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 | OCTOBER 2018

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<td>RIDE MAGAZINE, OCTOBER 2018 ISSUE</td>
<td>23</td>
</tr>
</tbody>
</table>
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.

Data provided reflects August 2018 information.
ON-TIME PERFORMANCE

OUR RECORD

<table>
<thead>
<tr>
<th></th>
<th>August 2018</th>
<th>July 2018</th>
<th>August 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manassas Line</td>
<td>62%</td>
<td>77%</td>
<td>92%</td>
</tr>
<tr>
<td>Fredericksburg Line</td>
<td>81%</td>
<td>75%</td>
<td>84%</td>
</tr>
<tr>
<td>System Wide</td>
<td>72%</td>
<td>76%</td>
<td>88%</td>
</tr>
</tbody>
</table>

REASONS FOR DELAYS

VRE operated 733 trains in August. Our on-time rate for August was 72%.

Two hundred ten of the trains arrived more than five minutes late to their final destinations. Seventy-two of those late trains were on the Manassas Line and one hundred thirty-eight of those late trains were on the Fredericksburg Line.

There were significant issues that negatively impacted August on-time performance (OTP). The chart contrasts March and August of this year. March represents a typical month with 92% OTP. With the chart, you can see what affected August performance. Amtrak signal issues in the tunnel, weather, and CSX tie replacement had a direct correlation to the lower OTP. These issues also caused congestion, which related to more instances of train interference. Please see page two of the attached October RIDE magazine for more information.

LATE TRAINS

<table>
<thead>
<tr>
<th></th>
<th>System Wide</th>
<th>Fredericksburg Line</th>
<th>Manassas Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total late trains</td>
<td>92</td>
<td>161</td>
<td>210</td>
</tr>
<tr>
<td>Average minutes late</td>
<td>14</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>Number over 30 minutes</td>
<td>4</td>
<td>40</td>
<td>31</td>
</tr>
<tr>
<td>Heat restriction days / total days</td>
<td>8/21</td>
<td>7/21</td>
<td>7/23</td>
</tr>
</tbody>
</table>
ON-TIME PERFORMANCE

VRE SYSTEM

FREDERICKSBURG LINE

MANASSAS LINE
AVERAGE DAILY RIDERSHIP

VRE SYSTEM

FREDERICKSBURG LINE

MANASSAS LINE
OCTOBER 2018

RIDERSHIP UPDATES

Average daily ridership (ADR) in August was approximately 17,780.

<table>
<thead>
<tr>
<th></th>
<th>August 2018</th>
<th>July 2018</th>
<th>August 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly Ridership</td>
<td>414,912</td>
<td>388,306</td>
<td>435,839</td>
</tr>
<tr>
<td>Average Daily Ridership</td>
<td>17,779</td>
<td>18,251</td>
<td>18,950</td>
</tr>
<tr>
<td>Full Service Days</td>
<td>23</td>
<td>21</td>
<td>23</td>
</tr>
<tr>
<td>“S” Service Days</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

SUMMONSES ISSUED

VRE SYSTEM

SUMMONSES WAIVED OUTSIDE OF COURT

<table>
<thead>
<tr>
<th>Reason for Dismissal</th>
<th>Occurrences</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger showed proof of a monthly ticket</td>
<td>15</td>
</tr>
<tr>
<td>One-time courtesy</td>
<td>6</td>
</tr>
<tr>
<td>Per the request of the conductor</td>
<td>34</td>
</tr>
<tr>
<td>Defective ticket</td>
<td>0</td>
</tr>
<tr>
<td>Per Ops Manager</td>
<td>1</td>
</tr>
<tr>
<td>Unique circumstances</td>
<td>0</td>
</tr>
<tr>
<td>Insufficient information</td>
<td>5</td>
</tr>
<tr>
<td>Lost and found ticket</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
<tr>
<td>Total Waived</td>
<td>62</td>
</tr>
</tbody>
</table>

MONTHLY SUMMONSES COURT ACTION

- Guilty (G)
- Not Guilty (NG)
- Guilty in absentia (GA)
- Dismissed (D)
- Continued to next court date (C)
- Prepaid prior to court (PP)
TRAIN UTILIZATION

FREDERICKSBURG LINE

Average Ridership

MANASSAS LINE

Average Ridership
PARKING UTILIZATION

FREDERICKSBURG LINE

MANASSAS LINE
Fare revenue through the second month of FY 2019 is approximately $275,000 below budget (an unfavorable variance of -3.7%) and is up 1.0% compared to the same period in FY 2018.

VRE’s annual liability insurance premium was accounted for in full in July, resulting in an actual operating ratio of 45%. Absent this premium, the operating ratio would have been 59%. VRE’s budgeted operating ratio for the full twelve months of FY 2019 is 52%.

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

<table>
<thead>
<tr>
<th>FY 2019 Operating Budget Report</th>
<th>Month Ended August 31, 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CURR. MO.</td>
</tr>
<tr>
<td></td>
<td>ACTUAL</td>
</tr>
</tbody>
</table>

### Operating Revenue
- **Passenger Ticket Revenue**: 3,542,477 (3,900,800) 7,187,427 (7,462,400) (274,973) -3.7% 42,400,000
- **Other Operating Revenue**: 6,100 (20,700) 8,405 (39,600) (31,195) -78.8% 225,000

### Subtotal Operating Revenue
- 3,548,577 (3,921,500) 7,195,832 (7,502,000) (306,168) -4.1% 42,625,000

#### Jurisdictional Subsidy (1)
- -
- 9,119,260
- 9,062,209
- 57,051

#### Federal/State/Other Jurisdictional Subsidy
- 2,666,821 (2,678,051) 5,240,489 (5,254,210)
- (13,721)
- 0.3%

#### Appropriation from Reserve/Other Income
- - 91,080
- 174,240
- (174,240)
- 0%

#### Interest Income
- 93,437 (18,400) 182,215 (35,200)
- 147,015
- 417.7%

### Total Operating Revenue
- 6,308,835 (6,709,031) 21,737,796 (22,027,859)
- (290,063)
- 1.3%

### Operating Expenses
- **Departmental Operating Expenses**: 6,056,419 (6,936,750) 15,886,290 (17,208,222)
- 1,321,932
- 7.7%
- 81,761,809

- **Debt Service**: 518,776 (559,573) 1,037,442 (1,119,145)
- 81,703
- 7.3%
- 6,714,870

- **Other Non-Departmental Expenses**: 43 (4,232)
- 11,737
- 8,096
- (3,641)
- 0.0%
- 46,000

### Total Operating Expenses
- 6,575,238 (7,500,555) 16,935,469 (18,335,463)
- 1,399,994
- 7.6%
- 88,522,679

### Net income (loss) from Operations
- (266,403) (791,523) 4,802,327 3,692,396
- 1,109,931

### Operating Ratio
- 45%
- 44%
- Goal 50%

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

The following is a status update of VRE facilities projects:

Completed projects:
1. Brush clearing at Lorton Station
2. Removal and replacement of pedestrian grade crossings at Rippon, Quantico, Brooke and Leeland Road Stations to accommodate CSX tie replacements

Projects scheduled to be completed this quarter:
1. Replacement of tactile warning strip at L’Enfant Station
2. Repairs to fascia and soffit at Woodbridge Station east building
3. Painting of Woodbridge Station
4. Cleaning of glass at Woodbridge Station elevator/stair towers
5. Striping of Rolling Road Station parking lot
6. Upgrades to electrical power supply for new communication cabinet at Burke Centre Station
7. Repairs to potholes at Manassas Park Station
8. Repairs to platform lighting and replacement of electrical and communications conduits at Manassas Park Station
9. Repairs to platform concrete at Manassas Station
10. Installation of automated parking count system at stations with parking lots

Projects scheduled to be initiated this quarter:
1. Design of platform widening at L’Enfant Station
2. Replacement of signage at additional stations (locations TBD)
3. Replacement of parking lot entrance signs at majority of stations
4. Replacement of waste and recycling receptacles throughout VRE system
Ongoing projects:
1. Renovations to Alexandria Headquarters (leased Suite 201, adjacent to current VRE offices)
2. Weed control at L'Enfant storage track
3. Development of specifications for modernization of Woodbridge Station east elevator
4. Development of IFB for Canopy Roof Replacement at the Backlick Road Station and second station (TBD)
5. Replacement of station posters throughout VRE system
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 and Rolling Road Stations
• Modernization of VRE Woodbridge Station East Elevator
• Repair and Overhaul of Passenger Car HVAC Assemblies
• Passenger Car Wheelchair Lift Assemblies
• Seat Bottoms for Passenger Cars
• Construction of Benchmark Road Slope Stabilization
• Construction of Rolling Road Platform Extension
• Platform Lighting Installation Services
• Construction of L’Enfant South Storage Track Wayside Power
• Variable Messaging System Replacement
CAPITAL PROJECTS UPDATES

AS OF September 5, 2018

Broad Run Expansion Study (BRX)
- Preliminary engineering (PE) design underway for maintenance and storage facility (MSF) expansion, platform modifications, 3rd track and tunnel
- VRE Operations Board selected “North” parking alternative as preferred location for Broad Run Station parking expansion on July 20th
- Meeting with Prince William County and VDOT staff on August 31st to discuss the Residency Rd. VRE parking lot design and trail connection between Route 28 and the proposed parking lot
- Draft agreement between VRE and Prince William County regarding Broad Run parking expansion funding and other responsibilities under development
- Bi-weekly Project Management Team (PMT) meetings with BRX consultant
- Weekly schedule review meetings with BRX consultant

Crossroads Real Estate Acquisition
- Appraisals under review and reconciliation

Long Bridge Expansion Study
- Facilitated internal discussions and response to Department of Rail and Public Transportation's (DRPT) Long Bridge Governance paper
- Conceptual engineering to start and expect to be completed late Summer

Rolling Road Platform Extension
- Final plans pending Host Railroad review and approval
- VRE Operations Board authorized Invitation for Bids (IFB) for construction, pending completion of final design package
- Construction Management (CM) GEC task order pending notice to proceed (NTP)

Quantico Station Improvements
- Progress Meeting held at Quantico Station July 10th
- Potomac Avenue signal coordination meeting held with CSX July 25th
- Monthly Arkendale to Powells Creek conference call held August 7th

Franconia-Springfield Station Improvements
- Preliminary engineering/30% design plans and environmental documents are currently under review by CSXT

Lorton Station Improvements (Second Platform)
- Preliminary engineering/30% design plans and NEPA documents are currently under review by CSXT

Rippon Station Improvements
- Draft preliminary engineering/30% design plans and NEPA documents have are complete for review by CSXT pending a final design review agreement
Leeland Road Station Improvements
- Continued development of 30% Design Plans and Environmental Documents
- Continued coordination with CSXT concerning the Design Review Force Account Estimate

Brooke Station Improvements
- Continued development of 30% Design Plans and Environmental Documents
- Continued coordination with CSXT concerning the Design Review Force Account Estimate

Alexandria Pedestrian Tunnel Project
- Investigating alternative construction strategies
- Coordinating with FRA

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)
- Property negotiations continue to acquire property needed to the east and south of existing Crossroads Yard
- Continue Spotsylvania County permit extensions

L’Enfant (South) Storage Track Wayside Power
- Final design has been completed
- Invitation for Bids (IFB) for construction of wayside power approved June 2018
- IFB package is being prepared
- Pending amended agreement with CSX

Slaters Lane/Alexandria Track 1 Access
- Construction pending assignment of CSXT resources

Manassas Park Station Parking Expansion
- Received revised proposal and estimate for final design, procurement support and construction administration services
- Internal meeting held to discuss recommendations of Value Engineering study and given direction to proceed
- Coordinated with CenturyLink/L3 about fiber optic lines in the project vicinity. Identified 5 potential lines that we will have to be aware of for the project
- Received and reviewed PHAs on 30% Design Engineering from K&J

Crystal City Station Improvements
- Concept Design briefing to be provided to Arlington County Transportation Commission and Arlington County Board at their September 2018 meetings
- Comments received and VRE responses posted to the project website
- Cost estimate is being updated

L’Enfant Track and Station Improvement
- Phase 1: Background Information technical memorandum is being finalized
- Scope of Work for continued project development, including preliminary engineering and environmental review, under development
- Task Order to conduct additional right-of-way and background research being prepared
- Initiation of additional work pending REF grant agreement
VRE Transit Development Plan Update

- Bi-weekly progress meetings with TDP consultant
- Service Plan analysis presentation to VRE staff
- Performance Measures being developed to comprehensively show progress towards TDP Goals and Objectives
- TDP document in progress
Projects Progress Report to Follow
### PASSENGER FACILITIES

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

**PHASE:**
- **CD** - Conceptual Design
- **PD** - Preliminary Design
- **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 FY2018 CIP Budget
2. Does not include minor (< $50,000) operating expenditures
* $2,181,630 authorization divided across five "Penta-Platform" program stations
<table>
<thead>
<tr>
<th>Total</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Authorized</th>
<th>Expended</th>
<th>Percent</th>
<th>Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>26,674,365</td>
<td>26,674,365</td>
<td>-</td>
<td>1,814,559</td>
<td>1,714,242</td>
<td>60%</td>
<td>4th QTR 2020</td>
<td>60% design complete. Investigating alternative construction strategies.</td>
</tr>
<tr>
<td>7,000,000</td>
<td>7,000,000</td>
<td>-</td>
<td>467,500</td>
<td>90,749</td>
<td>30%</td>
<td>4th QTR 2018</td>
<td>Construction start pending assignment of CSXT resources.</td>
</tr>
<tr>
<td>2,400,000</td>
<td>400,000</td>
<td>2,000,000</td>
<td>-</td>
<td>-</td>
<td>5%</td>
<td>4th QTR 2020</td>
<td>Design work on East Platform only. West Platform elevation funded.</td>
</tr>
<tr>
<td>13,000,000</td>
<td>13,000,000</td>
<td>-</td>
<td>*</td>
<td>337,165</td>
<td>25%</td>
<td>4th QTR 2021</td>
<td>Preliminary engineering plans under review by CSXT and anticipated to be complete in 4th QTR 2018.</td>
</tr>
<tr>
<td>16,150,000</td>
<td>16,150,000</td>
<td>-</td>
<td>*</td>
<td>414,788</td>
<td>25%</td>
<td>4th QTR 2021</td>
<td>Preliminary engineering plans under review by CSXT and anticipated to be complete in 4th QTR 2018.</td>
</tr>
<tr>
<td>16,632,716</td>
<td>16,632,716</td>
<td>-</td>
<td>*</td>
<td>328,521</td>
<td>20%</td>
<td>4th QTR 2022</td>
<td>Preliminary engineering is anticipated to be complete in 2nd QTR 2019.</td>
</tr>
<tr>
<td>No costs for VRE. Private developer providing station.</td>
<td>10%</td>
<td>TBD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Design resumed after resolution of DRPT/CSXT/FRA track project issues.</td>
</tr>
<tr>
<td>18,350,745</td>
<td>18,350,745</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>30%</td>
<td>TBD</td>
<td>Completion of FD &amp; construction pending execution of IPROC grant by DRPT.</td>
</tr>
<tr>
<td>23,390,976</td>
<td>23,390,976</td>
<td>-</td>
<td>*</td>
<td>259,910</td>
<td>20%</td>
<td>4th QTR 2022</td>
<td>Completion of PD &amp; EC pending execution of REF grant by DRPT.</td>
</tr>
<tr>
<td>15,527,090</td>
<td>15,527,090</td>
<td>-</td>
<td>*</td>
<td>258,881</td>
<td>20%</td>
<td>4th QTR 2022</td>
<td>Completion of PD &amp; EC pending execution of REF grant by DRPT.</td>
</tr>
<tr>
<td>25,983,000</td>
<td>25,983,000</td>
<td>0</td>
<td>665,785</td>
<td>606,411</td>
<td>30%</td>
<td>4th QTR 2022</td>
<td>Preliminary engineering plans complete. Awaiting proposal for final design.</td>
</tr>
<tr>
<td>2,000,000</td>
<td>2,000,000</td>
<td>-</td>
<td>442,900</td>
<td>320,562</td>
<td>50%</td>
<td>3rd QTR 2020</td>
<td>Invitation for Bids (IFB) for construction pending completion of final design package</td>
</tr>
<tr>
<td>41,810,000</td>
<td>5,410,000</td>
<td>36,400,000</td>
<td>370,285</td>
<td>373,396</td>
<td>10%</td>
<td>2nd QTR 2023</td>
<td>Completion of PD &amp; EC pending execution of REF grant by DRPT.</td>
</tr>
<tr>
<td>70,650,000</td>
<td>3,226,000</td>
<td>67,424,000</td>
<td>2,980,000</td>
<td>58,793</td>
<td>10%</td>
<td>2nd QTR 2023</td>
<td>Completion of PD &amp; EC pending execution of REF grant by DRPT.</td>
</tr>
<tr>
<td>PROJECT</td>
<td>DESCRIPTION</td>
<td>PHASE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hamilton-to-Crossroads Third Track</td>
<td>2¼-miles of new third track with CSXT design and construction of signal and track tie-ins.</td>
<td>CD PD EC RW FD CN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>☀ ☀ ☀ N/A ☀ ☀</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### MAINTENANCE AND STORAGE FACILITIES

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>L'Enfant South Storage Track and Wayside Power</td>
<td>Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☀ ☀ ☀ N/A ☀ ☀</td>
</tr>
<tr>
<td>Lifecycle Overhaul and Upgrade Facility</td>
<td>New LOU facility to be added to the Crossroads MSF.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☀ ☀ ☀ N/A ☀ ☀</td>
</tr>
<tr>
<td>Crossroads Maintenance and Storage Facility Land Acquisition</td>
<td>Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N/A N/A ○ N/A N/A</td>
</tr>
<tr>
<td>Midday Storage</td>
<td>New York Avenue Storage Facility: Planning, environmental and preliminary engineering.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☀ ☀ ☀ ☀</td>
</tr>
</tbody>
</table>

### ROLLING STOCK

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Railcar Procurement</td>
<td>Acquisition of 29 new railcars.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☀ N/A N/A N/A ☀ ☀</td>
</tr>
<tr>
<td>Positive Train Control</td>
<td>Implement Positive Train Control for all VRE locomotives and control cars.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☀ N/A N/A N/A ☀ ☀</td>
</tr>
</tbody>
</table>

### PLANNING, COMMUNICATIONS AND IT

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Run Expansion (was Gainesville-Haymarket Extension)</td>
<td>NEPA and PE for expanding commuter rail service capacity in Western Prince William County</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☀ ☀ ☀ - - -</td>
</tr>
<tr>
<td>Mobile Ticketing</td>
<td>Implementation of a new mobile ticketing system.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N/A N/A N/A ☀ ☀</td>
</tr>
</tbody>
</table>

**PHASE:** CD - Conceptual Design  PD - Preliminary Design  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 FY2018 CIP Budget

2 Does not include minor (< $50,000) operating expenditures
<table>
<thead>
<tr>
<th>Total</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Authorized</th>
<th>Expended</th>
<th>Percent</th>
<th>Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>32,500,000</td>
<td>32,500,000</td>
<td>-</td>
<td>33,285,519</td>
<td>30,578,003</td>
<td>100%</td>
<td>3rd QTR 2018</td>
<td>Close-out pending repair of storm damage to embankment.</td>
</tr>
<tr>
<td>3,965,000</td>
<td>3,965,000</td>
<td>-</td>
<td>2,937,323</td>
<td>1,672,293</td>
<td>50%</td>
<td>3rd QTR 2018</td>
<td>Invitation for Bids (IFB) for construction of wayside power approved June 2018.</td>
</tr>
<tr>
<td>38,183,632</td>
<td>38,183,632</td>
<td>-</td>
<td>3,176,039</td>
<td>2,126,399</td>
<td>90%</td>
<td>TBD</td>
<td>Design 100% complete. On hold pending property acquisition.</td>
</tr>
<tr>
<td>2,950,000</td>
<td>2,950,000</td>
<td>-</td>
<td>2,950,000</td>
<td>139,154</td>
<td>95%</td>
<td>TBD</td>
<td>FTA approved appraisal; offer package under legal review.</td>
</tr>
<tr>
<td>89,666,508</td>
<td>89,666,508</td>
<td>-</td>
<td>3,588,305</td>
<td>1,491,586</td>
<td>25%</td>
<td>4th QTR 2018</td>
<td>Site survey underway to confirm conceptual layout; Conrail appraisal completed and under legal review.</td>
</tr>
<tr>
<td>75,264,693</td>
<td>75,264,693</td>
<td>-</td>
<td>69,457,809</td>
<td>47,915,644</td>
<td>95%</td>
<td>4th QTR 2020</td>
<td>All cars received. Completion date reflects end of warranty period.</td>
</tr>
<tr>
<td>10,553,000</td>
<td>10,553,000</td>
<td>-</td>
<td>10,294,079</td>
<td>7,984,451</td>
<td>80%</td>
<td>4th QTR 2018</td>
<td>Onboard installations ongoing.</td>
</tr>
<tr>
<td>137,230,000</td>
<td>83,825,501</td>
<td>53,404,499</td>
<td>5,208,845</td>
<td>3,990,226</td>
<td>22%</td>
<td>4th QTR 2022</td>
<td>PD for expansion of existing Broad Run complex and 3rd main track is underway, including preliminary engineering and NEPA review.</td>
</tr>
</tbody>
</table>
IN THIS ISSUE:
A DEEPER LOOK INTO RECENT DELAYS (p2)
PUBLIC HEARINGS (p7)
NEW FRIENDS FOR LIFE

#PSILoveYouVA

Homes from the $300s to $800s

VISIT THE WELCOME CENTER
1801 Potomac Shores Parkway, Suite 100
Potomac Shores, VA 22026

There's plenty to love at Potomac Shores. Like award-winning homes. A new elementary school. A future VRE train station. And a close-knit community of residents enjoying events and experiences that make it feel like you belong to one great, big happy family.

Share the love on Facebook or Twitter #PSILoveYouVA
ADVERTISING REVENUE COVERS PRODUCTION AND PRINTING COSTS.

FROM THE CEO

YES, WE ARE PUBLIC TRANSPORTATION

We are public transportation, and as such, we actively work with and receive regulatory oversight from several Federal agencies including the Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Transportation Security Administration (TSA), and Occupational Safety and Health Administration (OSHA).

Much of our work with these agencies is focused on safety and security, and is supported by a two-way dialogue. Sometimes we are responsible for reporting information to an agency, as with the FTA’s National Transit Database (NTD). The NTD serves as the American transit system’s repository of financial data including funding source information, as well as the repository of data pertaining to agency operating and asset conditions. NTD Data Reports – Agency Profiles and Summaries and Trends – are available at transit.dot.gov/ntd. NTD’s reports provide a great level of visibility and in pertaining to VRE, offer a snapshot of our annual passenger miles, weekday trips, and more.

As we are public transportation, we follow many standardized procedures and you have visibility into our activities. Coupling our team’s strong belief in customer service and transparency of performance results – we serve you, the rider. We’re always available for questions, and encourage you to reach out to us through our website, on our monthly Online Forum, or by giving us a call.

Sincerely,

DOUG ALLEN
Chief Executive Officer
Virginia Railway Express

DOUG ALLEN
Chief Executive Officer
Virginia Railway Express

ATTENTION NEW RIDERS

New to VRE? Welcome aboard! This magazine is distributed on our trains monthly, and offers our riders insight on our current projects as well as information on area happenings. In addition to signing up for Train Talk alerts at vre.org, please use this magazine to stay informed.

DATES TO REMEMBER

Clifton Day: October 7th
Columbus Day (No VRE Service): October 8th
VRE Pop Up Event at Quantico: October 17th
As all VRE riders are aware, we have faced some major challenges in maintaining our high standard of On Time Performance (OTP) for the past few months. The environment in which we operate presents some unique conditions and we have built a reputation on being able to navigate those conditions and deliver a safe trip, while getting passengers to their destinations on time. We understand the frustration of our riders and continue to work with our host railroads to manage some of the causes of these delays.

On September 21st, we presented a summary of the delays along with the primary causes to the VRE Operations Board. The intent was not to make excuses, but to share the information simply to keep everyone better informed. We fully understand our riders generally do not care about the reasons why we are late, they just want to get to and from work on time. However in the interest of full disclosure, we thought sharing this information here may be beneficial.

We looked at March 2018 as an example of an average month. We had 47 delayed trains in March (delayed meaning more than five minutes late to their final destinations), resulting in a system OTP of 92%. The delayed trains were a reflection of the normal things we see on the railroad including some train interference from Amtrak and freight trains, a few signal and switch issues, and a few other minor routine issues.

Contrasting an average month (March) with July and August, we see the summer months with a spike in train interference, major issues with signals getting through the Amtrak tunnel into and out of Union Station, weather related delays, and speed restrictions due to track work. Please see the full list of delay causes below, and the number of corresponding late trains.

<table>
<thead>
<tr>
<th>Cause of Delays</th>
<th>March</th>
<th>July</th>
<th>August</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amtrak Signal Issues-Tunnel</td>
<td>0</td>
<td>67</td>
<td>51</td>
</tr>
<tr>
<td>Weather (Heat/Flash Flood)</td>
<td>0</td>
<td>36</td>
<td>46</td>
</tr>
<tr>
<td>Train Interference</td>
<td>27</td>
<td>35</td>
<td>71</td>
</tr>
<tr>
<td>Switch/Signal Issues</td>
<td>12</td>
<td>13</td>
<td>12</td>
</tr>
<tr>
<td>Brush Fire</td>
<td>0</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>CSX Tie Replacement</td>
<td>0</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td>KRSV (Keolis)</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Medical/Police</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Testing</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Passenger Handling</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Trains Delayed</strong></td>
<td><strong>47</strong></td>
<td><strong>161</strong></td>
<td><strong>210</strong></td>
</tr>
<tr>
<td><strong>On Time Performance</strong></td>
<td><strong>92%</strong></td>
<td><strong>76%</strong></td>
<td><strong>71%</strong></td>
</tr>
</tbody>
</table>

Once again, this information is being provided simply as information. VRE continues to work daily with our host railroads to help minimize these delays and get back to the reliability we have all come to expect. We would like to thank all of our riders for their patience and understanding as we work through these issues.
Amtrak Signal Issues

The summer’s storms led to saturated electrical and signal equipment in the tunnel leading to Union Station. The water caused improper Track Occupancy Lights to appear in the signal system. Those improper indications simulated the presence of a train, which required trains to be given permission by the signals, and to proceed at an extremely slow speed. This resulted in delays and congestion coming in and out of Union Station. Amtrak is working to solve the issue with the signal system.

Weather

Speed restrictions due to heat are not unusual during the summer, but this year has also seen multiple occurrences of flash flood speed restrictions, and high wind warnings which require trains to stop completely.

Train Interference

As mentioned previously, there will always be some level of interference from other trains. However, the delays VRE has experienced recently are largely attributable to two factors.

First, is the ongoing impact of a CSX derailment south of Alexandria back in May. While the loss of track one south of Alexandria to Springfield does not directly impact VRE’s ability to operate, the railroad’s inability to put freight trains on track one in Springfield has meant freight trains crossing in front of VRE trains at the Alexandria/Franconia (AF) interlocking. AF is also the point where VRE’s Fredericksburg and Manassas Lines merge. Adding the freight trains to the mix there has added to congestion and has limited the railroad’s ability to recover from disruptions which do occur. CSX continues to work on restoring track one and the bridge which was damaged by the derailment, and anticipates having work completed at the end of the year.

The second factor in the summer’s raised train interference numbers was the derailment in the Amtrak tunnel on August 2nd. The incident occurred just prior to our afternoon service, and impacted nearly every VRE train because we were unable to get the trains from the storage yard north of Union Station and pass to head south. We were also unable to stop most trains at the platforms in Union Station, so many riders who typically board at Union had to get to L’Enfant. The number of trains delayed and the length of those delays combined to make August 2nd VRE’s worst day ever for total delay minutes.

CSX Tie Replacement

Fredericksburg riders have seen the many ties stacked along the railroad. This particular project is much larger than most we have seen, with CSX replacing over 30,000 ties in a 30 mile stretch of railroad. Once the ties and ballast are replaced, speed restrictions are placed on the specific track until a set tonnage passes over the area to allow the area to settle properly. The work is completed overnight so the tracks are available for VRE trains in the morning, but the speed restrictions remain in place until enough traffic can be routed over those tracks. The challenge for VRE is most of our platforms are on track 2, and the initial phase of the project was done on track 2, requiring VRE trains to abide by the speed restrictions. That’s why some passengers may have seen other trains running on Track 3 at regular speed.
One of Northern Virginia’s favorite fall events, the Clifton Day Festival, will take place on Sunday, October 7th from 9 am to 5 pm in the scenic town of Clifton.

Vendors & Activities
Under the theme “Small-town charm, big-time fun,” the 2018 festival will feature a marketplace with around 150 artisans, antique dealers, vintage sellers and other vendors. Live music, children’s activities, pony rides, a beer & wine garden and other delicious food and beverage choices will add to the fun.

This year’s festival will also include a display of LOVEnwork letters provided by the Virginia Tourism Corporation. Visitors can take selfies with the eight-foot-tall LOVE letters, which will be located on Ayre Square at the corner of Main Street and Chapel Road.

Festival History
The Clifton Day Festival, hosted by the Clifton Betterment Association (CBA), arose from a 1960s revitalization effort for the historic town of Clifton, which had fallen into a state of disrepair since its incorporation in 1902. Residents decided to hold a festival in 1967 as a way to attract the public to the place they called home. The annual festival, now in its 51st year, has been going strong ever since on the Sunday before Columbus Day.

Each year, Clifton Day raises funds for the Girl and Boy Scouts, Clifton Lions Club, Acacia Lodge, the Clifton Presbyterian Church and other nonprofit groups. Sponsors for 2018 include F.H. Furr Plumbing, Heating, Air Conditioning & Electrical; Norfolk Southern; Ourisman Fairfax Toyota; Peterson Companies; Republic; United Bank; Villagio Hospitality Group; and VRE.

Admission & Getting There
Admission is free. Parking starts at five dollars per car. VRE will provide roundtrip train service to Clifton from all stops between Manassas and Rolling Road. The train ride to Clifton is free, and the return trip costs $5 per person (children under age two ride free).

For more information about Clifton Day, visit cliftonday.com or the festival’s Facebook page.
BURKE VOLUNTEER FIRE & RESCUE DEPARTMENT
Each Wednesday, Regular BINGO sessions start at 7:45 pm
9501 Old Burke Lake R, Burke, VA 22015
Doors open at 5:30 p.m. and Early Bird games begin at 7:00 p.m. The Regular session follows and typically begins between 7:45 pm – 8:00 pm. In addition to 10 Early Bird games and 21 regular session bingo games during the evening, the department also plays a Progressive game, Pick 7, and a end of the night, cover-all Jackpot for $1,000.

36TH ANNUAL MANASSAS FALL JUBILEE
October 6, 10:00 am - 5:00 pm
Historic Downtown Manassas
Center Street, Manassas, VA 20110
This year’s Jubilee will include an assortment of fun for both kids and adults with over 100 crafter and community booths, live music and entertainment, and more! The Fall Jubilee is free to the public. Bring the family out for a day of fun – play games, shop at unique crafter booths, and so much more!

23RD ANNUAL ART SAFARI
October 13, 12:00 pm - 4:00 pm
Torpedo Factory Art Center, 105 N. Union St.
Alexandria, VA 22314
An Alexandria tradition for more than two decades, Art Safari returns for a day of hands-on activities for kids and families. Dozens of artists lead budding arts enthusiasts in hands-on projects throughout the building. Children should wear clothing that can get a little dirty. Most activities are appropriate for ages 5 – 11. Some parental participation may be required.

UMW PHILHARMONIC
FIDDLESTIX INSTRUMENT PETTING ZOO
October 27, 3:00 pm - 5:00 pm
Dodd Auditorium, 1301 College Ave
Fredericksburg, Virginia 22401
The Fiddlestix Instrument Petting Zoo will be a Halloween event on Saturday, Oct 27, 2018 from 3:00 pm – 5:00 pm in Dodd Auditorium. Kids and families will meet the principal players of the Philharmonic orchestra up close and personal. The musicians will demonstrate each instrument for the kids, who will get a chance to try them out. Dr. Bartram will also be giving conducting lessons on stage! There will be games and lots of fun. The event will conclude with a brief concert for the kids. No reservation or tickets required.

Manager – Safety and Security
Warehouse Specialist
Warehouse Intern

PRTC is also hiring! Visit omniride.com for more on the following:

Graphic & Web Designer
Sr. VanPool Program Associate

COMMUNITY UPDATE
Voters Who Commute on Election Day:

Commuters are eligible to vote by absentee ballot in advance of Election Day. Commuters can use Reason Codes 1C, 1D, or 1E.

www.vote.virginia.gov

Vote by Mail: You can vote in the comfort of your own home by having a ballot mailed to you. In order to have a ballot mailed to you, voters must fill out and submit an application to the Office of Elections. Apply for your mail ballot online at the Virginia Department of Elections > Ways to Vote > Vote Absentee by Mail.

Vote at a Prince William County Absentee Vote Center: Voters who plan to visit an Absentee Vote Center do not need to submit an application online beforehand. Simply show up at the Vote Center most convenient for you with your Photo ID. All Vote Centers are open 8:30am to 5:00pm. Visit pwcvotes.com for a complete schedule including Saturday hours.

Prince William County Absentee Vote Center Locations:

Main Office of Elections
9250 Lee Avenue, Suite 1, Manassas, VA 20110

DMV Office of Elections
2731 Caton Hill Road, Woodbridge, VA 22192

Haymarket Gainesville Community Library
14780 Lightner Road, Haymarket, VA 20169

LAST DAY TO VOTE ABSENTEE
Saturday November 3
All Vote Centers open 8:30am to 5:00pm

Imagine your home, totally organized!

Custom Closets, Garage Cabinets
Home Offices, Pantries, Laundry and Hobby Rooms

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40% off any order of $1000 or more.
30% off any order of $700 or more.
Not valid with any other offer.
Free installation with any complete unit order of $500 or more.
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NEXT SUMMER'S PROPOSED FARE INCREASE

Each summer, we begin preparing the budget for the following fiscal year based on known factors and educated forecasts. In order to sustainably and equitably support the costs of providing our service, the VRE Operations Board has directed that passenger fares and jurisdictional subsidy contributions should be increased in alternating years. Following a jurisdictional subsidy increase in Fiscal Year 2019, we are proposing a 3% average fare increase for Fiscal Year 2020. This proposed increase will help VRE continue to meet its requirement of covering at least 50% of our operating costs through ticket sales.

Any increases will not go into effect before July 1, 2019, which is the beginning of our next fiscal year.

50% FAREBOX RECOVERY

VRE must maintain a 50% farebox recovery ratio in accordance with our Master Agreement. This means that fare revenues must cover at least 50% of all operating costs. The remaining operating costs are covered by jurisdictional subsidies and other grants.

OPERATING BUDGET & OUTSIDE FACTORS

We carefully develop our budget each year and look for ways to reduce costs while still delivering safe and reliable service. However, there are factors beyond our control that tend to increase our costs each year. These factors include implementation of the federally-mandated Positive Train Control (PTC) system as well as contractual increases in track access fees and train operations.

WHAT WILL A FARE INCREASE LOOK LIKE?

For most riders, the proposed fare increase over a one month period equates to less than the cost of one fast food meal.

For the complete proposed fare chart, visit: vre.org/proposedfares

PUBLIC COMMENTS

VRE will hold a series of public hearings starting this month on the proposed 3% average fare increase. VRE staff will review the proposed fare increase in the context of VRE’s preliminary Fiscal Year 2020 budget, and members of the public will have an opportunity to provide comments. These public comments will be compiled along with written comments that VRE receives. The members of the VRE Operations Board will be provided the comments prior to a decision on the final Fiscal Year 2020 budget in December. A full date and location list is available on our website at: vre.org/publiccomment

For those who are unable to attend a public hearing but would like to learn more, a copy of the presentation is also available on our website.

Written comments will be accepted through Friday, November 23, 2018. Mail written comments to: Public Comment, 1500 King Street, Suite 202, Alexandria, Virginia 22314. Comments may also be submitted to: publiccomment@vre.org or via fax at (703) 684-1313.
**BACKPACK, OR SMACK-ATTACK?**

Backpacks are common with commuters as backpacks naturally make it easy to carry everything needed for the ride. You may be surprised however that while your backpack is convenient for you, it may be inconvenient for your fellow riders at times.

We receive requests each month to remind riders to be mindful of their backpacks. It seems too often, unsuspecting riders are bumped and knocked by a backpack being hurriedly thrown on or quickly spun around.

Additionally, backpacks and other bags should not be placed in empty seats while new riders are boarding, unless there is a corresponding (second) validated ticket.

Please note we appreciate you and your backpack, and appreciate that you have chosen us for your commute ... but we do ask that all backpack wearers make sure they are considerate of fellow riders.

---

**Get Noticed With VRE Advertising**

Reach our passengers with advertising opportunities on our platforms, in our trains and through our award-winning RIDE Magazine. 70 percent of passengers have an annual household income of more than $100,000.

For more information, visit: vre.org/advertising

Contact: advertising@vre.org  (703) 838-5417

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**PUZZLE SOLUTIONS**

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
ACROSS
1 Elegant quality
6 Six-Emmy Alan
10 Socially unacceptable
15 Poet Angelou
19 Strive for
20 County of Hawaii
21 Online payment option
22 Highest level
23 Scott Adams’ job before Dilbert
25 John Adams’ new home in 1800
27 One way to leave the airport
28 Sunshade
30 Musical talent
31 Tallest sign of a shark
32 Building supports
33 They’re essential to email addresses
37 Aggregated
41 Cuban “line” dance
42 HS exam
43 “Alley _”
44 Construction 32 Across
45 Ansel Adams’ field
47 Wall St. takeover
48 Squash
49 “Midway” rock group
50 Is in debt
51 Middle of the fifth
eleven
52 Unrefined
53 John Quincy Adams’ post-presidential job
57 Shape of some
58 Eroded
59 Betting stats
60 Cfr. of many small towns
61 Cfr. of many small towns
62 Flatten
64 Congestion setting
65 On the way out
66 Had discussions
68 Preliminary races
69 Very much
70 _ct. (footnote
rotation)
73 Lois Lane colleague
74 “Audience” for
Douglas Adams’…
Guide to the Galaxy
76 Yoko
77 Two state trees
78 Innate talent
79 Four and five
80 Genesis shepherd
81 Relaxing resort
82 Eddie Adams’ spouse
and partner in comedy
86 Unhandy
87 Vb. designation
88 Obscures, with “up”
89 Written permanently
90 Twitches
91 Curt denial
92 Thug
93 “Mambo _”
94 Harry Potter pal
95 New _ (Brazilian
dance)
97 Library endower
102 Institute (Patch
Adams medical facility)
106 Character in
John Adams’ opera
107 Metal in magnets
108 Be melodramatic
109 Just hanging around
110 Smoothie flavor
112 3 (aft)
113 Poet Mark Van _
114 Auction signals
115 Beasts of burden
116 Down

DOWN
1 USCG rank
2 Former money in Milan
3 Frenzied
4 Herb in some stuffing
5 Attacks from above
6 Mideast capital
7 Mary follower
8 Expected soon
9 Circulation aid
10 Time, for one
11 Spanish
12 figure-skating figures
13 India-born director
14 Winter hrs. in Oregon
15 Spotted speedsters
16 New Zealand native
17 Simpson’s shopkeeper
18 “May I help you?”
19 Lighting tool
20 Corrosive
21 Too fast
22 Shakespearean
23 Unhappy spectator
24 Rocky Mountain
resort
25 Two film awards won
by Amy Adams
26 Bluebloods
27 Went bad, in Britain
28 Only inanimate
zodiac sign
29 Will sub
30 Don Adams’ TV
spy role
31 Steam engine sounds
32 Handle roughly
33 Gearshift letters
34 Apples for baking
35 Needing deciphering
36 Facial feature
37 Assembly of witches
38 1940s computer
39 Electronic instrument, for short
40 Crumple up, so to speak
41 Bide one’s time
42 And to all a
good-night” poet
43 Scraps (out)
44 Number of hills
of Rome
45 Secluded valleys
46 Hammers at an
angle
47 NFLer’s honor
48 Stereo systems
49 Get _ out of (savor)
50 Early afternoon
51 Stallions-to-be
52 Depend (on)
53 Main stem of a
camcorder
54 Sensible and
well-balanced
55 Santa ___ CA
56 Actor Zac
57 New York senator
58 Gillibrand
59 Difficult duty
60 Thimble, for instance
61 Beach of Rio
62 Gents
63 Nightclub
64 Matching socks
65 “To ___ not to ___”
66 How gazpacho is
served
67 Pilot projections
68 Reva
69 Bus Stop dramatist
100 What flattery feeds
102 Band’s date
103 Span of history
104 Farm female
105 Managed care grp.
106 Fuss

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