

# CEO REPORT

NOVEMBER 2022



# 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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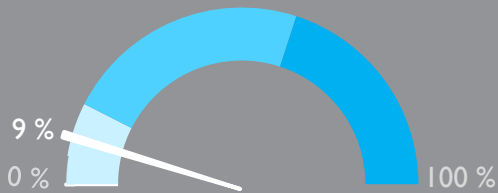
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VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

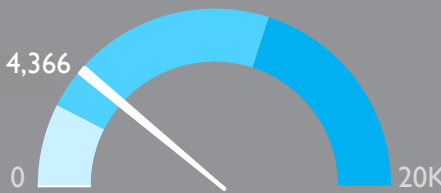


# PERFORMANCE AT A GLANCE



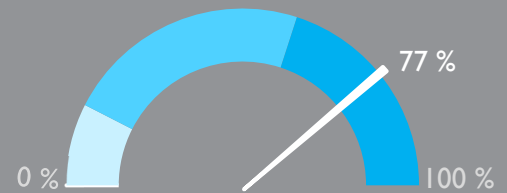
## PARKING UTILIZATION

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



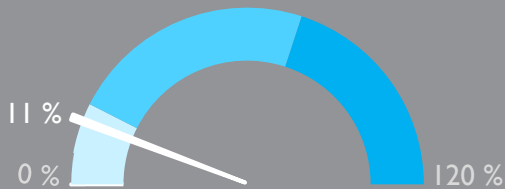
## AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.  
Same month, previous year: 2,949



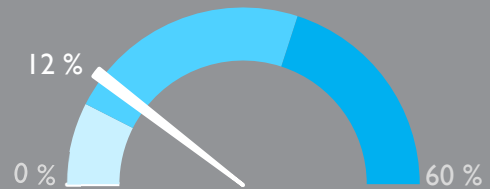
## ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.  
Same month, previous year: 86%



## SYSTEM CAPACITY

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



## OPERATING RATIO

*Through June 2022*

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.  
Board-approved goal: 52%

October 2022

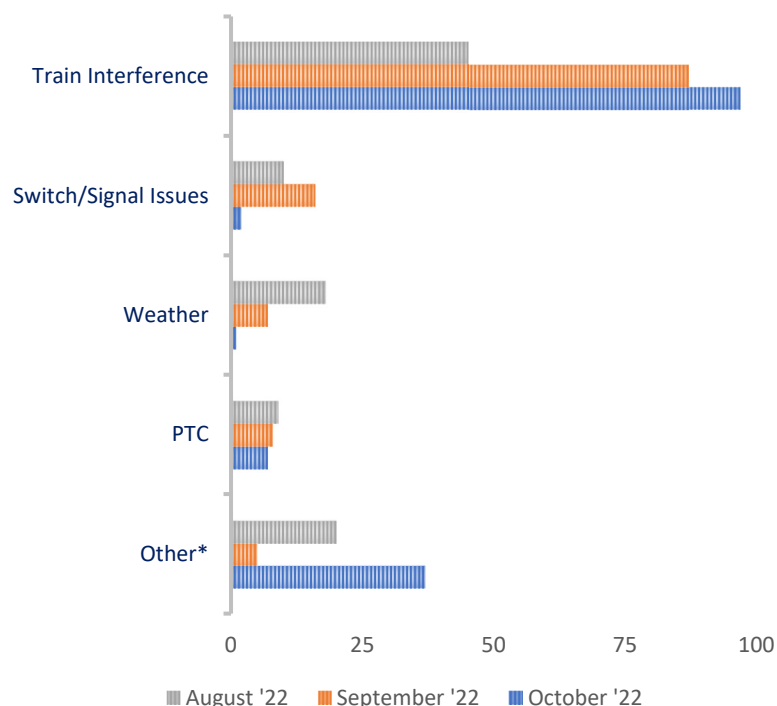


# ON-TIME PERFORMANCE

## OUR RECORD

	October 2022	September 2022	October 2021
Manassas Line	75%	77%	83%
Fredericksburg Line	80%	86%	89%
Systemwide	77%	81%	86%

## PRIMARY REASON FOR DELAY



VRE operated 638 trains in October. On-time performance (OTP) for October was 77 percent.

One hundred forty-four trains arrived more than 5 minutes late to their final destinations. Of those late trains, 80 were on the Manassas Line (56 percent), and 64 were on the Fredericksburg Line (44 percent).

Train interference continued to be the main cause of delay to VRE trains. This includes significant congestion at Union Station causing late arrivals in the morning and departures in the afternoon.

There was also a spike in other” delays. These include isolated occurrences that don’t necessarily mark trends driving the OTP percentages.

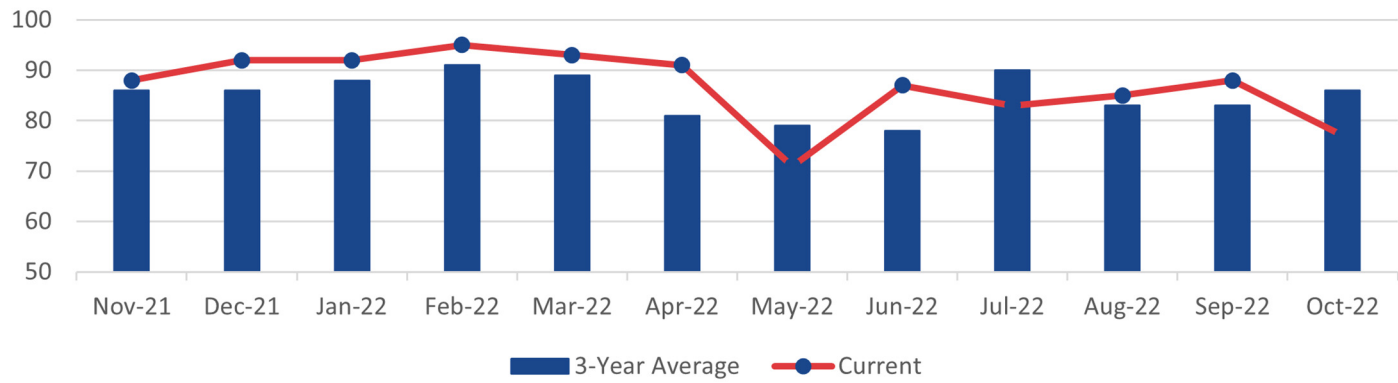
\*Includes trains that were delayed due to operational testing and passenger handling.

## LATE TRAINS

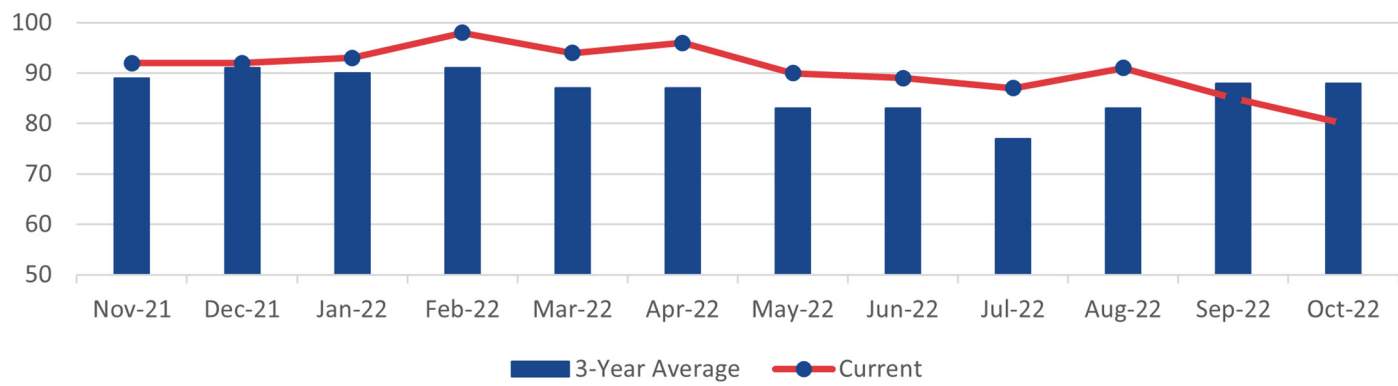
	System Wide			Fredericksburg Line			Manassas Line		
	Aug.	Sept.	Oct.	Aug.	Sept.	Oct.	Aug.	Sept.	Oct.
Total late trains	102	123	144	31	48	64	71	75	80
Average minutes late	31	23	14	38	22	14	28	23	13
Number over 30 minutes	20	25	8	7	9	4	13	16	4
Heat restrictions	8	0	0	8	0	0	0	0	0

ON-TIME PERFORMANCE

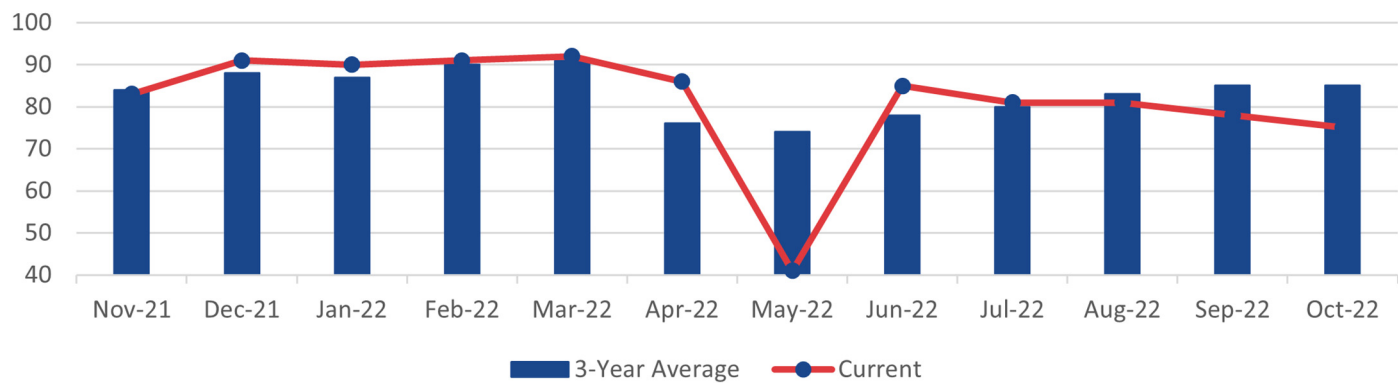
VRE SYSTEM



FREDERICKSBURG LINE

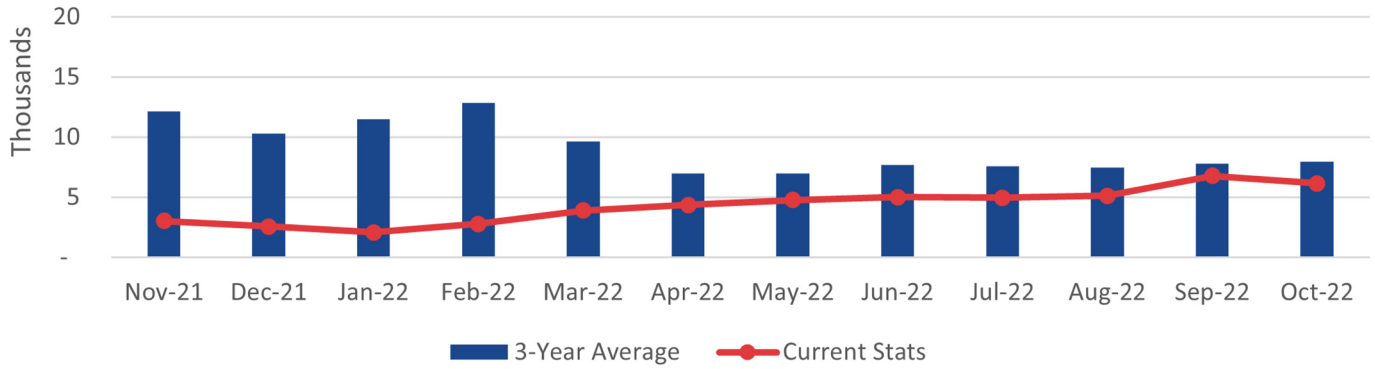


MANASSAS LINE

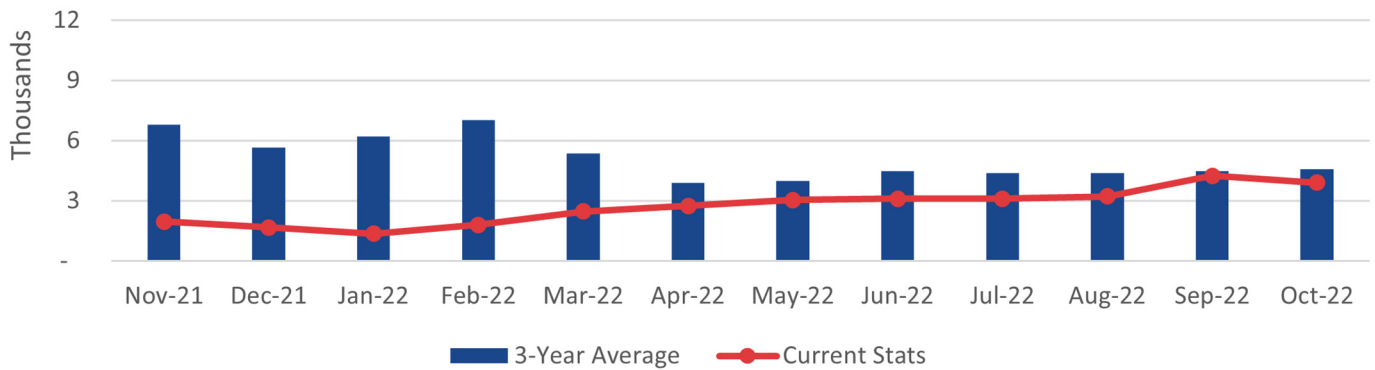


# AVERAGE DAILY RIDERSHIP

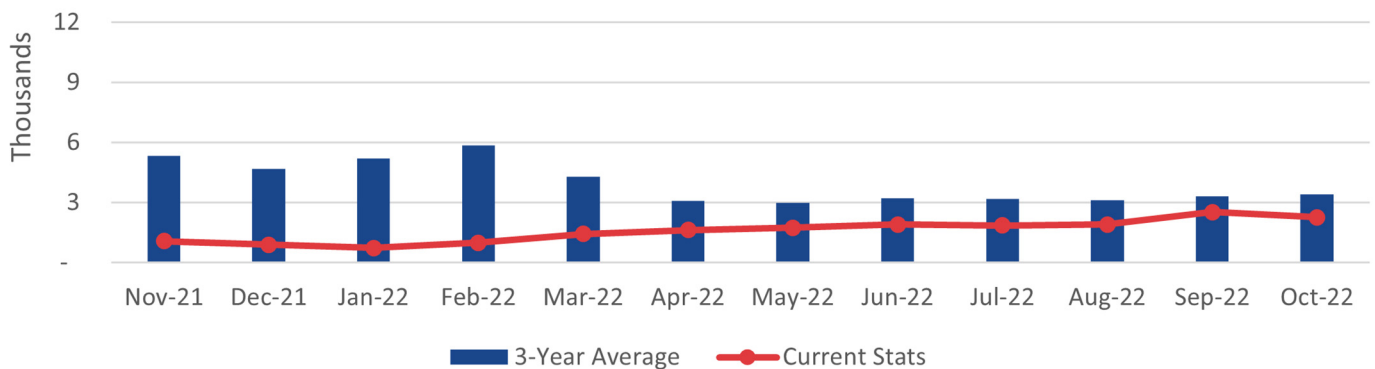
## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE



## RIDERSHIP UPDATES

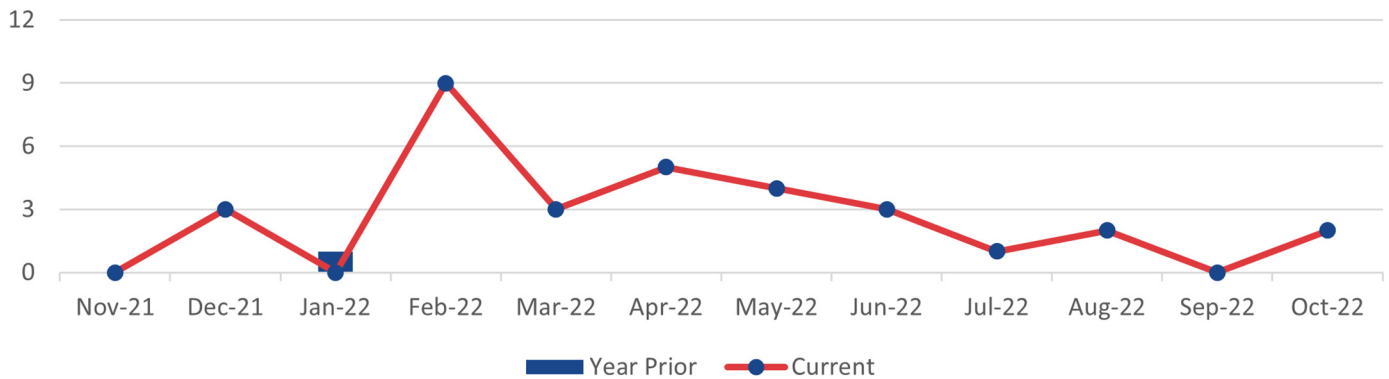
Average daily ridership in October was 6,149.  
There were 20 service days.

Following the bump from “Fare Free September,” October’s ridership showed an increase in step with previous months.

	October 2022	September 2022	October 2021
Monthly Ridership	122,984	142,102	58,989
Average Daily Ridership	6,149	6,767	2,949
Full Service Days	20	21	20
“S” Service Days	0	0	0

## SUMMONSES ISSUED

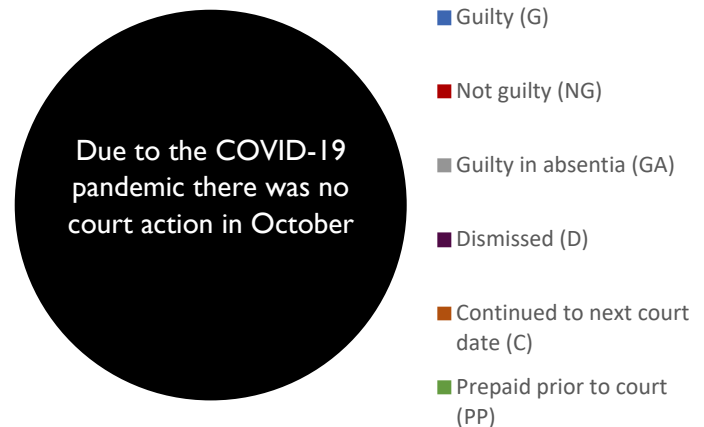
### VRE SYSTEM



### SUMMONSES WAIVED OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
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
<b>Total Waived</b>	<b>0</b>

### MONTHLY SUMMONSES COURT ACTION



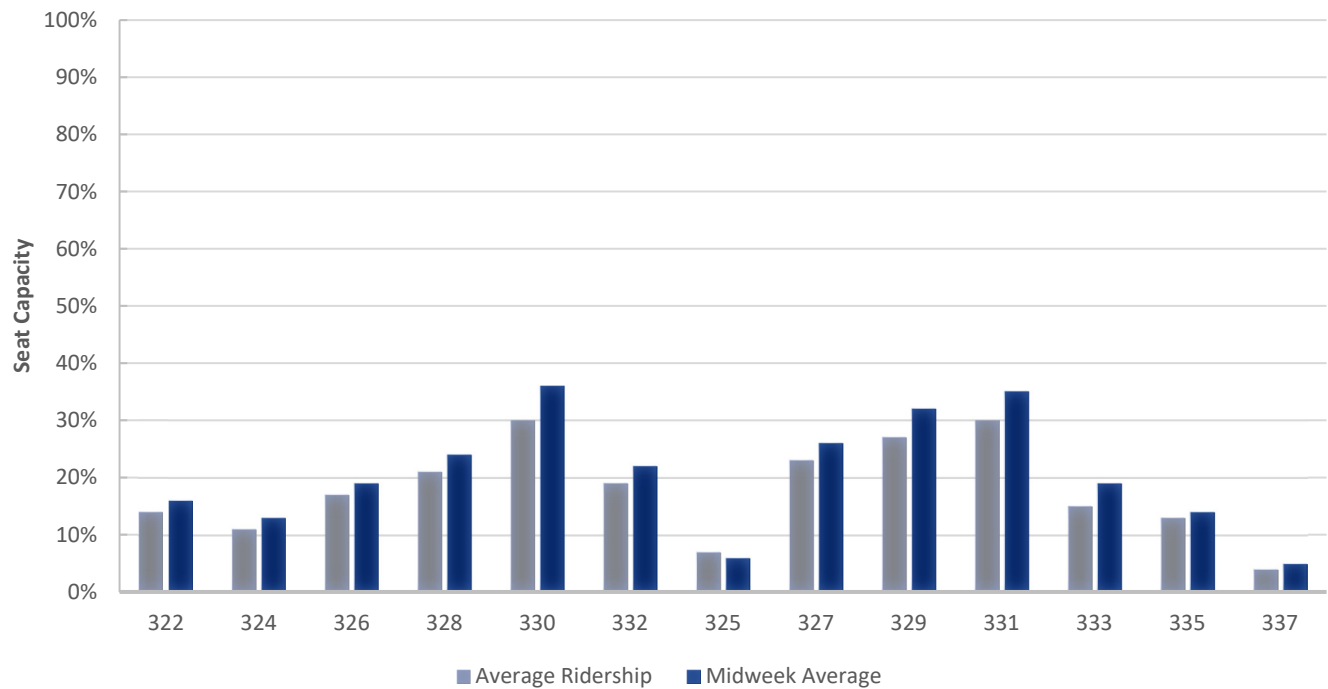


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

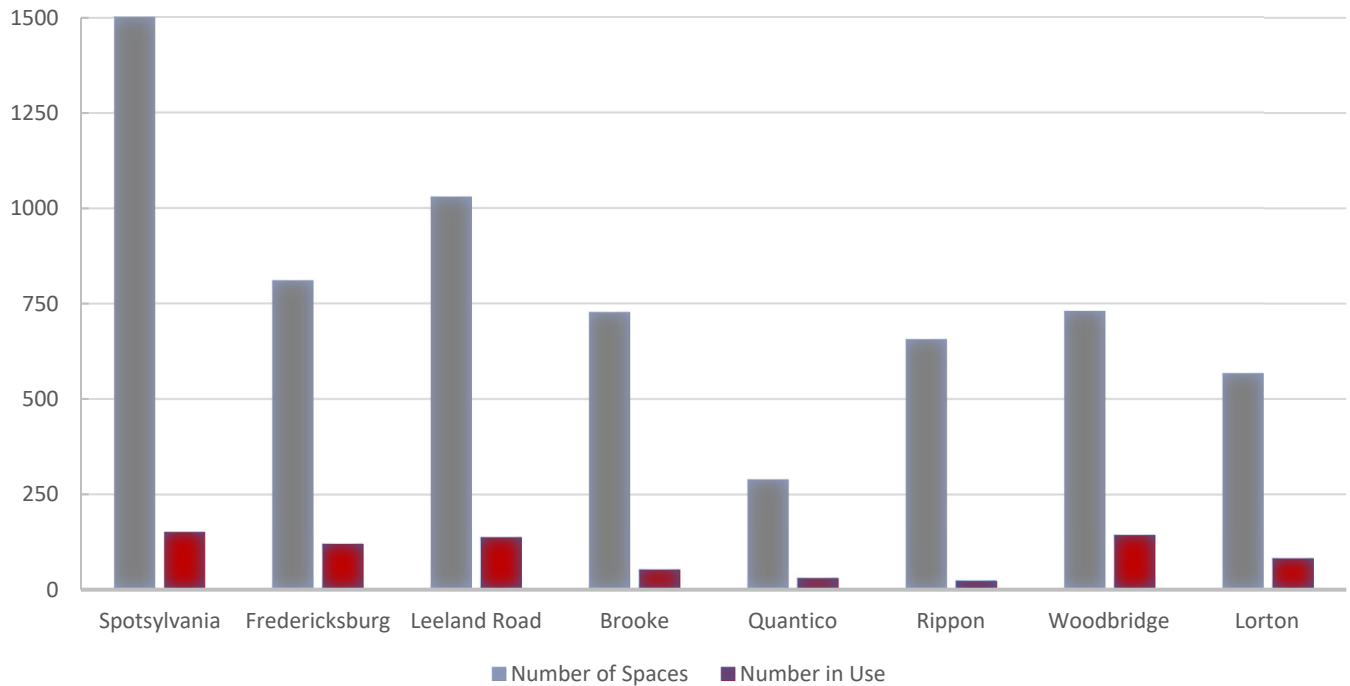


## MANASSAS LINE

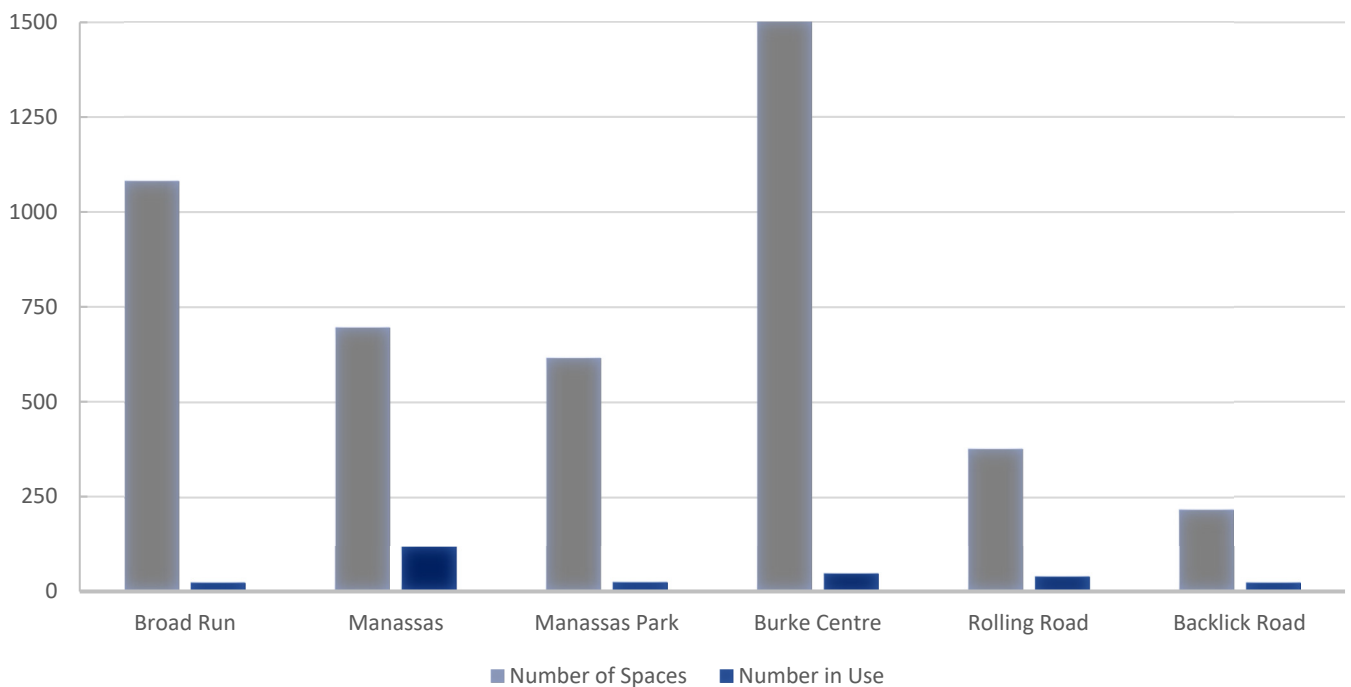


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE



# FINANCIAL REPORT

Fare revenue through the first quarter of FY 2023 (September 2022) is approximately \$3.9 million below budget (an unfavorable variance of -61%) and is 5% above the same period in FY 2022.

Although many sectors of the economy have rebounded following the coronavirus (COVID-19) pandemic, changes in employment and commuting patterns caused by the pandemic continue to have a significant impact on VRE. Ridership has remained well below pre-pandemic levels during the first quarter of FY 2023, with average daily ridership of 4,956 in July, 5,125 in August and 6,767 in September as compared to average daily ridership of well over 18,000 in February 2020 (the last full month not affected by the pandemic). We continue to coordinate with federal government representatives regarding potential changes to remote work policies while also expanding marketing and other outreach efforts to encourage new riders.

As part of those outreach efforts, in September 2022, VRE offered "Fare Free September" as a way to show appreciation to the core group of VRE riders who stayed with the service throughout the pandemic; to promote VRE service and attract new riders; and to show support to the region's transportation network during scheduled Metrorail service disruptions. This initiative was a major driver of the 30% increase in average daily ridership from August to September.

The operating ratio for the first quarter of FY 2023 is 10%, which is below VRE's budgeted operating ratio of 28% for the full twelve months of the fiscal year. VRE is normally required to budget a minimum operating ratio of 50%, but this requirement has been waived for FY 2023 as recovery from the pandemic continues.

A summary of the FY 2023 financial results through September 2022 follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2023 Operating Budget Report							
Month Ended September 30, 2022							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY23 BUDGET
<b>Operating Revenue</b>							
Passenger Ticket Revenue	161,333	2,108,000	2,510,744	6,424,381	(3,913,637)	-60.9%	25,296,000
Other Operating Revenue	-	16,667	72,251	50,794	21,457	42.2%	200,000
<b>Subtotal Operating Revenue</b>	<b>161,333</b>	<b>2,124,667</b>	<b>2,582,995</b>	<b>6,475,175</b>	<b>(3,892,180)</b>	<b>-60.1%</b>	<b>25,496,000</b>
Jurisdictional Subsidy (1)	-	-	4,658,036	4,658,036	-	0.0%	9,132,741
Federal/State/Other Jurisdictional Subsidy	3,961,876	2,893,238	11,745,135	8,747,775	2,997,360	34.3%	34,469,353
Appropriation from Reserve/Other Income	4,257,583	1,744,901	10,078,679	12,897,792	(2,819,113)	-21.9%	28,518,808
Interest Income	193,570	12,500	519,384	38,095	481,288	1263.4%	150,000
<b>Total Operating Revenue</b>	<b>8,574,362</b>	<b>6,775,305</b>	<b>29,584,229</b>	<b>32,816,873</b>	<b>(3,232,644)</b>	<b>-9.9%</b>	<b>97,766,901</b>
<b>Operating Expenses</b>							
Departmental Operating Expenses	7,164,626	6,656,292	26,910,047	28,542,657	1,632,610	5.7%	91,444,879
Debt Service	522,412	518,502	1,555,506	1,555,506	-	0.0%	6,222,023
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	100,000
<b>Total Operating Expenses</b>	<b>7,687,039</b>	<b>7,174,794</b>	<b>28,465,552</b>	<b>30,098,163</b>	<b>1,632,610</b>	<b>5.4%</b>	<b>97,766,901</b>
<b>Net income (loss) from Operations</b>	<b>887,323</b>	<b>(399,489)</b>	<b>1,118,676</b>	<b>2,718,711</b>	<b>(1,600,034)</b>		<b>-</b>
						<b>Budgeted</b>	<b>28%</b>
<b>Operating Ratio</b>						<b>Goal</b>	<b>50%</b>

(1) Total jurisdictional subsidy is \$13,544,122. Portion shown as budgeted and actual are attributed to Operating Fund only.

## FACILITIES UPDATE

The following is a status update of VRE facilities projects.

### Completed projects:

1. Replacement of fluorescent lighting with LED lighting in tunnel at Alexandria station
2. Spot painting of east platform and walkway canopy structural steel at Woodbridge station
3. Repairs and joint sealant installation in main sidewalk at Spotsylvania station

### Projects scheduled to be completed this quarter:

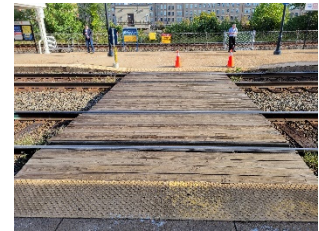
1. Repairs to parking lot pavement at Rippon station
2. Minor repairs to steel elements at Leeland Road station
3. Partial restriping of parking lot at Manassas Park station
4. Replacement of waste and recycling receptacles at various stations
5. Installation of additional storage cabinetry at Alexandria headquarters
6. Replacement of fluorescent lighting with LED lighting at Fredericksburg office
7. Replacement of ceiling tiles at Fredericksburg office
8. Replacement/installation of pathfinder signage for Franconia-Springfield, Lorton, Woodbridge, Rippon, Quantico, Brooke, Leeland Road, Backlick Road, Rolling Road, Burke Centre, Manassas Park, Manassas and Broad Run stations
9. Installation of 988 Suicide & Crisis Lifeline signage at station platforms
10. Removal and reinstallation of timber pedestrian crossings at Alexandria and Crystal City stations to accommodate CSX tie replacement

### Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete at Alexandria station
2. Modernization of east elevator at Woodbridge station
3. Replacement of windscreen plexiglass panels at Lorton and Woodbridge stations
4. Minor repairs to concrete at Burke Centre station
5. Replacement of existing lighting with LED lighting at Manassas station parking garage



*New LED light fixtures at Alexandria station tunnel*



*Crossing to be removed and reinstalled at Alexandria station*



6. Replacement of platform benches at various stations
7. Replacement of parking lot entrance signs at various stations

Ongoing projects:

1. Issuance of construction task order for minor structural concrete repairs at Woodbridge station parking garage, pending permit issuance
2. Procurement of construction contract for L'Enfant station waiting area project, pending permit issuance
3. Procurement of new five-year maintenance/custodial and seasonal services for VRE facilities contracts

## UPCOMING PROCUREMENTS

1. Station security camera upgrade
2. Forklift trucks
3. Modernization of VRE Woodbridge station east elevator
4. Tactile strip replacements
5. Construction manager/general contractor for the Alexandria station improvements project
6. Broad Run and Crossroads security camera system power and network infrastructure upgrade
7. Locomotive master controllers
8. Disaster management 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	\$ 30,975,014.00	Coordinating phasing with CSX. City permits nearly done. CM/GC Procurement documents underway. (Nov.) Permit coordination ongoing with City of Alexandria. Design coordination ongoing with CSX Alexandria 4th Track Project. CM/GC procurement documents being prepared for construction (Oct.)
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	\$ 137,230,000.00	VRE comments provided to consultant on the updated 30% design package. Design is beginning to advance to 60% level (Nov.) Reviewing updated 30% design package from Transystems team with transition to new VRE project manager (Oct.)
Brooke Station Improvements	Design and construction of a platform extension up to 700 feet to accommodate full-length VRE trains.	Development	\$ 9,284,208.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Oct. & Nov.)
Crossroads MSF - Storage Expansion, Short-term	The project constructs additional storage tracks at the Crossroads Maintenance and Storage Facility (MSF) adjacent to the existing facility.	Development	\$ 8,365,765.00	VPRA has signed a LONP, allowing development and design work to proceed. (Oct. & Nov.)
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	\$ 50,114,624.00	Coordinating proposed phasing and track geometry with CSXT. When key elements are set, design may more broadly progress to 60%. (Nov.) Final design efforts are underway as package advances toward the 60% deliverable. (Oct.)
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	\$ 13,000,000.00	NEPA Class of Action recommendation has been prepared, and will be coordinated with FTA to confirm class of action. (Nov.) Wetlands delineation findings being verified. Platform design review will determine updates necessary to accommodate CSX 3rd Track and pedestrian tunnel. (Oct.)

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
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	\$ 3,000,000.00	Execution of contract on Oct. 20. Pre-construction scheduled for Nov. 10. Notice to proceed anticipated this month. (Nov.) Clark insurance approved by CSX. Anticipate execution of contract this month. NTP anticipated January 2023. (Oct.)
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	Awaiting revised shop drawings for additional cabinetry in reception area and break room. (Oct. & Nov.)
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	\$ 5,519,178.00	The project is funded through Virginia SMART SCALE. Funding is allocated for FY20 and 22. A funding agreement is pending. (Sept. & Oct.)
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$ 6,736,091.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Sept. & Oct.)
L'Enfant Station Waiting Area	The existing platform at the L'Enfant station experiences overcrowding during the evening service period. The proposed project will create an additional paved area behind the existing platform, currently landscaped with shrubs and grass, for riders to wait for trains or to bypass riders waiting on the platform.	Final Design	\$ 350,000.00	Received draft agreement from Boston Properties (BP), adjacent property owner, for brief use of loading dock during construction. VRE legal counsel provided comments (Nov.) Met onsite with BP to discuss brief use of loading dock. Awaiting draft agreement. (Oct.)
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	\$ 79,980,000.00	Conceptual design for a preferred alternative is underway and is scheduled to be complete Sept. 2022. (Oct. & Nov.)

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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	\$ 23,973,061.00	Platform concrete and canopy installation progressing on both platforms. Structural steel welding nearing completion. Soil nail wall progressing. (Nov.) Platform concrete and canopy installation progressing on both platforms. Structural steel welding nearing completion. Soil nail wall progressing. (Oct.)
Rippon Station Improvements	Extend existing platform with a second pedestrian overpass.	Development	\$ 16,634,794.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Oct. & Nov.)
Rolling Road Station Improvements	An extended platform will 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. Rehabilitation and repair of the existing platform, replacement of stairs and the existing canopy roof, and an upgrade of the lighting and communication systems are planned.	Construction	\$ 5,000,000.00	Project work is substantially complete, with punchlist items being completed. (Oct. & Nov.)

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



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