would be communicated to the Board as an information item.

- On February 8, 2024, VRE issued a Task Order in the amount of $66,302 to U.S. Facilities, Inc. under the Maintenance Services for VRE Facilities contract to upgrade the lighting in the Quantico Station parking lot, to include removing a total of 18 poles and 22 light fixtures as well as purchasing and installing new poles and LED light fixtures.

- On February 8, 2024, VRE issued a Task Order in the amount of $147,793 to STV Incorporated under the Mechanical Engineering Consulting Services contract to provide General Engineering Support on an as-needed basis such as, analysis of component and system failures and associated corrective action plans.

- On February 21, 2024, VRE issued a Task Order in the amount of $76,700 to U.S. Facilities, Inc. under the Maintenance Services for VRE Facilities contract to complete conduit repairs at the Brooke Station, to include removing and replacing the corroded conduits under the station platform leading to the ticket vending machines and communication and electrical cabinets.