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CEO REPORT

MAY 2019



OUR MISSION

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



CEO REPORT | MAY 2019

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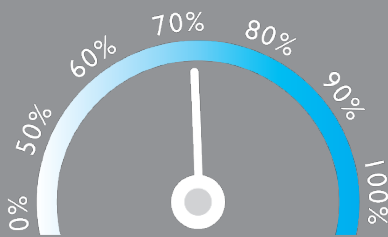
RIDE ISSUE 2, 2019 23



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

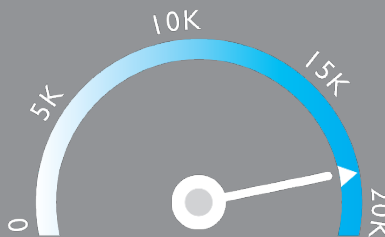


SUCCESS AT A GLANCE



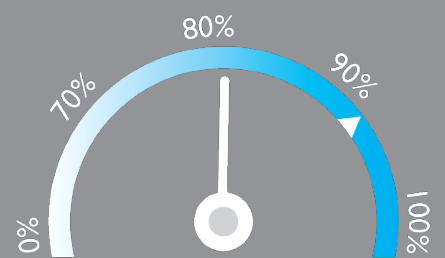
PARKING
UTILIZATION

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



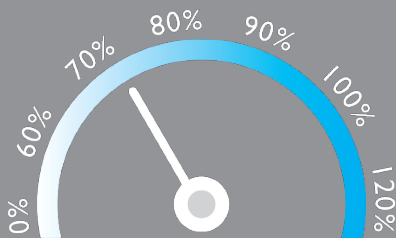
AVERAGE DAILY
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.
▲ Same month, previous year.



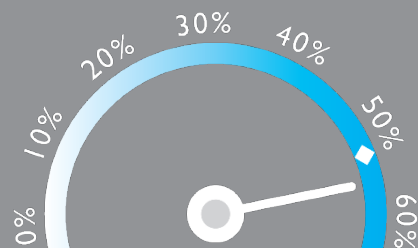
ON-TIME
PERFORMANCE

Percentage of trains that arrive at their destination within five minutes of the schedule.
▲ Same month, previous year.



SYSTEM CAPACITY

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



OPERATING RATIO

The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by the riders.
◆ Board-established goal.

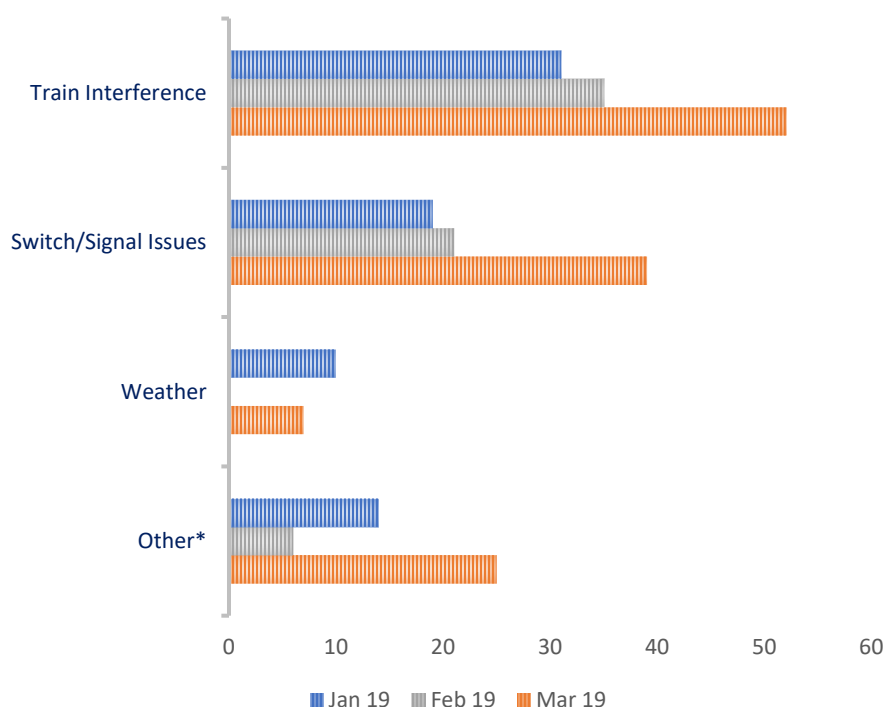
MARCH 2019

ON-TIME PERFORMANCE

OUR RECORD

	March 2019	February 2019	March 2018
Manassas Line	87%	89%	96%
Fredericksburg Line	76%	89.9%	89%
System Wide	81%	89%	92%

PRIMARY REASON FOR DELAY



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

VRE operated 672 trains in March. Our on-time rate for March was 81%.

One hundred twenty-six of the trains arrived more than five minutes late to their final destinations. Forty-five of those late trains were on the Manassas Line (87%), and eighty-one of those late trains were on the Fredericksburg Line (76%).

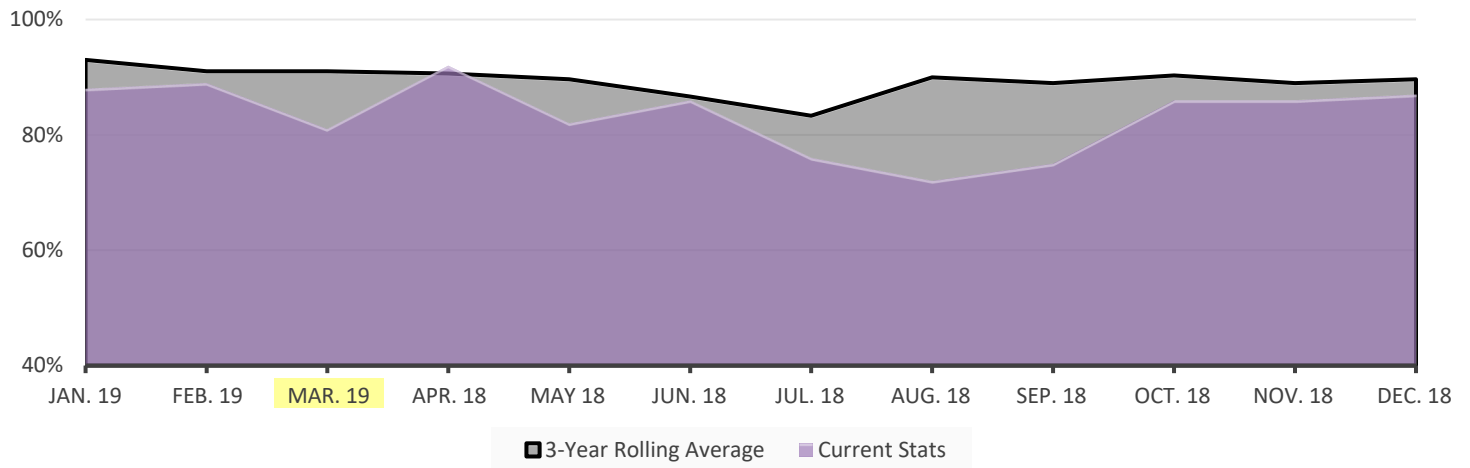
This month brought significantly higher delays in all categories. Positive Train Control (PTC) implementation impacted service, and that is reflected in every category except Weather. Directly, it is reported as a Signal Issue, or is categorized in Other (sub-category Equipment Issue) depending upon the situation. Indirectly, it had an impact on Train Interference. Along with the typical reports of interference, there was an increased number associated with PTC. As trains ran at lower speeds, they bunched together causing further delay, either following trains or waiting to meet opposing traffic.

LATE TRAINS

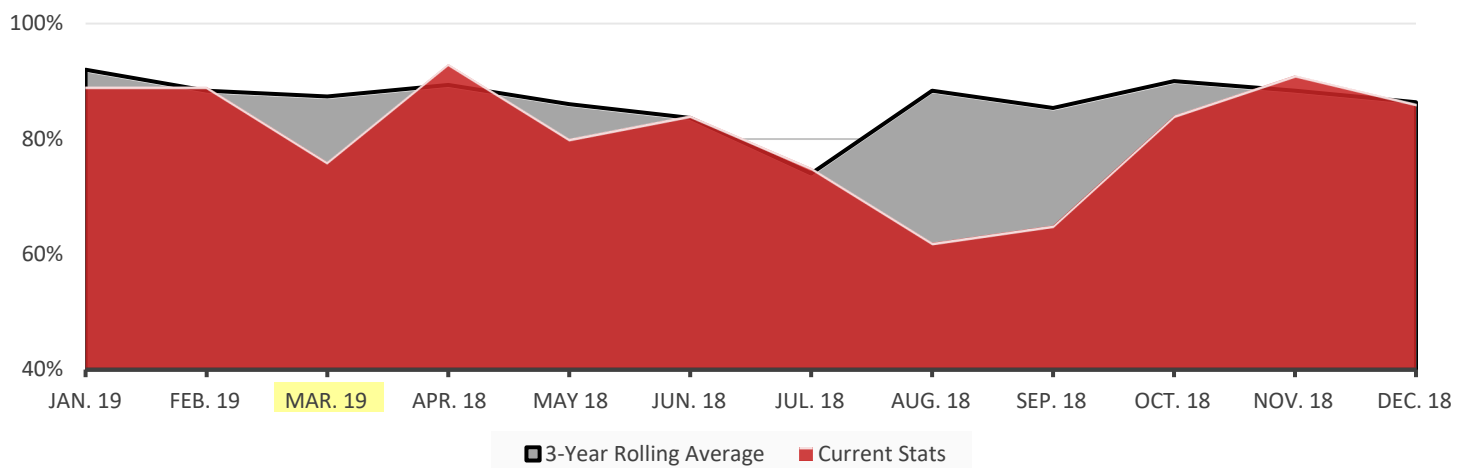
	System Wide			Fredericksburg Line			Manassas Line		
	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.
Total late trains	74	62	126	36	29	81	38	33	45
Average minutes late	23	13	18	29	11	20	17	14	16
Number over 30 minutes	10	2	15	6	0	13	4	2	2

MAY 2019
ON-TIME PERFORMANCE

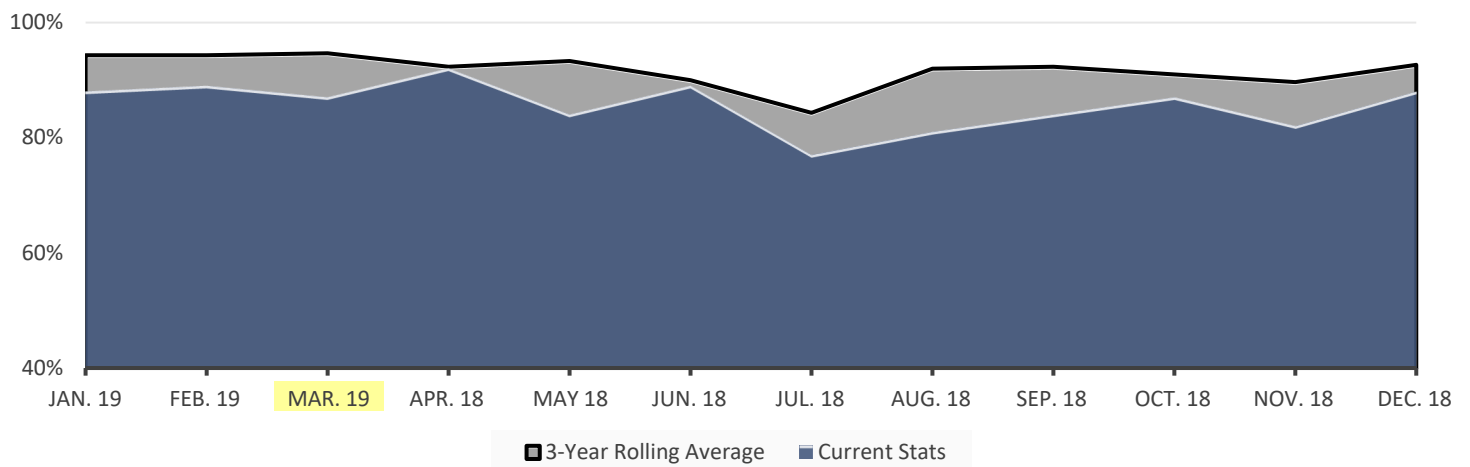
VRE SYSTEM



FREDERICKSBURG LINE

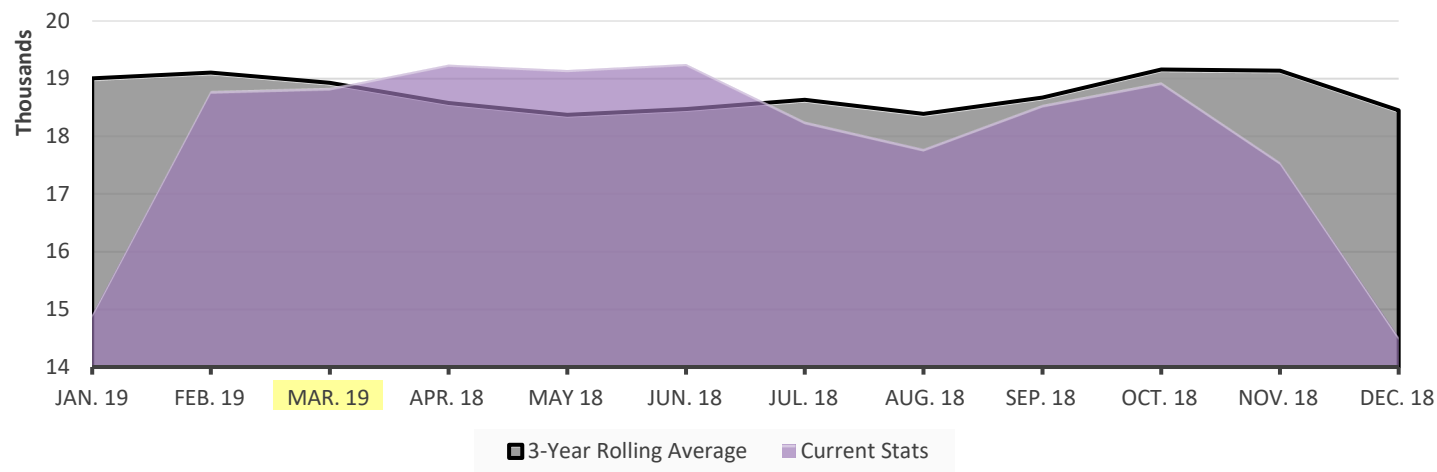


MANASSAS LINE

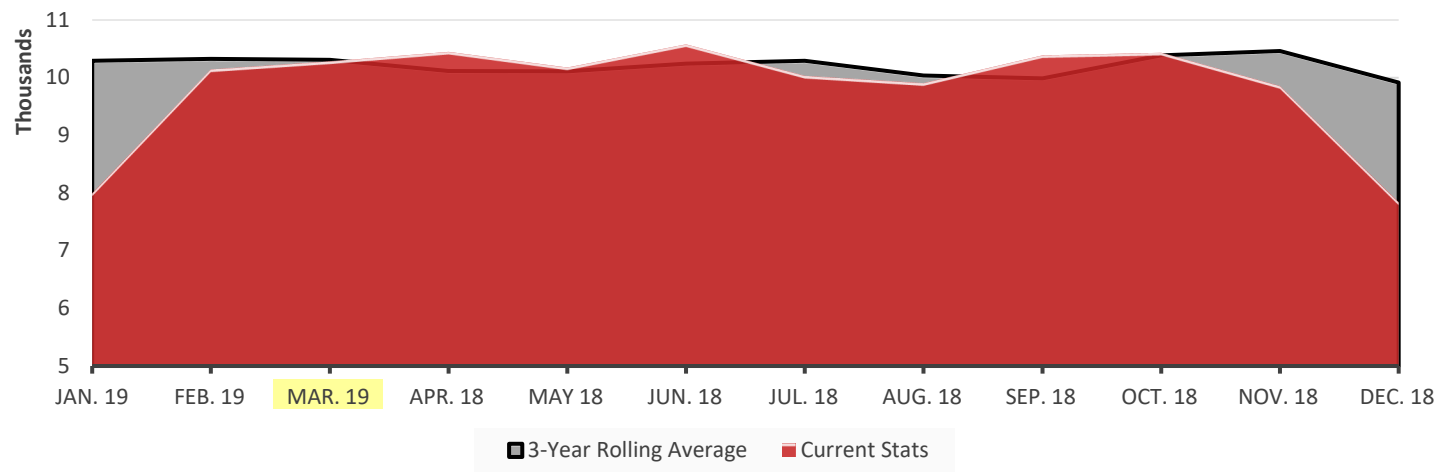


AVERAGE DAILY RIDERSHIP

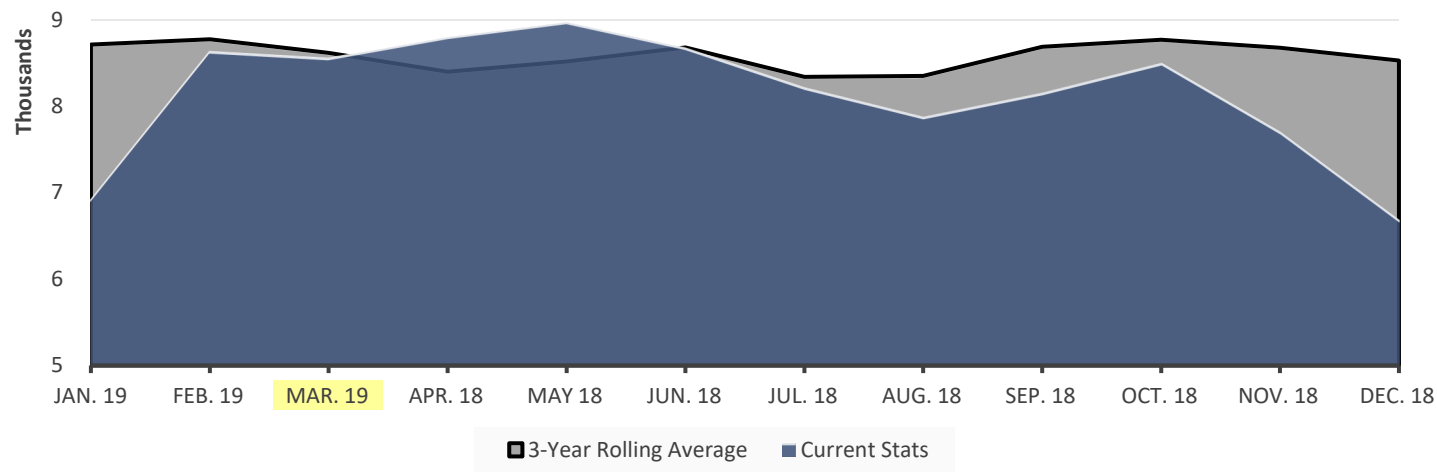
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



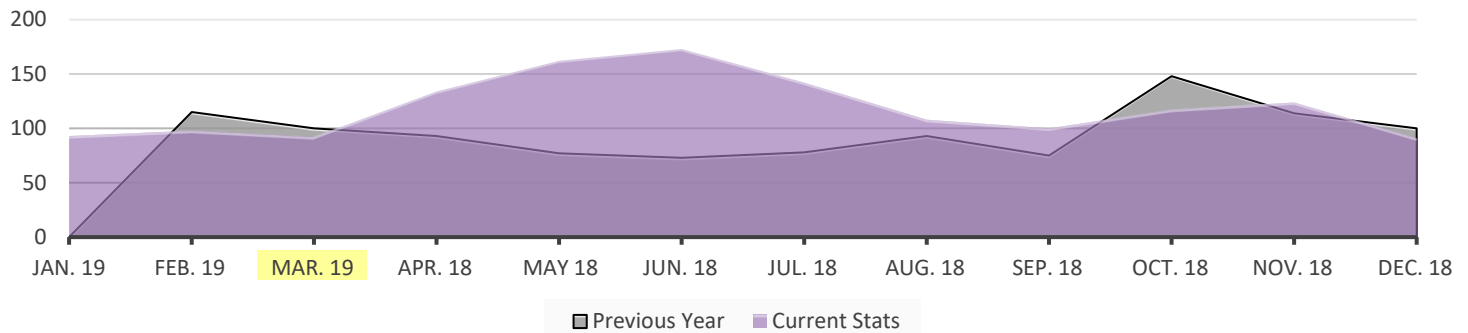
RIDERSHIP UPDATES

Average daily ridership (ADR) in March was approximately 18,800.

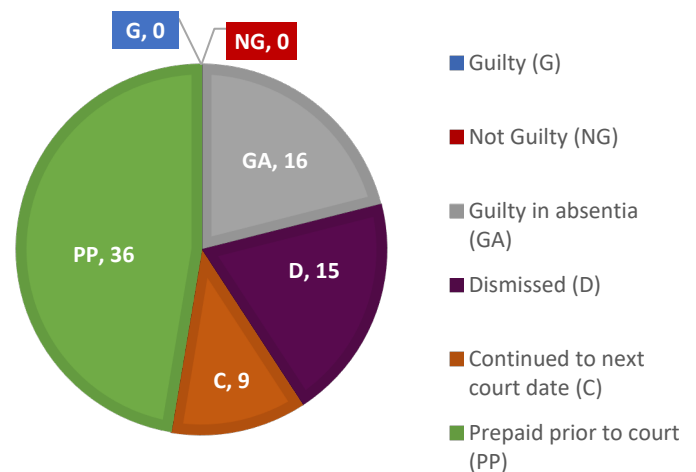
	March 2019	February 2019	March 2018
Monthly Ridership	395,563	337,964	382,411
Average Daily Ridership	18,836	18,776	18,835
Full Service Days	21	18	20
"S" Service Days	0	0	0

SUMMONSES ISSUED

VRE SYSTEM

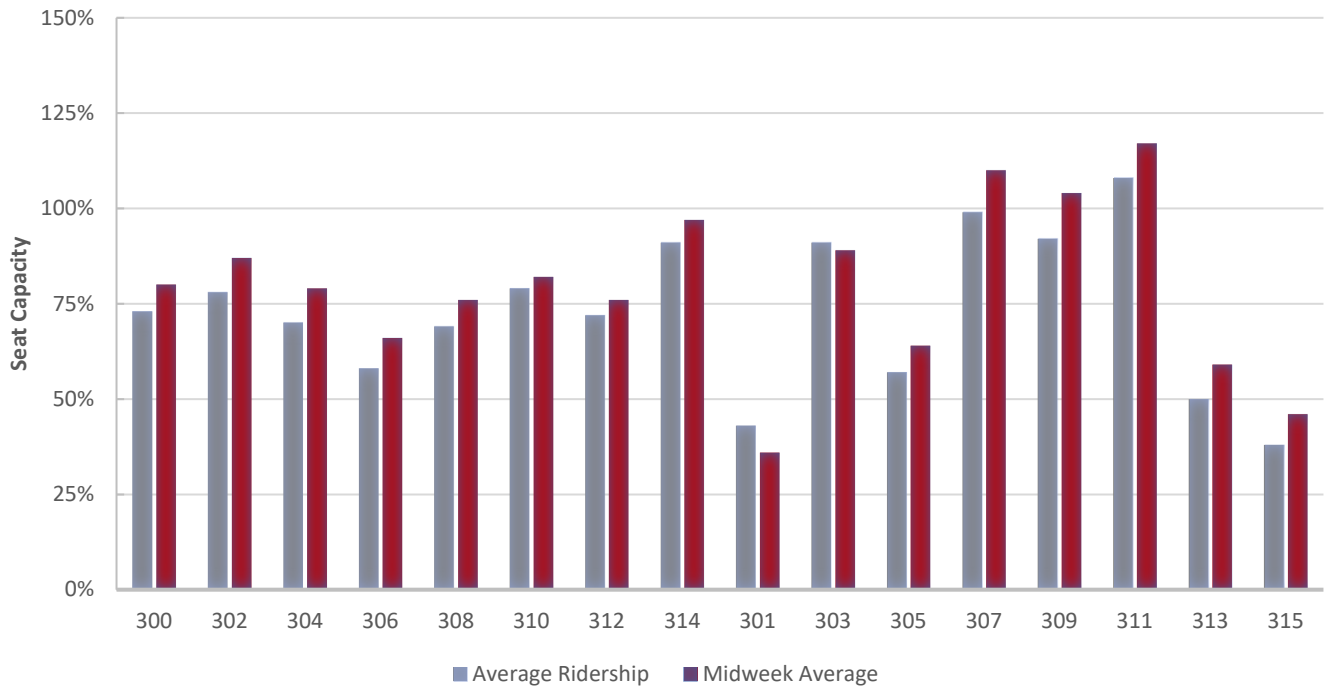
SUMMONSES WAIVED
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	21
One-time courtesy	7
Per the request of the conductor	22
Defective ticket	0
Per Ops Manager	0
Unique circumstances	1
Insufficient information	2
Lost and found ticket	0
Other	0
Total Waived	53

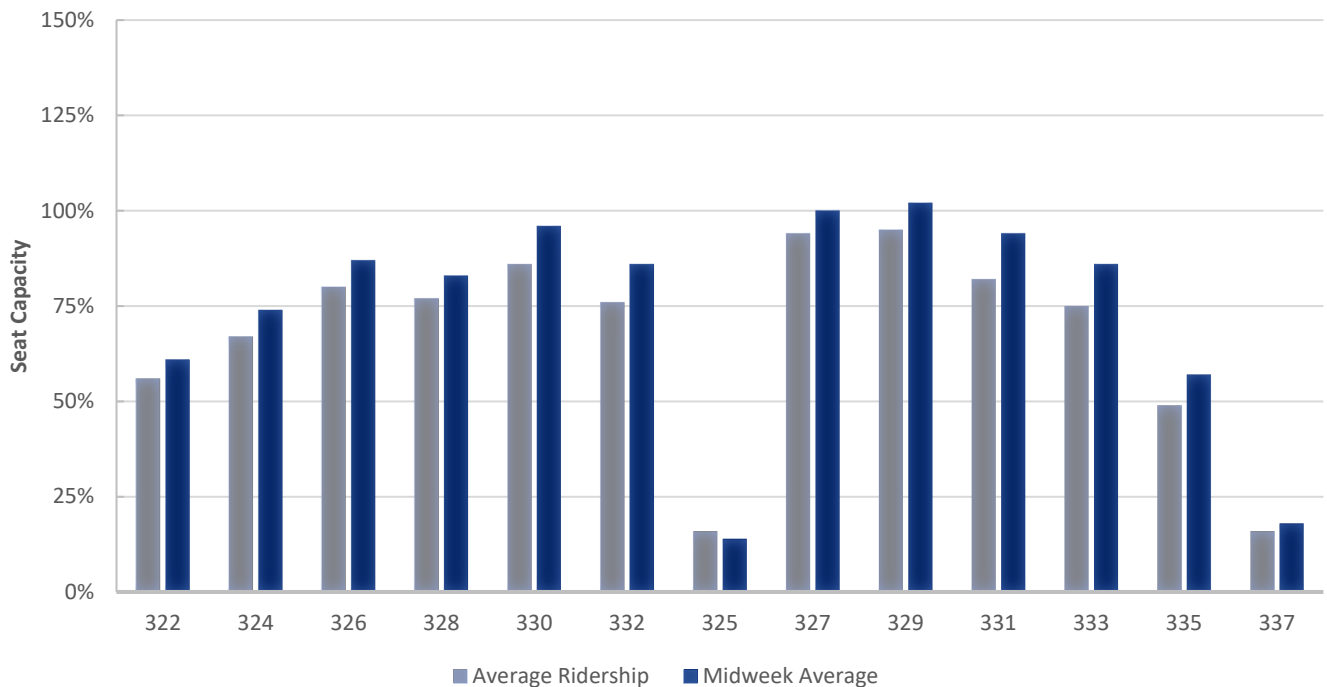
MONTHLY SUMMONSES
COURT ACTION

TRAIN UTILIZATION

FREDERICKSBURG LINE

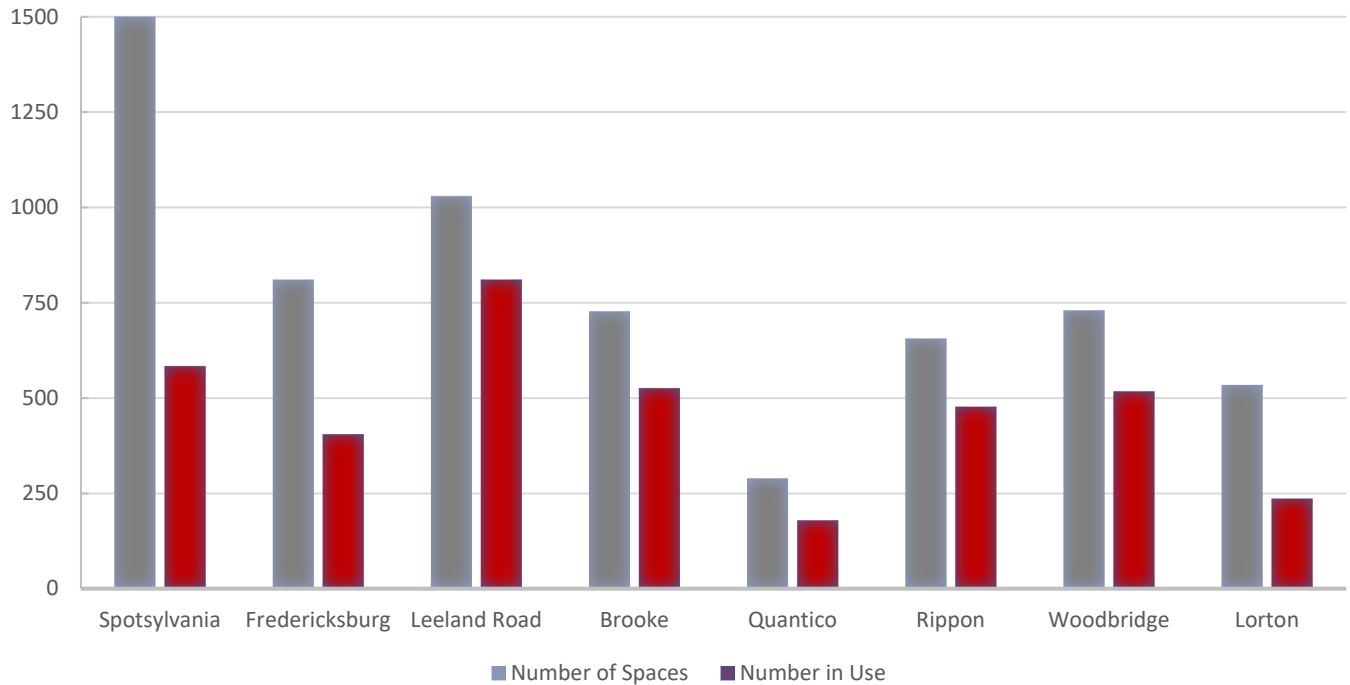


MANASSAS LINE

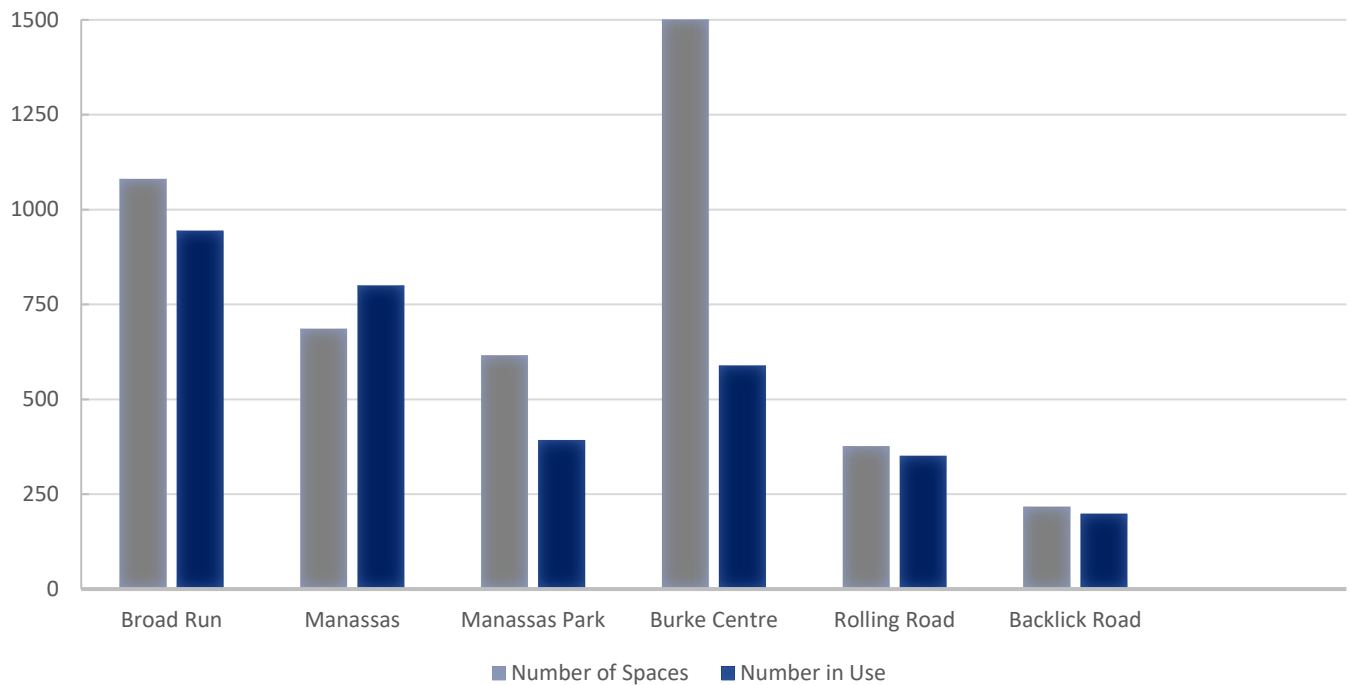


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first nine months of FY 2019 is approximately \$379,000 below budget (an unfavorable variance of -1.2%) and is 1.5% below the same period in FY 2018.

Ridership for most of January was down approximately 20-25% from normal levels due to the partial federal government shutdown from December 22, 2018 through January 25, 2019. However, revenue for the month was down only 5-10% due to the significant majority of customers who had preordered multi-ride passes. Since late January, ridership and revenue have returned to and maintained pre-shutdown levels.

The operating ratio through March is 55%, which is above VRE's budgeted operating ratio of 52% for the full twelve months of FY 2019. VRE is required to budget a minimum operating ratio of 50%.

A summary of the FY 2019 financial results through March follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2019 Operating Budget Report Month Ended March 31, 2019							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,543,396	3,561,600	31,166,989	31,545,600	(378,611)	-1.2%	42,400,000
Other Operating Revenue	3,800	18,900	308,647	167,400	141,247	84.4%	225,000
Subtotal Operating Revenue	3,547,196	3,580,500	31,475,636	31,713,000	(237,364)	-0.7%	42,625,000
Jurisdictional Subsidy (I)	-	-	17,767,748	17,767,748	-	0.0%	13,116,039
Federal/State/Other Jurisdictional Subsidy	2,591,273	2,652,701	23,043,014	23,280,698	(237,684)	-1.0%	31,388,025
Appropriation from Reserve/Other Income	-	83,160	-	736,560	(736,560)	0.0%	990,000
Interest Income	149,807	16,800	1,025,995	148,800	877,195	589.5%	200,000
Total Operating Revenue	6,288,275	6,333,161	73,312,393	73,646,806	(334,412)	-0.5%	88,319,064
Operating Expenses							
Departmental Operating Expenses	6,013,516	6,676,386	57,364,462	61,340,923	3,976,461	6.5%	82,050,714
Debt Service	510,334	510,273	4,593,253	4,592,459	(795)	0.0%	6,222,350
Other Non-Departmental Expenses	-	3,864	11,737	34,224	22,487	0.0%	46,000
Total Operating Expenses	6,523,850	7,190,523	61,969,452	65,967,606	3,998,154	6.1%	88,319,064
Net income (loss) from Operations	(235,574)	(857,362)	11,342,942	7,679,200	3,663,742		-
Operating Ratio							
			55%	52%		Budgeted Goal	52% 50%

(I) Total jurisdictional subsidy is \$17,767,748. Portion shown as budgeted is attributed to Operating Fund only.

VRE Investment Portfolio
As of March 31, 2019

Investment Type	Institution	Amount	Comments	Rate
Checking Account	PNC	\$ 7,009,597	Operating checking account	0.00%
LGIP (Local Government Investment Pool)	LGIP	\$ 60,130,221	Operating and capital reserve	2.57%
LGIP (Local Government Investment Pool)	LGIP	\$ 1,113,747	Proceeds from Woodbridge Kiss & Ride Lot	2.57%
LGIP (Local Government Investment Pool)	LGIP	\$ 55,402	Revolving account for small liability claims	2.57%
LGIP (Local Government Investment Pool)	LGIP	\$ 7,552,272	Commuter Rail Operating and Capital (C-ROC) Fund	2.57%
VRA Debt Service Reserve Fund	U.S. BANK	\$ 2,000,111	VRA Bond Payable - Debt service reserve fund	Var. Rate
Insurance Trust Fund	DRM	\$ 10,451,605	Minimum required balance of \$10 million	1.24%
Total portfolio		\$ 88,312,955		

Notes:

PNC contract allows for earnings credit of 0.35% on average monthly balance as an offset to banking service costs. Earnings credit through March was 0.18%.

LGIP account earnings calculated based on the monthly average balance.

VRA Debt Service Reserve interest earnings are at multiple variable rates applicable to individual investments held by the money market fund.

Insurance trust fund rate based on interest earned through three quarters and annualized to the full fiscal year.

Percentage of portfolio:

Checking-PNC	7.9%
LGIP	78.0%
VRA Debt Service Reserve	2.3%
Insurance trust fund	11.8%

FY 2019 YEAR-END FINANCIAL FORECAST

Each month, the VRE Operations Board receives a summary of year-to-date operating revenues and expenses relative to budget. At the midpoint of the fiscal year, an amended budget is prepared for Board approval based on actual results as of that date. This FY 2019 year-end forecast of revenues and expenses is based on the amended budget presented to the Board in December 2018.

Based on revenues and expenses to date, as well as projected activity over the final three months of the fiscal year, the operating net position for FY 2019 is forecast at a surplus of \$4.1 million. Approximately \$0.2 million of this surplus is associated with unspent project expenses that may be carried forward into the next year. The primary drivers of the forecasted year-end variance are described below.

Operating Revenues – \$1.0 million negative variance

- Fare Revenue in FY 2019 is forecast at \$41.9 million for the year, approximately \$0.5 million (or 1.2%) under budget. Ridership was negatively affected by (a) service disruptions in July and August and (b) the partial federal government shutdown which started in late December 2018 and continued through most of January 2019.

- Other Revenues (which includes leases, advertising, interest on investments, and other internal and external non-fare sources) are forecast to be above budget by \$0.3 million or 19%. Within this category, interest earnings are above budget due to higher interest rates, the new C-ROC funding, and conservative budgeting. This positive variance is largely offset by the decision not to utilize budgeted operating reserves for certain one-time costs that are now not expected to occur in FY 2019.
- Federal and State Revenue is forecast to be below budget by \$0.8 million or 2.5%, primarily due to (a) lower than budgeted access fee costs and (b) lower than expected grant and project management reimbursement.

Operating Expenses – \$3.1 million positive variance

- The largest single projected expense variance is in Diesel Fuel, which was budgeted at \$4.3 million for FY 2019 and is forecast to be under budget by \$0.4 million or 9%. Diesel fuel prices stayed within a relatively narrow range in FY 2019, and VRE continues to mitigate price variability through the use of fixed-price delivery contracts.
- All other operating expenses are forecast to be under budget by \$2.7 million, or 3.9% of budgeted operating expenditures:
 - System Safety & Security costs are forecast to be \$0.7 million below budget. This variance is due to a vacant staff position for much of FY 2019; savings related to the renewal of certain security contracts, and planned activities that did not move forward due to staffing constraints.
 - CSX Transportation access costs are forecast to be \$0.5 million below budget. This is related to changes in the timing of Positive Train Control (PTC) implementation and associated costs, as well as a lower contractual cost increase than was forecast for the FY 2019 contract.
 - Project Development and Project Implementation costs are projected to be \$0.5 million under budget, primarily due to lower expenditures on Consulting (under budget by \$0.3 million).
 - Executive Management costs are projected to be \$0.4 million below budget, primarily due to lower expenditures on Legal Fees (under budget by \$0.2 million).
 - Projected savings for Maintenance of Equipment (Keolis) is projected to be \$0.3 million, primarily due to delays in completion of the Lifecycle Overhaul and Upgrade (LOU) Facility and therefore delays to other expected increases in maintenance services.
 - Total projected savings for Finance, Accounting and Human Resources is projected to be \$0.3 million, due primarily to reduced ticket vendor commissions and card processing costs (under budget by \$0.2 million).
 - Other net departmental savings are projected at \$0.1 million, including \$0.2 million of furniture and fixtures for the VRE Office and LOU Facility that were not made that are expected to roll over to FY 2020.

Non-Operating Expenses – \$1.9 million positive variance

Certain 'non-operating' expenses that are not part of the Capital Improvement Program (CIP) are also included in the year-end forecast. The forecast of \$1.9 million combined positive variance on these items includes unspent Contingency of \$1.6 million; unused Bad Debt expense of \$50,000; and Insurance expenses that are under budget by \$0.3 million.

A recommendation on the use of the projected surplus will be presented as part of the Proposed FY 2021 Budget in December 2019. Preliminary uses for the projected surplus are to carry forward \$0.2 million into the FY 2020 budget for uncompleted projects, to fund one-time items in FY 2021, and to increase the Capital Reserve.

The chart below summarizes actual to budget data by major category:

FY2019 Year End Operating Budget Projection (in millions)				
Description	Revised Budget	Current Estimate	Variance	%
Fare Revenue	\$42.4	\$41.9	-\$0.5	-1.2%
Local Subsidy*	13.1	13.1	0.0	0.0%
Fed/State Revenue	31.4	30.6	-0.8	-2.5%
Other Revenue	1.4	1.7	0.3	18.6%
Total Revenue	\$88.3	\$87.4	-\$1.0	-1.1%
Operating Expenses	\$76.4	\$73.3	\$3.1	4.2%
Non-Operating Expenses	5.7	3.7	1.9	51.8%
Debt Service	6.2	6.2	0.0	0.0%
Contribution to Reserve	0.0	0.0	0.0	0.0%
Total Expenses	\$88.3	\$83.3	\$5.0	5.7%
Net Income (Loss)	\$0.0	\$4.1	\$4.1	

*The local subsidy amount shown here is the amount needed for operations; total subsidy is \$17.76M.

COMMUTER RAIL OPERATING AND CAPITAL (C-ROC) FUND QUARTERLY REPORT

Background

Dedicated C-ROC funding for VRE began on July 1, 2018. The C-ROC Fund currently receives \$15 million annually (\$1.25 million monthly) from gasoline taxes collected in the NVTC and PRTC regions. C-ROC funds are received from the Department of Motor Vehicles (DMV) and are held by NVTC/VRE in a separate Local Government Investment Pool (LGIP) account, in accordance with §33.2-1525.A of the Code of Virginia. The VRE Operations Board and the Commissions must approve the list of projects that are to be funded in whole or in part by the C-ROC Fund, and NVTC/VRE must provide a quarterly update on the C-ROC Fund, including disbursements received, amounts expended, the purpose of the expenditures, and investment and interest earnings.

C-ROC Fund as of March 31, 2019

A summary of the C-ROC Fund is presented below. Due to lags in the determination of total gasoline tax revenue by DMV and the transfer of funds from DMV to NVTC/VRE, total C-ROC funds received through March are less than total funds earned. As of March 31, 2019, six months of FY 2019 C-ROC funding has been received by NVTC/VRE.

C-ROC Fund as of 03/31/2019

Period	Funds Earned	Funds Received	Interest Earned	Expenditures	C-ROC Account Balance (LGIP)
FY 2019 (Jul-Mar)	\$11,250,000	\$7,500,000	\$52,272	\$0	
Life to Date (sum of all periods)	\$11,250,000	\$7,500,000	\$52,272	\$0	\$7,552,272

As part of the adoption of the FY 2019 Amended and FY 2020 Approved budgets in December 2018, the VRE Operations Board approved the commitment of a total of \$45 million in current and future C-ROC funds to key capital projects – \$30 million for the L'Enfant Station and Fourth Track project and \$15 million for the Crystal City Station project. The Commissions subsequently gave their approval to this project list in January 2019. This commitment reflects three years of expected C-ROC funding (FY 2019 through FY 2021), and expenditures will be reflected above when construction commences on these projects.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Renovations to Alexandria Headquarters Suite 201
2. Repairs to Fredericksburg Lot E

Projects scheduled to be completed this quarter:

1. Replacement of tactile warning strip at L'Enfant Station
2. Repairs to platform concrete at L'Enfant Station
3. Issuance of IFB for painting of Franconia-Springfield Station
4. Repairs to erosion near Leeland Road Station retaining walls
5. Repairs to platform concrete at Manassas Station
6. Issuance of IFB for pavement repairs and striping at Rippon and Leeland Road Stations and Fredericksburg Lot G
7. Installation of automated parking count system at stations with parking lots

Projects scheduled to be initiated this quarter:

1. Design of Phase 2 renovations to Alexandria Headquarters Suite 202
2. Design of platform widening at L'Enfant Station
3. Replacement of signage at additional stations (locations TBD)

Ongoing projects:

1. Development of specifications for modernization of east elevator at Woodbridge Station
2. Development of IFB for canopy roof replacement at Backlick Road Station
3. Replacement of parking lot entrance signs at various stations
4. Replacement of waste and recycling receptacles at various stations



Renovations Complete at VRE Headquarters Suite 201(1)



Renovations Complete at VRE Headquarters Suite 201(2)

UPCOMING PROCUREMENTS

- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Program Management Services
- Graphic Design Services
- Canopy Roof Replacement at the Backlick Road Station
- Modernization of VRE Woodbridge Station East Elevator
- Passenger Car Wheelchair Lift Assemblies
- Seat Bottoms for Passenger Cars
- Construction of Benchmark Road Slope Stabilization
- Construction of Rolling Road Platform Extension
- Purchase of LED Light Fixtures
- Construction of L'Enfant South Storage Track Wayside Power
- Variable Messaging System Replacement
- Tactile Strip Replacements
- Pavement Repairs and Striping at the Rippon and Leeland Road Stations and Fredericksburg Lot G
- Franconia-Springfield Station Painting Services
- State Government Relations Services
- Engineering and Environmental Services for the VRE Crystal City Station Improvements

CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects:

Completed projects or major project milestones:

1. New York Avenue Midday Storage Replacement Facility—scheduling field visit with Amtrak to review key project elements relative to preliminary design activities; conducting due diligence on potential property acquisitions in anticipation of environmental clearance by Federal Transit Administration

Projects or project phases scheduled to be completed this quarter:

2. Brooke Station Improvements – Draft 30% Complete Plans
3. Lorton Station Improvements – Draft 60% Complete Plans
4. Franconia-Springfield Station Improvements – Draft 60% Complete Plans

Projects or project phases scheduled to be initiated this quarter:

5. Invitation for Bids (IFB) for Rolling Road Station Improvements
6. Construction of temporary platform for Quantico Station Improvements
7. RFP advertised for LOU Construction Management
8. RFP advertised for Crystal City Station Improvements

Ongoing projects:

9. Broad Run Expansion (BRX)
10. Manassas Park Parking Improvements
11. Rolling Road Station Improvements
12. Crossroads Maintenance and Storage Facility (MSF) – Land Acquisition
13. Lifecycle Overhaul & Upgrade Facility (LOU)
14. Leeland Road Station Improvements
15. Brooke Station Improvements
16. Quantico Station Improvements
17. Rippon Station Improvements
18. Lorton Station Improvements
19. Franconia-Springfield Station Improvements

- 20. Alexandria Station Improvements
- 21. Alexandria Station Track I Access (Slaters Lane)
- 22. Crystal City Station Improvements
- 23. L'Enfant Train Storage Track - South
- 24. L'Enfant Station Improvements
- 25. New York Avenue Midday Storage Facility
- 26. Potomac Shores VRE Station – *design by others*
- 27. Long Bridge Project Environmental Impact Statement (EIS) - *study by others*
- 28. Washington Union Station Improvements Environmental Impact Statement (EIS) - *study by others*
- 29. DC2RVA Environmental Impact Statement – *study by others*

Projects Progress Report to Follow

PASSENGER

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

PHASE: CD - Conceptual Design PE - Preliminary Engineering EC - Environment Clearance

RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold ◆ part of the "Penta-Platform" program

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

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

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

ESTIMATED COSTS (\$)						STATUS	
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date	
31,875,014	31,875,014	-	2,382,759	2,193,257	90%	4th QTR 2020	● Design underway. Stakeholder meetings held 3/1 and 4/3.
7,000,000	7,000,000	-	467,500	270,487	60%	2nd QTR 2019	● Materials continue to be delivered. Assembly of cross-over has begun.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	● Design work on east platform only; west platform improvements unfunded.
13,000,000	13,000,000	-	*	412,269	35%	4th QTR 2022	● FD underway with anticipated completion 4th QTR 2019.
16,150,000	16,150,000	-	*	680,812	35%	4th QTR 2022	● FD underway with anticipated completion 4th QTR 2019.
16,634,793	16,634,793	-	*	384,345	25%	4th QTR 2023	● PE design/EC completion pending CSXT design review with anticipated completion in 3rd QTR 2019.
No costs for VRE. Private developer providing station.					10%	TBD	● Potomac Shores VRE Station design underway to include parking structure.
18,372,949	18,372,949	0	-	-	30%	TBD	● FD start 1st QTR 2019. SMART SCALE grant agreement pending.
23,391,019	23,391,019	-	*	300,523	25%	4th QTR 2023	● DRPT LONP received; REF grant pending. PE design/EC anticipated completion 3rd QTR 2019.
15,527,090	15,527,090	-	*	313,514	25%	4th QTR 2023	● DRPT LONP received; REF grant pending. PE design/EC anticipated completion 3rd QTR 2019.
25,983,000	25,983,000	0	2,238,144	670,225	30%	4th QTR 2022	● Meeting held with Governing Body on 4/3. FD continues.
2,000,000	2,000,000	-	442,900	335,534	80%	3rd QTR 2020	● Invitation for Bids (IFB) pending start 2019 construction season and NS Construction Agreement.
49,940,000	19,098,463	30,841,537	399,121	393,642	100%	2nd QTR 2023	■ DRPT LONP received. Completion of PE design & EC pending execution of REF grant by DRPT.
70,650,000	62,465,721	8,184,279	130,501	59,770	46%	2nd QTR 2023	● DRPT LONP received. Real estate research in progress under LONP.

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Hamilton-to-Crossroads Third Track	2¼-miles of new third track with CSXT design and construction of signal and track tie-ins.	◆	◆	◆	N/A	◆	◆

MAINTENANCE AND STORAGE FACILITIES

L'Enfant Train Storage Track - South	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work	◆	◆	◆	N/A	●	●
Lifecycle Overhaul & Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility - Land Acquisition	Acquisition of 16.5 acres of land, construction of two storage tracks and related site improvements.	◆	N/A	N/A	●	N/A	N/A
New York Avenue Midday Storage Facility	Midday storage facility replacement for Ivy City storage facility.	◆	●	●	●		

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars.	◆	N/A	N/A	N/A	◆	◆
Positive Train Control	Implement Positive Train Control for all VRE locomotives and control cars.	◆	N/A	N/A	N/A	◆	●

PLANNING, COMMUNICATIONS AND IT

Broad Run Expansion (was Gainesville-Haymarket Extension)	NEPA and PE for expanding commuter rail service capacity in Western Prince William County	◆	●	●	-	-	-
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A	◆	●










PHASE: CD - Conceptual Design PE - Preliminary Engineering EC - Environment Clearance

RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold

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

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

ESTIMATED COSTS (\$)						STATUS	
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date	
32,500,000	32,500,000	-	33,285,519	30,578,003	90%	3rd QTR 2018	 Close-out pending repair of storm damage to embankment.
3,965,000	3,965,000	-	2,937,323	1,699,610	60%	3rd QTR 2019	 CSXT Construction Agreement received. CM underway.
38,183,632	38,183,632	-	3,176,039	2,143,583	70%	TBD	 Completion of FD pending completion of land acquisition.
2,950,000	2,950,000	-	2,950,000	141,500	5%	TBD	 Submitted documentation to Spotsylvania County Planning and Zoning with follow-up County Board approval to be scheduled.
89,666,508	89,666,508	-	3,588,305	1,519,300	40%	4th QTR 2020	 Preliminary design is underway and scheduling site visit; Reviewing title/appraisal work; NEPA documentation submitted to FTA.
75,264,693	75,264,693	-	69,457,809	47,915,644	70%	4th QTR 2020	 All cars received. Completion date reflects end of warranty period.
14,191,833	14,191,833	-	10,294,079	7,984,451	80%	4th QTR 2018	 Onboard installations ongoing.
137,230,000	83,825,501	53,404,499	5,222,796	4,468,476	90%	4th QTR 2022	 Completion of PE design and EC underway.
3,510,307	3,510,307	-	3,510,627	2,282,853	70%	3rd QTR 2019	 Big Commerce/Moovel collaboration underway for web based ticketing portal. Uplift to new platform scheduled for mid-summer.

VIRGINIA RAILWAY EXPRESS MAGAZINE

RIDE

ISSUE 2, 2019

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IMPROVEMENT PROJECT
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**PTC REALITY & MYTHS
(PAGE 4)**



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ANNUAL SURVEY IS APPROACHING

VRE's Customer Satisfaction Survey will be May 22nd this year. Surveys will be distributed on morning trains.



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PLEASE RECYCLE THIS MAGAZINE



Editor in Chief: Cindy King

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Access RIDE online at VRE.org/RIDE



FROM THE CEO

AN EXCITING YEAR OF CONSTRUCTION



DOUG ALLEN
Chief Executive Officer

RIDE readers are aware of many VRE system improvement projects on the horizon. From yard expansions that will help us lengthen our trains to parking expansions that will support station growth – we are actively working every day to increase system efficiency and serve the region.

This year is very exciting for our team as we will be advertising many projects for design and construction, as well as breaking ground on Quantico station improvements and two platform extensions. Additionally, new station lighting continues to be installed throughout the system as safety is at the heart of everything we do.

"Triple tracking" is an important component to increasing system efficiency by reducing rail congestion. Together with the Department of Rail and Public Transportation, we are planning for a future with a third track the length of our Fredericksburg line. Many of our projects directly include laying a third track.

These construction projects are essential to maintaining a safe and efficient system. They also will allow us to enhance and expand our service. As many of these projects move ahead, it's nice to take a moment to reflect on our progress and consider how, when the projects are complete, they will improve the commutes of our riders.

Sincerely,

DOUG ALLEN
Chief Executive Officer
Virginia Railway Express

HOLIDAY SCHEDULE REMINDER

Memorial Day, May 27: No service

Independence Day, July 4: No service



Cover image: Training activity to help law enforcement and canine units become familiarized with VRE equipment and security procedures.

MEET THE MANAGEMENT THE WHAT, WHEN & WHY

If you've never happened into one of our Meet the Management events, you may be asking yourself – what is this all about? Meet the Management is more than a good opportunity to grab a cold drink and something tasty. It's an easy way for you to ask our management any and all of your VRE-related questions.

Simply, Meet the Management is ...

WHAT: Meet the Management is comprised of several staffed tables at evening departure stations. Riders may line up for a chance to select items from the tables and ask questions.

WHEN: Meet the Management is held most Wednesday afternoons in May, and the first Wednesday in June.

WHY: We value our riders and wish to collect feedback firsthand.

2019 MEET THE MANAGEMENT SCHEDULE

ALL EVENTS SCHEDULED FOR AFTERNOON SERVICE

MAY 1: UNION STATION

MAY 8: L'ENFANT STATION

MAY 15: CRYSTAL CITY STATION

MAY 29: ALEXANDRIA STATION

JUNE 5: FRANCONIA-SPRINGFIELD STATION

METRO PLATFORM IMPROVEMENT PROJECT WHAT VRE RIDERS SHOULD EXPECT

From this Memorial Day (5/27) to September 8, Metro will shutdown six Metrorail stations in Virginia on the Yellow and Blue lines for platform reconstruction and other major capital work. The partial closure of these lines is expected to have significant impacts throughout the region, and transit partners have adjusted summer service where possible to transport displaced Metro riders.

Due to limited railroad availability, VRE is not able to offer expanded service during this time. However, VRE will offer assistance to Metro riders by providing information on how our service may be utilized to travel between our northern-most stations.

What does this mean for long-distance riders?

Please expect new riders to begin boarding northbound trains at Franconia-Springfield/Burke Centre and north. Likewise, please expect more riders needing to detrain at the northern-most stations during our southbound service. We will ask able-riders who are traveling short distances to offer seats to riders traveling long distances, so that we may more quickly and easily deliver people to their stops. The standing means detraining policy will become

especially important during the Metro summer shutdown as we need passengers to remain seated until just prior to their stop to allow new riders to board.

Is there a bright side?

First and foremost, the upside is Metro will complete important safety rehabilitations.

Second, Metro announced the non-rider parking fee will be waived during the shutdown, which should help VRE riders as well as other riders utilizing alternate transportation departing from the Franconia-Springfield station.

Third, area transit partners are adding additional bus services to our stations. FRED will begin a new "feeder" service to Quantico, and Omniride will add feeder services to Rippon and Woodbridge.

What about the other construction at the King Street Metro station?

The project outside the station is expected to be completed in mid-to late 2020. For more information, visit: alexandriava.gov

NEW Weekday Shuttle! N. Stafford/Quantico VRE Feeder Service



FRED Transit now offers early morning and evening bus service between N. Stafford and the Quantico VRE Train Station.

Bus stops at N. Stafford commuter lot, along Rt.1 and Quantico Corporate Center.

See RideFRED.com for route and schedule. Operates M-F, except Federal holidays.

FREE May & June

(All riders need a current photo id to travel onto the base).

RideFRED.com ■ 540.372.1222

Avoid the hassle. "Take FRED Instead!"



FREDERICKSBURG REGIONAL TRANSIT

History in Motion

Northern Virginia Supplemental Service

Alexandria/DASH

- Enhanced AT3 & AT4 Service
- Expanded King Street Trolley and Water Taxi Service
- Bus & HOV changes on Washington St

Fairfax Connector

- Additional 393/394 Express Bus Service
- Promotion of existing Connector routes and Fairfax commuter options

OmniRide/PRTC

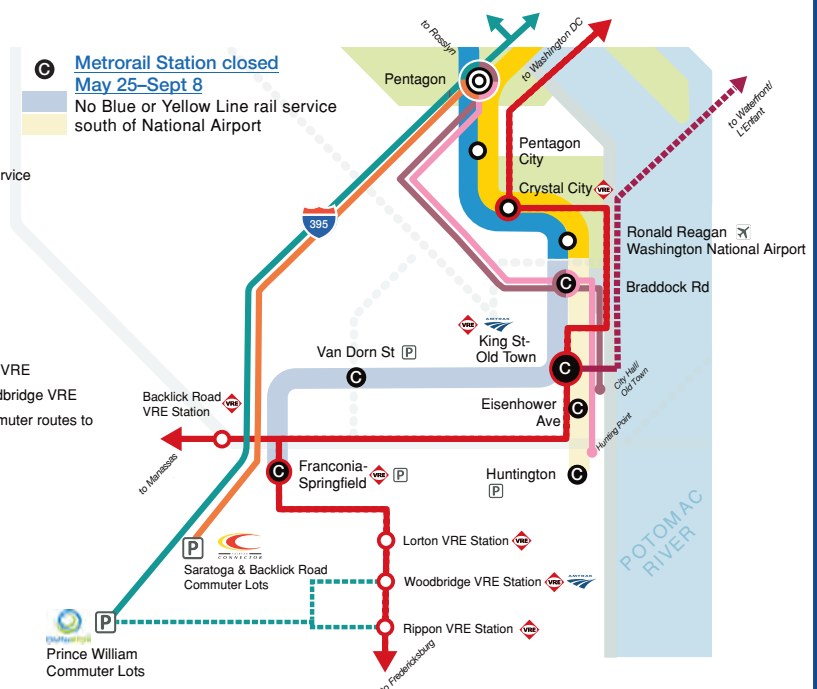
- Free Shuttle - Dale City Commuter Lot to Rippon VRE
- Free Shuttle - Lake Ridge Commuter Lot to Woodbridge VRE
- Promotion of existing, underutilized express commuter routes to Pentagon, Rosslyn, DC

Virginia Railway Express (VRE)

- Utilization/promotion of existing train capacity at Franconia-Springfield and King-Street/Old Town Stations
- Subsidized Amtrak step-up fare available



Source: CTB Supplemental Service Plan



Partial Metro shutdown affected area and alternative transportation options.

Copy of 4/27/19 Train Talk

SERVICE DISRUPTION FOLLOW UP

VIRGINIA RAILWAY EXPRESS (VRE)

As discussed in previous Train Talks, VRE began the rollout phase of our Positive Train Control (PTC) implementation on February 14th. We spent the remainder of February and all of March getting PTC fully operational on all Fredericksburg Line trains. PTC is a new and very complex technology and has required changes in operating practices and procedures. As the train crews, mechanical crews, host railroad dispatchers and everyone else involved in the daily operation of VRE trains were gaining familiarity with the new system and procedures, it affected our on-time performance. In mid-March, we saw OTP drop to around 60%, and for the month of March we finished at 76%.

Rollout on the Manassas Line trains began April 1st. This part of the rollout brought additional challenges. First, we have train sets that operate multiple trips, so they "turn" at the completion of one trip, re-initialize PTC along with the other procedures involved in swapping controls of the train to the other end, and operate back in the opposite direction. Any delay on the initial trip or in the processes involved in "turning" the train can cause a cascading of delay, not just for that train, but throughout the system.

Over the past few weeks, enhancements to the re-initialization process and procedures followed by the train crews have improved the turn time. While we may ultimately have to make slight schedule adjustments to accommodate the new procedures, delays directly attributable to the turn process should be minimal going forward.

A second challenge for the Manassas Line trains is the transition from the Norfolk Southern railroad to the CSX railroad. Currently, as trains move between the two host railroads, we must slow down. In some cases, we have seen this transition take an additional 5-8 minutes. We are working with our host railroads to enable this transition to be more "seamless" without the need to slow down and hope to have that improvement in place by early May.

Finally, both lines are experiencing a PTC/Cab Signal synchronization issue as a result of implementing PTC. The issue has resulted in trains operating at slower speeds at certain points even though the conditions ahead are favorable for higher speeds. A software update due out as soon as next week should result in improving the timely synchronization of both systems.

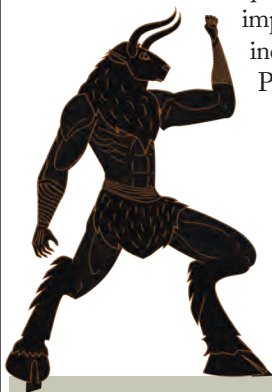
We continue to focus on completing the PTC rollout phase and working with our host railroads on minimizing the negative effects of congestion to VRE trains. We appreciate you taking the time to read this explanation of why VRE's reliability has been off for the last several weeks, but we want to be clear about the challenges we have been facing and what we are doing to improve. We understand the frustration and empathize with those who have been impacted by this necessary change. Please know we have teams from VRE, Keolis, and our host railroads working around the clock to resolve each issue as quickly as possible so we can get back to the reliable service our riders deserve and have come to expect.

RELATED LINKS

- [Train Status Map](#)
- [Operational Testing](#)
- [Heat Restrictions](#)
- [Flash Flood Restrictions](#)
- [Daily Performance Reports](#)

**PTC MYTHS VS REALITY**

With Positive Train Control (PTC) fully operational on all VRE trains and as we complete the burn-in phase, riders can expect a decline in train delays associated with the new safety technology. VRE has received numerous inquiries from passengers over the last few months as it implemented PTC. Those questions, many based on incomplete information, have informed RIDE's list of PTC myths.

**PTC MYTHS**

MYTH #1:
PTC slows trains, which results in delays

MYTH #2:
PTC implementation was the sole reason for recent delays

MYTH #3: **VRE's rush to implement PTC to meet a federal mandate resulted in train delays**

MYTH #4:
PTC should virtually eliminate all rail accidents

MYTH #5:
VRE implemented PTC on passenger trains without first testing it on non-revenue trains



REALITY #1: PTC only slows or stops trains in the rare instance where an engineer has not taken suitable action for a given situation. The technology is designed to prevent train-to-train collisions and derailments caused by excessive speed.

REALITY #2: Freight and Amtrak train congestion as well as signal and mechanical issues were other factors driving delays in March and April.

REALITY #3: VRE has been working methodically with its host railroads for more than a decade, since Congress mandated the adoption of PTC by 41 railroads nationwide, to ensure an effective and timely roll out of the technology. When other railroads implemented PTC, they experienced delays which abated over time as train crews and other personnel became familiar with the technology. VRE's experience has been similar.

REALITY #4: PTC monitors things that are known, such as a train's speed and its location in relation to other trains and work zones. Because it cannot detect people who trespass, vehicles that stall or trees that fall on the tracks, incidents may still occur.

REALITY #5: VRE, along with our host railroads, spent most of January and February testing PTC at night on non-revenue trains.

GOOGLE TRANSIT

We're excited to announce our schedules are going live on Google Transit. This means checking the schedule for your station just got a little easier, as Google Maps will display the next scheduled train time.

We are also working on a realtime feed with Google Transit. The realtime feed will use the same tracking as in the Train Status on our site.



I-66 CORRIDOR SURVEY

The Department of Rail and Public Transportation is conducting work to continue improving the travel experience on I-66 outside the beltway, and is asking our Manassas line riders to provide input.

Learning more about what makes you choose the travel modes you do – I-66 express lanes, carpool, vanpool, rail or bus – will help develop the plan to keep traffic congestion down and quality of life up.

Go to i66plan.metroquest.com to find out about the changes, share your opinion, and qualify for one of 66 prizes. Keeping pollution and stress levels down is a community effort, so please take the survey and spread the word.

i66plan.metroquest.com





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TourStaffordVA.com/events



OLD TOWN ALEXANDRIA COCKTAIL W E E K



As the weather warms and the sun shines longer each day, we encourage you to take advantage of attractions near your office. The final southbound VRE trains leave Union Station at 6:40PM (Fredericksburg) and 6:50PM (Manassas) – giving you time to grab a bite with coworkers, walk an historic area, or shop before heading home.

The first-ever Old Town Cocktail Week will be May 3-11, delivering more than craft drinks. If Alexandria isn't your stop, consider deboarding your usual train in Alexandria and then continuing your trip on a later train (you will be able to use one ticket though you are splitting your trip).

Old Town Cocktail Week kicks off with Art on the Rocks on May 3, presented by The Art League at the Torpedo Factory Art Center, and culminates with a Meet the Makers Virginia Spirits Tasting Event on May 11 at Gadsby's Tavern Museum.

More than 20 events at boutiques, historic sites and restaurants will include special tastings, cocktail seminars and more. Events include the Kentucky Breakfast Stout Derby Party at Mason Social on May 4; the Old Town Drinks book release party at The Hour on May 7 with tastings of cocktails featured in the book; a Hoptails event at Chadwicks with Port City Brewing Company on May 8; Bubbles, Barrels, and BBQ at George Washington's Distillery & Gristmill on May 10; and a trio of cocktail seminars at Columbia Firehouse on May 11.

Admission varies depending on the event. For more information and to plan your Old Town Cocktail Week experience, visit OldTownCocktailWeek.com. Join the conversation online by using #OldTownCocktailWeek and #visitALX.

WHAT: Old Town Cocktail Week

WHEN: 9 days, May 3-11, 2019

WHERE: Restaurants, boutiques and historic sites in Old Town Alexandria, VA

ADMISSION: Varies depending on the event; check website for details

INFO: OldTownCocktailWeek.com

Special note: While VRE encourages bonding time with co-workers and catching up with old friends, we in no way endorse drinking and driving or any other illegal and unsafe activity.

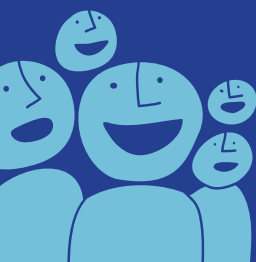
RECENT **ONLINE FORUM** ACTIVITY



My only major complaint is about the unreliability of your ticket vending machines.

VRE Response: Thanks Courtney. The ticket vending machine are being upgraded to include new technology on the touch screens which will not be affected by dust and weather, new pin pads to accept chipped cards, and all new internal components. Installation should begin this summer.

Courtney from Spotsylvania



Have questions? Join VRE's **Online Forum** the first Wednesday of each month at noon.
vre.org/chatterbox

Why hasn't a fence been installed at Fredericksburg between Track 2 & Track 3? People regularly ignore the posted signs about the danger of crossing the tracks.

VRE Response: The track centers are too close to allow proper clearance for an inter-track fence like you see at Woodbridge and Springfield. There are signs posted which say "Do Not Cross The Tracks."

Sean from Spotsylvania



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RAIL TIME PUZZLES

ACROSS

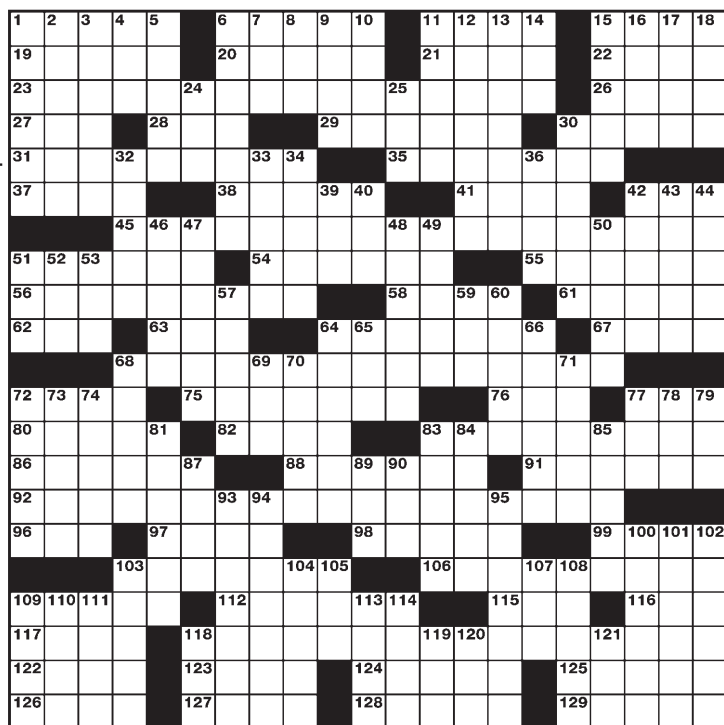
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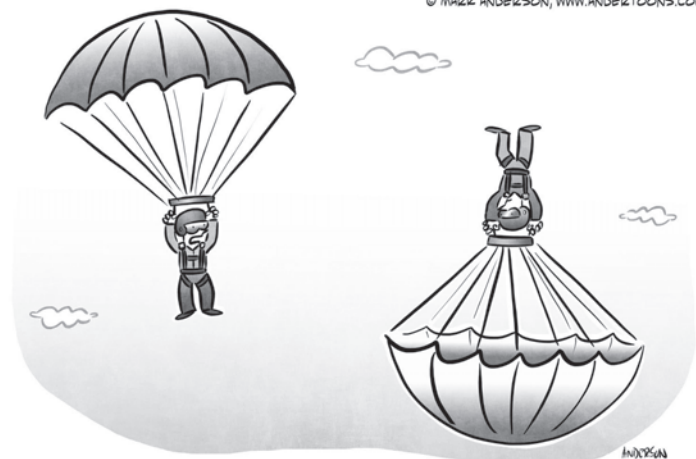
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109 Whispered call
110 Spiny houseplant
111 Marshmallow-topped tubers
113 Ancient Andean
114 Shade of socks
118 ___ Cruces, NM
119 MD's brain test
120 Admiration in verse
121 Suffix for stock

SUDOKU

	8		9	2	4			6
5					8			1
	2					9		8
		6	3				7	
	3				9	6		
1		8					9	
4			7					5
7			8	5	2		6	



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