

CEO REPORT

JUNE 2024



MISSION

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



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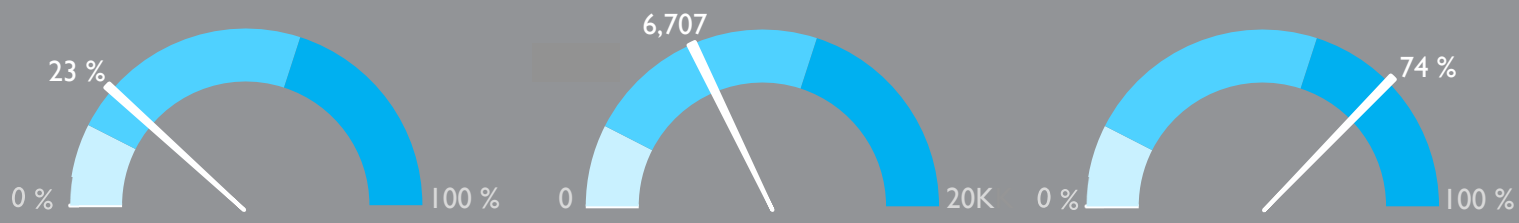
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VIRGINIA RAILWAY EXPRESS
A better way. A better life.



PERFORMANCE AT A GLANCE



PARKING UTILIZATION

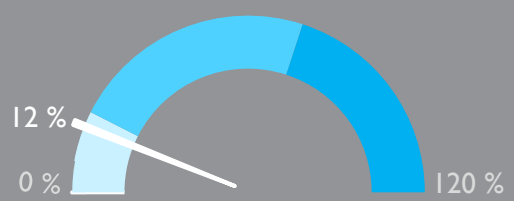
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.

AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 6,151

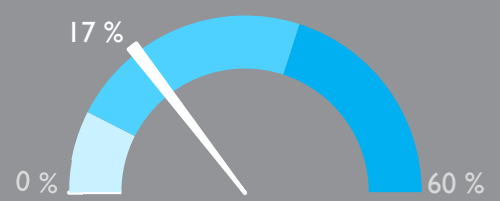
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 84%



SYSTEM CAPACITY

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



OPERATING RATIO

Through April 2024

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

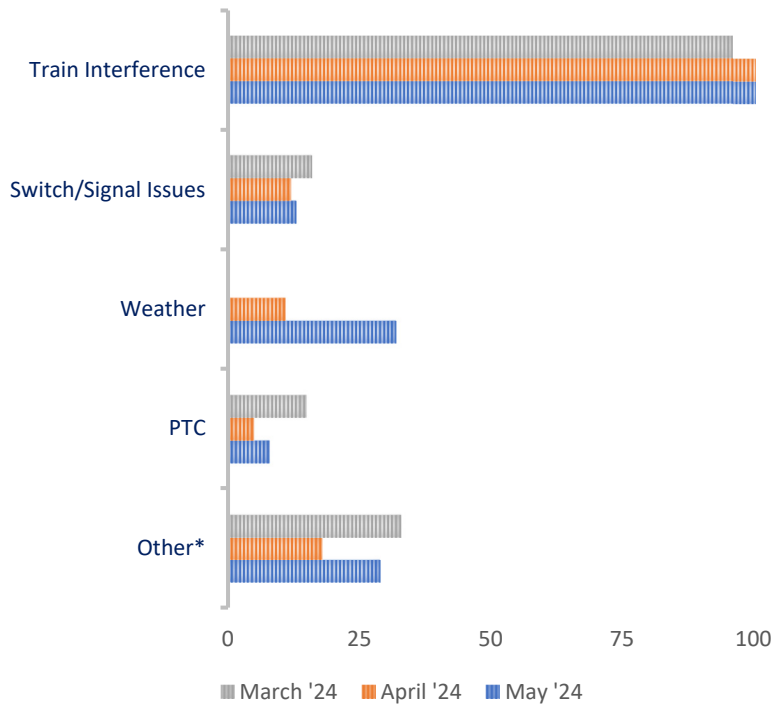
May 2024

ON-TIME PERFORMANCE

OUR RECORD

	May 2024	April 2024	May 2023
Manassas Line	70%	73%	84%
Fredericksburg Line	77%	78%	85%
Systemwide	74%	76%	84%

PRIMARY REASON FOR DELAY



VRE operated 704 trains in May. The on-time rate for the month was 74 percent.

One hundred eighty-four trains arrived more than 5 minutes late to their final destinations. Of those late trains, 104 were on the Manassas Line (57 percent), and 80 were on the Fredericksburg Line (43 percent). The average delay was 15 minutes. Thirteen trains were more than 30 minutes late to their destination station.

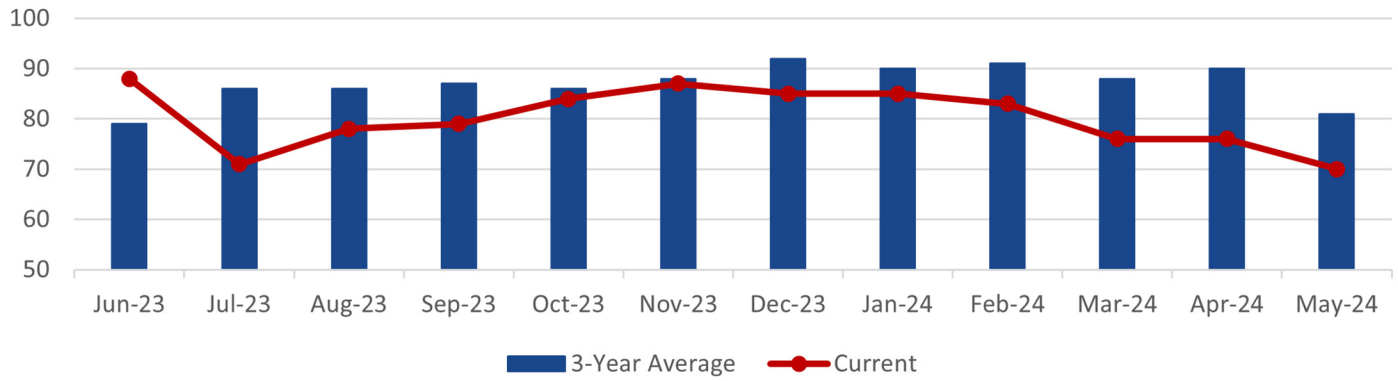
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

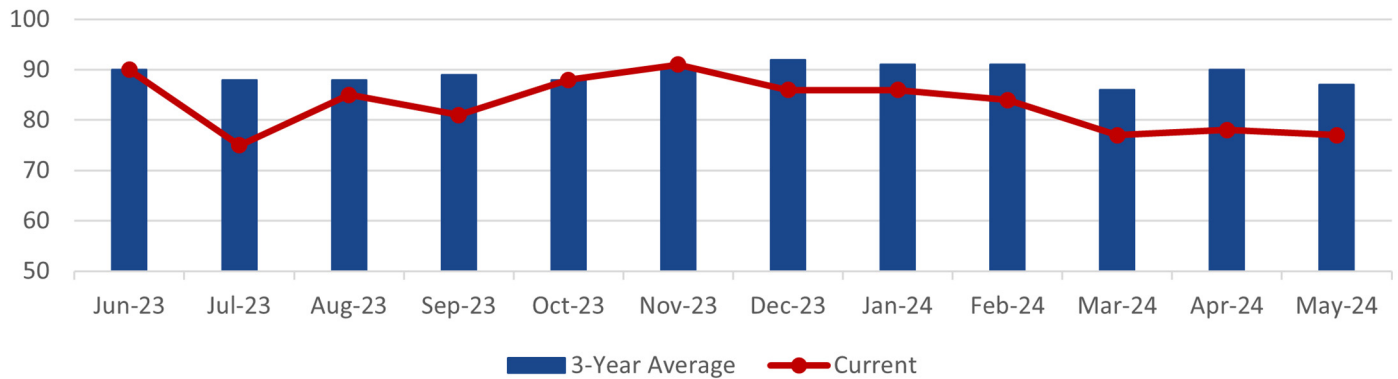
	System Wide			Fredericksburg Line			Manassas Line		
	Mar.	Apr.	May	Mar.	Apr.	May	Mar.	Apr.	May
Total late trains	160	171	184	78	77	80	82	94	104
Average minutes late	16	14	15	18	15	16	16	14	14
Number over 30 minutes	10	14	13	6	9	6	10	6	7
Heat restrictions	0	2	6	0	2	6	0	2	0

ON-TIME PERFORMANCE

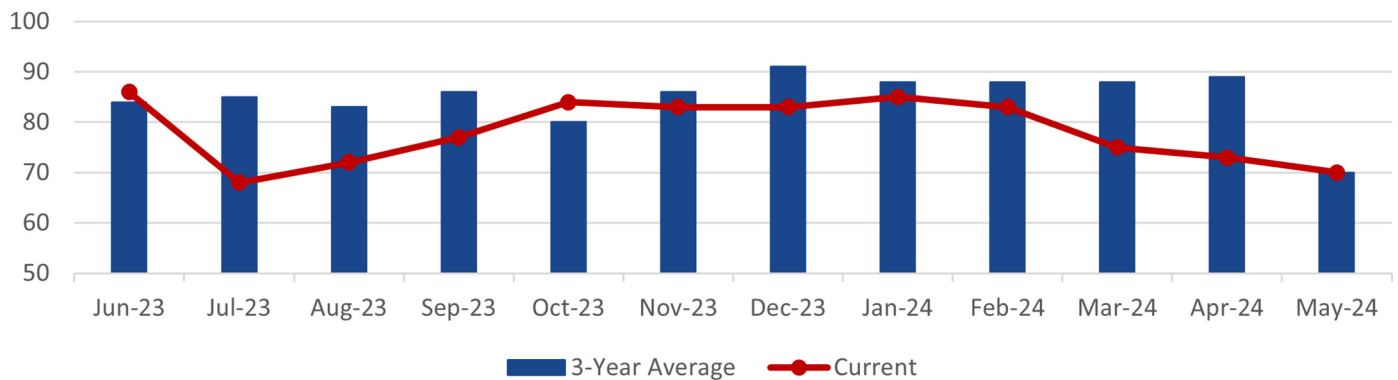
VRE SYSTEM



FREDERICKSBURG LINE

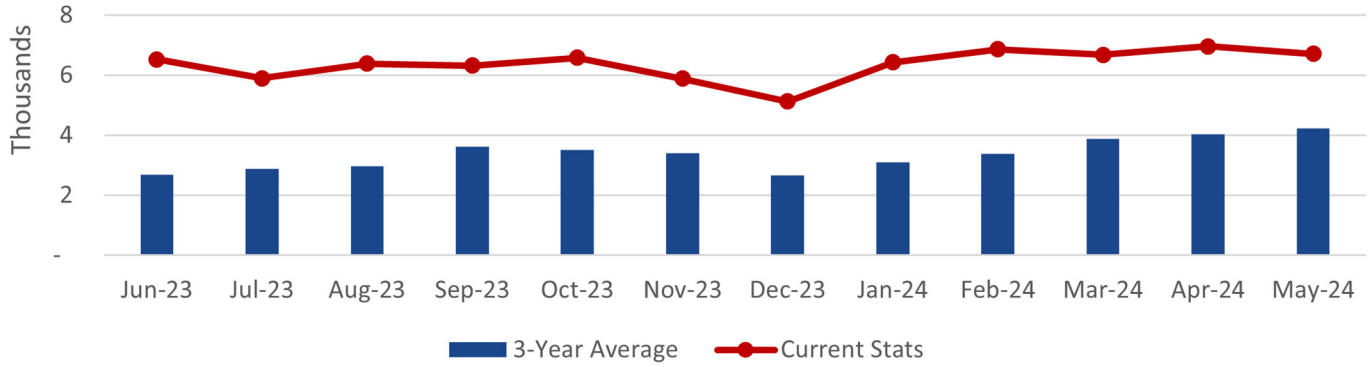


MANASSAS LINE

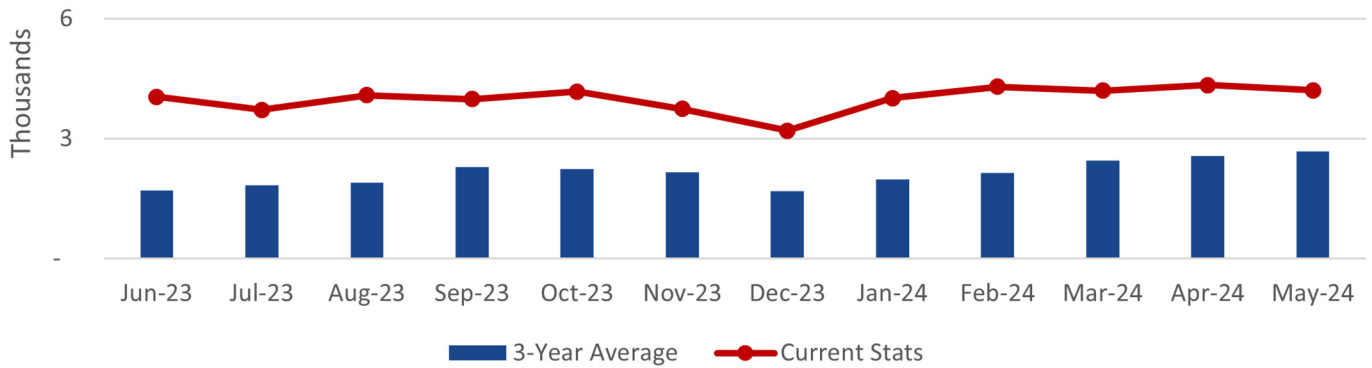


AVERAGE DAILY RIDERSHIP

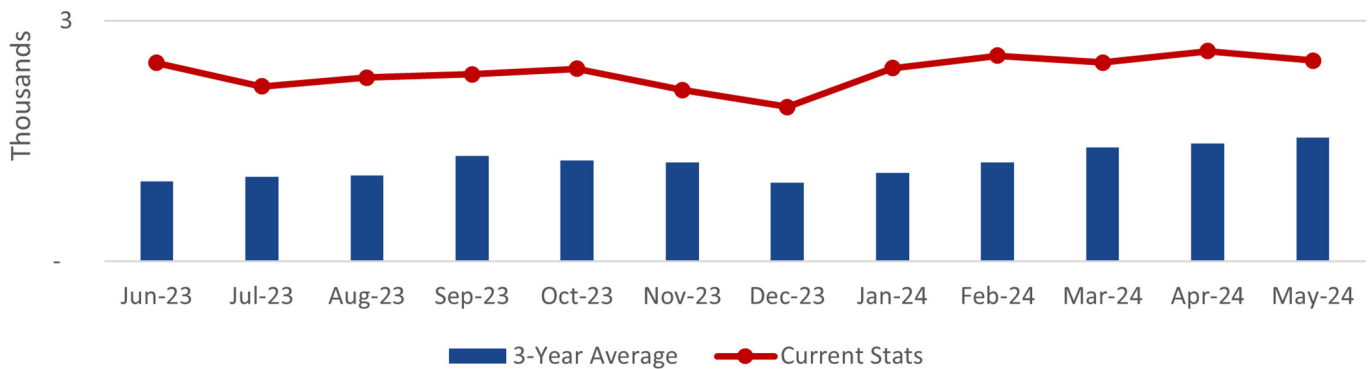
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



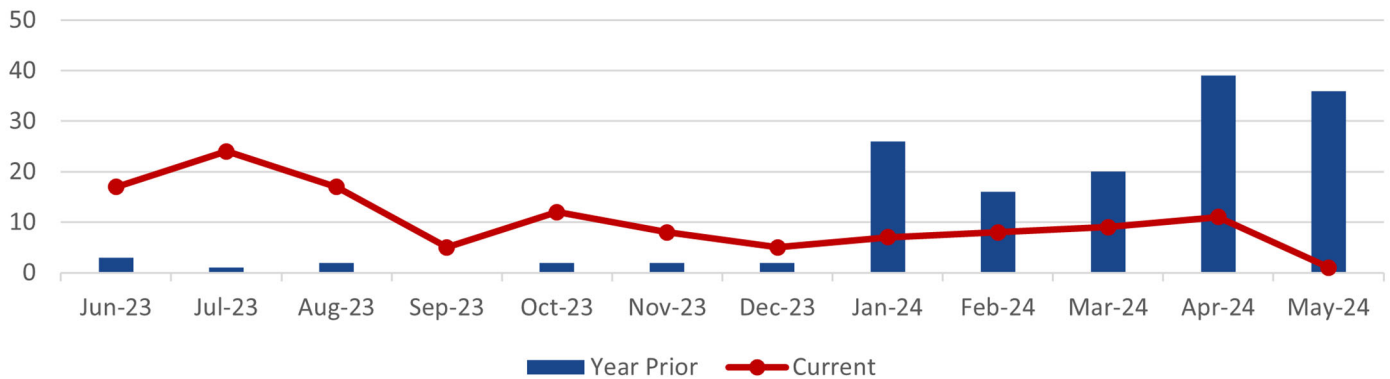
RIDERSHIP UPDATES

Average daily ridership for May was 6,707. There were 22 service days.

	May 2024	April 2024	May 2023
Monthly Ridership	147,561	153,139	135,314
Average Daily Ridership	6,707	6,961	6,151
Bicycles on Trains	1,467	1,290	1,674
Full Service Days	22	22	22
“S” Service Days	0	0	0

SUMMONSES ISSUED

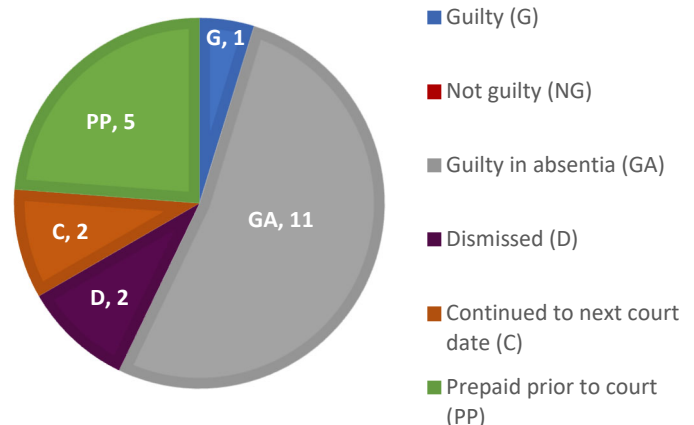
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

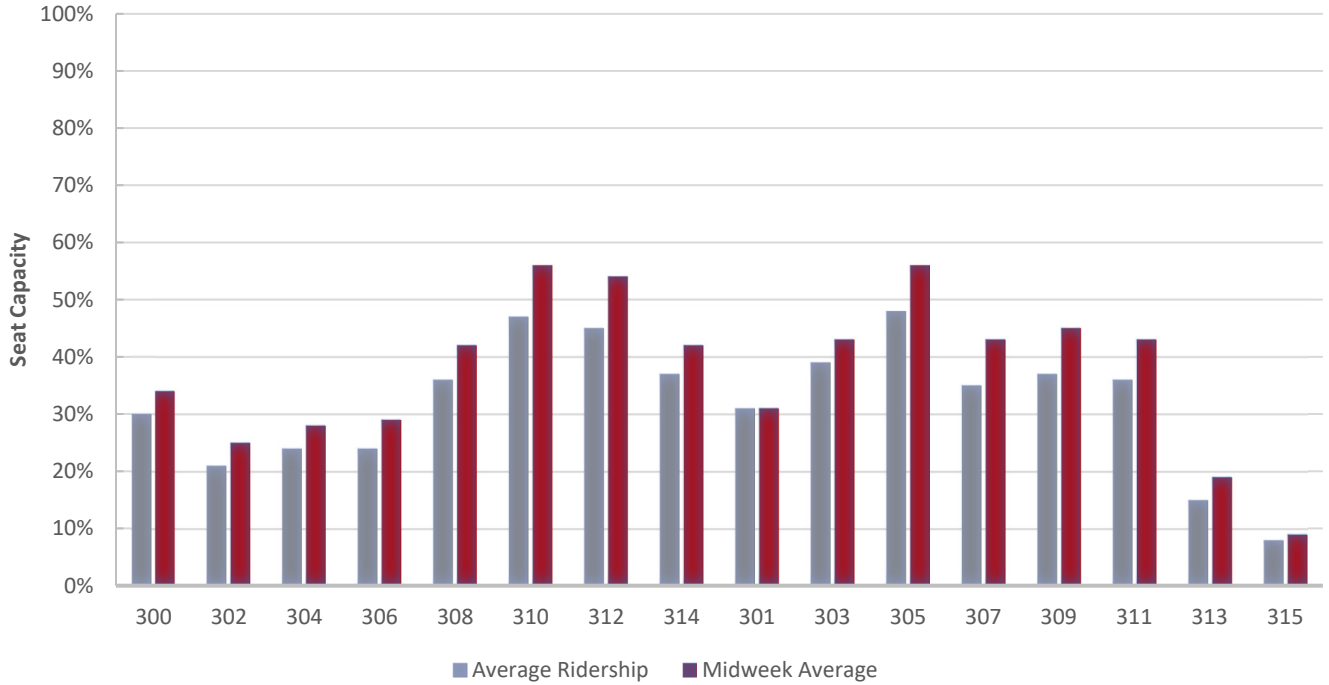
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	1
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	1

MONTHLY SUMMONSES COURT ACTION

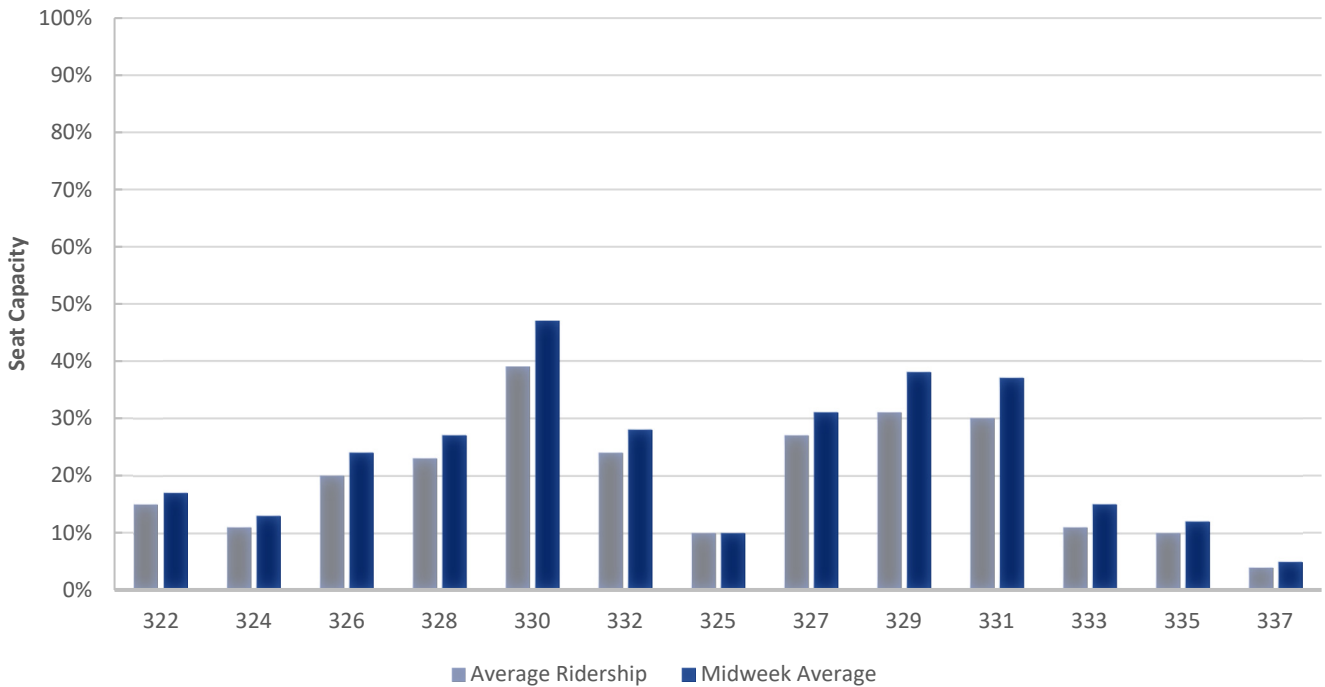


TRAIN UTILIZATION

FREDERICKSBURG LINE

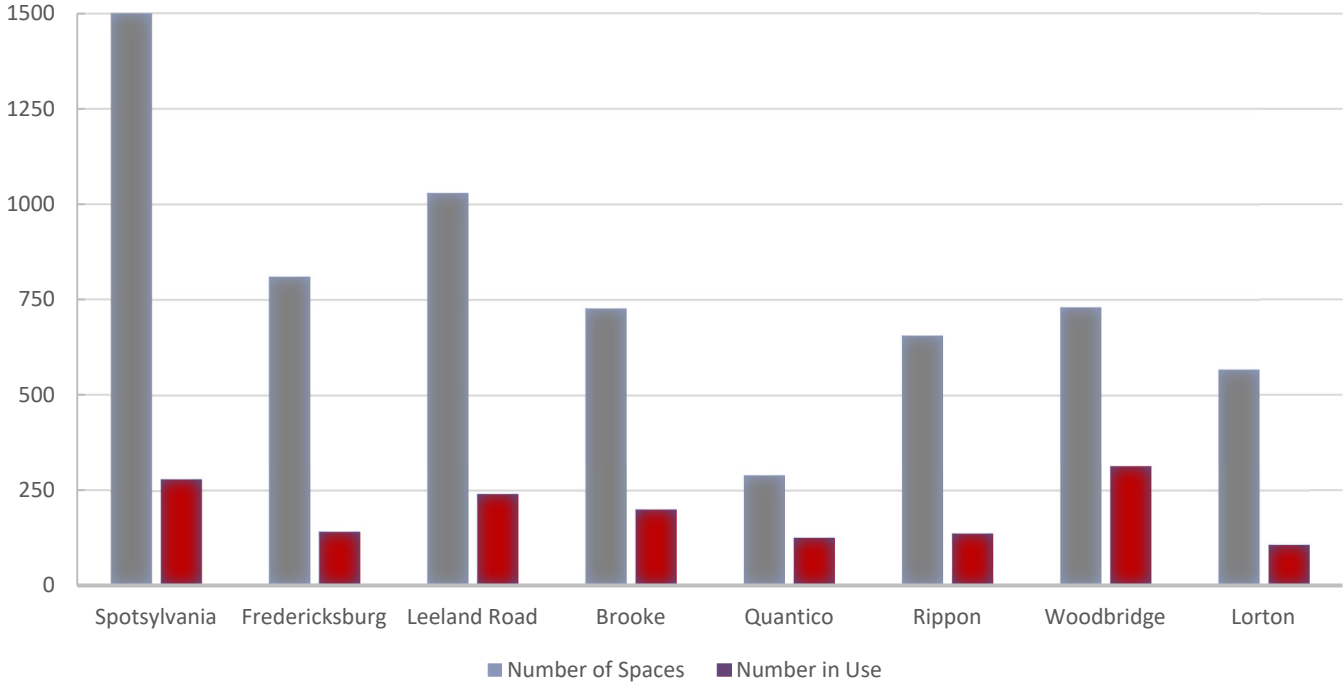


MANASSAS LINE

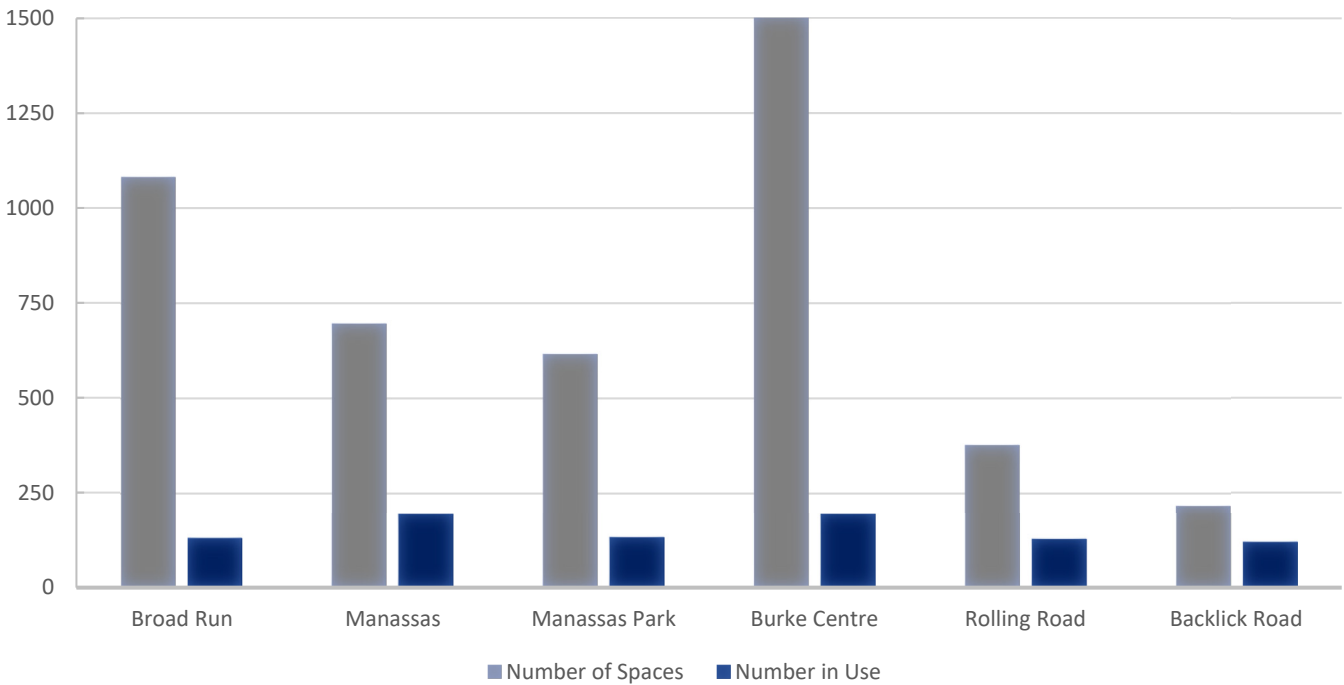


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



COMMUTER RAIL OPERATING AND CAPITAL (CROC) FUND REPORT

Background

Dedicated CROC funding for VRE began on July 1, 2018. The CROC Fund receives \$15 million annually from motor fuels taxes collected in the NVTC and PRTC regions. CROC funds are received from the Department of Motor Vehicles (DMV) and are held by NVTC for VRE in a separate account, in accordance with §33.2-1525.A of the Code of Virginia. The VRE Operations Board and Commissions approve the projects that are to be funded in whole or in part by the CROC, and VRE provides regular reporting on the CROC Fund, including disbursements received, amounts expended, the purpose of the expenditures, and investment and interest earnings.

CROC Fund as of March 31, 2024

A summary of the CROC Fund through the third quarter of FY 2024 is presented below. Due to lags in the determination of total fuel tax revenue by DMV and the transfer of funds from DMV to NVTC/VRE, total CROC funds received may be less than total funds earned. Interest earnings have been significantly higher in FY 2023-2024 than in previous years due to the overall rise in interest rates.

CROC Fund as of March 31, 2024

	Funds Earned	Funds Received	Interest Earned	Expenditures	CROC Account Balance (LGIP)
Previous Report (as of 3/31/23)	\$71,250,000	\$68,750,000	\$1,891,533	\$22,500,000	\$48,141,533
Current Report (as of 3/31/24)	\$86,250,000	\$83,750,000	\$5,585,032	\$41,998,857	\$47,336,175
<i>Change</i>	<i>\$15,000,000</i>	<i>\$15,000,000</i>	<i>\$3,693,499</i>	<i>\$19,498,857</i>	<i>(\$805,358)</i>

FY 2019-2021

The VRE Operations Board and the Commissions have previously approved the commitment of \$45 million in CROC funding to three key capital projects – \$15.0 million for the Crystal City Station Improvements project, \$26.1 million for the L’Enfant Station and Fourth Track project, and \$3.9 million for the Track 22 rehabilitation project at Washington Union Terminal in conjunction with Amtrak. This commitment reflects the first three years of CROC funding (FY 2019 through FY 2021). As of March 31, 2024, VRE has contributed \$3.2 million to the Track 22 project (leaving \$0.7 million still to be paid), which is reflected in the Expenditures in the table above. No expenditures have yet been incurred for the L’Enfant and Crystal City projects.

FY 2022-2031

In March 2021, VRE entered into a Funding Agreement with the Virginia Department of Rail and Public Transportation (DRPT), which was subsequently assigned to the Virginia Passenger Rail Authority (VPRA). The Funding Agreement commits VRE to use CROC funds to support the Commonwealth’s Transforming Rail in Virginia (TRV) program in two ways – through the issuance of debt to assist in the CSXT right-of-way purchase, and through ten years of pay-as-you-go (PAYGO) contributions to the Long Bridge and other planned capital investments in the VRE service area.

In accordance with the requirements of the Funding Agreement, in June 2022, VRE and NVTC (with NVTC as the Issuer) closed the sale of *Transportation District Special Obligation Revenue Bonds (Transforming Rail in Virginia) Series 2022 (Green Bonds)*. The sale of these double-A rated tax-exempt bonds generated approximately \$119 million in net proceeds that were transferred to VPRA in July 2022 to assist in the purchase of the CSXT right-of-way.

The \$42.0 million of life-to-date expenditures noted in the table above includes (in addition to the Track 22 contributions already noted) \$3.75 million for the Revenue Stabilization Fund as part of the Series 2022 issuance; a \$7.5 million PAYGO payment to VPRA to support preliminary engineering and environmental review costs for Long Bridge; and \$27.50 million in required monthly transfers to U.S. Bank (the Series 2022 bond Trustee) for bond debt service and PAYGO payments to VPRA.



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Replacement of elevator machine room HVAC unit at Franconia-Springfield station
2. Replacement of drainage outfall riprap at Woodbridge station
3. Improvements to various elements of Fredericksburg station



New entrance sign at Fredericksburg

Projects scheduled to be completed this quarter:

1. Replacement of stair tower and pedestrian bridge logo signs at Woodbridge station
2. Repairs to electrical conduits at Brooke station
3. Replacement of parking lot LED light fixtures at Spotsylvania station, contingent upon fixture delivery
4. Hydrostatic testing of dry standpipe systems at Woodbridge and Manassas station parking garages
5. Replacement/installation of pathfinder signage for multiple stations



Sealcoating & restriping at Fredericksburg

Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete platform at Alexandria station
2. Replacement of LED lighting at Woodbridge station parking garage
3. Painting of warehouse and crew building exteriors at Crossroads MASF
4. Replacement of existing lighting with LED lighting at Manassas station parking garage
5. Repairs to steel railings at Burke Centre and Broad Run stations
6. Painting of Broad Run station

Ongoing projects:

1. Modernization of east elevator at Woodbridge station
2. Improvements to various elements of Quantico station
3. Improvements to various elements of Manassas Park station
4. Replacement of parking lot entrance signs at various stations

UPCOMING PROCUREMENTS

1. Locomotive AR-10 parts
2. State government relations services
3. Modernization of Woodbridge Station east elevator
4. Construction of Alexandria Station improvements
5. Broad Run and Crossroads security camera system power and network infrastructure upgrade
6. Locomotive master controllers
7. Passenger information and messaging system
8. Locomotive exterior painting services
9. Construction management services for the Crystal City Station improvements project
10. Construction management services for the Franconia-Springfield Station improvements project
11. Photography and videography services

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Alexandria Station Improvements	Passenger safety will be improved by replacing an at-grade pedestrian track crossing with elevators to connect the two platforms. The elevators and the current and proposed stairs, will connect to the existing tunnel between the two platforms. Adjustments to platform elevation will eliminate the need for step-boxes to access VRE and Amtrak trains. The center platform will be widened and lengthened to accommodate trains on both tracks.	Final Design	\$ 37,288,433.00	Task order issued for the unification of the King and Commonwealth bridge replacement designs with the Alexandria Station Improvement designs. Designer will unifying those projects under a single set of project documents. (June) VRE is progressing with resolution of comments on 90% station design and unification with King and Commonwealth bridge designs. (May)
Broad Run Expansion	To accommodate forecasted ridership growth and increase service reliability, improvements are needed at both the Maintenance and Storage Facility (MSF) and station. An enlarged MSF can store longer trains and additional equipment. That requires shifting the existing platform and adding a pedestrian tunnel between the platform and existing and proposed parking lots. A second, 600-space lot and third main track will be constructed.	Final Design	\$ 139,381,862.00	Advancing to 90% design based on recent value engineering efforts. Stakeholder coordination on property and permitting to continue in the coming months. (June) Hosted a follow-up meeting with Lumen on April 26 to discuss VRE property needs.. Continuing to coordinate with airport staff. (May)
Brooke Station Improvements	Design and construction of a platform extension up to 700 feet to accommodate full-length VRE trains.	Development	\$ 9,461,455.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (May/June)
Crossroads MSF Employee Parking	Design and construction of a permanent employee parking lot at VRE Crossroads Yard.	Final Design	\$ 7,365,765.00	Special use permit package was resubmitted to address remaining comments. Planning Committee review meeting should be scheduled sometime in July. (June) Design team is waiting on County review comments from the recent special use permit application resubmission. (May)
Crystal City Station Improvements	Improved station access and service reliability will result from a new station. The platform at the relocated station will allow for the simultaneous boarding of two full-length trains. The station's design will accommodate a future pedestrian/bicycle connection between the station and the airport.	Development	\$ 68,900,900.00	60% design review cycle complete. Station advancing to 90%. (June) VRE has received and is reviewing comments on the 60% design package from VPRA, CSX and Amtrak. (May)

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Franconia-Springfield Station Improvements	Extended platforms will be able to accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. The longer platforms will increase operational flexibility and capacity. The design will allow for a future third mainline track.	Final Design	\$ 25,351,100.00	90% review cycle for the pedestrian underpass is complete. Designer working to unify previously developed platform extension design and more recently developed pedestrian underpass design into a single cohesive set of project documents. (June) VRE is consolidating the separately developed station and tunnel plans, and coordinating phasing with the adjacent third track project. (May)
Fredericksburg Station Rehabilitation	The rehabilitation of platforms, stairs and bridges will improve passenger safety and better accommodate the boarding and disembarking of riders from VRE and Amtrak trains. New stairs will allow passengers to move between the platform and a parking lot without crossing the street at grade level. New signage, sidewalks, lighting and paint are included, as is installation of a low-clearance warning sign to a bridge that has experienced numerous vehicle strikes.	Construction	\$ 11,480,622.00	Substantial completion achieved April 2024. (May/June)
HQ Office Renovations	The project will improve employee safety and security and maximize workspace efficiency at VRE Headquarters, and will include modifications to kitchen, supply room, mail room, bathroom/shower, office and cubicle areas in the north and south wings. The east wing will be modified to include additional offices.	Construction	\$ 250,000.00	Planning glass wall-enclosed work/meeting spaces adjacent to communications room. Researching available systems for review with upper management. (May/June)
Leeland Road Parking Improvements	This project will expand the surface parking lot at the Leeland Road station by approximately 225 spaces to accommodate future demand.	Development	\$ 12,044,433.00	The project is funded through Virginia SMART SCALE. Funding is allocated for FY20 and 22. A funding agreement is pending. (May/June)
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$ 10,361,037.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (May/June)
L'Enfant Track and Station Improvements	Expansion of the VRE L'Enfant Station to provide two platform edges and serve full-length trains. Add a new mainline track between LE and VA interlockings.	Development	\$ 110,857,683.00	A kick-off meeting was held with the PMC consultant (June) A signal design review agreement executed with CSX. (May)

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CAPITAL PROJECTS UPDATE

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CAPITAL PROJECTS UPDATE

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

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

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