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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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

<table>
<thead>
<tr>
<th>Line</th>
<th>March 2019</th>
<th>February 2019</th>
<th>March 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manassas Line</td>
<td>87%</td>
<td>89%</td>
<td>96%</td>
</tr>
<tr>
<td>Fredericksburg Line</td>
<td>76%</td>
<td>89.9%</td>
<td>89%</td>
</tr>
<tr>
<td>System Wide</td>
<td>81%</td>
<td>89%</td>
<td>92%</td>
</tr>
</tbody>
</table>

PRIMARY REASON FOR DELAY

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

<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>74</td>
<td>62</td>
<td>126</td>
</tr>
<tr>
<td>Average minutes late</td>
<td>23</td>
<td>13</td>
<td>18</td>
</tr>
<tr>
<td>Number over 30 minutes</td>
<td>10</td>
<td>2</td>
<td>15</td>
</tr>
</tbody>
</table>
MAY 2019

RIDERSHIP UPDATE

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

<table>
<thead>
<tr>
<th></th>
<th>March 2019</th>
<th>February 2019</th>
<th>March 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly Ridership</td>
<td>395,563</td>
<td>337,964</td>
<td>382,411</td>
</tr>
<tr>
<td>Average Daily Ridership</td>
<td>18,836</td>
<td>18,776</td>
<td>18,835</td>
</tr>
<tr>
<td>Full Service Days</td>
<td>21</td>
<td>18</td>
<td>20</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>21</td>
</tr>
<tr>
<td>One-time courtesy</td>
<td>7</td>
</tr>
<tr>
<td>Per the request of the conductor</td>
<td>22</td>
</tr>
<tr>
<td>Defective ticket</td>
<td>0</td>
</tr>
<tr>
<td>Per Ops Manager</td>
<td>0</td>
</tr>
<tr>
<td>Unique circumstances</td>
<td>1</td>
</tr>
<tr>
<td>Insufficient information</td>
<td>2</td>
</tr>
<tr>
<td>Lost and found ticket</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
</tr>
<tr>
<td>Total Waived</td>
<td>53</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

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.

<table>
<thead>
<tr>
<th>FY 2019 Operating Budget Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Month Ended March 31, 2019</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Curr. Mo. Actual</th>
<th>Curr. Mo. Budget</th>
<th>Ytd Actual</th>
<th>Ytd Budget</th>
<th>Ytd $ Variance</th>
<th>Ytd % Variance</th>
<th>Total FY19 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Ticket Revenue</td>
<td>3,543,396</td>
<td>3,561,600</td>
<td>31,166,989</td>
<td>31,545,600</td>
<td>(378,611)</td>
<td>-1.2%</td>
<td>42,400,000</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>3,800</td>
<td>18,900</td>
<td>308,647</td>
<td>167,400</td>
<td>141,247</td>
<td>84.4%</td>
<td>225,000</td>
</tr>
<tr>
<td><strong>Subtotal Operating Revenue</strong></td>
<td>3,547,196</td>
<td>3,580,500</td>
<td>31,475,636</td>
<td>31,713,000</td>
<td>(237,364)</td>
<td>-0.7%</td>
<td>42,625,000</td>
</tr>
<tr>
<td>Jurisdictional Subsidy (1)</td>
<td>-</td>
<td>-</td>
<td>17,767,748</td>
<td>17,767,748</td>
<td>-</td>
<td>0.0%</td>
<td>13,116,039</td>
</tr>
<tr>
<td>Federal/State/Other Jurisdictional Subsidy</td>
<td>2,591,273</td>
<td>2,652,701</td>
<td>23,043,014</td>
<td>23,280,698</td>
<td>(237,684)</td>
<td>-1.0%</td>
<td>31,388,025</td>
</tr>
<tr>
<td>Appropriation from Reserve/Other Income</td>
<td>-</td>
<td>83,160</td>
<td>-</td>
<td>736,560</td>
<td>(736,560)</td>
<td>0.0%</td>
<td>990,000</td>
</tr>
<tr>
<td>Interest Income</td>
<td>149,807</td>
<td>16,800</td>
<td>1,025,995</td>
<td>1,048,800</td>
<td>(78,805)</td>
<td>589.5%</td>
<td>200,000</td>
</tr>
<tr>
<td><strong>Total Operating Revenue</strong></td>
<td>6,288,275</td>
<td>6,333,161</td>
<td>73,312,393</td>
<td>73,646,806</td>
<td>(334,412)</td>
<td>-0.5%</td>
<td>88,319,064</td>
</tr>
</tbody>
</table>

| **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**

<table>
<thead>
<tr>
<th>Operating Ratio</th>
<th>Budgeted</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>55%</td>
<td>52%</td>
<td>50%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Revised Budget</th>
<th>Current Estimate</th>
<th>Variance</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Revenue</td>
<td>$42.4</td>
<td>$41.9</td>
<td>-$0.5</td>
<td>-1.2%</td>
</tr>
<tr>
<td>Local Subsidy*</td>
<td>13.1</td>
<td>13.1</td>
<td>0.0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fed/State Revenue</td>
<td>31.4</td>
<td>30.6</td>
<td>-0.8</td>
<td>-2.5%</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>1.4</td>
<td>1.7</td>
<td>0.3</td>
<td>18.6%</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$88.3</strong></td>
<td><strong>$87.4</strong></td>
<td><strong>-$1.0</strong></td>
<td><strong>-1.1%</strong></td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$76.4</td>
<td>$73.3</td>
<td>$3.1</td>
<td>4.2%</td>
</tr>
<tr>
<td>Non-Operating Expenses</td>
<td>5.7</td>
<td>3.7</td>
<td>1.9</td>
<td>51.8%</td>
</tr>
<tr>
<td>Debt Service</td>
<td>6.2</td>
<td>6.2</td>
<td>0.0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Contribution to Reserve</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$88.3</strong></td>
<td><strong>$83.3</strong></td>
<td><strong>$5.0</strong></td>
<td><strong>5.7%</strong></td>
</tr>
<tr>
<td>Net Income (Loss)</td>
<td>$0.0</td>
<td>$4.1</td>
<td>$4.1</td>
<td></td>
</tr>
</tbody>
</table>

*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.

<table>
<thead>
<tr>
<th>Period</th>
<th>Funds Earned</th>
<th>Funds Received</th>
<th>Interest Earned</th>
<th>Expenditures</th>
<th>C-ROC Account Balance (LGIP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2019 (Jul-Mar)</td>
<td>$11,250,000</td>
<td>$7,500,000</td>
<td>$52,272</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Life to Date (sum of all periods)</td>
<td>$11,250,000</td>
<td>$7,500,000</td>
<td>$52,272</td>
<td>$0</td>
<td>$7,552,272</td>
</tr>
</tbody>
</table>

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
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 1 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

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

**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
<table>
<thead>
<tr>
<th>Total Funded</th>
<th>Total Unfunded</th>
<th>Authorized</th>
<th>Expended</th>
<th>Percent Complete</th>
<th>Project Completion Date</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,000,000</td>
<td>7,000,000</td>
<td>-</td>
<td>467,500</td>
<td>270,487</td>
<td>2nd QTR 2019</td>
<td>Materials continue to be delivered. Assembly of cross-over has begun.</td>
</tr>
<tr>
<td>2,400,000</td>
<td>400,000</td>
<td>2,000,000</td>
<td>-</td>
<td>-</td>
<td>4th QTR 2020</td>
<td>Design work on east platform only; west platform improvements unfunded.</td>
</tr>
<tr>
<td>13,000,000</td>
<td>13,000,000</td>
<td>-</td>
<td>*</td>
<td>412,269</td>
<td>4th QTR 2022</td>
<td>FD underway with anticipated completion 4th QTR 2019.</td>
</tr>
<tr>
<td>16,150,000</td>
<td>16,150,000</td>
<td>-</td>
<td>*</td>
<td>680,812</td>
<td>4th QTR 2022</td>
<td>FD underway with anticipated completion 4th QTR 2019.</td>
</tr>
<tr>
<td>16,634,793</td>
<td>16,634,793</td>
<td>-</td>
<td>*</td>
<td>384,345</td>
<td>4th QTR 2023</td>
<td>PE design/EC completion pending CSXT design review with anticipated completion in 3rd QTR 2019.</td>
</tr>
</tbody>
</table>

*No costs for VRE. Private developer providing station.*

10% TBDPotomac 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 | 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 | 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

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>CD</th>
<th>PD</th>
<th>EC</th>
<th>RW</th>
<th>FD</th>
<th>CN</th>
</tr>
</thead>
<tbody>
<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>◆</td>
<td>◆</td>
<td>◆</td>
<td>N/A</td>
<td>◆</td>
<td>◆</td>
</tr>
</tbody>
</table>

## MAINTENANCE AND STORAGE FACILITIES

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>CD</th>
<th>PD</th>
<th>EC</th>
<th>RW</th>
<th>FD</th>
<th>CN</th>
</tr>
</thead>
<tbody>
<tr>
<td>L’Enfant Train Storage Track - South</td>
<td>Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work</td>
<td>◆</td>
<td>◆</td>
<td>◆</td>
<td>N/A</td>
<td>◆</td>
<td>●</td>
</tr>
<tr>
<td>Lifecycle Overhaul &amp; Upgrade Facility</td>
<td>New LOU facility to be added to the Crossroads MSF.</td>
<td>◆</td>
<td>◆</td>
<td>◆</td>
<td>N/A</td>
<td>◆</td>
<td>●</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 related site improvements.</td>
<td>N/A</td>
<td>N/A</td>
<td>●</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>New York Avenue Midday Storage Facility</td>
<td>Midday storage facility replacement for Ivy City storage facility.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

## ROLLING STOCK

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

## PLANNING, COMMUNICATIONS AND IT

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
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<th>PD</th>
<th>EC</th>
<th>RW</th>
<th>FD</th>
<th>CN</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>●</td>
<td>●</td>
<td>●</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Mobile Ticketing</td>
<td>Implementation of a new mobile ticketing system.</td>
<td>◆</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>◆</td>
<td>●</td>
</tr>
</tbody>
</table>

**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
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<th>Total</th>
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<th>Expended</th>
<th>Percent Complete</th>
<th>Project Completion 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>90%</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>1,699,610</td>
<td>60%</td>
<td>3rd QTR 2019</td>
<td>CSXT Construction Agreement received. CM underway.</td>
</tr>
<tr>
<td>38,183,632</td>
<td>38,183,632</td>
<td>-</td>
<td>3,176,039</td>
<td>2,143,583</td>
<td>70%</td>
<td>TBD</td>
<td>Completion of FD pending completion of land acquisition.</td>
</tr>
<tr>
<td>2,950,000</td>
<td>2,950,000</td>
<td>-</td>
<td>2,950,000</td>
<td>141,500</td>
<td>5%</td>
<td>TBD</td>
<td>Submitted documentation to Spotsylvania County Planning and Zoning with follow-up County Board approval to be scheduled. Preliminary design is underway and scheduling site visit; Reviewing title/appraisal work; NEPA documentation submitted to FTA.</td>
</tr>
<tr>
<td>89,666,508</td>
<td>89,666,508</td>
<td>-</td>
<td>3,588,305</td>
<td>1,519,300</td>
<td>40%</td>
<td>4th QTR 2020</td>
<td>All cars received. Completion date reflects end of warranty period.</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>70%</td>
<td>4th QTR 2020</td>
<td>Onboard installations ongoing.</td>
</tr>
<tr>
<td>14,191,833</td>
<td>14,191,833</td>
<td>-</td>
<td>10,294,079</td>
<td>7,984,451</td>
<td>80%</td>
<td>4th QTR 2018</td>
<td>Completion of PE design and EC underway.</td>
</tr>
<tr>
<td>137,230,000</td>
<td>83,825,501</td>
<td>53,404,499</td>
<td>5,222,796</td>
<td>4,468,476</td>
<td>90%</td>
<td>4th QTR 2022</td>
<td>Big Commerce/Moovel collaboration underway for web based ticketing portal. Uplift to new platform scheduled for mid-summer.</td>
</tr>
</tbody>
</table>
MY KID’S NEW SCHOOL

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FROM THE CEO

DOUG ALLEN
Chief Executive Officer

AN EXCITING YEAR OF CONSTRUCTION

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
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!”

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

Omnitrans/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

Metrorail Station closed
May 25–Sept 8
No Blue or Yellow Line rail service south of National Airport

Partial Metro shutdown affected area and alternative transportation options.
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 VS REALITY**

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

**MYTH #2**: PTC implementation was the sole reason for recent delays  
**REALITY #2**: Freight and Amtrak train congestion as well as signal and mechanical issues were other factors driving delays in March and April.

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

**MYTH #4**: PTC should virtually eliminate all rail accidents  
**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.

**MYTH #5**: VRE implemented PTC on passenger trains without first testing it on non-revenue trains  
**REALITY #5**: VRE, along with our host railroads, spent most of January and February testing PTC at night on non-revenue trains.
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.

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.
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

Why hasn't a fence been installed at Fredericksburg between Track 2 & Track 3?

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."

Courtney from Spotsylvania

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.

Sean from Spotsylvania

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

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The generous donations of “Friends of the Philharmonic” make it possible to fund student scholarships to orchestra members. In 2017-18, over $60,000 in scholarships were given to deserving students. The donations of the Friends also help bring in the outstanding outside artists that have appeared with the orchestra. For more information, e-mail: philharmonic@umw.edu

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For more information, visit: vre.org/advertising

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

PUZZLES & CARTOON

Ideas, Likes, Critiques?
RIDE Magazine Online Survey:
vre.org/ridesurvey

PUZZLE SOLUTIONS

Dr. Kevin P. Bartram, Music Director

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(703) 838-5417

PUZZLE SOLUTIONS

Dr. Kevin P. Bartram, Music Director
RAIL TIME PUZZLES

ACROSS
1 Fabric-dyeing technique
6 Most populous African nation
11 Sound of scissors
15 Missile on a board
19 Speak one's piece
20 City on the Missouri River
21 Simple binary choice
22 Three-layer cookie
23 1990 Best Picture
26 Oscar Film (3:01)
28 Super Bowl champ's prize
29 Baggage
30 Musical buzzer
31 Color-changing reptile
35 Braq Boldly
37 Architect Saarinen
38 Bring to (start bubbling)
41 Overpromised
42 Retirement fund acqy.
46 D.D. Best Picture
48 Oscar nominees (3:40)
51 Pump surcharge
54 “Have a good day” reply
55 Polynesian language
56 Reporter's credential
58 Very Fr.
61 Audacity
62 Assumed-name introducer
63 Road material
64 Royal wand
67 _-do-well
68 1939 Best Picture
72 Four-time film role for Ford
75 Film's raw footage
76 Energy Star org.
77 Low-lying clouds
78 Noncommittal response
79 Database opening
80 Arcade fixture
81 My package is here!
82 Real hoot
83 Real hoot
84 Hiphop headwear
85 N. Mex. neighbor
86 City near Tahoe
87 Drive-thru order
88 On the Road
89 Granola morsel
90 Oscar winner as Woff
91 Some PD officers
92 Demand for the facts
93 Poker break request
94 Settle accounts
95 Clyde’s partner in crime
96 Brother of Sneezy
97 Conquistador’s gold
98 Czech or Croat
99 1962 Best Picture
100 Oscar film (3:24+)
101 A few
102 Very top
103 Statement of belief
104 Dog tag, for short
105 Audition, for instance
106 Event list, briefly
107 Boring tool
108 Ice mountains

DOWN
1 Woman’s fitted vest
2 “Dance or Cochise
3 Hindrance to musicianship
4 Company designation
5 New Hampshire city
6 Oven setting
7 Parisian pal
8 Capone-era weapon
9 Something showing a slight surprise
10 Cut in a lumber mill
11 Tex-Mex condiment
12 Of Mice and Men, e.g.
13 Opinion introducer
14 Great Performances
15 Hip-hop headwear
16 N. Mex. neighbor
17 City near Tahoe
18 Drive-thru order
19 On the Road
20 Granola morsel
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35 Dog tag, for short
36 Audition, for instance
37 Event list, briefly
38 Boring tool
39 Ice mountains
40 Auction grouping
41 Nose noise
42 Repel, with “off”
43 Edward heard in Up
44 Must
45 Add more branches
46 Sacred choral music
47 Transform, in sci-fi
48 Body for buoys
49 Two-dimensional measures
50 Hot sazon
51 Did tailoring
52 Do tailoring
53 Guerilla Guevara
54 Most mature
55 Emergency supplies holder
56 Actor Wheaton
57 Admission of defeat
58 Supernova
59 Strike down, in the Bible
60 Lament
61 French prep school
62 Temporary rage
63 Texer’s 75 Down
64 Sound of surprise
65 Confessional music genre
66 Empty-headed
67 External appearance
68 Bag on a bed
69 How a teacher may mark a mistake
70 Organic compound suffix
71 Supernova
72 Strike down, in the Bible
73 Solemn pledges
74 Peanut
75 Cumberbatch, in The Imitation Game
76 Short-tailed weasels
77 Bag on a bed
78 How a teacher may mark a mistake
79 Organic compound suffix
80 South 40
81 Cumberbatch, in The Imitation Game
82 Short-tailed weasels
83 Bag on a bed
84 How a teacher may mark a mistake
85 Organic compound suffix
86 South 40
87 Heaven on earth
88 Civil War soldier
89 Poetic preposition
90 Mauna__
91 Peanut
92 Cumberbatch, in The Imitation Game
93 Madre de Dios
94 “I’ll do that for you
95 Peanut
96 Cumberbatch, in The Imitation Game
97 Short-tailed weasels
98 Bag on a bed
99 How a teacher may mark a mistake
100 Organic compound suffix
101 Peanut
102 Short-tailed weasels
103 Bag on a bed
104 How a teacher may mark a mistake
105 Organic compound suffix
106 Peanut
107 Organic compound suffix
108 Seasonal fast-food sandwich
109 Whispered call
110 Spirny houseplant
111 Marshmallow-topped tubers
112 Ancient Andean
113 Shade of socks
114 Cruces, NM
115 MD’s brain test
116 Seasonal fast-food sandwich
117 Whispered call
118 Ancient Andean
119 Shade of socks
120 Admiration in verse
121 Suffix for stock
122 Suffix for stock
123 Suffix for stock
124 Suffix for stock
125 Suffix for stock
126 Suffix for stock
127 Suffix for stock
128 Suffix for stock
129 Suffix for stock

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