CEO REPORT

MARCH 2019



OUR MISSION

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



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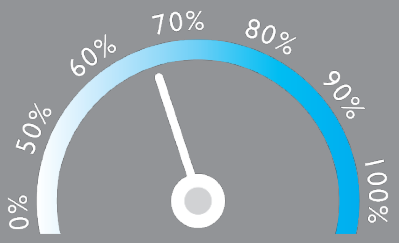
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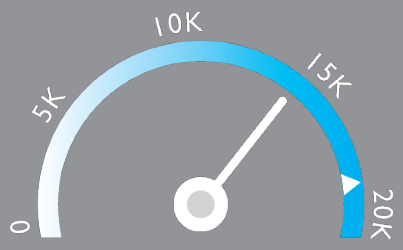
SUCCESS AT A GLANCE

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PARKING UTILIZATION

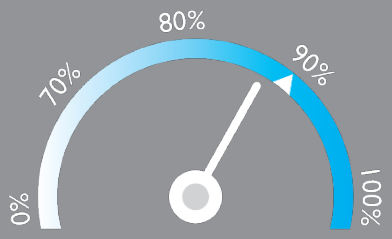
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.

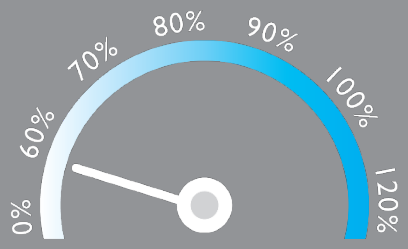
▲ Same month, previous year.



ON-TIME PERFORMANCE

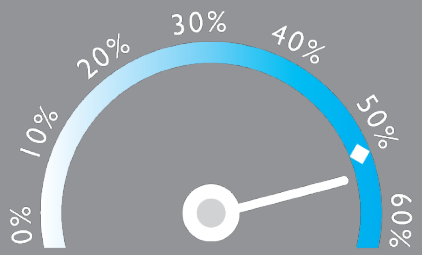
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

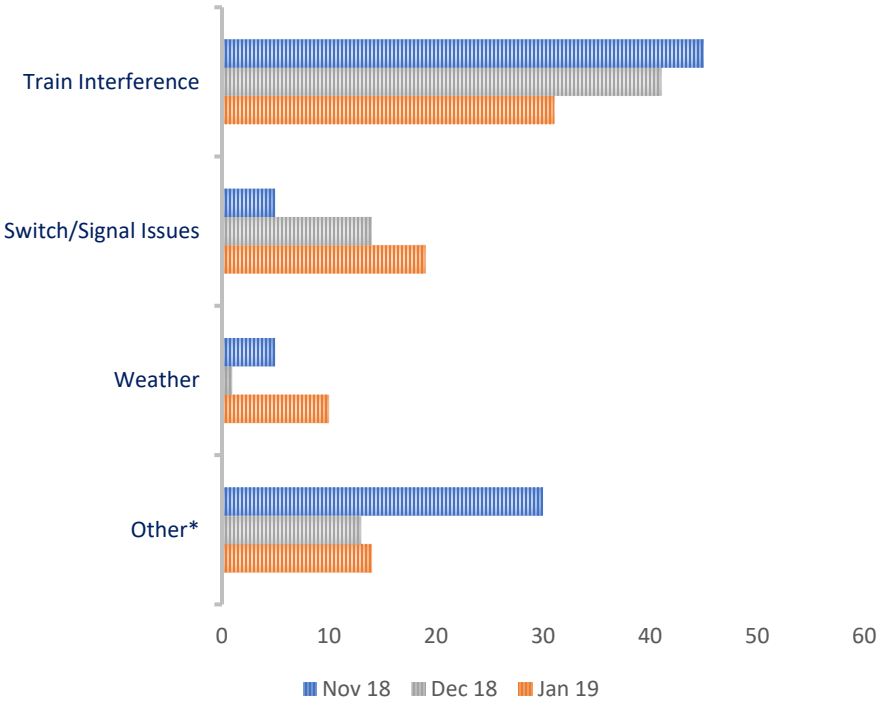
JANUARY 2019

ON-TIME PERFORMANCE

OUR RECORD

	January 2019	December 2018	January 2018
Manassas Line	88%	88%	90%
Fredericksburg Line	89%	86%	90%
System Wide	88%	87%	90%

PRIMARY REASON FOR DELAY



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

VRE operated 640 trains in January.

Our on-time rate for January was 88%.

Seventy-four of the trains arrived more than five minutes late to their final destinations. Thirty-eight of those late trains were on the Manassas Line (88%), and thirty-six of those late trains were on the Fredericksburg Line (89%).

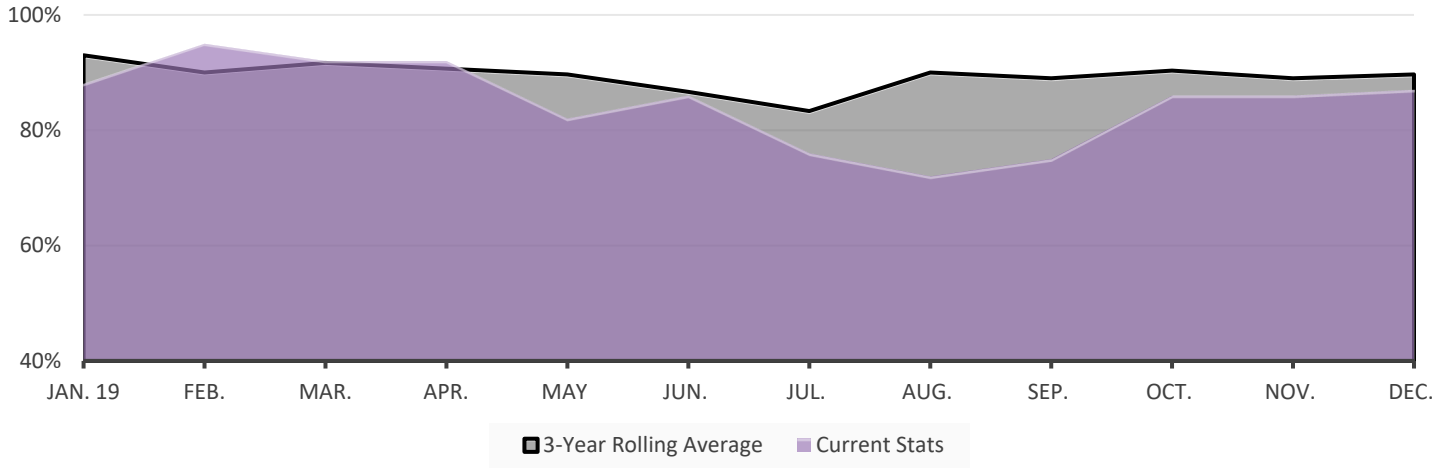
The Fredericksburg and Manassas Lines both finished the month just below goal. Train interference has declined in the three-month period, but continues to cause the most delays. The decline in interference was offset in January by increased number of switch/signal issues and weather-related delays.

LATE TRAINS

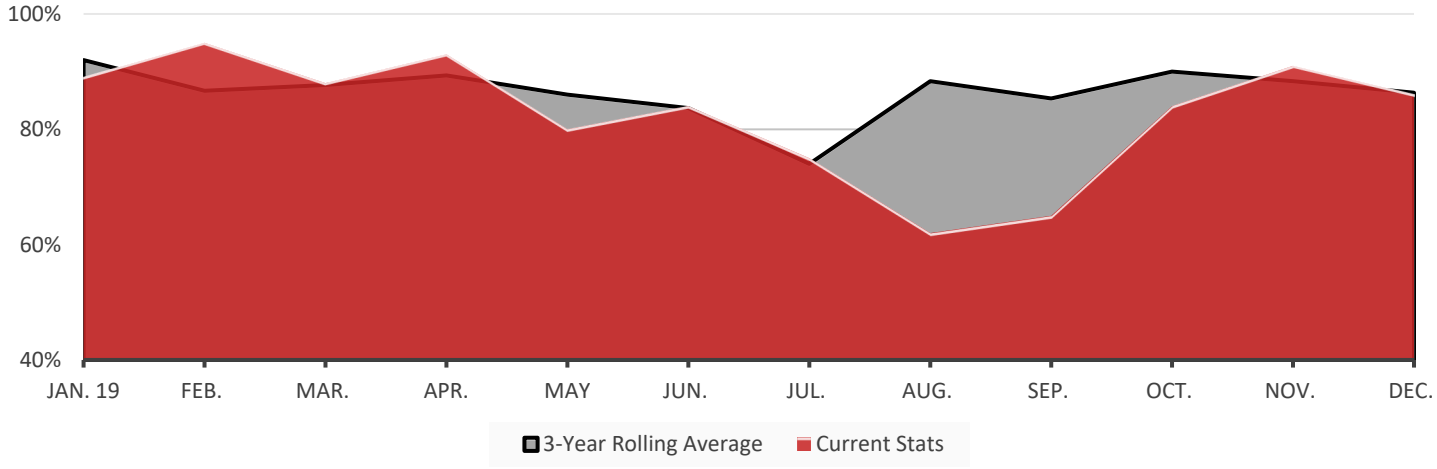
	System Wide			Fredericksburg Line			Manassas Line		
	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.
Total late trains	85	69	74	28	37	36	57	32	38
Average minutes late	13	14	23	11	15	29	14	14	17
Number over 30 minutes	4	5	10	0	3	6	4	2	4
Heat restriction days / total days	0/20	0/20							

ON-TIME PERFORMANCE

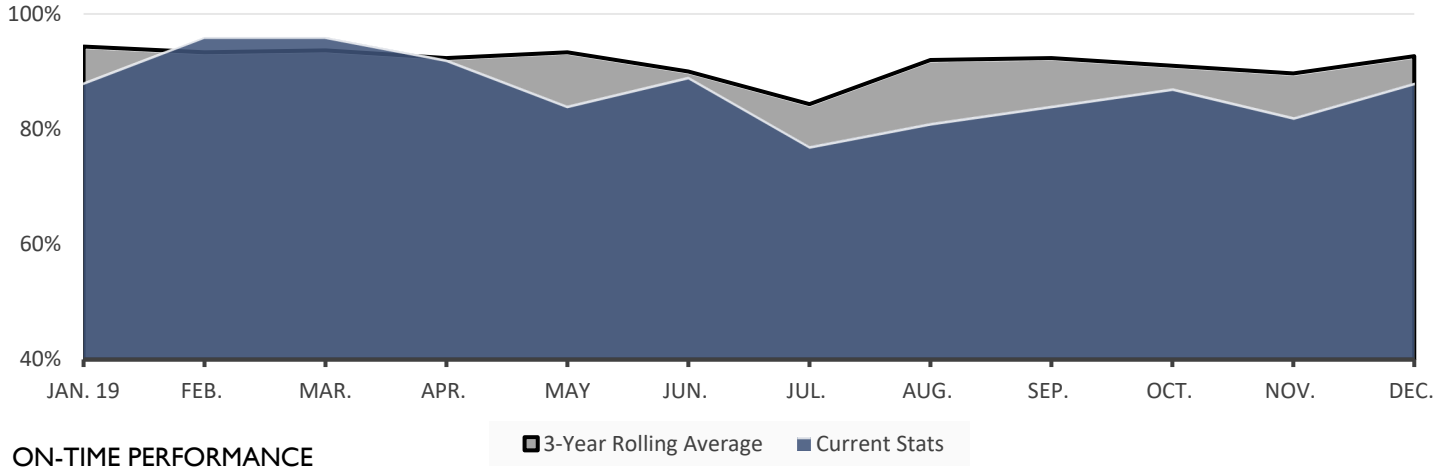
VRE SYSTEM



FREDERICKSBURG LINE

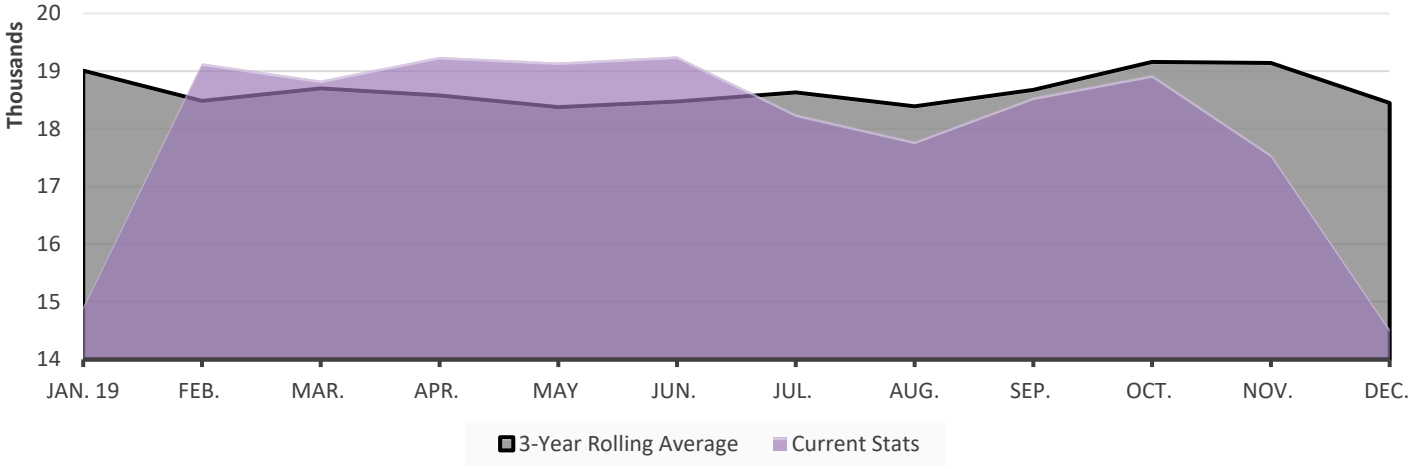


MANASSAS LINE

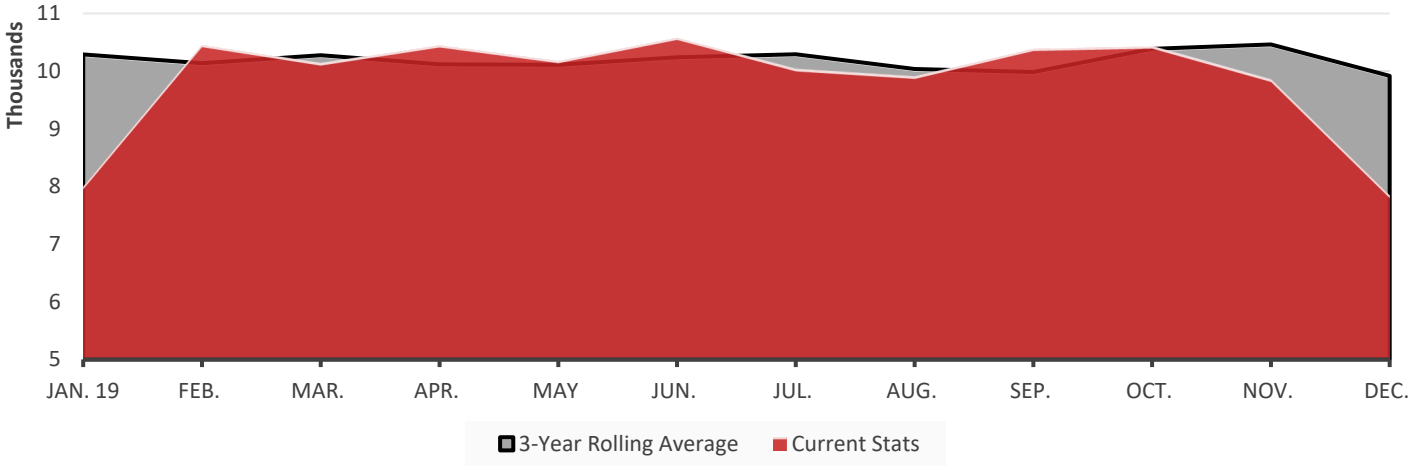


AVERAGE DAILY RIDERSHIP

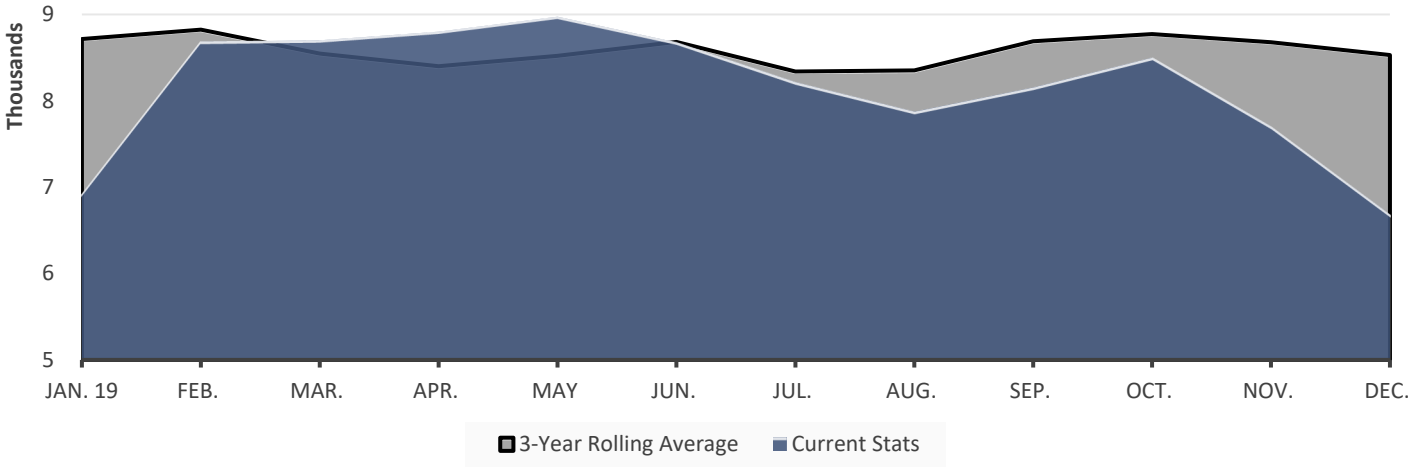
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



RIDERSHIP UPDATES

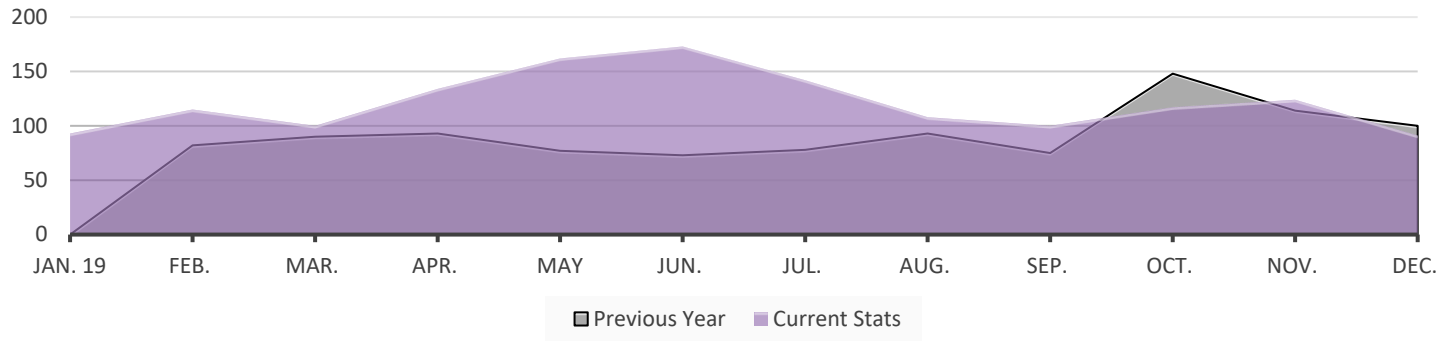
Average daily ridership (ADR) in January was approximately 14,900.

Note: The federal government shutdown of 2018–2019 began on December 22 and ended on January 25.

	January 2019	December 2018	January 2018
Monthly Ridership	298,263	290,480	398,785
Average Daily Ridership	14,913	14,524	18,990
Full Service Days	20	14	21
"S" Service Days	0	6	0

SUMMONSES ISSUED

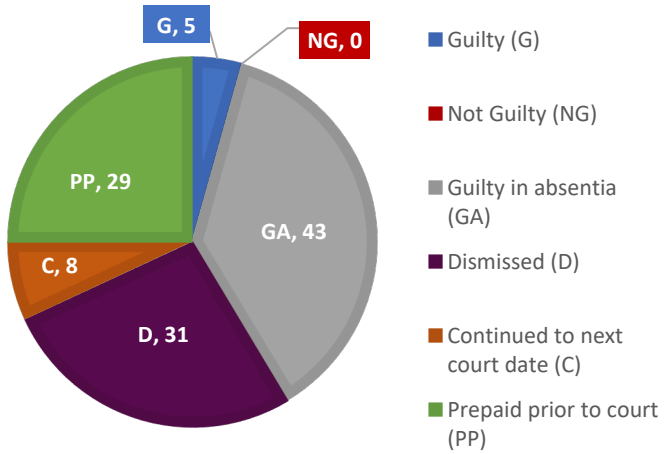
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

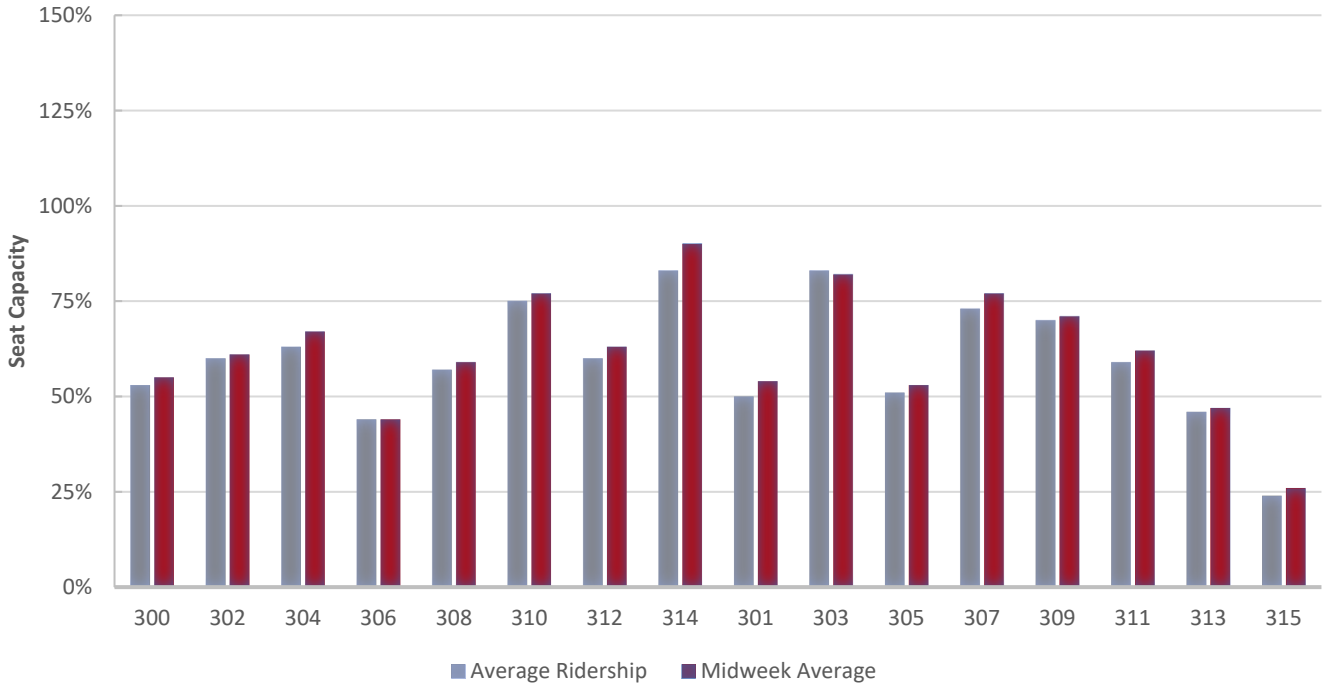
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	57
One-time courtesy	14
Per the request of the conductor	21
Defective ticket	5
Per Ops Manager	2
Unique circumstances	0
Insufficient information	2
Lost and found ticket	0
Other	1
Total Waived	102

MONTHLY SUMMONSES COURT ACTION

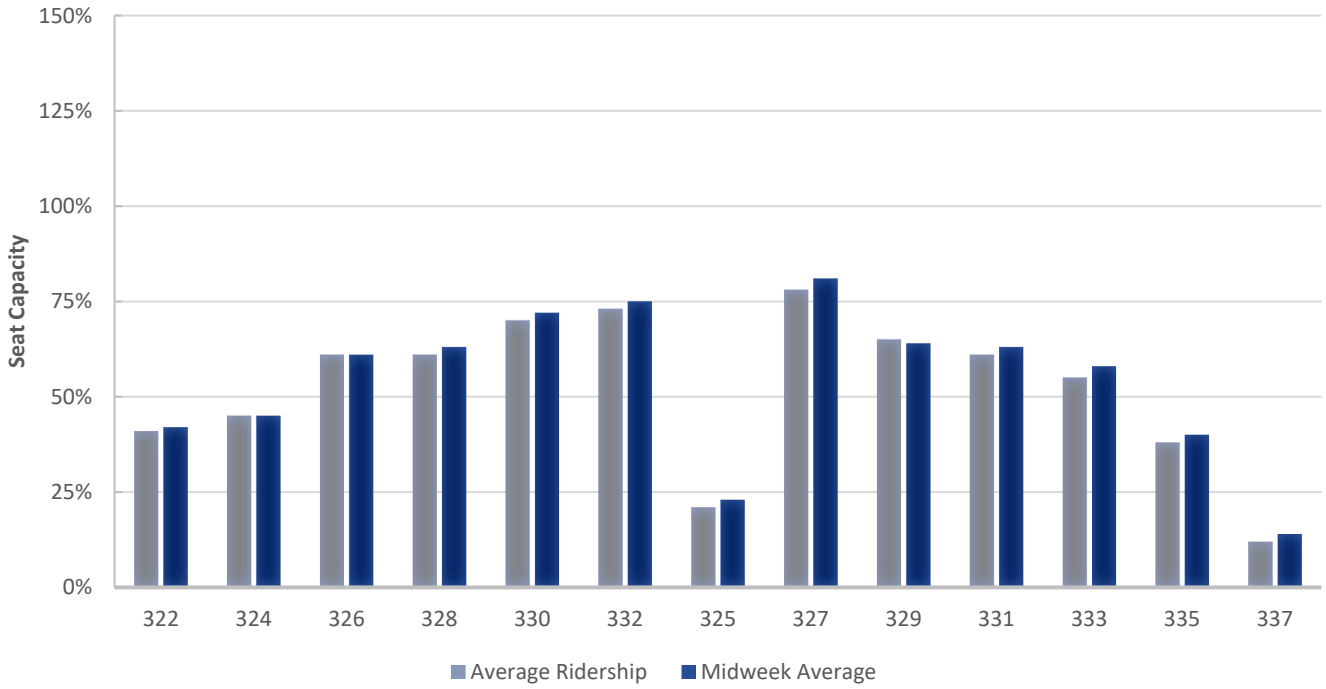


TRAIN UTILIZATION

FREDERICKSBURG LINE

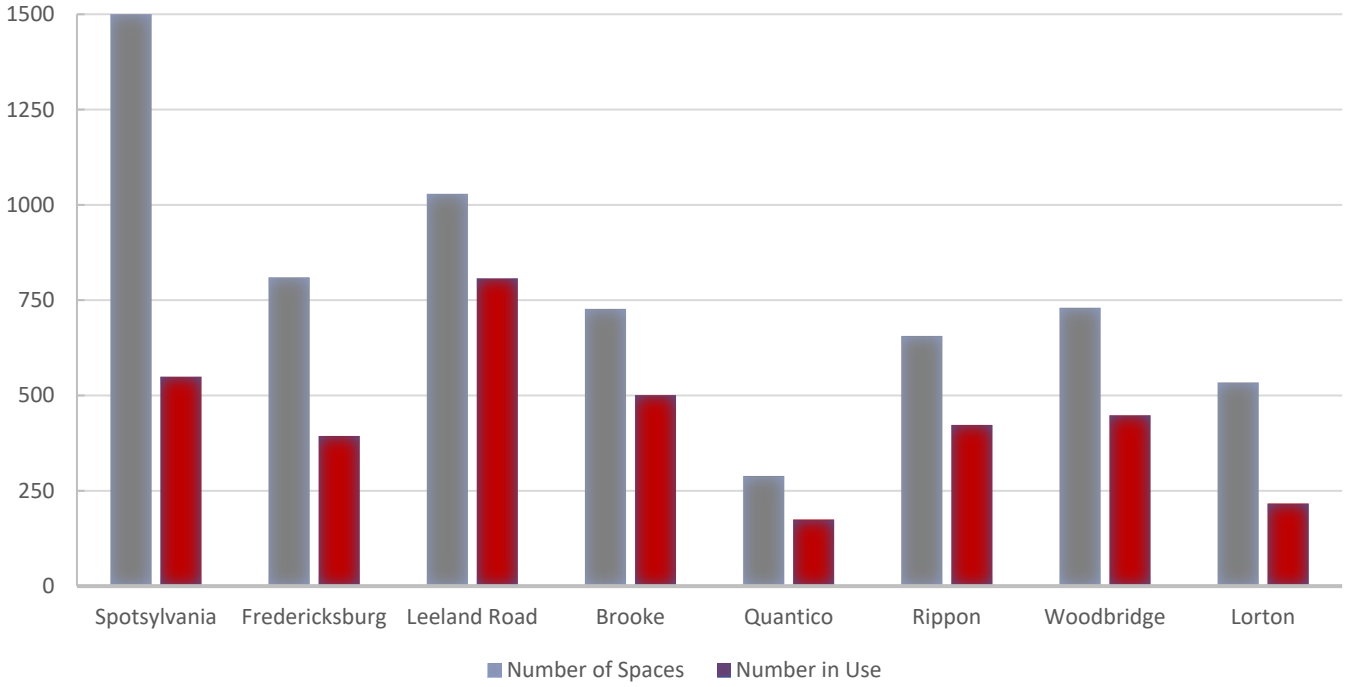


MANASSAS LINE

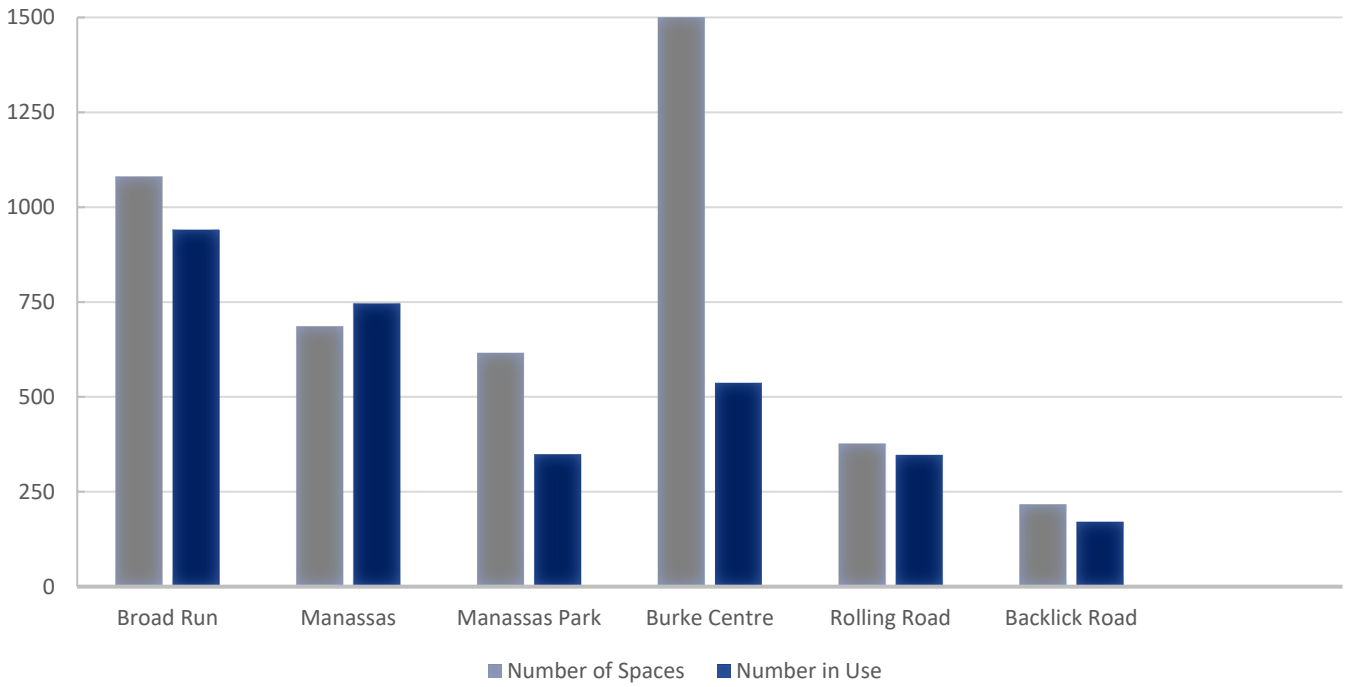


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first seven months of FY 2019 is approximately $479,000 below budget (an unfavorable variance of -1.9%) and is 1.8% 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 number of customers who had preordered multi-ride passes. Since late January, ridership and revenue have returned to pre-shutdown levels.

The operating ratio through January 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 January follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2019 Operating Budget Report
Month Ended January 31, 2018

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD $ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,250,933	3,561,600	24,282,112	24,761,600	(479,488)	-1.9%	42,400,000
Other Operating Revenue	130,691	18,900	300,840	131,400	169,440	129.0%	225,000
Subtotal Operating Revenue	3,381,624	3,580,500	24,582,953	24,893,000	(310,047)	-1.2%	42,625,000
Jurisdictional Subsidy (1)	8,648,488	8,705,539	17,767,748	17,767,748	-	0.0%	13,116,039
Federal/State/Other Jurisdictional Subsidy	2,500,220	2,610,840	17,992,470	18,114,165	(121,695)	-0.7%	31,388,025
Appropriation from Reserve/Other Income	-	83,160	-	578,160	(578,160)	0.0%	990,000
Interest Income	148,872	16,800	738,736	116,800	621,936	532.5%	200,000
Total Operating Revenue	14,679,204	14,996,839	61,081,907	61,469,873	(387,966)	-0.6%	88,319,064
Operating Expenses							
Departmental Operating Expenses	5,940,273	6,360,667	44,968,134	48,650,992	3,682,858	7.6%	82,050,714
Debt Service	510,463	510,273	3,572,576	3,571,912	(663)	0.0%	6,222,350
Other Non-Departmental Expenses	(12)	3,864	11,737	26,864	15,127	0.0%	46,000
Total Operating Expenses	6,450,723	6,874,804	48,552,446	52,249,768	3,697,322	7.1%	88,319,064
Net income (loss) from Operations	8,228,482	8,122,035	12,529,461	9,220,105	3,309,356		-
						Budgeted	***52%***
Operating Ratio			**55%**	**51%**		***Goal***	***50%***

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

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Repairs to drainage at Lorton Station entrance



Repairs to Drainage at Lorton Station Entrance (before)

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. Repairs to fascia and soffit at Woodbridge Station east building
4. Replacement of gutters and downspouts at Rippon Station
5. Repairs to platform concrete at Manassas Station
6. Installation of automated parking count system at stations with parking lots



Repairs to Drainage at Lorton Station Entrance (after)

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Development of IFB for painting of Franconia-Springfield Station
3. Replacement of signage at additional stations (locations TBD)
4. Development of IFB for pavement repairs and striping at Rippon and Leeland Road Stations and Fredericksburg Lot G

Ongoing projects:

1. Renovations to Alexandria Headquarters Suite 201
2. Development of specifications for modernization of east elevator at Woodbridge Station
3. Development of IFB for canopy roof replacement at Backlick Road Station
4. Replacement of parking lot entrance signs at various stations
5. 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

CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects:

Completed projects or major project milestones:

1. VRE Transit Development Plan (TDP) Update
2. New York Avenue Midday Storage Replacement Facility concept design submitted to Amtrak for review

Projects or project phases scheduled to be completed this quarter:

N/A

Projects or project phases scheduled to be initiated this quarter:

1. Invitation for Bids (IFB) for Rolling Road Station Improvements
2. Final design and construction of temporary platform for Quantico Station Improvements
3. Final design of Lorton Station Improvements
4. Final design of Franconia-Springfield Station Improvements
5. Re-design of Alexandria Station Improvements (modify existing tunnel and east platform)
6. Project Development for L'Enfant Station Improvements

Ongoing projects:

1. Broad Run Expansion (BRX)
2. Manassas Park Parking Improvements
3. Rolling Road Station Improvements
4. Crossroads Maintenance and Storage Facility (MSF) – Land Acquisition
5. Lifecycle Overhaul & Upgrade Facility (LOU)
6. Leeland Road Station Improvements
7. Brooke Station Improvements
8. Quantico Station Improvements
9. Rippon Station Improvements
10. Lorton Station Improvements
11. Franconia-Springfield Station Improvements
12. Alexandria Station Improvements
13. Alexandria Station Track 1 Access (Slaters Lane)

14. Crystal City Station Improvements
15. L'Enfant Train Storage Track - South
16. L'Enfant Station Improvements
17. New York Avenue Midday Storage Facility
18. Potomac Shores VRE Station – *design by others*
19. Long Bridge Project Environmental Impact Statement (EIS) - *study by others*
20. Washington Union Station Improvements Environmental Impact Statement (EIS) - *study by others*
21. DC2RVA Environmental Impact Statement – *study by others*

Projects Progress Report to Follow

PASSENGER FACILITIES

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

PHASE: CD - Conceptual Design PE - Preliminary Engineering EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction

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

[1]Total project cost estimate in adopted FY2020 CIP Budget

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

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

ESTIMATED COSTS ($)							STATUS
Total[1]	Funded	Unfunded	Authorized	Expended[2]	Percent Complete	Project Completion Date	
26,674,365	26,674,365	-	2,382,759	2,193,257	90%	4th QTR 2020	VRE Ops. Board approval of revised design contract pending.
7,000,000	7,000,000	-	467,500	140,324	30%	2nd QTR 2019	CSX forces on hold until after Jan. 1, 2019.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	Design work on East Platform only. West Platform improvements funded.
13,000,000	13,000,000	-	*	337,165	30%	4th QTR 2022	PE design and EC complete; FD start pending with anticipated completion 4th QTR 2019.
16,150,000	16,150,000	-	*	414,156	30%	4th QTR 2022	PE design and EC complete; FD start pending with anticipated completion 4th QTR 2019.
16,634,793	16,634,793	-	*	326,505	20%	4th QTR 2023	PE design/EC completion pending CSXT design review with anticipated completion in 3rd QTR 2019.
No costs for VRE. Private developer providing station.					10%	TBD	Potomac Shores VRE Station 30% re-design initiated 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	-	*	291,842	20%	4th QTR 2023	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 3rd QTR 2019.
15,527,090	15,527,090	-	*	292,727	20%	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	FD underway. Meeting scheduled with Governing Body to discuss value engineering recommendations.
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	5,410,000	44,530,000	399,121	393,642	100%	2nd QTR 2023	DRPT LONP received. Completion of PE design & EC pending excution of REF grant by DRPT.
70,650,000	3,226,000	67,424,000	2,980,000	58,793	2%	2nd QTR 2023	DRPT LONP received. Completion of PD & EC pending excution of REF grant by DRPT.

TRACK AND INFRASTRUCTURE

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

MAINTENANCE AND STORAGE FACILITIES

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

ROLLING STOCK

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

PLANNING, COMMUNICATIONS AND IT

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

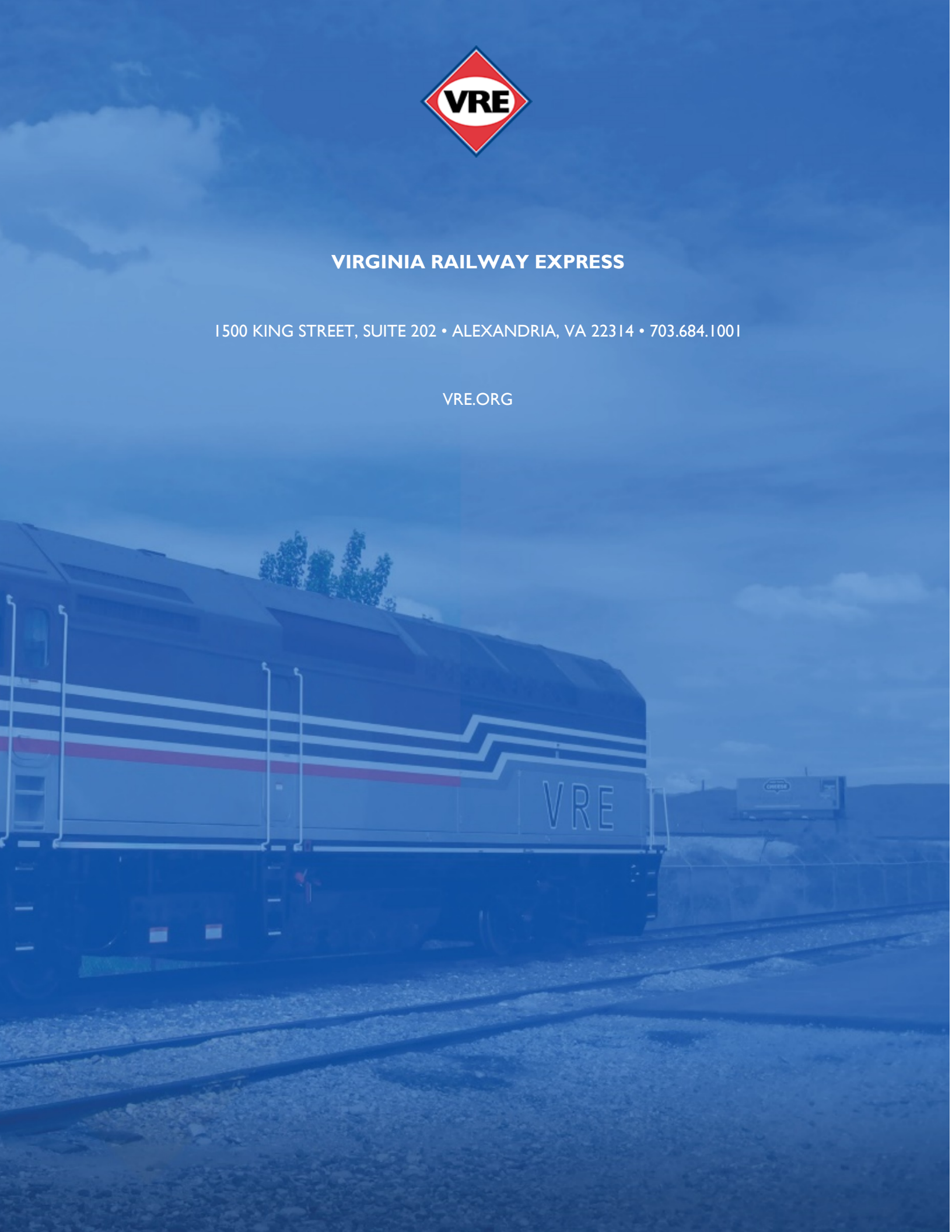
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STATUS: ◆ Completed ● Underway ■ On Hold

[1] Total project cost estimate in adopted FY2020 CIP Budget

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

ESTIMATED COSTS ($)							STATUS
Total[1]	Funded	Unfunded	Authorized	Expended[2]	Percent Complete	Project Completion Date	
32,500,000	32,500,000	-	33,285,519	30,578,003	90%	3rd QTR 2018	Close-out pending repair of storm damage to embankment.
3,965,000	3,965,000	-	2,937,323	1,699,610	60%	2nd QTR 2019	CSXT Construction Agreement pending.
38,183,632	38,183,632	-	3,176,039	2,143,583	70%	TBD	Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	139,154	5%	TBD	Revised appraisal pending.
89,666,508	89,666,508	-	3,588,305	1,455,775	40%	4th QTR 2020	Amtrak comments on concept design to be addressed as PE progresses. NEPA documentation submitted to FTA for approval.
75,264,693	75,264,693	-	69,457,809	47,915,644	70%	4th QTR 2020	All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,984,451	80%	4th QTR 2018	Onboard installations ongoing.
137,230,000	83,825,501	53,404,499	5,208,845	4,466,492	90%	4th QTR 2022	Completion of PE design and EC pending NS review and force account agreement.
3,510,307	3,510,307	-	3,510,627	2,168,462	60%	2nd QTR 2019	Rate My Ride is live in app. Big Commerce/Moovel collaboration undeway for web based ticketing portal.



VIRGINIA RAILWAY EXPRESS

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