

CEO REPORT

FEBRUARY 2024



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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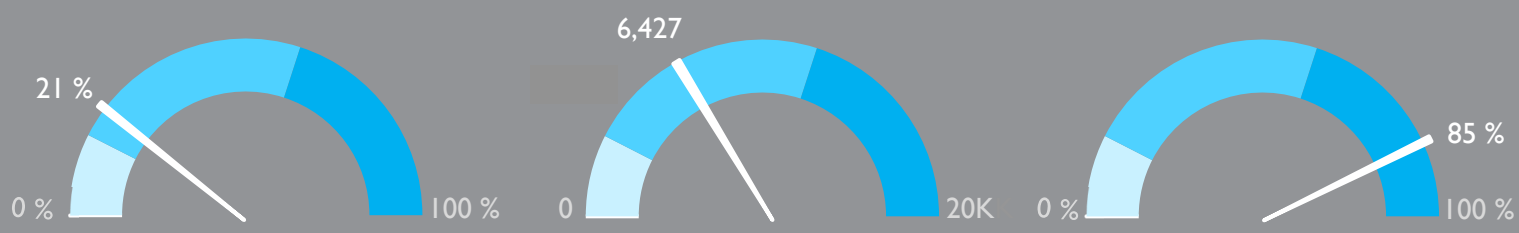
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VIRGINIA RAILWAY EXPRESS
A better way. A better life.



PERFORMANCE AT A GLANCE



PARKING UTILIZATION

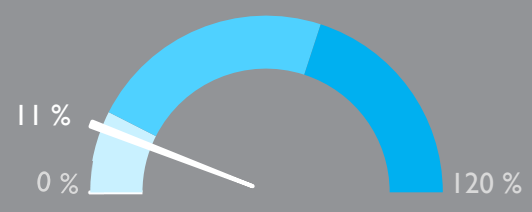
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.

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: 6,011

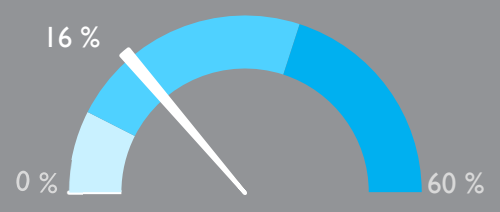
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 85%



SYSTEM CAPACITY

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



OPERATING RATIO
Through December 2023

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

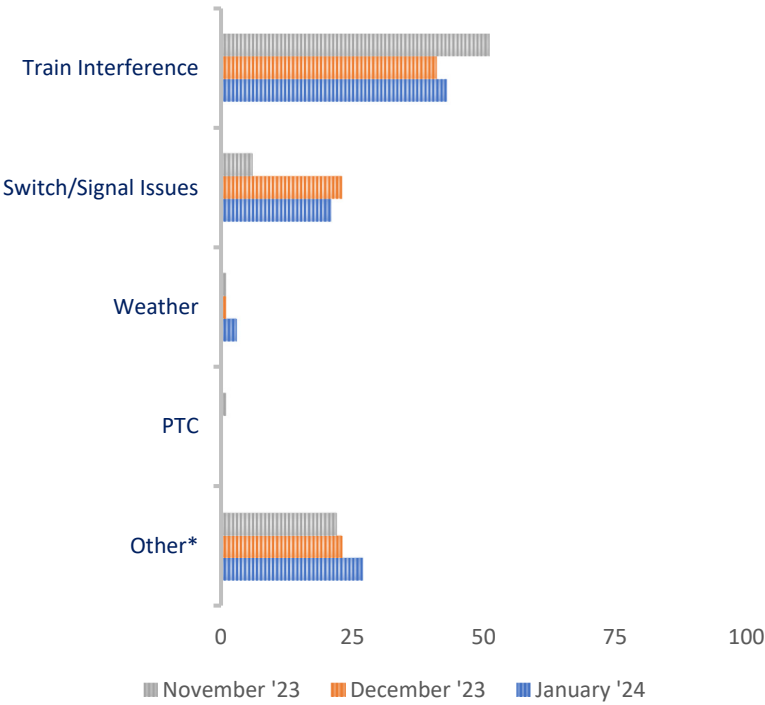
January 2024

ON-TIME PERFORMANCE

OUR RECORD

	January 2024	December 2023	January 2023
Manassas Line	85%	83%	85%
Fredericksburg Line	87%	86%	88%
Systemwide	86%	85%	87%

PRIMARY REASON FOR DELAY



VRE operated 656 trains in January. The on-time rate for the month was 86 percent.

Ninety-four trains arrived more than 5 minutes late to their final destinations. Of those late trains, 50 were on the Manassas Line (53 percent), and 44 were on the Fredericksburg Line (47 percent). The average delay was 17 minutes. Twelve trains were more than 30 minutes late to their destination station.

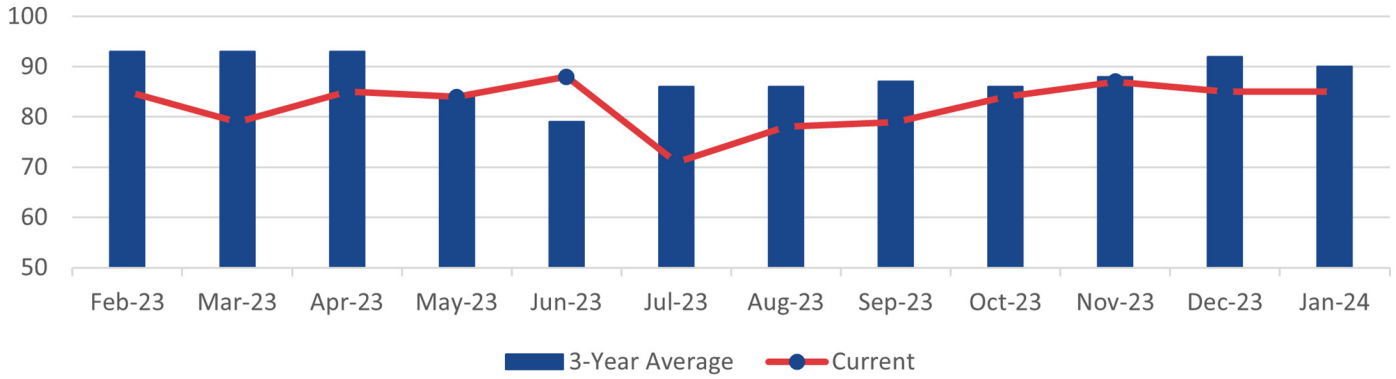
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

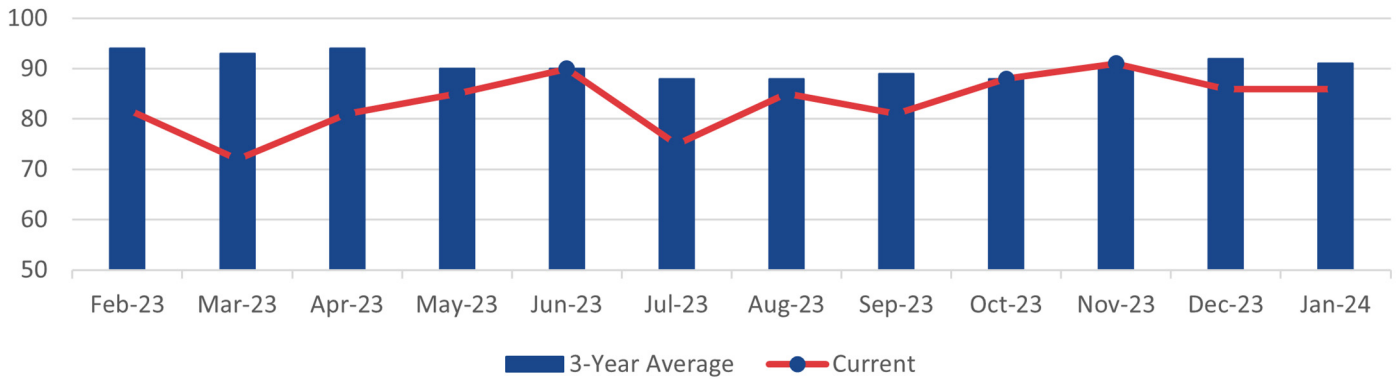
	System Wide			Fredericksburg Line			Manassas Line		
	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.
Total late trains	82	88	94	30	39	44	52	49	50
Average minutes late	16	17	17	12	19	14	18	16	19
Number over 30 minutes	13	10	12	0	5	3	13	5	9
Heat restrictions	0	0	0	0	0	0	0	0	0

ON-TIME PERFORMANCE

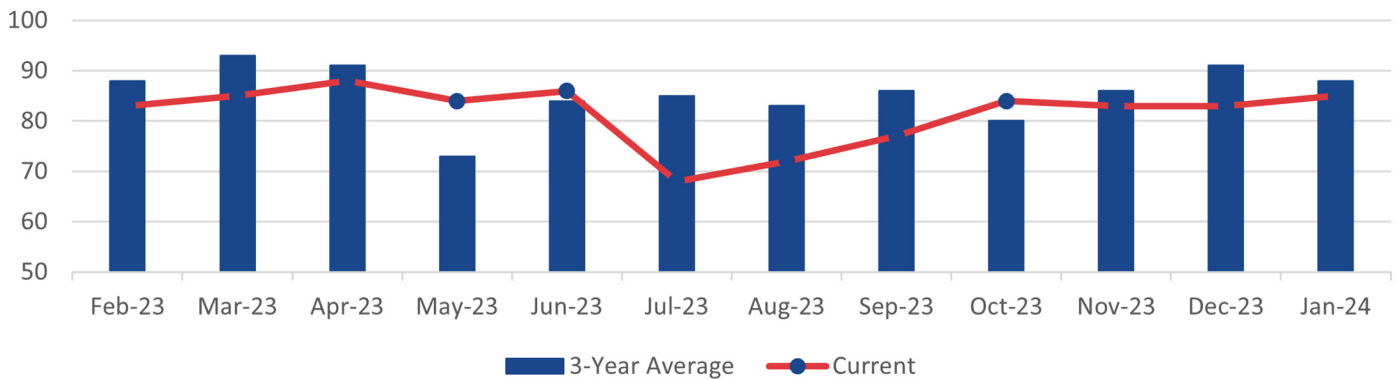
VRE SYSTEM



FREDERICKSBURG LINE

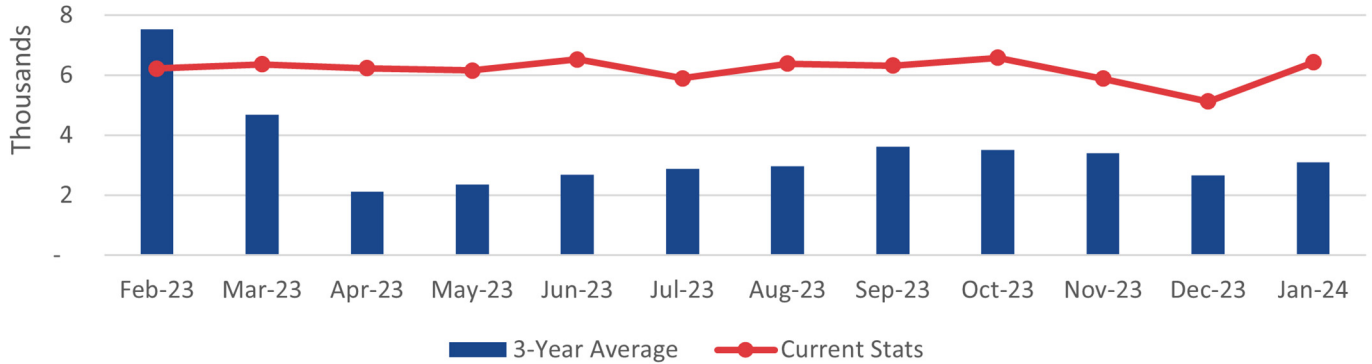


MANASSAS LINE

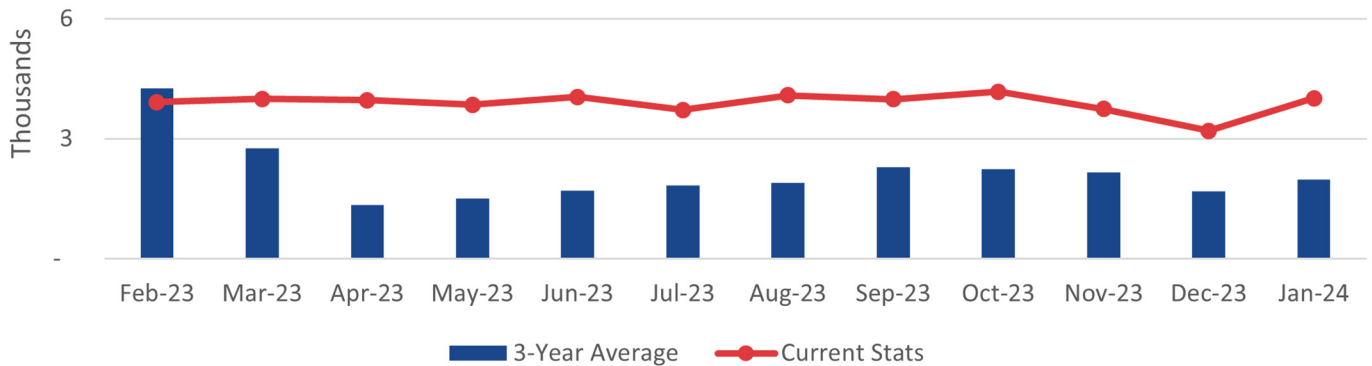


AVERAGE DAILY RIDERSHIP

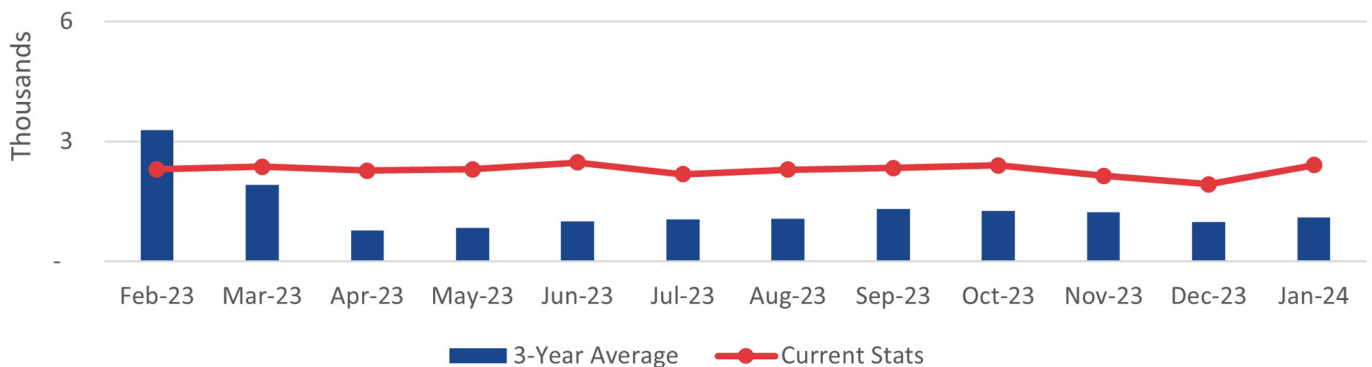
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



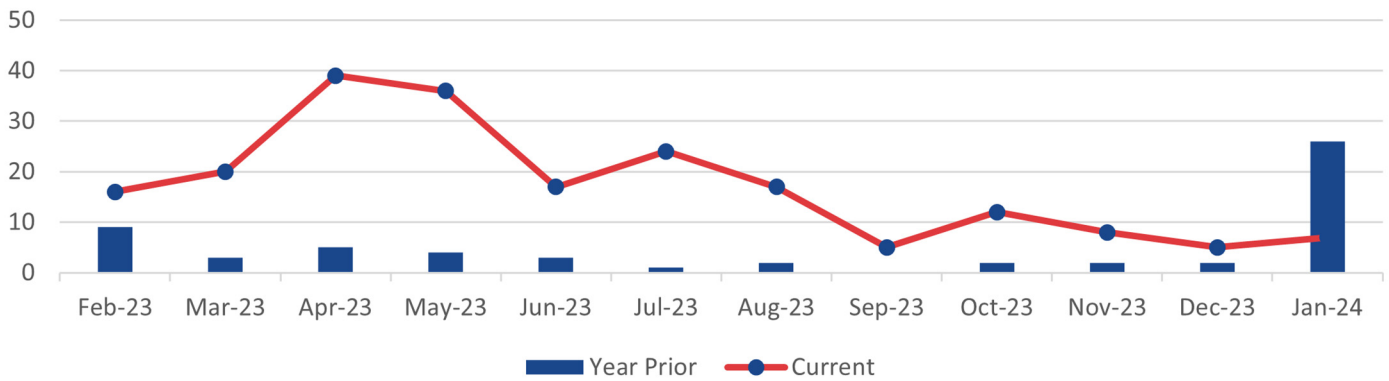
RIDERSHIP UPDATES

Average daily ridership for January was 6,427. There were 20 service days.

	January 2024	December 2023	January 2023
Monthly Ridership	128,540	102,453	120,228
Average Daily Ridership	6,427	5,123	6,011
Bicycles on Trains	1,009	782	1,145
Full Service Days	20	16	20
“S” Service Days	0	4	0

SUMMONSES ISSUED

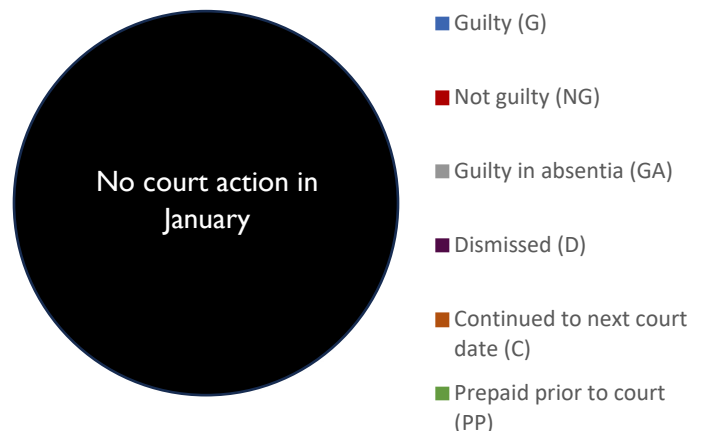
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

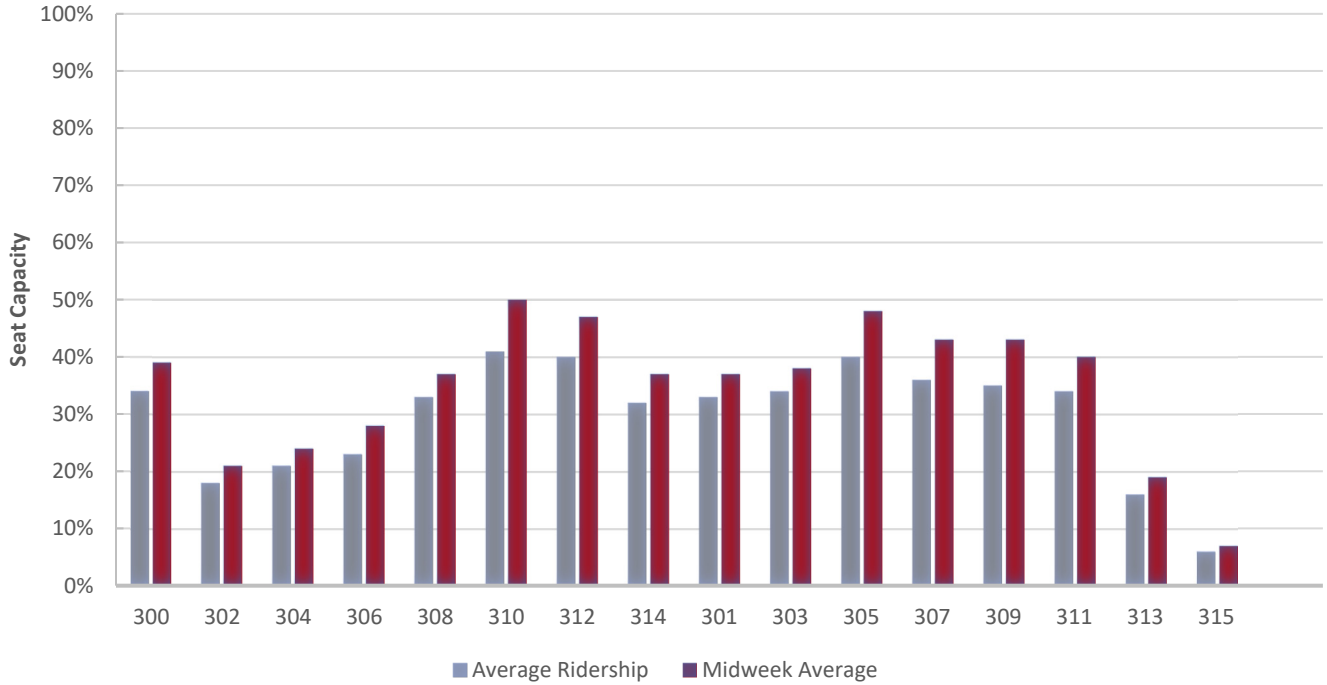
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	0

MONTHLY SUMMONSES COURT ACTION

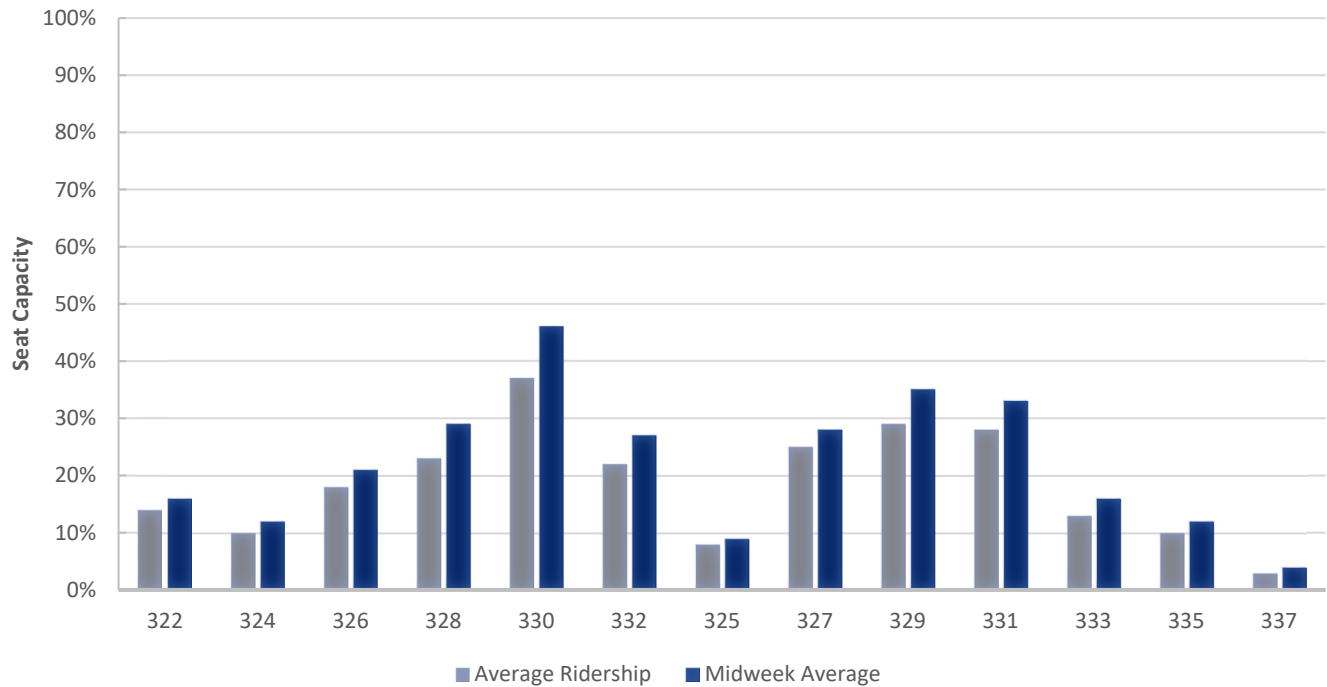


TRAIN UTILIZATION

FREDERICKSBURG LINE

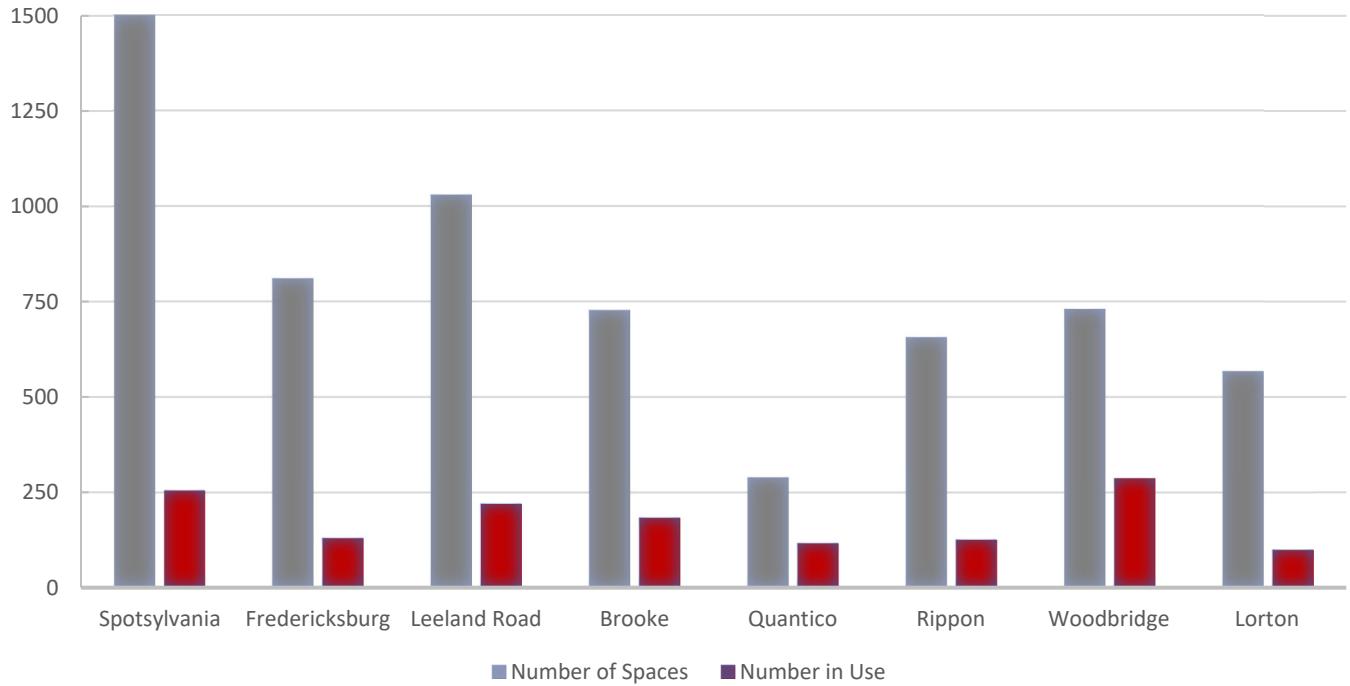


MANASSAS LINE

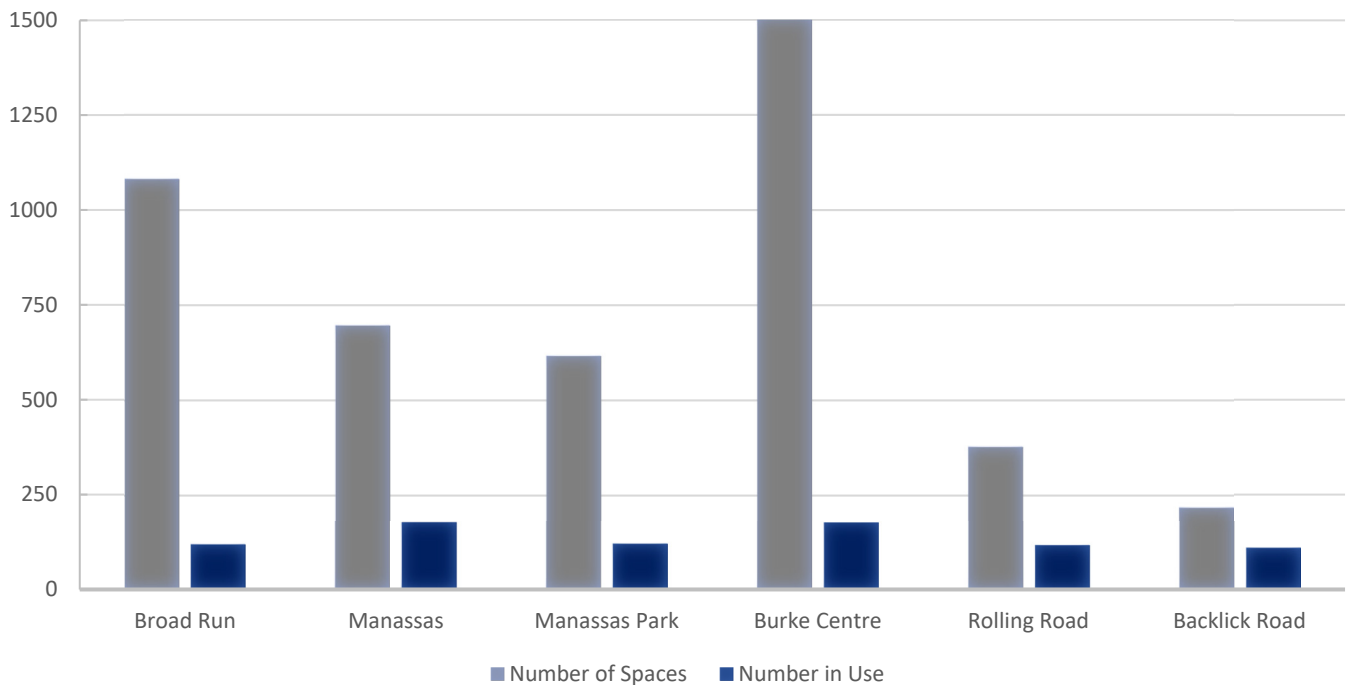


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT FOR DECEMBER 2023

Fare revenue through the end of the first half of FY 2024 (December 2023) is approximately \$0.5 million below the amended budget (an unfavorable variance of -6.2%) and is 26.8% above the same period in FY 2023. This increase over FY 2023 is primarily due to “Fare Free September” in September 2022, as well as 10% ridership growth over FY 2023 through the end of December.

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 six months of FY 2024, with a cumulative average daily ridership of 6,042 in FY 2024 through the end of December 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 six months of FY 2024 is 16%, which is below VRE’s amended FY 2024 budget operating ratio of 17% for the full 12 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 December 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 December 31, 2023							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY24 BUDGET
Operating Revenue							
Passenger Ticket Revenue	1,198,457	(3,809,960)	7,649,437	8,152,129	(502,691)	-6.2%	16,370,000
Other Operating Revenue	-	9,398	78,737	58,265	20,472	35.1%	150,000
Subtotal Operating Revenue	1,198,457	(3,800,562)	7,728,174	8,210,394	(482,219)	-5.9%	16,520,000
Jurisdictional Subsidy (1)	-	-	5,383,874	5,383,874	-	0.0%	10,555,851
Federal/State/Other Jurisdictional Subsidy	2,553,507	3,318,426	15,472,814	15,647,716	(174,902)	-1.1%	38,559,133
Appropriation from Reserve/Other Income	2,571,280	6,172,108	21,048,189	23,696,291	(2,648,103)	-11.2%	39,811,504
Interest Income	313,615	1,325,301	1,860,208	1,742,972	117,236	6.7%	3,500,000
Total Operating Revenue	6,636,860	7,015,273	51,493,260	54,681,247	(3,187,987)	-5.8%	108,946,488
Operating Expenses							
Departmental Operating Expenses	7,164,451	7,864,892	49,530,553	51,414,346	1,883,794	3.7%	95,167,559
Debt Service	1,143,411	1,143,411	6,860,464	6,860,464	-	0.0%	13,720,929
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	58,000
Total Operating Expenses	8,307,862	9,008,303	56,391,017	58,274,811	1,883,794	3.2%	108,946,488
Net income (loss) from Operations	(1,671,002)	(1,993,031)	(4,897,757)	(3,593,564)	(1,304,194)		-
Operating Ratio			16%	16%	Budgeted	17%	Goal
					50%		

(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. Minor structural concrete repairs at Woodbridge station parking garage
2. Emergency repair of broken water service line at Quantico station
3. Installation of underdrain at Crossroads MASF
4. Installation of bird control netting at Rolling Road station



Broken water line at Quantico

Projects scheduled to be completed this quarter:

1. Replacement of Woodbridge station stair tower and pedestrian bridge logo signs
2. Replacement of elevator machine room HVAC unit at Rippon station
3. Installation of temporary timber pedestrian crossing to accommodate new Track 3 Potomac Avenue grade crossing at Quantico station
4. Repairs to electrical conduits at Brooke station
5. Replacement of parking lot LED light fixtures at Spotsylvania station
6. Installation of double swing gates at Crossroads MASF
7. Improvements to drainage system at Backlick Road station
8. Replacement of concrete drainage flume at Manassas Park 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 electric meter for two-way radio antenna system in Old Town Alexandria



Water line repair at Quantico in progress

Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete platform at Alexandria station
2. Replacement of LED lighting at Woodbridge station parking garage
3. Painting of Woodbridge station and parking garage

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4. Replacement of windscreen plexiglass panels at Lorton and Woodbridge stations
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. Improvements to various elements of Quantico station building and grounds
3. Replacement of parking lot entrance signs at various stations

UPCOMING PROCUREMENTS

1. Delivery of diesel fuel for VRE locomotives
2. Locomotive AR-10 parts
3. Overhaul / repair of locomotive air compressors
4. Construction management services for Alexandria station improvements
5. Locomotive motor/braking transfer switches
6. State government relations services
7. Window gaskets for VRE railcars
8. Modernization of VRE Woodbridge station east elevator
9. Construction of Alexandria station improvements
10. Broad Run and Crossroads security camera system power and network infrastructure upgrade
11. Locomotive master controllers
12. Variable messaging system replacement
13. Locomotive data recording system video upgrades

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	Revised 90% station design reflecting the latest VPRA Alexandria 4th Track and King and Commonwealth Bridge designs were distributed to stakeholders for review. (Feb) VRE is updating the platform design to reflect the latest track elevations from VPRA's Alexandria 4th track project. (Jan)
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	Reviewing updated AEW building design based on the preferred single story option. Moving forward with revised parking lot layouts which avoid floodplain areas. (Feb) Coordinating with the County and Lumen on right-of-entry for geotechnical field work. VE design advancing to 90% levels. (Jan)
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. (Jan/Feb)
Crossroads MSF Employee Parking	Design and construction of a permanent employee parking lot at VRE Crossroads Yard.	Final Design	\$ 7,365,765.00	Special use permit application submitted. Will advance design based on comments from county review and submit site permit application. (Feb) 90% design package has been reviewed by VRE with minor comments. Special-use and site permit applications to be submitted in first half of Jan. (Jan)
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	Stairwell and mezzanine design are nearing 60%. Upon completion, stairwell, mezzanine, platform and tunnel to advance to 90%. (Feb) 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. (Jan)

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Franconia-Springfield Station Improvements	Extended platforms will be able to accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. The longer platforms will increase operational flexibility and capacity. The design will allow for a future third mainline track.	Final Design	\$ 25,351,100.00	Stakeholder comments on 60% tunnel design being incorporated en route to 90% submittal, due to VRE on 2/19/2024. (Feb) 60% tunnel design under review by CSX. Design advancing to 90% simultaneously. (Jan)
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 and west platform railings ongoing. East and west platform concrete complete. Substantial completion anticipated April '24. (Feb) Concrete repair/coatings ongoing. East platform railings ongoing. West platform concrete complete. West platform railings ongoing. (Jan)
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. (Jan/Feb)
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. (Jan/Feb)
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. (Jan/Feb)
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	Coordination meetings held with FTA and FRA teams. FTA will be the lead NEPA agency. (Feb) Notice to proceed issued and kick-off meeting held in October. (Jan)

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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.	Construction	\$ 52,783,632.00	HEP extractor factory acceptance test signoff received from EOR. Equipment to be delivered to the LOU on 2/9/24 with training for available staff. (Feb) Factory acceptance test for HEP extractor will be held virtually in January with delivery in February. Switchgear #4 breakers to be reset out of maintenance mode. (Jan)
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	Forming and pouring concrete foundations and walls. (Feb) Concrete aggregate piers installed. Forming of footers and foundations underway. (Jan)
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. (Jan/Feb)
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	VRE returned MOU edits to Amtrak on 1/30/24. Hope to finalize soon. Amtrak to provide updated design phase agreement for VRE review. (Feb) MOU reviewed and returned by VRE. Meeting has been scheduled to discuss with Amtrak. (Jan)
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. (Jan/Feb)

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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	Site/civil/drainage coordinating with CSX track schedule. Substantial Completion anticipated April '24. Tower/ped bridge/utilities completion on going. (Feb) CSX track work started mid-December. Storm sewer installation near completion. (Jan)
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. (Jan/Feb)

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

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