

# CEO REPORT

NOVEMBER 2023



# 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.





CEO REPORT | NOVEMBER 2023

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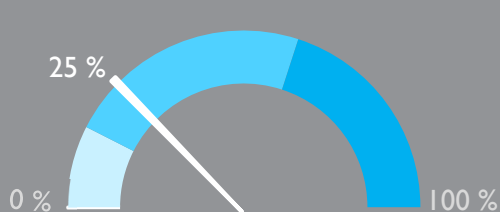
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VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

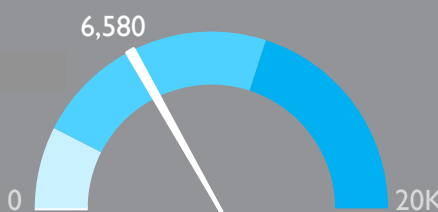


# PERFORMANCE AT A GLANCE



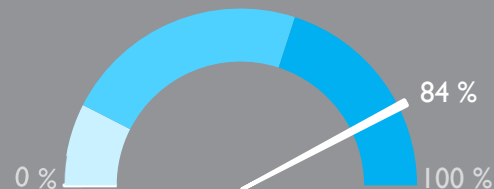
## PARKING UTILIZATION

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



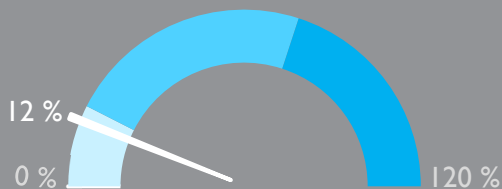
## AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.  
Same month, previous year: 4,366



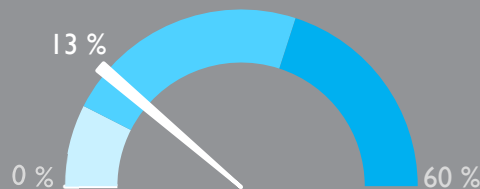
## ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.  
Same month, previous year: 77%



## SYSTEM CAPACITY

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



## OPERATING RATIO

*Through September 2023*

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

**October 2023**

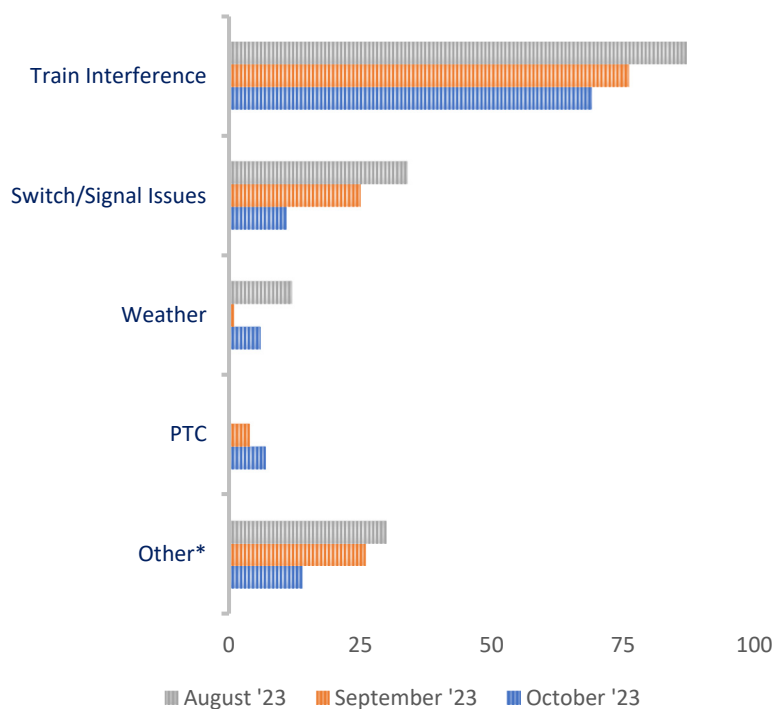


# ON-TIME PERFORMANCE

## OUR RECORD

	October 2023	September 2023	October 2022
Manassas Line	80%	78%	75%
Fredericksburg Line	88%	80%	80%
Systemwide	84%	79%	77%

## PRIMARY REASON FOR DELAY



VRE operated 665 trains in October. The on-time rate for the month was 84 percent.

One hundred seven trains arrived more than 5 minutes late to their final destinations. Of those late trains, 66 were on the Manassas Line (62 percent), and 41 were on the Fredericksburg Line (38 percent). The average delay was 21 minutes. Nineteen trains were more than 30 minutes late to their destination station.

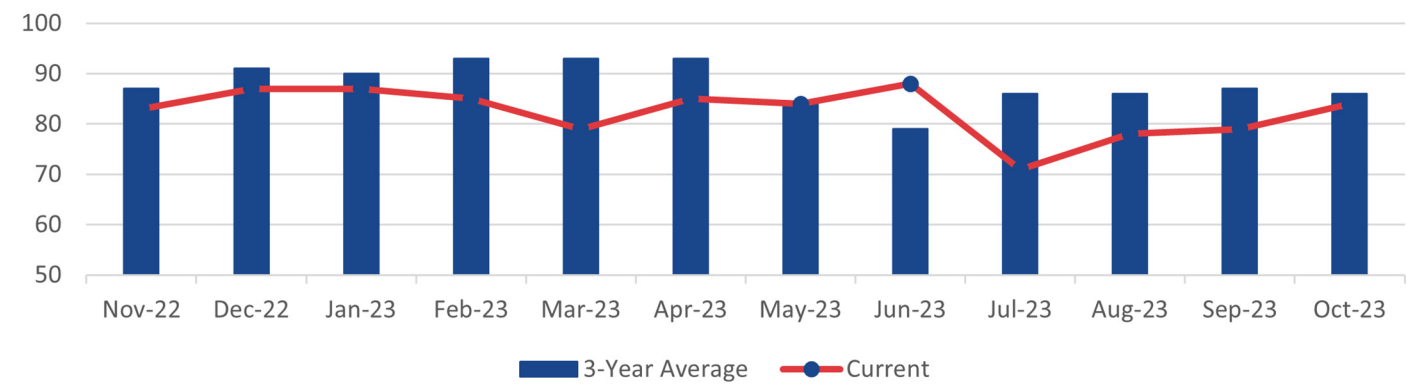
\*Includes trains that were delayed due to operational testing and passenger handling.

## LATE TRAINS

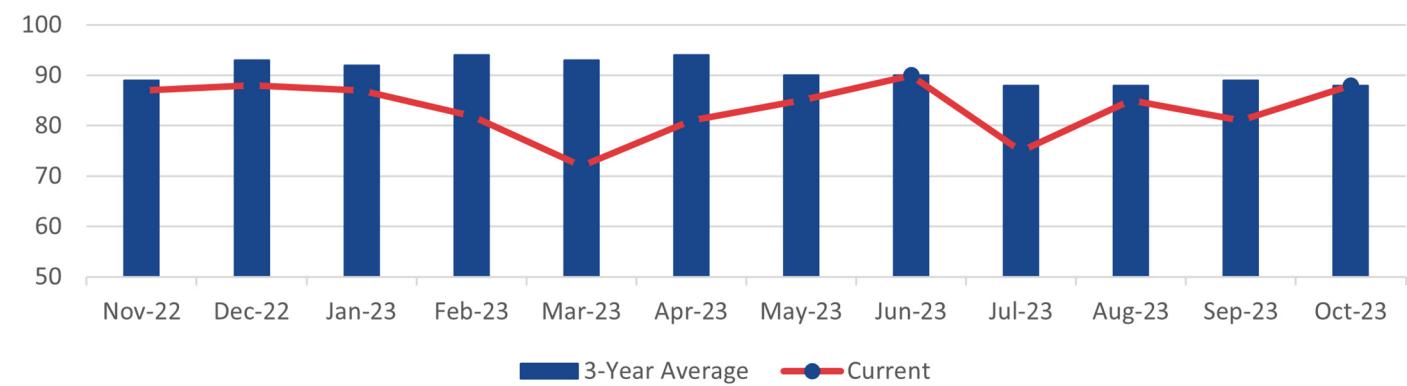
	System Wide			Fredericksburg Line			Manassas Line		
	Aug.	Sept.	Oct.	Aug.	Sept.	Oct.	Aug.	Sept.	Oct.
Total late trains	156	132	107	57	63	41	99	69	66
Average minutes late	24	16	21	18	16	18	27	15	23
Number over 30 minutes	33	15	19	10	7	6	28	8	13
Heat restrictions	4	7	0	4	5	0	0	2	0

# ON-TIME PERFORMANCE

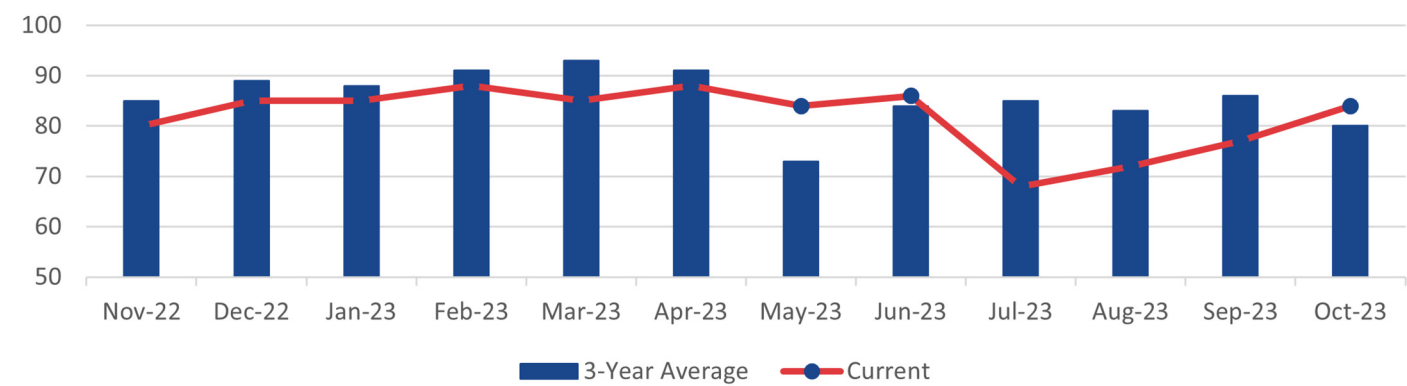
## VRE SYSTEM



## FREDERICKSBURG LINE

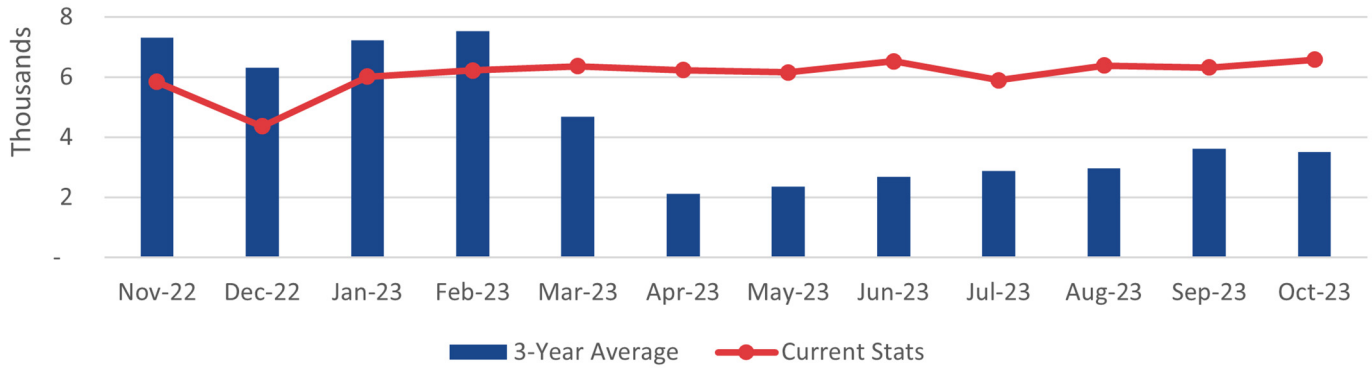


## MANASSAS LINE

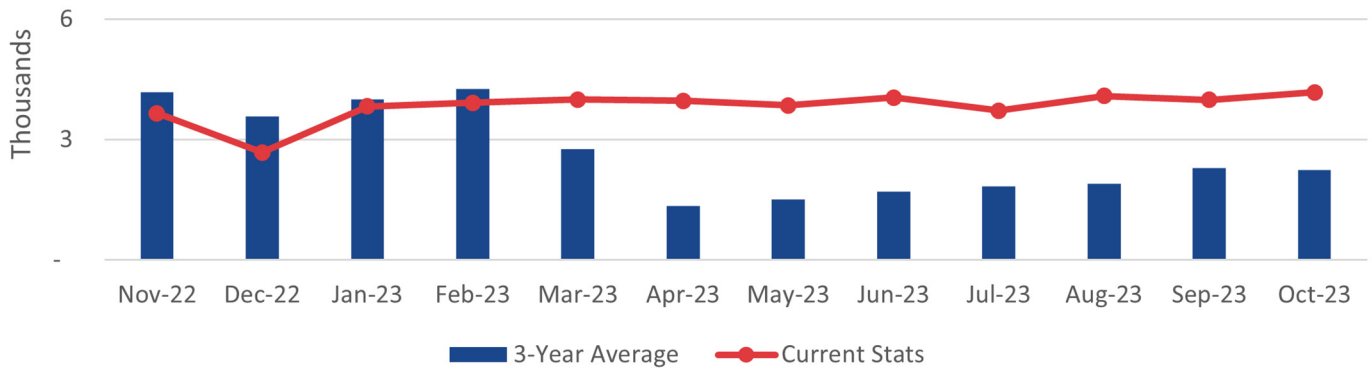


# AVERAGE DAILY RIDERSHIP

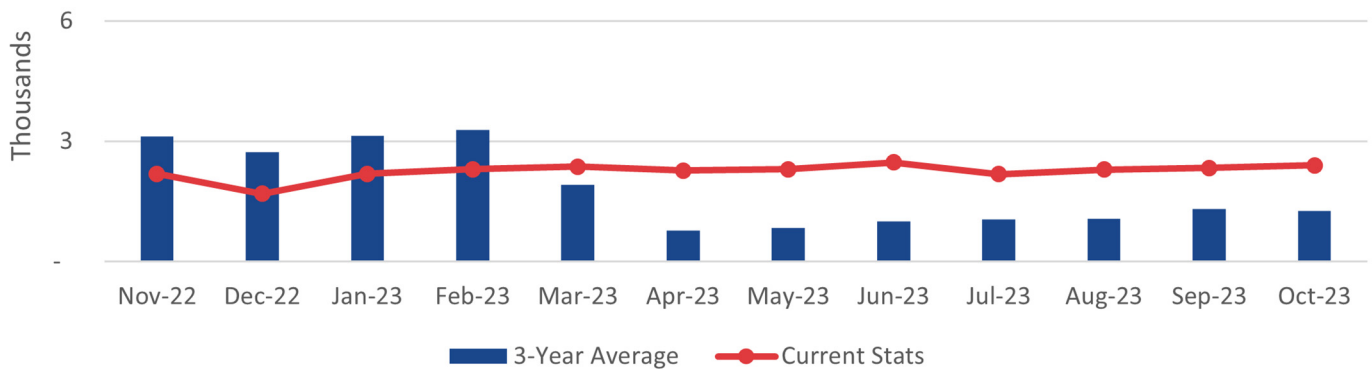
## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE



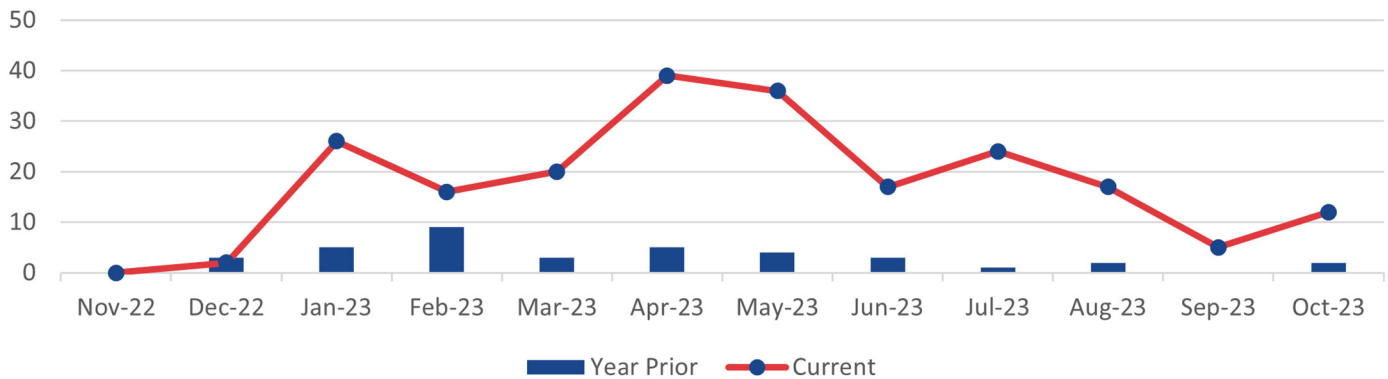
## RIDERSHIP UPDATES

Average daily ridership for the month was 6,580.  
There were 21 full-service days.

	October 2023	August 2023	October 2022
Monthly Ridership	138,189	126,328	122,984
Average Daily Ridership	6,580	6,316	6,149
Bicycles on Trains	1,556	1,471	N/A
Full Service Days	21	20	20
"S" Service Days	0	0	0

## SUMMONSES ISSUED

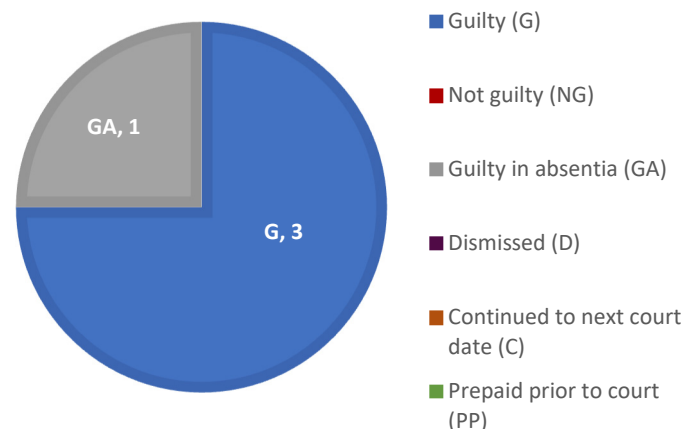
### VRE SYSTEM



### 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	2
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>2</b>

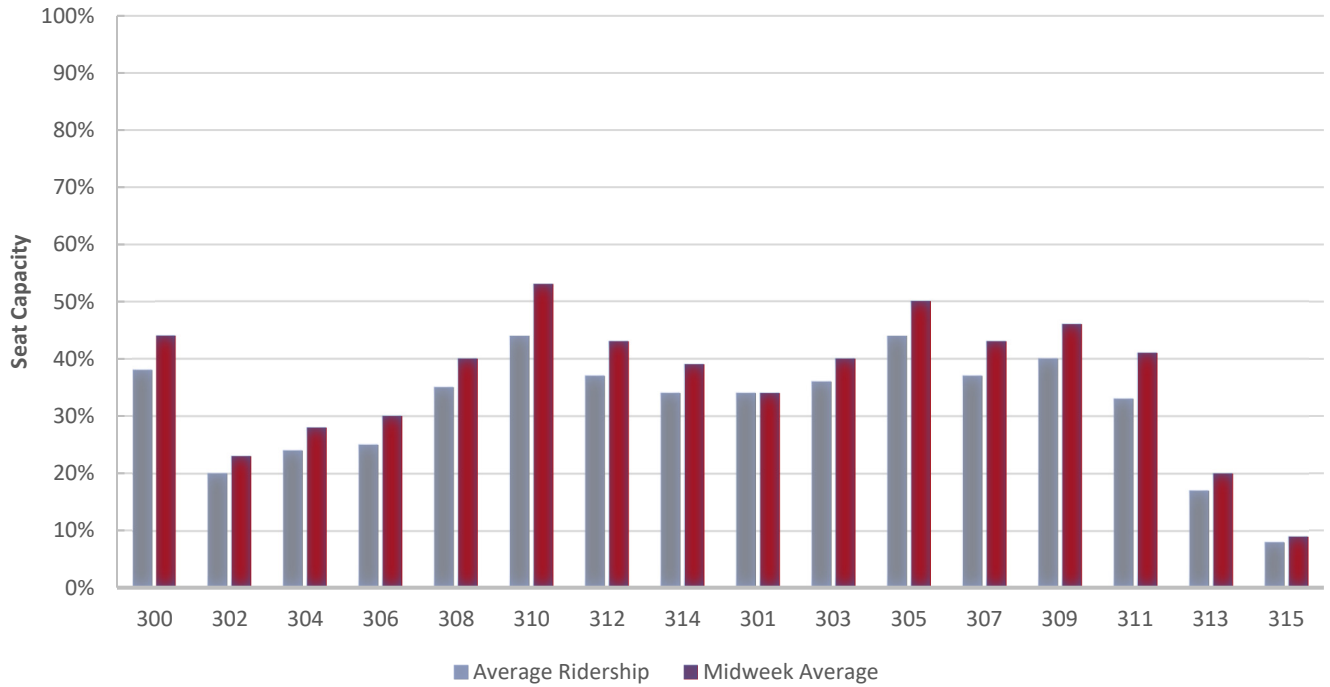
### MONTHLY SUMMONSES COURT ACTION



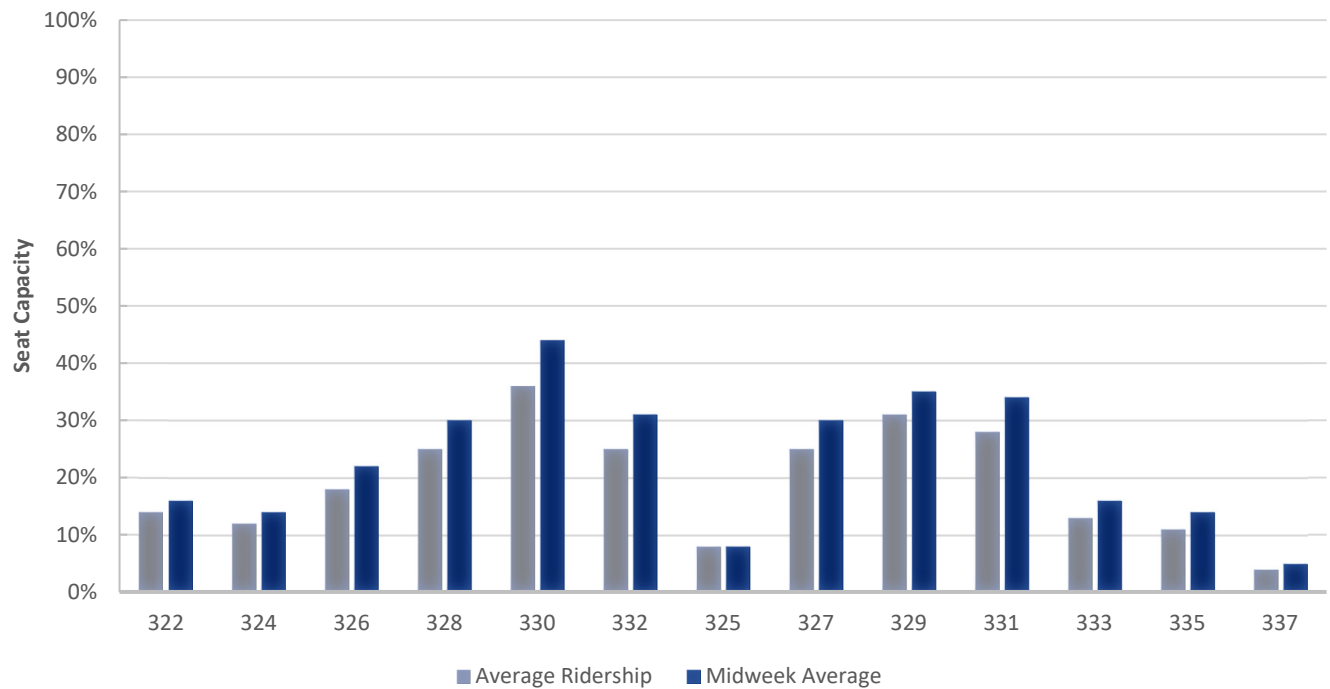


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

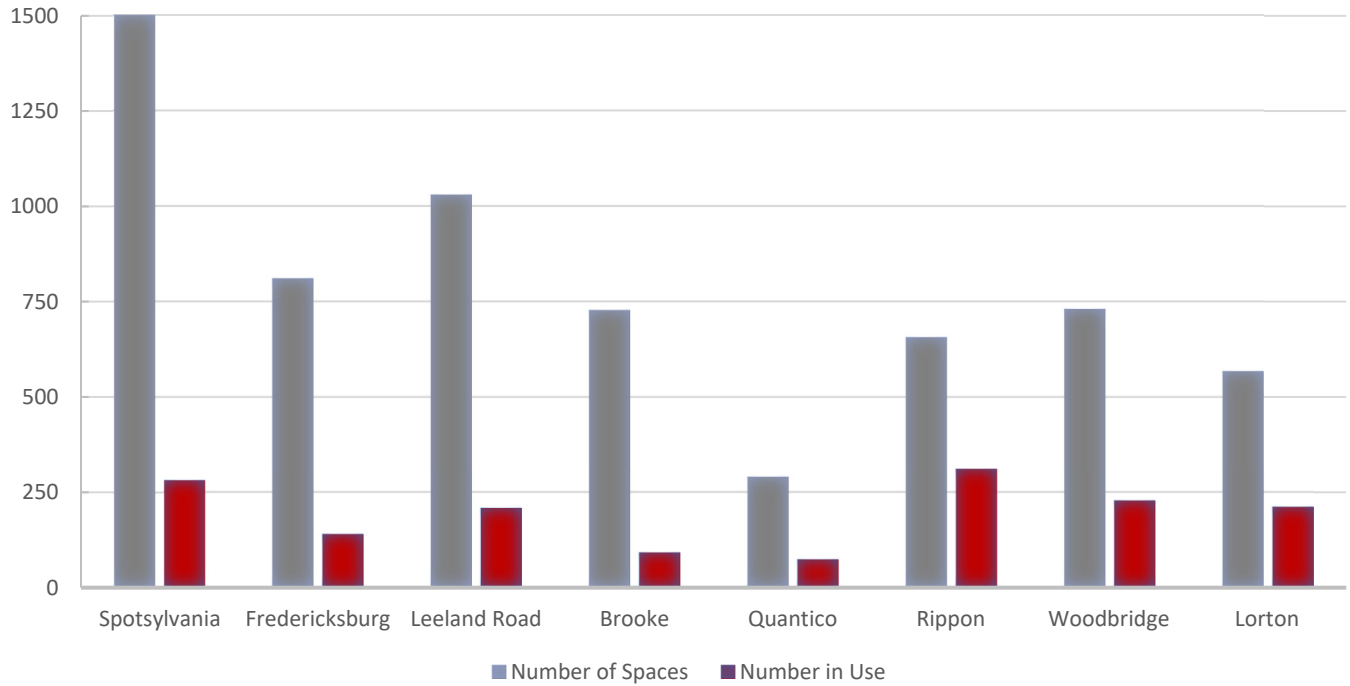


## MANASSAS LINE

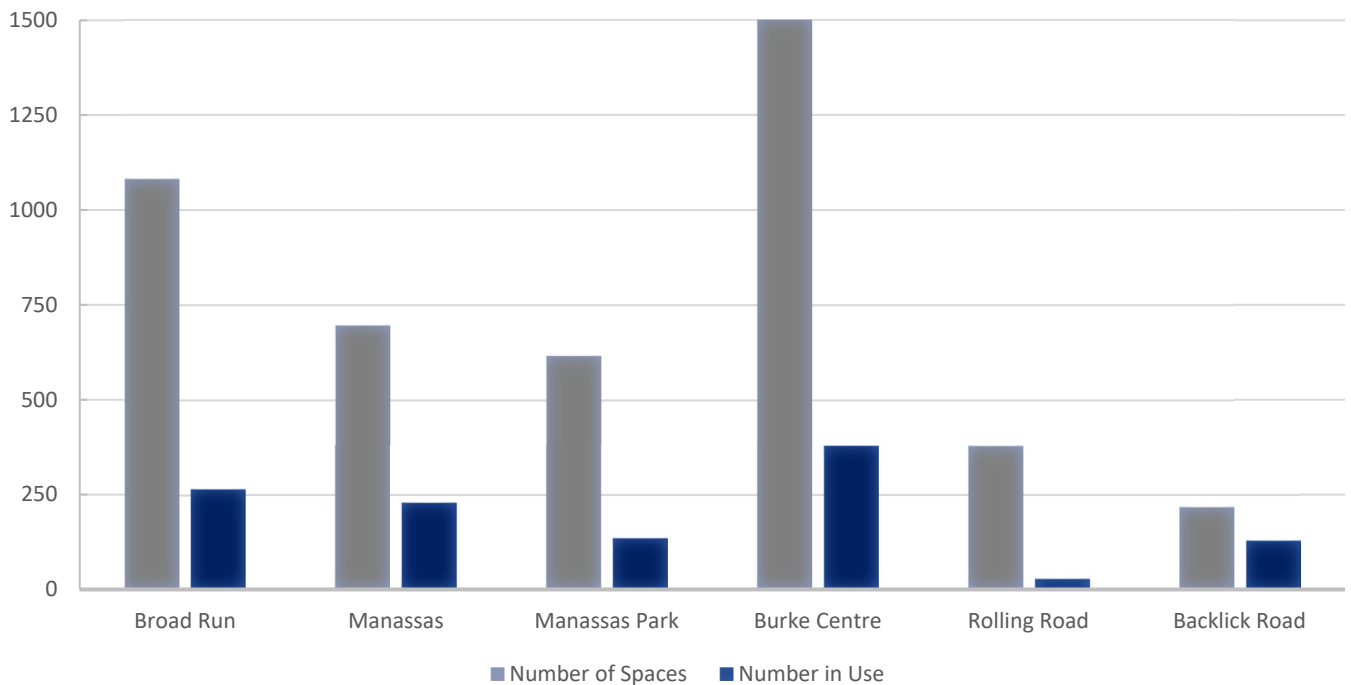


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE



## FINANCIAL REPORT FOR SEPTEMBER 2023

Fare revenue through the end of first quarter of FY 2024 (September 2023) is approximately \$3.5 million below the budget (an unfavorable variance of -48%) and is 50.1% above the same period in FY 2023. This increase over FY 2023 is primarily due to the effect of “Fare Free September” in September 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 ten months of FY 2024, with a cumulative average daily ridership of 6,206 in FY 2024 thru the end of September 2023, 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 exploring service opportunities and expanding marketing and other outreach efforts to encourage new riders.

The operating ratio for the first quarter of FY 2024 is 13%, which is below VRE’s budget operating ratio of 25% 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 2024 because of the effects of the pandemic.

A summary of the FY 2024 financial results through the end of September 2023 follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.



FY 2024 Operating Budget Report Month Ended September 30, 2023							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY24 BUDGET
<b>Operating Revenue</b>							
Passenger Ticket Revenue	1,277,611	2,300,402	3,769,181	7,246,265	(3,477,084)	-48.0%	28,640,000
Other Operating Revenue	-	9,398	15,440	29,602	(14,163)	-47.8%	150,000
<b>Subtotal Operating Revenue</b>	<b>1,277,611</b>	<b>2,309,799</b>	<b>3,784,621</b>	<b>7,275,867</b>	<b>(3,491,247)</b>	<b>-48.0%</b>	<b>28,790,000</b>
Jurisdictional Subsidy (1)	-	-	5,601,435	5,383,874	217,560	4.0%	10,555,851
Federal/State/Other Jurisdictional Subsidy	2,582,817	2,337,569	7,760,861	7,387,518	373,342	5.1%	36,821,583
Appropriation from Reserve/Other Income	2,716,463	2,050,575	13,701,175	13,493,496	207,680	1.5%	31,779,054
Interest Income	312,686	80,321	948,353	253,012	695,341	274.8%	1,000,000
<b>Total Operating Revenue</b>	<b>6,889,578</b>	<b>6,778,264</b>	<b>31,796,444</b>	<b>33,793,768</b>	<b>(1,997,324)</b>	<b>-5.9%</b>	<b>108,946,488</b>
<b>Operating Expenses</b>							
Departmental Operating Expenses	7,105,655	7,084,029	28,254,529	29,103,669	849,140	2.9%	95,167,559
Debt Service	2,392,744	2,392,744	3,430,232	3,430,232	-	0.0%	13,720,929
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	58,000
<b>Total Operating Expenses</b>	<b>9,498,399</b>	<b>9,476,773</b>	<b>31,684,761</b>	<b>32,533,901</b>	<b>849,140</b>	<b>2.6%</b>	<b>108,946,488</b>
<b>Net income (loss) from Operations</b>	<b>(2,608,821)</b>	<b>(2,698,509)</b>	<b>111,683</b>	<b>1,259,867</b>	<b>(1,148,184)</b>		<b>-</b>
<b>Operating Ratio</b>			<b>13%</b>	<b>25%</b>	<b>Budgeted Goal</b>	<b>30%</b>	<b>50%</b>

(1) Total jurisdictional subsidy is \$16,000,000. 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 existing lighting with new poles and LED fixtures on west platform at Woodbridge station
2. Removal of overgrown shrubbery to improve visibility, safety and security at Woodbridge station
3. Replacement of vendor space water heater at Woodbridge station
4. Improvements to stone walking surface surrounding locomotive drip pans at Crossroads MASF
5. Replacement of timber pedestrian crossing at Backlick Road station
6. Sealcoating and restriping of PRTC, Barn and Airport parking lots at Broad Run station



*New light poles and LED fixtures at Woodbridge station*

## Projects scheduled to be completed this quarter:

1. Installation of additional No Trespassing signage at Woodbridge station
2. Minor structural concrete repairs at Woodbridge station parking garage
3. Replacement of elevator machine room HVAC unit at Rippon station
4. Repairs to steel railings at Brooke station
5. Replacement of parking lot LED light fixtures at Spotsylvania station
6. Installation of underdrain, double swing gates and minor paving at Crossroads MASF
7. Installation of bird control netting at Rolling Road station
8. Replacement of electrical cabinet at Rolling Road station
9. Replacement/installation of pathfinder signage for Franconia-Springfield, Lorton, Woodbridge, Rippon, Quantico, Backlick Road, Rolling Road, Burke Centre, Manassas Park, Manassas and Broad Run stations
10. Installation of 988 Suicide & Crisis Lifeline signage on station inter-track fences, pending availability of CSX protection
11. Installation of No Trespassing signage at Rippon, Spotsylvania and Broad Run station parking lots
12. Installation of electric meter for two-way radio antenna system in Old Town Alexandria



*Minor concrete repairs at Woodbridge parking garage*

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. Replacement of windscreen plexiglass panels at Lorton and Woodbridge stations
4. Improvements to various elements of Quantico station building
5. Replacement of existing lighting with LED lighting at Manassas station parking garage
6. Repairs to steel railings at Backlick Road, Burke Centre and Manassas Park stations

Ongoing projects:

1. Modernization of east elevator at Woodbridge station
2. Replacement of parking lot entrance signs at various stations

## UPCOMING PROCUREMENTS

1. Electronic fuel injectors
2. Locomotive transfer switches
3. Window gaskets for VRE railcars
4. Modernization of VRE Woodbridge station east elevator
5. Construction Management Services for Alexandria Station improvements
6. Construction of Alexandria Station improvements
7. Broad Run and Crossroads security camera system power and network infrastructure upgrade
8. Locomotive master controllers
9. Variable messaging system replacement
10. Central diagnostic cloud services for VRE locomotives
11. Locomotive AR-10 parts

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	VRE reviewing the 90% Alexandria 4th track plans. Platform elevations to be updated accordingly. (Oct/Nov)
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	Design charrette to be held at end of November for a deep dive into the proposed value engineering changes as we strive to design to budget. (Nov) Advancing to 90% design. Deferring some project elements to the future due to current funding limits. Value engineering efforts are underway. (Oct)
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. (Sept/Oct)
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	Platform and north tunnel 60% plans complete. Design of stairwell and mezzanine advancing to 60%. 90% plans for VPRA's adjacent Alexandria 4th track project currently under review. (Oct/Nov)
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	60% tunnel design received and under review by VRE. FTA confirmed project satisfied NEPA requirements for a Class II listed Categorical Exclusion. (Oct/Nov)

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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	\$ 11,480,622.00	Concrete repair/coatings ongoing. East platform and step concrete almost complete. West platform demo/ reconstruction progressing. Sandblasting/painting of station near completion. (Nov) Concrete repair/coatings ongoing. East platform and step concrete progressing. West platform demo progressing. Sandblast and paint of station progressing. (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	Planning glass wall-enclosed work/meeting spaces adjacent to communications room. Researching available systems for review with upper management. (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	\$ 12,044,433.00	The project is funded through Virginia SMART SCALE. Funding is allocated for FY20 and 22. A funding agreement is pending. (Oct/Nov)
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. (Oct/Nov)
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	Due the pandemic-related decrease in ridership and the pending L'Enfant Track and Station Improvements project, work on this project is suspended. (Oct/Nov)
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	Operations Board authorized execution of the engineering and environmental services contract with VHB in Sept. 2023. (Oct/Nov)

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility	Featuring 33,000 square feet of maintenance space, the LOU will allow VRE to cost-effectively maintain rolling stock, as well as systems and components, in a state of good repair. It will optimize maintenance and reduce costs by allowing the in-house replacement of items before they fail. The LOU will house two tracks that can hold up to four cars at one time and be equipped with a drop table and wheel truing machine. To maintain storage capacity within Crossroads Yard three new tracks are being constructed to provide enhanced flexibility to our operations crews for train movements and storage.	Construction	\$ 52,783,632.00	Work anticipated this month to finalize alarm panel work on oil water separators. Revised deeds and plats to be delivered to county as well. (Nov.) Marking final revisions to deeds and plats for county stormwater easements and hope to resubmit in October. (Oct)
Manassas Park Parking Expansion	A new garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of the City Center Redevelopment District, the proposed transit-accessible high-density mixed-use town center of Manassas Park.	Construction	\$ 34,662,764.00	Fill material being brought in to bring site to grade. Holes drilled and piles being set for western wall foundation. (Oct/Nov)
Manassas Station Improvements	The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. Alternatives to increase the platform length to enable boarding and alighting from all passenger cars will be evaluated.	Development	\$ 9,125,000.00	This project is funded with I-66 OTB funding. Initiation of project planning pending completion of a Force Account Addendum with Norfolk Southern Railway. (Oct/Nov)
New York Avenue Midday Storage Facility	This new facility will store trains currently located in Amtrak's Ivy City coach yard, as Amtrak now has need for the storage tracks. The New York Avenue site, which is proximate to Washington Union Station, will be able to accommodate additional VRE trains.	Development	\$ 137,362,557.00	Draft MOU document still pending from Amtrak. Will review upon receipt. (Nov) Meeting with Amtrak held on 9/5/23 to discuss finalizing MOU. VRE will review once received back from Amtrak (Oct)
Potomac Shores Station	This new station, in a master-planned community in Prince William County, is being funded, designed, and constructed by the developer of Potomac Shores in consultation with VRE and other stakeholders. The station will be just a short walk from the town center. A new side platform will be constructed which is designed to be converted into an island platform in the future when the 3rd track is added to corridor operations.	Final Design	\$ -	Construction of the shared use garage is ongoing. Construction includes casting the three pedestrian bridge support concrete foundation piers that are adjacent to the garage building. (Oct/Nov)

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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	RW 13 complete/punchlist clean up close to complete. Tower/ped bridge/utilities completion on going. Site/civil/drainage coordinating with CSX track schedule. (Nov) RW 13 nearing completion. Tower/ped bridge/utilities completion ongoing. Site/civil/drainage coordinating with CSX track schedule (Oct)
Real-Time Multimodal Traveler Information System	The passenger experience will be enhanced through the provision of real-time train arrivals. Software upgrades are required to provide these real-time data feeds and integrate them with VRE Mobile and other third-party apps and websites, as well as on display screens at VRE stations and other locations along the I-66 corridor.	Development	\$	3,481,000.00	Scope of work with procurement. Drawings to be complete by 3/31/23. Contractor updating DIV specs. (Oct/Nov)
Security Cameras	Safety and security will be improved through the modernization and expansion of VRE's security camera system. New cameras will be placed at 22 locations.	Final Design	\$	1,939,305.00	Operations Board approved contract with Genesys Impact, LLC of Washington, D.C. on July 21 (Oct/Nov)
Variable Messaging System Replacement	The effectiveness of VREoperations will be enhanced through the installation of new variable message signs (VMS) throughout the rail system. The new VMS system will allow VRE to communicate multi-modal transit data and general transit feed specification data to VDOT for use in its VMS system.	Final Design	\$	1,000,000.00	Scope of work with procurement. Drawings to be complete by 3/31/23. Contractor updating DIV specs. (Oct/Nov)
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. (Oct/Nov)

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

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## VIRGINIA RAILWAY EXPRESS

1500 KING STREET, SUITE 202 • ALEXANDRIA, VA 22314 • 703.684.1001

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