

CEO REPORT

MARCH 2018



OUR MISSION

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



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RIDE MAGAZINE, MARCH 2018 ISSUE24



VIRGINIA RAILWAY EXPRESS
A better way. A better life.



SUCCESS AT A GLANCE

Data provided reflects January 2018 information.



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.

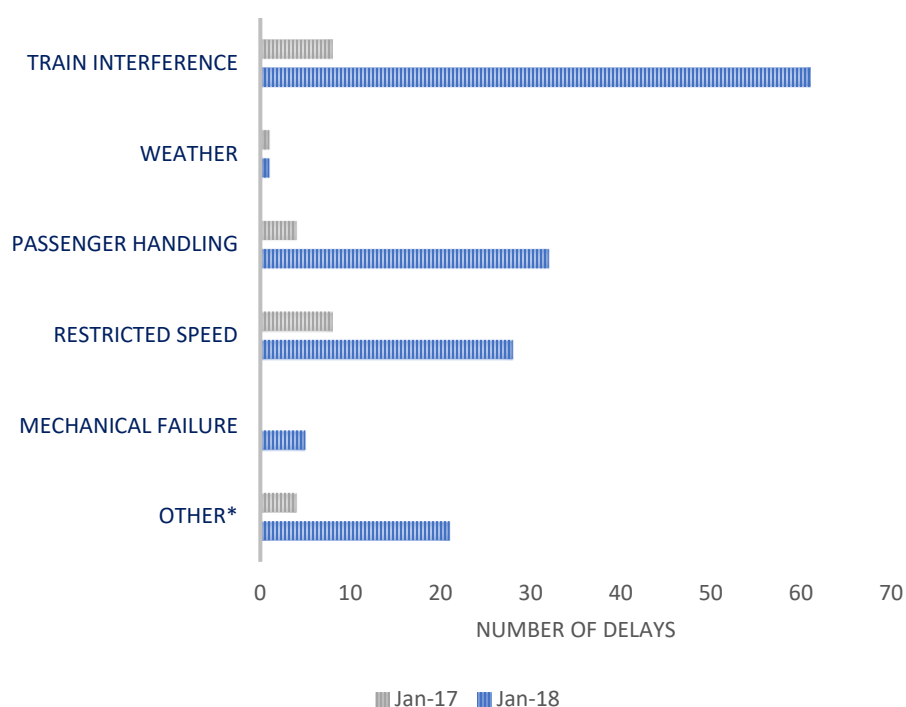
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	January 2018	December 2017	January 2017
Manassas Line	90%	93%	94%
Fredericksburg Line	90%	90%	93%
System Wide	90%	92%	94%

REASONS FOR DELAYS



VRE operated 672 trains in January.

Our on-time rate for January was 90%.

Thirty-six of the trains arrived more than five minutes late to their final destinations. Thirteen of those late trains were on the Manassas Line and twenty-three of those late trains were on the Fredericksburg Line.

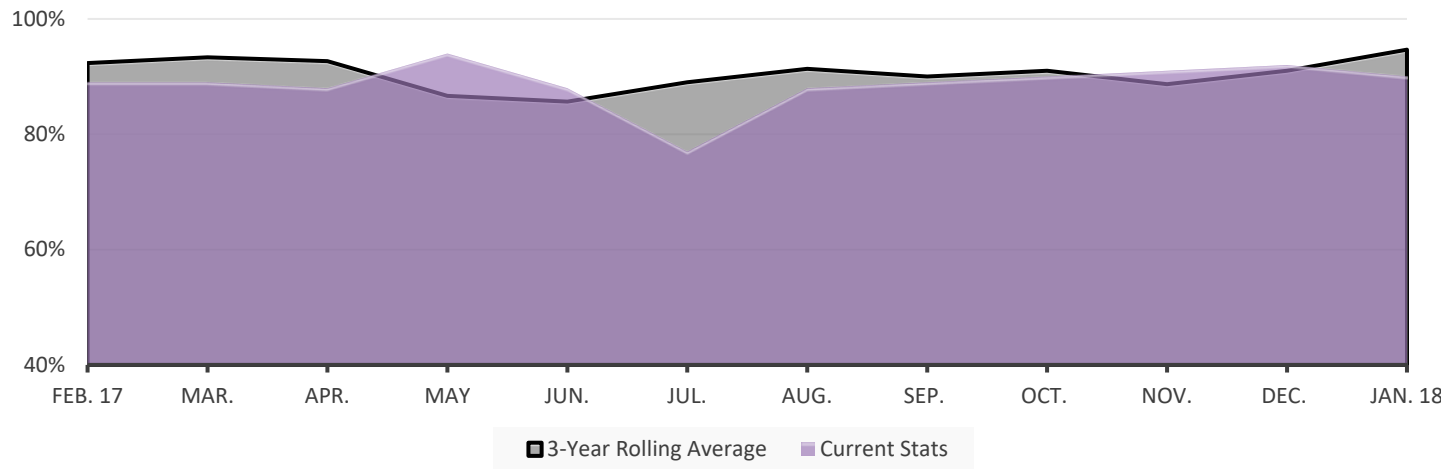
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

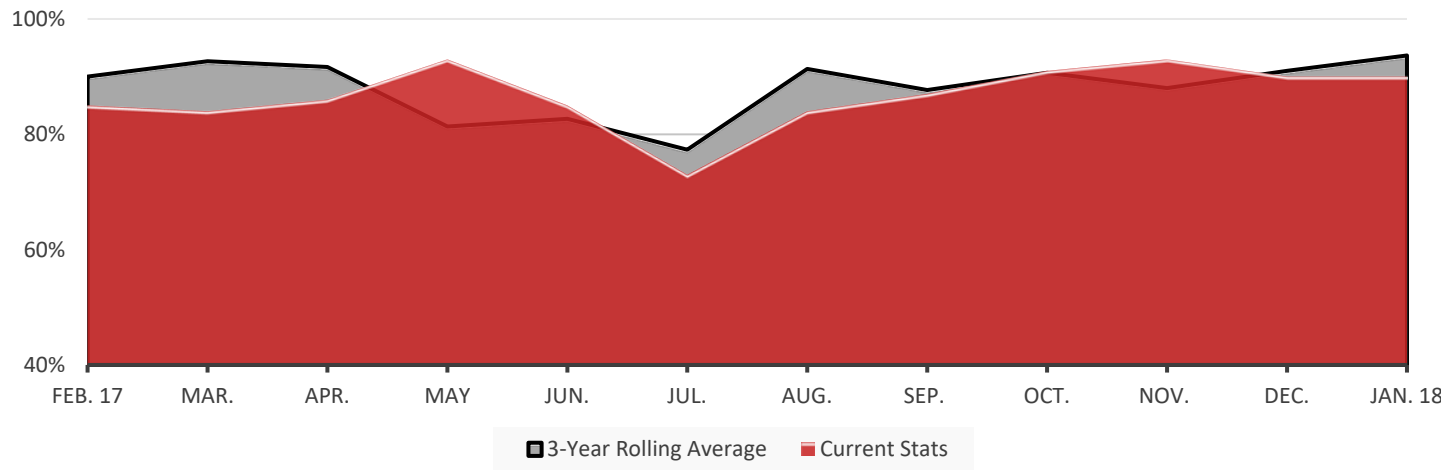
	System Wide			Fredericksburg Line			Manassas Line		
	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.
Total late trains	56	49	36	21	29	23	35	20	13
Average minutes late	21	22	25	21	24	14	21	21	35
Number over 30 minutes	12	8	6	5	4	2	7	4	4
Heat restriction days / total days	0/20	0/20	0/21						

ON-TIME PERFORMANCE

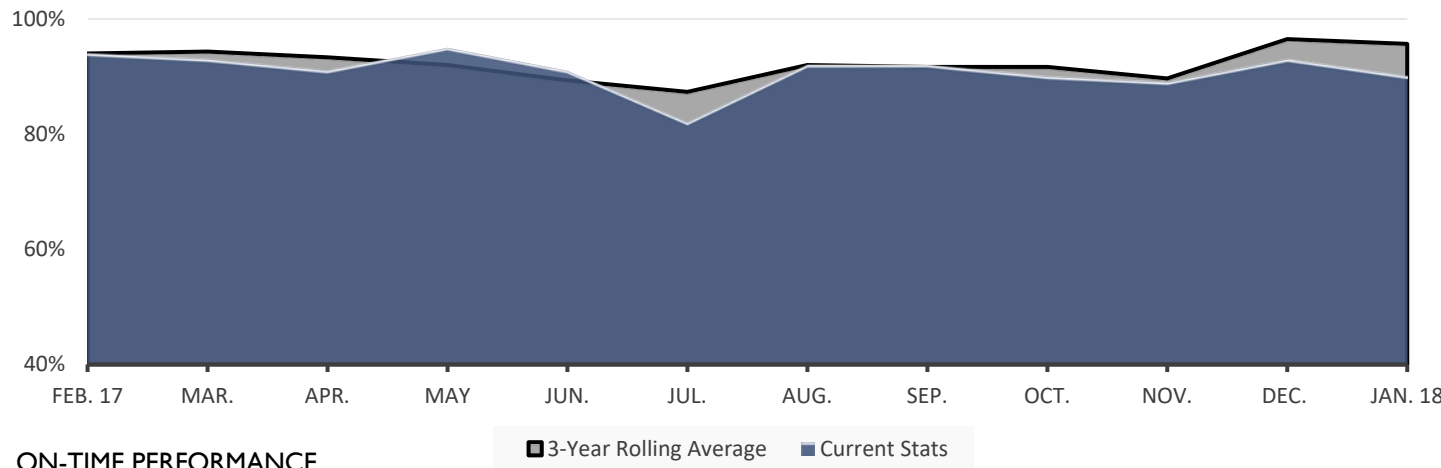
VRE SYSTEM



FREDERICKSBURG LINE

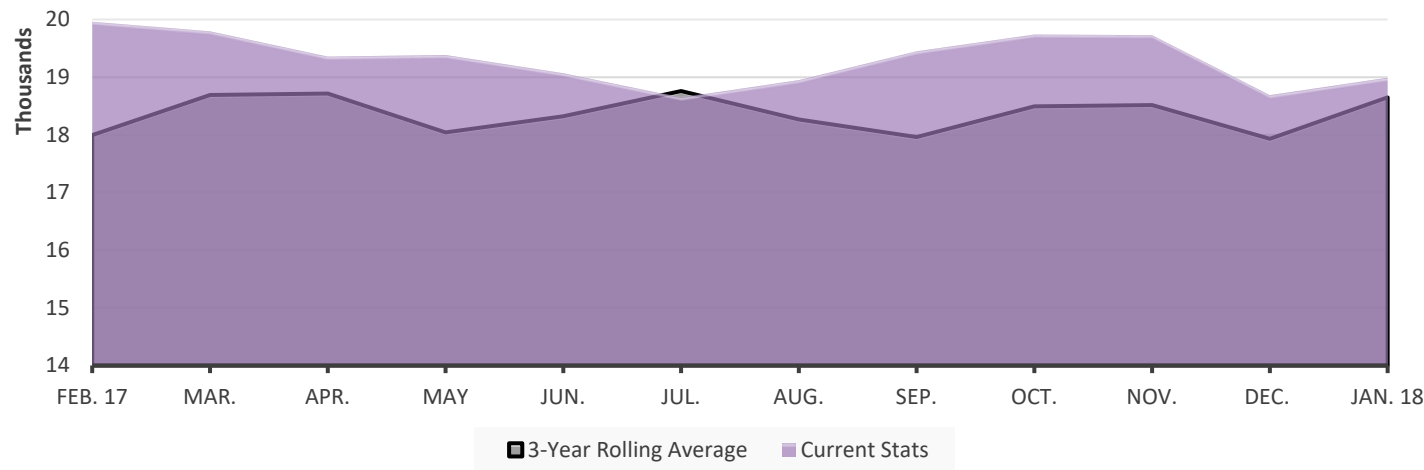


MANASSAS LINE

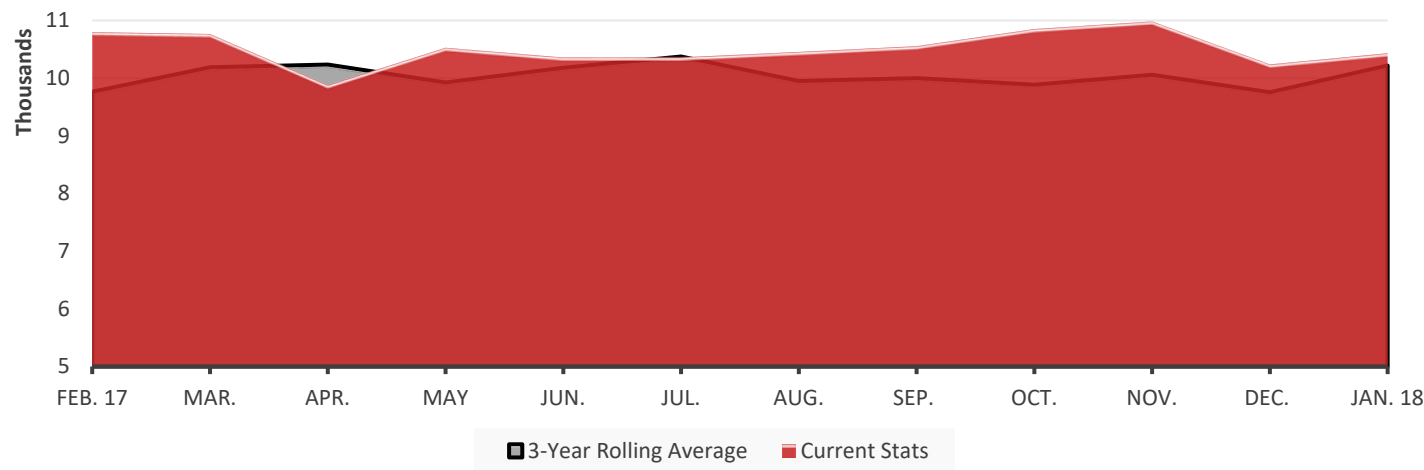


AVERAGE DAILY RIDERSHIP

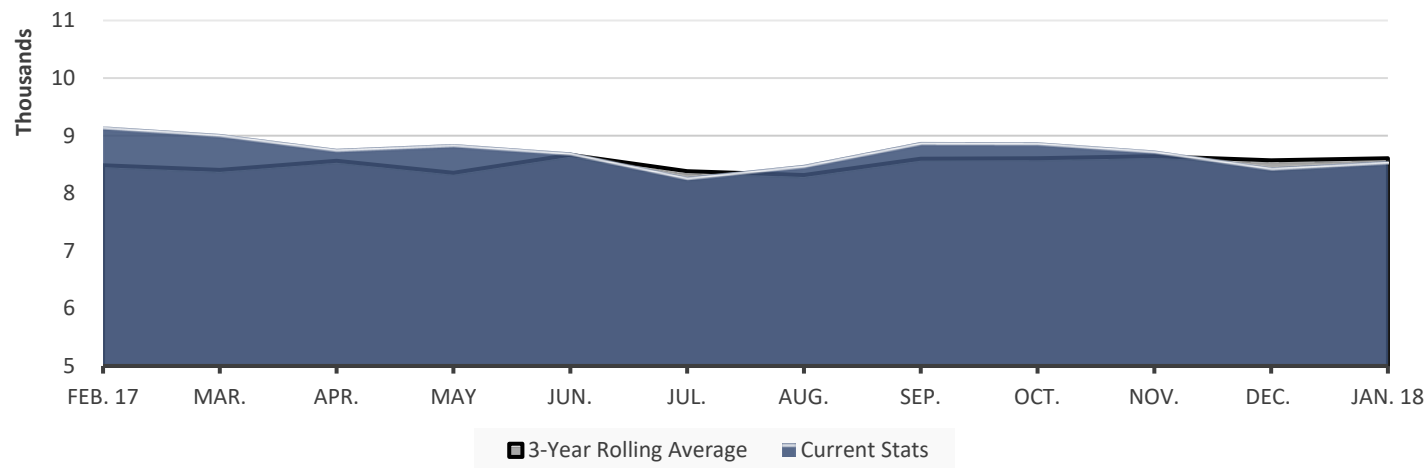
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



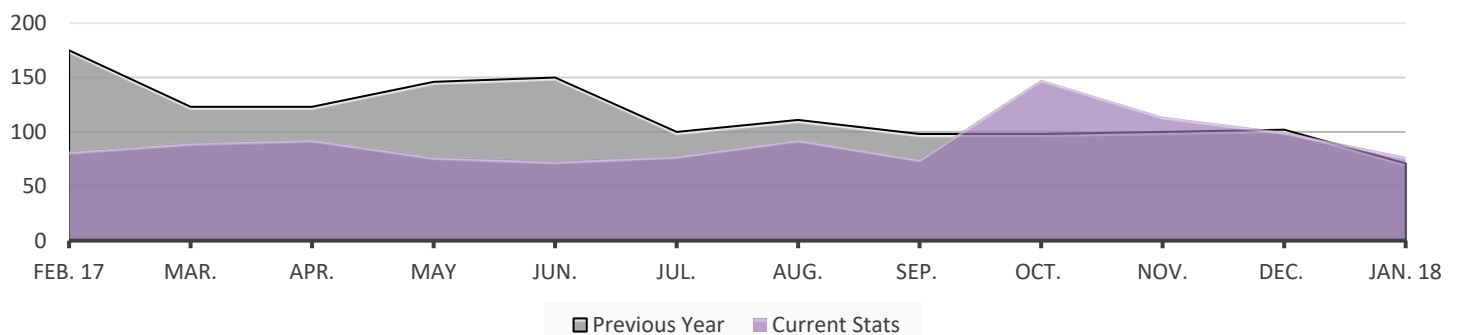
RIDERSHIP UPDATES

Average daily ridership (ADR) in January was approximately 19,000.

	January 2018	December 2017	January 2017
Monthly Ridership	398,785	333,071	378,511
Average Daily Ridership	18,990	18,689	19,922
Full Service Days	21	16	19
"S" Service Days	0	4	0

SUMMONSES ISSUED

VRE SYSTEM

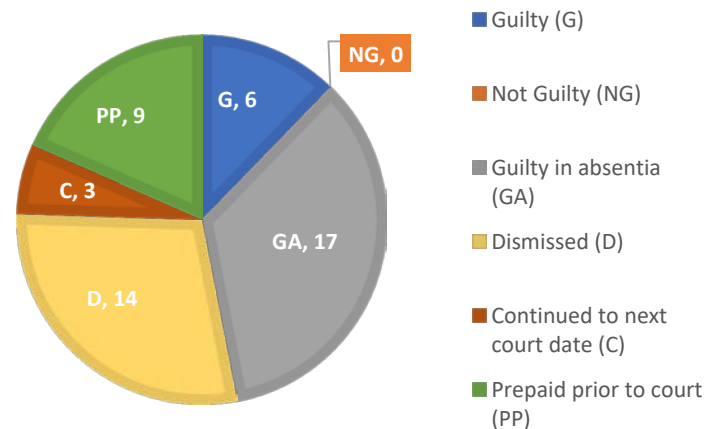


SUMMONSES WAIVED OUTSIDE OF COURT

Reason for Dismissal Occurrences

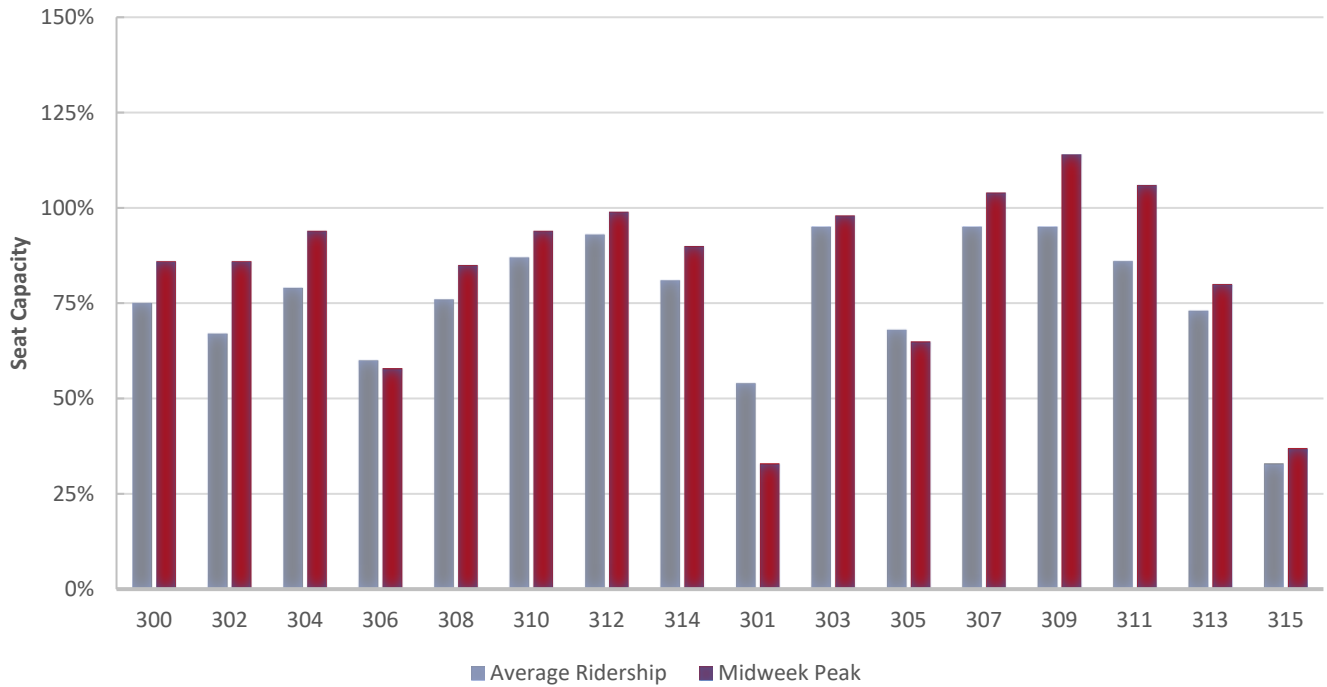
Passenger showed proof of a monthly ticket	33
One-time courtesy	11
Per the request of the conductor	4
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	3
Lost and found ticket	0
Other	2
Total Waived	53

MONTHLY SUMMONSES COURT ACTION

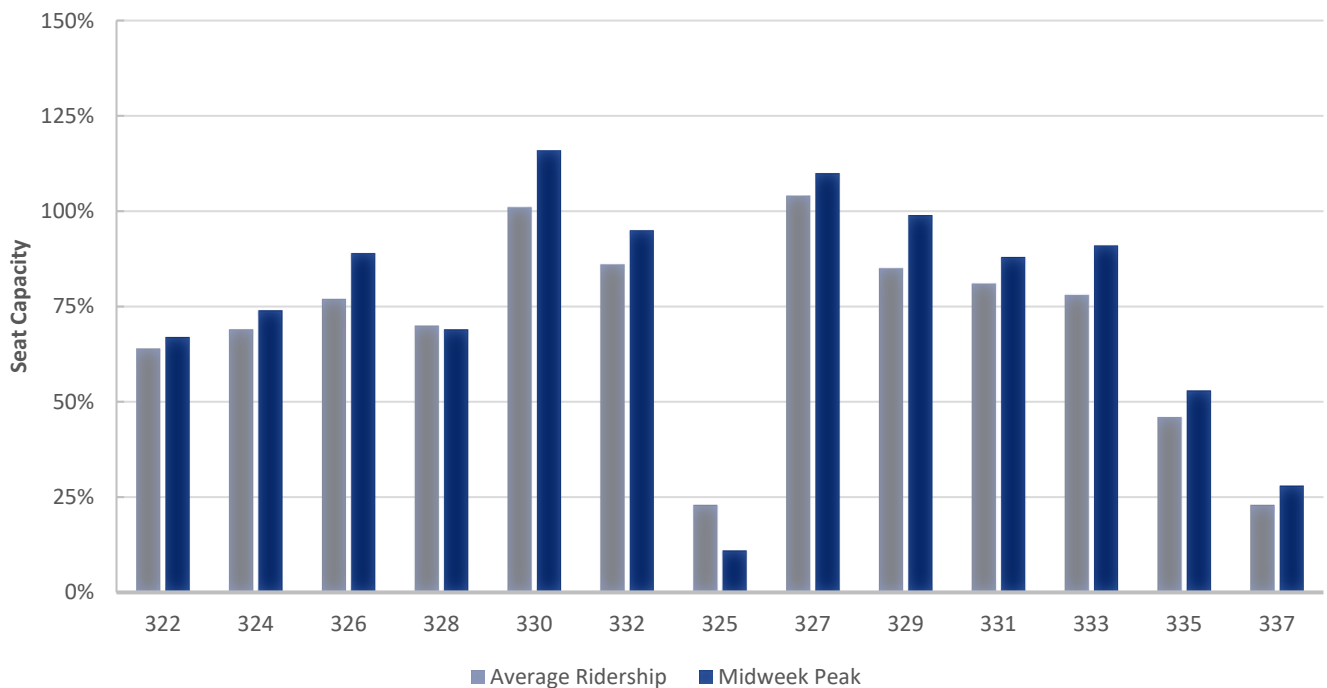


TRAIN UTILIZATION

FREDERICKSBURG LINE

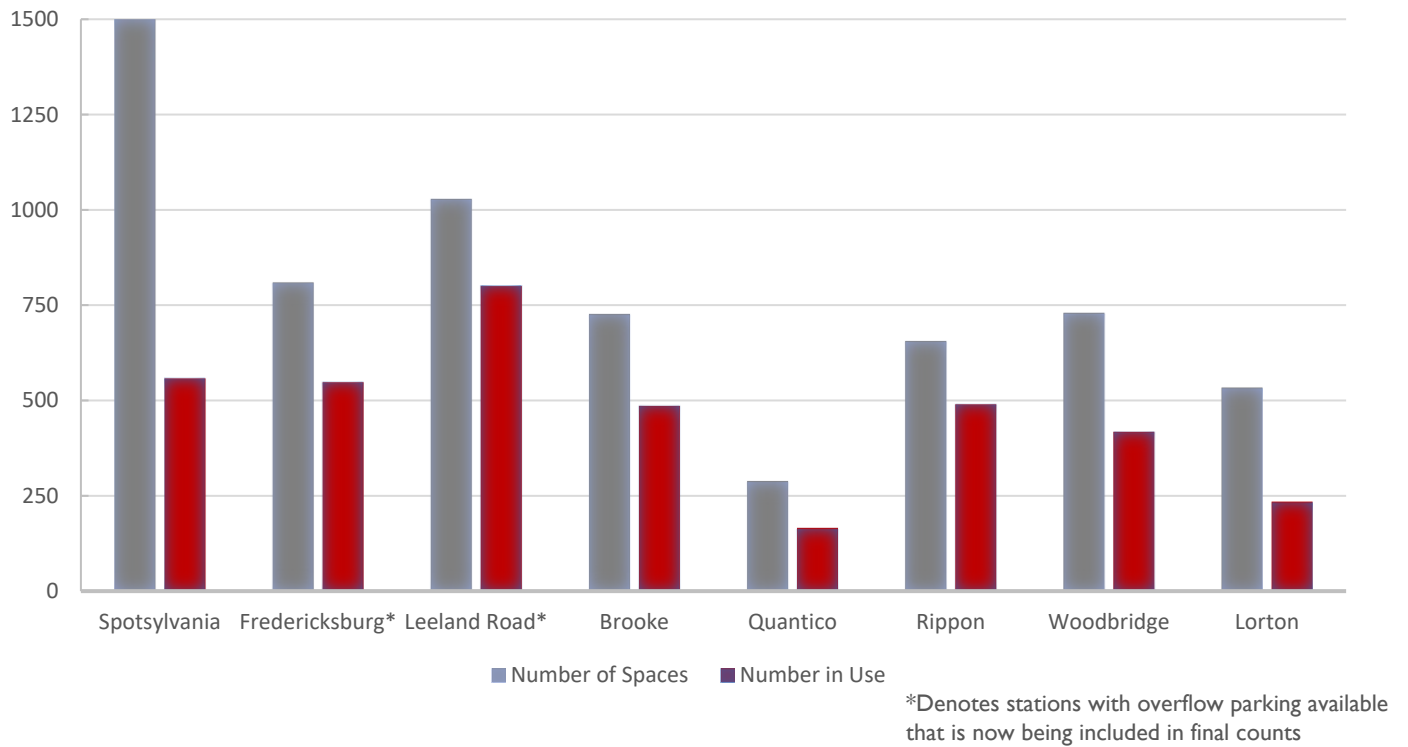


MANASSAS LINE

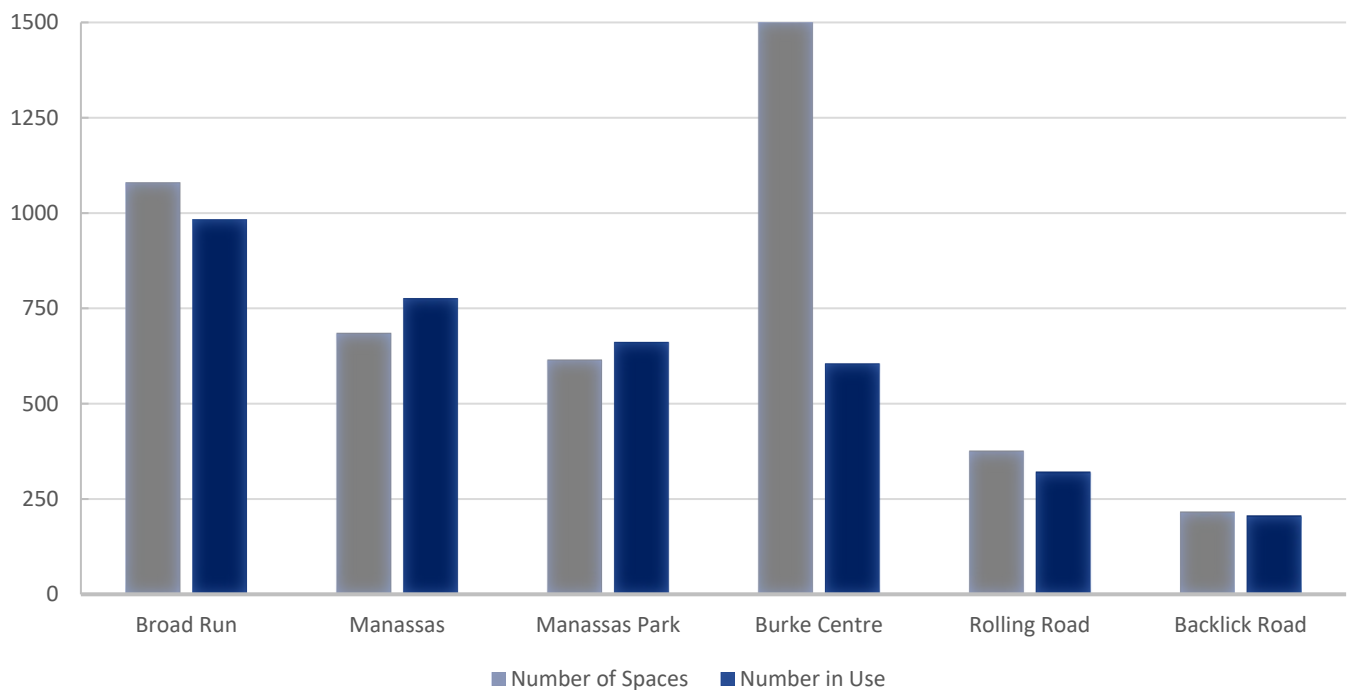


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first seven months of FY 2018 is \$1.25 million above budget (a favorable variance of 5.3%) and is up 0.7% compared to the same period in FY 2017.

The operating ratio through January is 57%. VRE's budgeted operating ratio for the full twelve months of FY 2018 is 50%.

A summary of the FY 2018 financial results through January follows, including information on the major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2018 Operating Budget Report							
Month Ended January 31, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY18 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,593,135	3,718,011	24,726,894	23,481,329	1,245,565	5.3%	40,485,050
Other Operating Revenue	44,443	18,900	167,324	130,500	36,824	28.2%	225,000
Subtotal Operating Revenue	3,637,578	3,736,911	24,894,218	23,611,829	1,282,389	5.4%	40,710,050
Jurisdictional Subsidy (1)	8,451,980	8,451,980	17,250,240	17,250,240	-	0.0%	12,875,140
Federal/State/Other Jurisdictional Subsidy	2,528,160	2,508,398	17,977,739	18,053,059	(75,320)	-0.4%	30,731,253
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	955,000
Interest Income	43,041	6,300	323,707	43,500	280,207	644.2%	75,000
Total Operating Revenue	14,660,759	14,703,588	60,445,904	58,958,628	1,487,276	2.5%	85,346,443
Operating Expenses							
Departmental Operating Expenses	5,840,760	6,645,834	44,022,691	46,078,875	2,056,184	4.5%	78,595,573
Debt Service	559,586	559,573	3,918,419	3,917,008	(1,411)	0.0%	6,714,870
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	36,000
Total Operating Expenses	6,400,346	7,205,406	47,941,110	49,995,883	2,054,773	4.1%	85,346,443
Net income (loss) from Operations	8,260,413	7,498,182	12,504,795	8,962,746	3,542,049	0.0%	-
Operating Ratio							
			57%	51%		Goal	50%

(1) Total jurisdictional subsidy is \$17,250,240. Portion shown is attributed to Operating Fund only.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Restoration of utility power due to wind storm and implementation of temporary lighting at Franconia-Springfield, Brooke, Rolling Road and Broad Run Stations and Broad Run Yard
2. Installation of improved LED lighting at Spotsylvania Station waiting room
3. Upgrades to electrical power supply for new communication cabinet at Rolling Road Station
4. Replacement of aging HVAC units throughout VRE system
5. Replacement of broken windscreen glass at Rippon Station



Temporary Lighting at Franconia-Springfield Station During Utility Power Outage

Projects scheduled to be completed this quarter:

1. Repairs to fascia and soffit at Woodbridge Station east building
2. Replacement of ADA parking signage at Brooke and Leeland Road Stations
3. Upgrades to electrical power supply for new communication cabinet at Burke Centre Station
4. Repairs to platform concrete at Manassas Station
5. Replacement of light poles and fixtures at Manassas Station
6. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance



Rippon Station broken windscreen glass, replaced next day

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Replacement of signage at Franconia-Springfield and Fredericksburg Stations
3. Painting of Franconia-Springfield Station
4. Continuation of painting of Woodbridge Station
5. Replacement of light poles and fixtures at Fredericksburg Station
6. Replacement of parking lot signage at Broad Run Station
7. Repairs to pavement and striping at Franconia-Springfield, Rippon, Quantico and Leeland Road Stations, parking lot G in Fredericksburg and Crossroads and Broad Run yards
8. Renovations to Alexandria Headquarters (Suite 201, office space adjacent to Suite 202, to be leased)
9. Replacement of tactile warning strips at various stations
10. Replacement of waste and recycling receptacles throughout VRE system

Ongoing projects:

1. Development of specifications for modernization of Woodbridge Station east elevator
2. Development of design of platform concrete rehabilitation and other station improvements at Fredericksburg Station (to be managed by Office of Development)
3. Development of IFB for Canopy Roof Replacement at the Backlick and Rolling Road Stations

UPCOMING PROCUREMENTS

Scope of Work Pending:

- Replacement of Tactile Warning Strips at Station Platforms
- 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
- Passenger Railcar Truck Overhaul Services
- Modernization of VRE Woodbridge Station East Elevator
- Repair and Overhaul of Passenger Car HVAC Assemblies
- Repair and Overhaul of Passenger Car Wheelchair Lift Assemblies
- Seat Bottoms for Passenger Cars
- Gallery Car Door Control Switches
- Automated Electric Motor Parking Brake Systems

CAPITAL PROJECTS UPDATES

AS OF FEBRUARY 2, 2018

Broad Run Expansion Study (BRX)

- Participated in Project Management Team (PMT) meetings on January 16th and January 31st
- Participated in Public Outreach meeting on January 18th
- Reviewed BRX project requirements with AECOM
- Participated in BRX environmental workshop on January 24th
- Reviewed schematic design with internally with the operations and mechanical departments
- Briefed Prince William County Transportation, Planning, and Environmental Services departmental staffs on the status of Preliminary Engineering/National Environmental Policy Act (NEPA) for Broad Run Expansion on January 26th
- Participated in meeting between Norfolk Southern (NS) and VRE on January 30th
- Requested information from Prince William County about the Bristow Battlefield and Browne's Battery and contacts
- Contacted Prince William County's Record Center to inquire about a conservation easement near the Broad Run Station
- Received information about Northern Virginia Electric Cooperative (NOVEC) that provides power to Manassas Park Station and forwarded to VHB
- Reviewed January 3rd PMT meeting notes and provided comments to AECOM and VRE Manager of Project Development
- Participated in January 16th PMT meeting
- Participated in meeting with VRE finance regarding assets for future tracking on January 16th
- Participated in phone call update with Continental Field Services, on January 16th regarding information on Early Acquisition (property) regulations for VRE review
- Participated in meeting on January 18th on project public outreach

Midday Storage Replacement Facility

- Attended Advisory Neighborhood Commissions (ANC) meeting on January 9th to hear District Department of Transportation's (DDOT) presentation on streetcar maintenance and storage location analysis as they relate to New York Yard
- Reviewed Environmental Site Assessment (ESA) for Conrail easement and provided comments to VHB
- Provided Potomac and Rappahannock Transportation Commission (PRTC) with Categorical Exclusion (CE) and attachments to send to Federal Transit Administration (FTA)
- CE was submitted to FTA on January 15th and receipt of all materials was confirmed by FTA on January 16th
- Provided comments on Central Armature development plans to Amtrak
- Received and reviewed Project Management Plan (PMP)
- Project agreement review and discussion continuing
- Completed review of e-mail blast material and update to website
- Amtrak provided comments on February 1st to the on survey-only agreement

MARCH 2018

- Organized and participated in Conrail appraisal SOW review with contractor on Feb 1st; no issues and work has begun

Rolling Road Platform Extension

- Received design comments from NS. Project consultant (Dewberry) is addressing and will provide 90 percent submission for VRE review
- Received comments from Fairfax County; Dewberry to coordinate response with Fairfax County
- Edited Task Order (TO) for Construction Management (CM) activities

Crossroads Real Estate Acquisition

- Submitted appraisal and review appraisal to VRE Legal
- With concurrence from Legal, appraisal and review appraisal were submitted to FTA on January 26th

Long Bridge Expansion Study

- Drafted response to alternatives to be considered in Draft Environmental Impact Statement (DEIS)
- Provided comments on December 8th PMT meeting notes; asked for clarification on treatment of bike/pedestrian facility
- Draft Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments received and forwarded for VRE Legal review
- Responded to issues raised by DDOT and FRA in email received January 19th
- Briefed VRE Chief Executive Officer on status and key issues on January 24th
- Participated in PMT meeting on January 31st

Southeast High Speed Rail Corridor (DC2RVA) Coordination

- VRE provided comments to Department of Rail and Public Transportation (DRPT) and FRA regarding draft environmental impact study document
- Participated in bi-weekly PMT call on January 23th

Lorton Platform Extension

- Final Contract Amendments Processed and executed
- Passed Final Building Inspection
- Final Contract Closeout and Final Invoice anticipated end of February/beginning of March

Quantico Station Improvements

- 60 percent design for station and 90 percent design for site, civil, drainage, track, and retaining wall in vicinity of station released to stakeholders for review and comment
- DRPT Task Order for STV to be able to complete 60-to-90 percent design was executed
- Utility location and potential conflicts coordinated on site through CSXT
- Project progress meeting held at Fredericksburg Office January 25th
- Progress Meeting held at Quantico Station on February 1st
- Met with Marine Corps Base Quantico staff regarding utility locations, coordination with ongoing work at building 1001, Retaining Wall 13 options, and potential impacts to scope and schedule on February 1st



Retaining Wall 13 location on Marine Corps Base Quantico,
looking southward toward Potomac Avenue and Quantico Station

Franconia-Springfield Station Improvements

- 30 percent plan revisions are pending final emergency egress and American with Disabilities Act (ADA) access decisions as well as design review comments by CSXT engineering and operations staff
- Received fully executed CSXT Design Review and Flagging Agreement on January 8th
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd

Lorton Station Improvements (Second Platform)

- 30 percent plan revisions are pending final emergency egress and ADA access decisions as well as design review comments by CSXT engineering and operations staff
- Received fully executed CSXT Design Review and Flagging Agreement on January 8th
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd

- Provided project updates to the CIP Progress Report for the February monthly meeting

Rippon Station Improvements

- Continued development of 30 percent plans and cost estimate
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd

Leeland Road Station Improvements

- Continued development of 30 percent plans and cost estimate
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd

Brooke Station Improvements

- Continued development of 30 percent plans and cost estimate
- Continued developing the cost tool estimate for Option 7 based on GEC phasing plan
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd
- Requested plan revisions and updates from GEC in response to internal meetings

Alexandria Pedestrian Tunnel Project

- Reviewed meeting notes compiled by Gannett Fleming (GF) for kick-off meeting for study of fourth track, bridges and pedestrian tunnel as a solution to building the pedestrian tunnel with project consultant (Gannett Fleming)
- Participated in a conference call with Gannett Fleming regarding the vertical clearances at the King Street CSXT bridges
- Participated in work session in Gannett Fleming's Baltimore office on January 12th and a conference call with the consultant team on January 19th for analysis of fourth track, bridges and pedestrian tunnel solutions
- Met with City of Alexandria staff on January 19th for a project briefing
- Contacted Virginia Department of Transportation (VDOT) regarding potential changes to the platform in front of the historic station

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Responded to AECOM on behalf of Maryland Railroad Commuter Service (MARC) regarding the Wheel Truing Machine which MARC is investigating purchasing
- Coordinated with MARC on January 10th and sent the 100 percent design cost estimate for their use
- Forwarded specifications for skylight protection from Kensington Consulting to STV to be incorporated into design of LOU building
- Provided PRTC/Northern Virginia Transportation Commission (NVTC) information to STV for outstanding permit and Best Management Practices Facility Agreement form
- Reviewed details developed by STV for grading study on west side of project

L'Enfant (North) Storage Track Wayside Power

- CSXT has completed acceptance testing

Slaters Lane/Alexandria Track 1 Access

- Confirmed construction agreement executed by VRE and sent notice to CSXT

Manassas Park Station Parking Expansion

- Participated in meeting with VHB Team on January 9th to review cost assumptions and estimate work
- Discussed electrical cooperative power with VRE Chief Operating Officer on January 9th
- Participated in meeting with City of Manassas Park and design team on January 18th
- Forwarded spreadsheet of comments and responses to City of Manassas Park
- Invited VHB to submit scope of work for final design for project on January 18th

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Union Station Improvements (Amtrak/VRE Joint Recapitalization Projects)	Station and coach yard improvements of mutual benefit to VRE and Amtrak.	◆	◆	◆	N/A	◆	◆
Alexandria Station Improvements	Pedestrian tunnel to METRO and eliminate at-grade track crossing.	◆	◆	◆	N/A	●	
	Modify Slaters Lane Interlocking and East Platform for passenger trains on Track #1.	◆	◆	◆	N/A	●	
	Extend East Platform and elevate West Platform.	◆	◆	◆	N/A	●	
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track. ◆	◆	●	●	N/A		
Lorton Station Improvements	Extend existing platform.	◆	◆	◆	N/A	◆	◆
	Construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Potomac Shores Station Improvements	New VRE station in Prince William County provided by private developer.	◆	●	◆	N/A		
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●	
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Manassas Park Parking Expansion	Parking garage to increase parking capacity to 1,100 spaces.	◆	●	●	N/A		
Rolling Road Station Improvements	Extend existing platform.	◆	◆	◆	N/A	●	
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A		

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

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		Percent	Date	
3,201,176	3,201,176	-	1,172,309	602,542	84%	1st QTR 2018	◆ Project complete.
10,021,865	10,021,865	-	1,814,559	1,534,387	70%	3rd QTR 2020	● 60% design complete. Investigating alternative construction strategies.
7,000,000	7,000,000	-	467,500	90,749	30%	1st QTR 2018	● Construction is anticipated to start as part of CSXT work program.
2,400,000	400,000	2,000,000	-	-	5%	3rd QTR 2020	● Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	-	*	290,214	20%	2nd QTR 2020	● Preliminary engineering is anticipated to be complete in 1st QTR 2018.
2,500,000	2,500,000	-	1,846,675	1,688,333	95%	4th QTR 2017	◆ Project complete.
16,150,000	16,150,000	-	*	269,118	20%	2nd QTR 2020	● Preliminary engineering is anticipated to be complete in 1st QTR 2018.
16,632,716	16,632,716	-	*	203,864	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
No costs for VRE. Private developer providing station.					10%	TBD	● Design resumed after resolution of DRPT/CSXT/FRA track project issues.
9,500,000	9,500,000	574,706	-	-	30%	TBD	● Final design up to 90% underway under DRPT management and funding
21,334,506	21,334,506	-	*	185,008	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
14,336,156	14,336,156	-	*	153,015	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
19,600,000	2,500,000	17,100,000	665,785	540,006	25%	2nd QTR 2018	● 30% design plans received and under review.
2,000,000	2,000,000	-	442,900	215,090	20%	3rd QTR 2020	● 60% design plans under review by NS.
21,160,000	400,000	20,760,000	278,767	265,743	10%	2nd QTR 2023	● Developing more detailed concept design for selected location.

TRACK AND INFRASTRUCTURE

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

MAINTENANCE AND STORAGE FACILITIES

L'Enfant North Storage Track and Wayside Power	Conversion of existing siding into a midday train storage track.	◆	◆	◆	N/A	◆	●
L'Enfant South Storage Track and Wayside Power	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work	◆	◆	◆	N/A	●	●
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility Land Acquisition	Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new	◆	N/A	N/A	●	N/A	N/A
Midday Storage	New York Avenue Storage Facility: Planning, environmental and preliminary engineering.	◆	●	●	●		

ROLLING STOCK

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

PLANNING, COMMUNICATIONS AND IT











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

PHASE: CD - Conceptual Design 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

Total ¹	ESTIMATED COSTS (\$)				COMPLETION			STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date		
32,500,000	32,500,000	-	33,285,519	31,299,225	100%	4th QTR 2015		Project complete. Close-out pending.
4,283,618	4,283,618	-	4,207,057	3,238,355	95%	2nd QTR 2017		Power construction 90% complete. Track and signals in service.
3,965,000	3,965,000	-	2,937,323	1,524,304	40%	3rd QTR 2017		Power design under review by CSXT & Pepco. Track and signals in service.
35,196,323	35,196,323	-	3,176,039	2,071,698	60%	TBD		Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	108,139	75%	TBD		Property appraisal underway, followed by review by FTA.
88,800,000	88,800,000	-	3,171,599	921,370	35%	4th QTR 2018		Progress delayed pending Amtrak approval of site access for survey.
75,264,693	75,264,693	-	69,457,809	36,994,353	95%	4th QTR 2020		All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,472,954	80%	4th QTR 2018		Onboard installations ongoing.
617,791,163	5,885,163	611,906,000	5,483,720	2,905,615	15%	3rd QTR 2022		Focus on capacity improvements on existing Broad Run complex.
3,510,307	3,510,307	-	3,510,627	1,950,757	55%	2nd QTR 2018		Integration with S&B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold.

VIRGINIA RAILWAY EXPRESS MAGAZINE

RIDE

MARCH 2018

Meade
Pyramid

DC2RVA

Cystal City
Station Update

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JOIN US AT LORTON

On March 8th at 10am, special guests will join VRE at the Lorton station in commemorating the recent platform extension. The project marks the first in a series of platform extensions to enhance operational efficiencies. The Lorton platform extension, as with other capital projects in VRE's six year plan, represents VRE's commitment to rail safety and customer service. This event will be open to the public.



ADVERTISING IN RIDE MAGAZINE

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Editor in Chief: Cindy King

Magazine Design by Pulsar Advertising

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VRE's 2018 Industry Day

FROM THE CEO VRE'S 2ND ANNUAL INDUSTRY DAY



DOUG ALLEN
Chief Executive Officer

We held our second "Industry Day" early last month for the construction community. Now an annual event, these information sessions outline procurement requirements and other details for the full spectrum of expansion and maintenance projects in VRE's six-year plan.

The event is a great example of VRE at work, with the ultimate goal of ensuring we receive design and construction bids on our projects from highly experienced firms who can deliver the level of quality our system requires. This year's turnout was much higher than expected and included representatives from around the country. In fact, next year we anticipate the need for a larger venue.

You too are invited to learn about our expansion and maintenance projects by way of RIDE magazine, vre.org, and by speaking to us directly at our platform events. Our Meet the Management platform series begins in May, but look for us sooner at your origin and destination stations with smaller pop up events.

Sincerely,

DOUG ALLEN

Chief Executive Officer
Virginia Railway Express



Access RIDE online at
www.VRE.org/RIDE



RAILROAD HISTORY: THE MEADE PYRAMID



Meade Pyramid, Spotsylvania

What stands 23 feet tall, weighs 17 tons, is made entirely of granite stones and is virtually inaccessible? Those who board the VRE from Spotsylvania may recognize this mysterious monument, known as the Meade Pyramid, as a hallmark of the fleeting scenery witnessed from the moving train's window pane. The pyramid is a Civil War memorial that was built in 1898 by the Richmond, Fredericksburg and Potomac Railroad (RF&P), with help from the Confederate Memorial Literary Society.

On December 13, 1862 Major General George G. Meade's Union division, which consisted of between 3,800 and 4,500 soldiers, sought to penetrate the gap in Lieutenant General Thomas J. "Stonewall" Jackson's lines. However, sheltered by woods beyond the railroad and open field, the Confederate soldiers anticipated the attack of Meade's lone division. General Meade wrote, "Owing to the wood, nothing could be seen of them, while all our movements on the cleared ground were exposed to their view."

Meade's corps made a breakthrough at the southern end of the battlefield but were aggressively hurled back, sustaining 40% casualties, in part due to lack of reinforcements and a strong Confederate counterattack. He would later write of his loss this day, "While I deeply regret the inability of the division, after having successfully penetrated the enemy's lines, to remain and hold what had been secured, at the same time I deem their withdrawal a matter of necessity. With one brigade commander

killed, another wounded, nearly half their number hors de combat; with regiments separated from brigades, and companies from regiments, and all the confusion and disorder incidental to the advance of an extended line through wood and other obstructions; assailed by a heavy fire, not only of infantry but of artillery—not only in front but on both flanks—the best troops would be justified in withdrawing without loss of honor."

Thirty-five years later, the Confederate Memorial Literary Society contacted Virginia railroad executives asking them to construct markers at historically significant sites along their lines. While the society simply wanted a sign erected, the president of the RF&P embraced the proposal. On March 31, 1898, RF&P workers assembled the pyramid using unhewn Virginia granite to memorialize the battle in a location visible to train travelers.

The practically inaccessible location and mysterious nature of the Meade Pyramid serves as a reminder of the many stories which compose Virginia's rich history. As residents of the state, it can be easy to overlook the significance embedded in something as inconsequential as the view from your commute. The next time you find yourself glancing outside of the window, remember that every inch of that view has a story to be told.

“On March 31, 1898, RF&P workers assembled the pyramid using unhewn Virginia granite to memorialize the battle in a location visible to train travelers.”

Artistic Expression (Free)

Through April 1, Tuesday - Sunday from 10:00 AM – 5:00 PM

Manassas Museum, 9101 Prince William Street

This annual show will feature the art of students from Osbourn High School. Various mediums and types of art will be featured in this exhibit.

Crow's Nest: An Ecological Gem in Stafford County

March 8 at 6:00 PM

Gari Melchers Home and Studio 224 Washington Street, Falmouth, VA 22405

An illustrated presentation by Mike Lott, Regional Supervisor/Northern Region Steward. Free admission. Pavilion at Gari Melchers Home and Studio. Contact: Michelle Crow-Dolby at mdolby@umw.edu or 540-654-1851.

Annual Dog Easter Egg Hunt

March 24 at 1:00 PM

Memorial Park, 1401 Kenmore Avenue, Fredericksburg, VA 22401

Come dressed to enter the doggie costume contest to compete for prizes! This is a great way to get out and play with your favorite furry friend. Dogs must be at least 12 weeks old. A small dog area will also be available for dogs under 15lbs. All dog parents must sign a release acknowledging their dog(s) are current on shots and are healthy. On-site registration will be available only if space remains. For information, call 540-372-1086 or visit www.FredParksRec.com

Coastal Shore Guided Hike (\$7.50)

March 31 at 11:00 AM through April 1 at 1:15 PM

Leesylvania State Park, 2001 Daniel K. Ludwig Drive, Woodbridge, VA 22172

A 3.5 mile Coastal Shore Guided Hike to learn about the park's history. Have pre-bagged lunches around a bonfire at the Breakwater Store. For only \$7.50, you will be provided with your choice of sandwich, bag of chips, cookie, and a bottled drink. Please call the Visitor Center to register 24 hours in advance of the event at 703-583-6904.

Learn more: dcr.virginia.gov/state-parks/leesylvania

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Imaginary friends can be whoever – or whatever – you want them to be, even a six and half foot tall rabbit. When Elwood starts introducing his imaginary rabbit friend, Harvey, to guests at a party, his sister can no longer tolerate his inebriated antics and worries about her family being exposed to this imaginary rabbit. However, after years of living with Elwood (and Harvey), she begins to start seeing him herself. Tickets: www.thelittletheatre.com / 703-683-0496

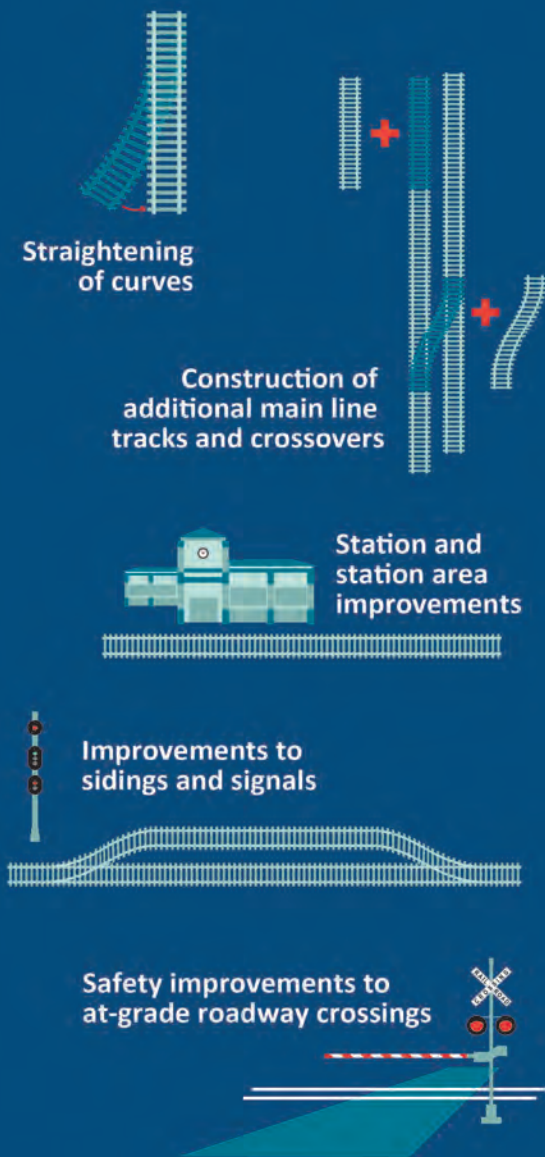
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WHAT IS THE DC2RVA PROJECT?

The Federal Rail Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are working to improve intercity passenger rail service in the north-south corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project.

The purpose of the DC2RVA Project is to increase capacity to deliver higher speed passenger rail, expand commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor. The DC2RVA Project will enable passenger rail to be a competitive transportation choice for intercity travelers between Washington, D.C. and Richmond, and beyond. It extends 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) from the Long Bridge across the Potomac River in Arlington, VA, to Centralia, VA in Chesterfield County, south of Richmond.

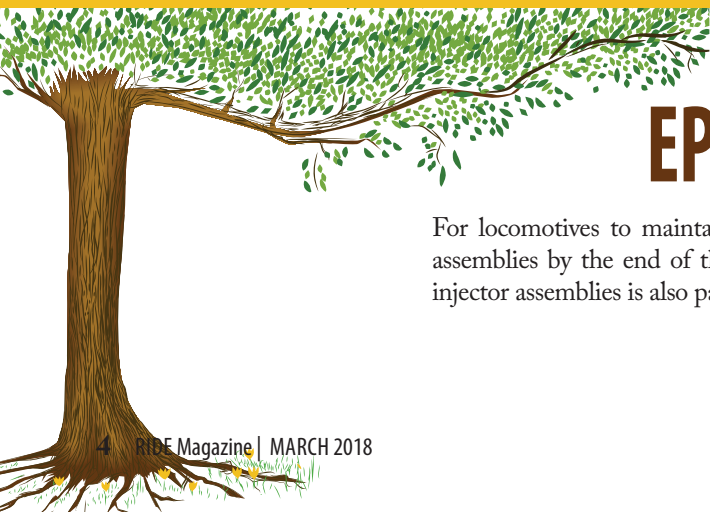
PROPOSED IMPROVEMENTS OF THE DC2RVA PROJECT INCLUDE:

- Construct additional main line tracks and track crossovers
- Straighten curves in existing tracks to allow for higher speeds
- Improve intercity passenger rail stations and station areas
- Improve sidings and signals
- Implement roadway crossing safety improvements

THE DC2RVA PROJECT WOULD:

- Improve service frequency, travel time, and on-time performance of intercity passenger trains by adding capacity
- Accommodate freight and commuter rail service
- Include rail infrastructure and safety improvements
- Include passenger service upgrades
- Address rail congestion in the Richmond area

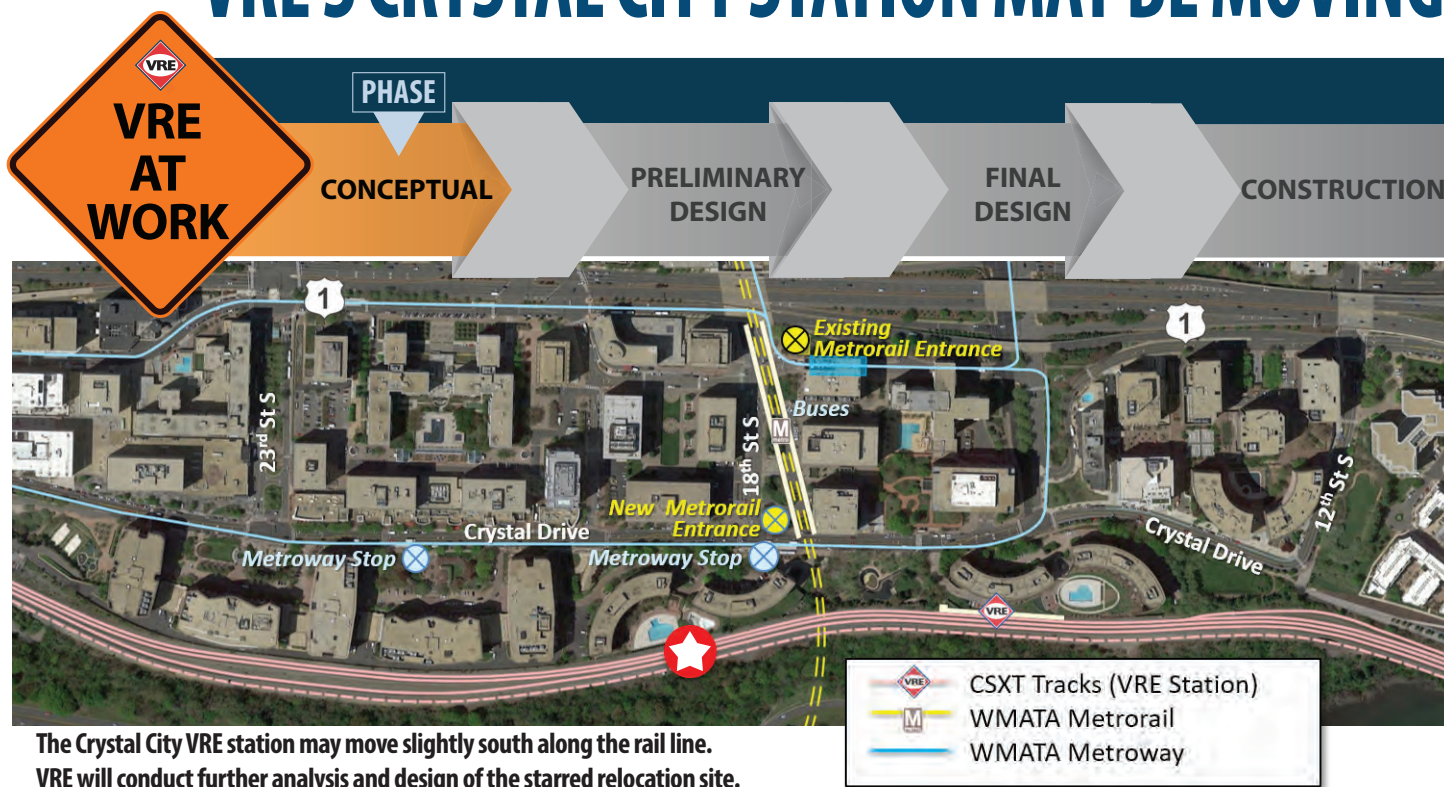
To learn more, visit: dc2rvarail.com



EPA TIER II ENGINE COMPLIANCE

For locomotives to maintain EPA Tier II emissions standards, VRE will replace electronic fuel injector assemblies by the end of this year on its twenty MP36PH-3C locomotives. Replacing the electronic fuel injector assemblies is also part of VRE's lifecycle maintenance strategy to ensure locomotives operate at a high level of reliability throughout their lifecycle.

VRE'S CRYSTAL CITY STATION MAY BE MOVING



Crystal City is one of the busiest VRE stations served by both the Fredericksburg and Manassas Lines. The station however faces a number of operational challenges including but not limited to passenger bottlenecks on the platforms and train bottlenecks on the tracks. To begin determining how to best overcome the site's challenges and to support future system growth, VRE recently completed an evaluation of three potential Crystal City station relocation sites. After careful consideration of the findings, the Arlington County Board, VRE staff and the VRE Operations Board recognized the starred location in the above image as the most favorable station site, and as such, the site will move forward in the process for further analysis and design.

Site Challenge 1. The existing Crystal City platform, at 400 feet, is too short to effectively serve longer trains as it only allows all train car doors to open on a four-car or less train set. The inability for riders to access all train doors creates bottlenecks when getting on/off the train, as currently VRE runs several eight-car train sets. Further, as ridership increases in parallel to population growth, VRE plans to run longer trains. Eventually, an 850-foot platform will be needed for riders to access all doors on future 10-car trains. At the current station location, there is limited space to expand the platform due to the curvature of the tracks and the narrow railroad access.

Site Challenge 2. The Crystal City station platform has access to only one of three existing rail tracks, requiring VRE trains to always use that track. As these tracks are heavily trafficked by other passenger and freight trains and there are only a few locations where trains can switch tracks, all trains on this track must accommodate for the stop at this station. The conceptual design at the starred location incorporates an island platform allowing trains to access the station on two tracks. These conceptual plans also accommodate a future fourth track currently under design by the Virginia Department of Rail and Public Transportation's D.C. to Richmond, Va. (DC2RVA) project (page 4).

Site Challenge 3. The current City City station site is not well connected to other forms of public transportation. The relocation of the Crystal City station will make it easier for riders to access a new Metrorail station entrance on Crystal Drive and the Crystal City-Potomac Yard Transitway. It will also be a shorter walk to many office locations.

What's Next? The timeframe and funding for the final design and construction of this project are yet to be determined. To date, funding has been provided by The Northern Virginia Transportation Authority (NVTA) and the Commonwealth of Virginia. VRE expects to announce a public meeting in late spring/early summer.

Q: WHY CAN'T OPERATIONAL TESTING BE DONE SOME OTHER TIME?

A: In order to ensure your safety as passengers on VRE commuter trains in our heavily used rail corridors, the operating officials of Amtrak, CSX, VRE, Keolis and Norfolk Southern periodically conduct "operational tests" on the crews that operate our trains. These teams, on a monthly basis, create unannounced "tests" and "observations" of employee compliance with the Railroad Codes of Operating Rules.

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WHAT'S BREWING AT THE QUANTICO TRAIN STATION?!

The Town of Quantico has a historic influence dating back to 1654 when it was originally called Potomac. In 1872, the same year the name changed to Quantico, their original train station was built.

This small town, surrounded by the Marine Corps Base, is unquestionably unique. In addition to its historic splendor, this town boasts Ricks Roasters Coffee shop housed in the town's train station served by Amtrak and VRE trains.

The story of Ricks Roasters Coffee began when its owners, Sean and Keely Ricks, had a dream of opening their own business while he was on active duty at the Pentagon and she was a school social worker. They started roasting coffee in their house ... now their dream has grown to its own production facility in south Stafford supplying coffee to over 150 establishments in the mid-Atlantic region, including the Quantico train station.

"Sean and Keely are great people," said Chris Henry VRE Director of Rail Operations. "They have been through a lot, so it is exciting for us to see their growth and success. We also know our riders are happy to have great coffee available every morning," he added.



From left to right: Keely, Danielle and Robin

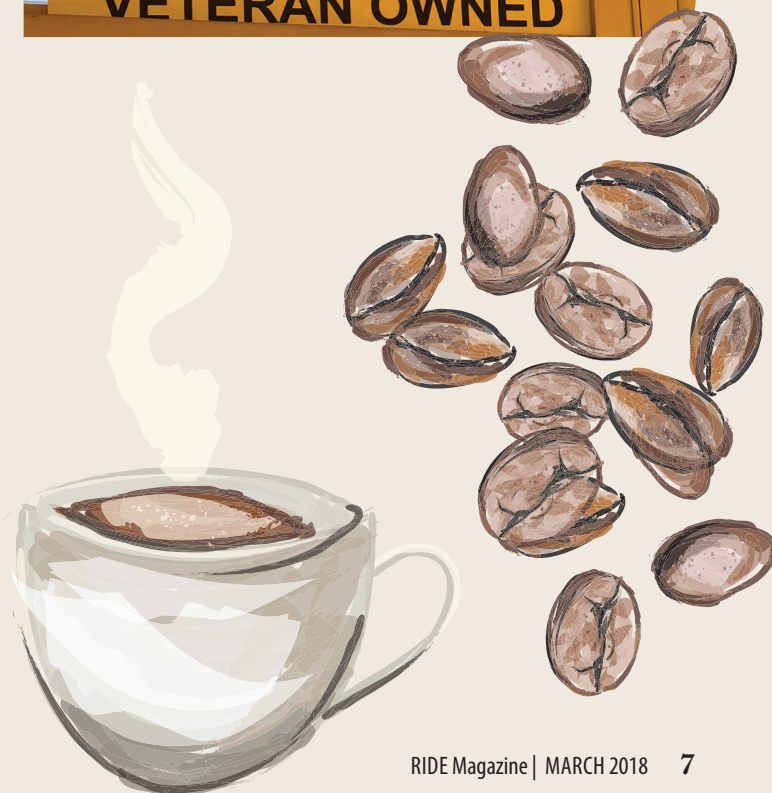
Since 2013, Ricks Roasters Coffee Shop has been serving its freshly roasted coffee to commuters at the Quantico station. Monday through Friday, the shop opens at 5 AM to make sure those passengers either arriving or departing on the first VRE train have a freshly brewed cup of coffee to start the day. The shop is open until 10 AM then reopens at 3 PM until 8 PM to serve the evening commuting rush.

Ricks Roasters Coffee's dedication to serving riders doesn't end at hot beverages, and the shop believes in supporting the local economy. Tuesday through Thursday, a VRE conductor delivers a batch of freshly baked doughnuts from Fredericksburg's delicious Paul's Bakery for morning passengers to enjoy. Also, in addition to being the shop's manager, Robin Long is an owner in North Stafford Farmers Market and supplies snacks and meal options from local farmers market vendors.

Ricks Roasters offers a variety of coffee flavors. From the most popular blend of Four Horsemen to Bourbon Barrel to the latte of the month – there is a beverage for every taste. Their focus is providing a delicious product that everyone can enjoy.

In addition to the variety of food options, riders can also pick up and purchase VRE tickets at the shop.

Even if your destination is not Quantico, stop by Ricks Roasters Coffee shop. You'll get a taste of history, doughnuts, local fare, and of course, freshly brewed coffee!





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VRE RIDER &
LOVING IT?
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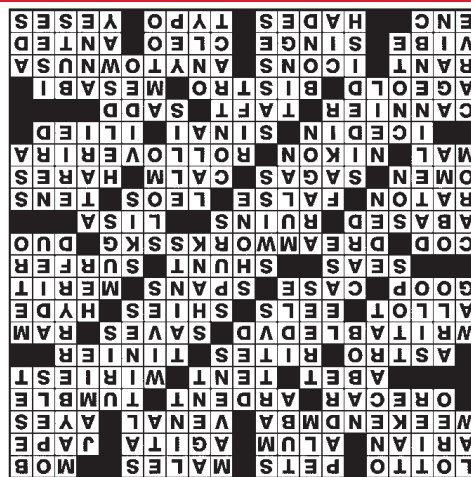
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RIDE Survey URL: Ideas, Likes, Critiques? RIDE Magazine Online Survey: vre.org/ridesurvey

RAIL TIME PUZZLES

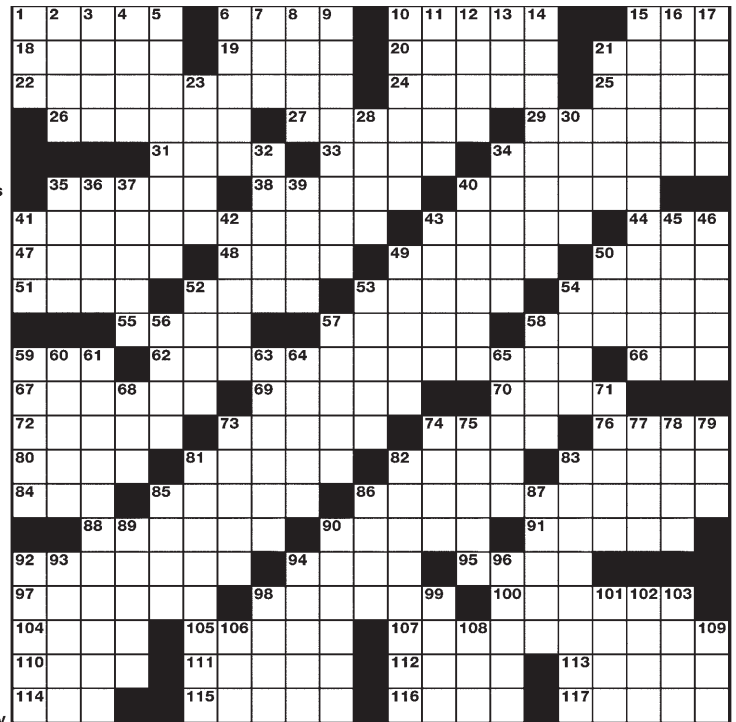
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SUDOKU

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