



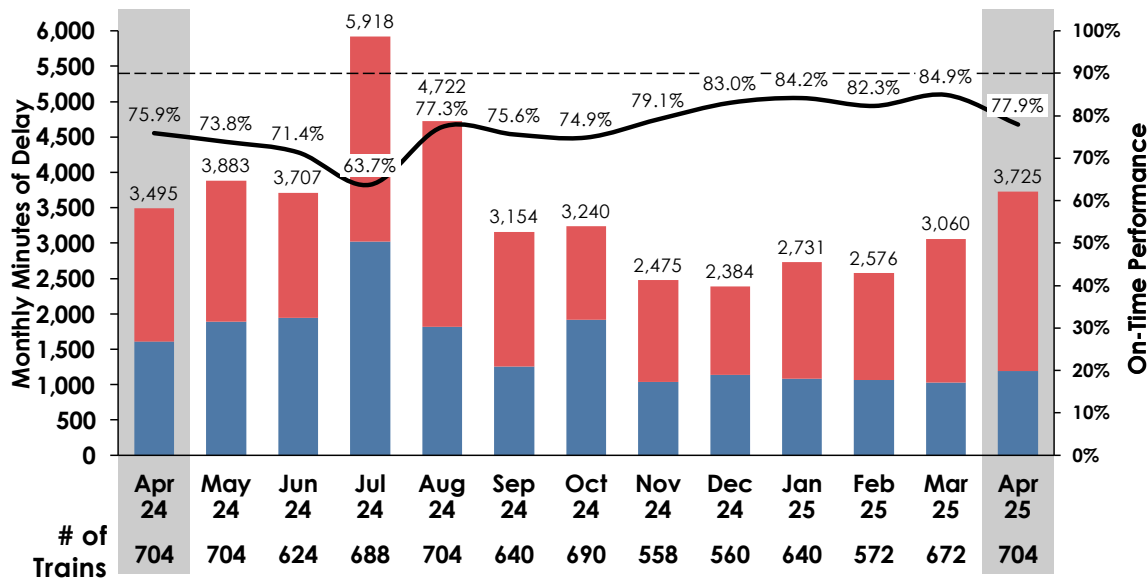
Service Updates

May 22, 2025

VRE Performance

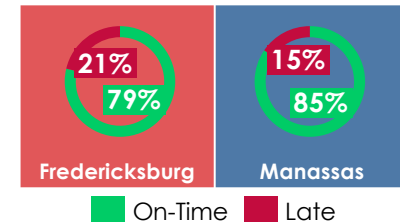
VRE On-Time Performance: trains arrive at last scheduled stop within 6 minutes of schedule

VRE Last Station OTP and Delay Minutes

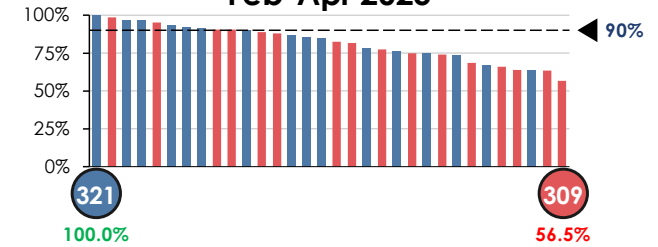


Note: VRE ridership has doubled from 6,000/day in January to 12,000/day in April

Endpoint On-Time Performance, Feb-Apr 2025



On-Time Performance by Train, Feb-Apr 2025



Top VRE Delay Causes, Feb-Apr 2025

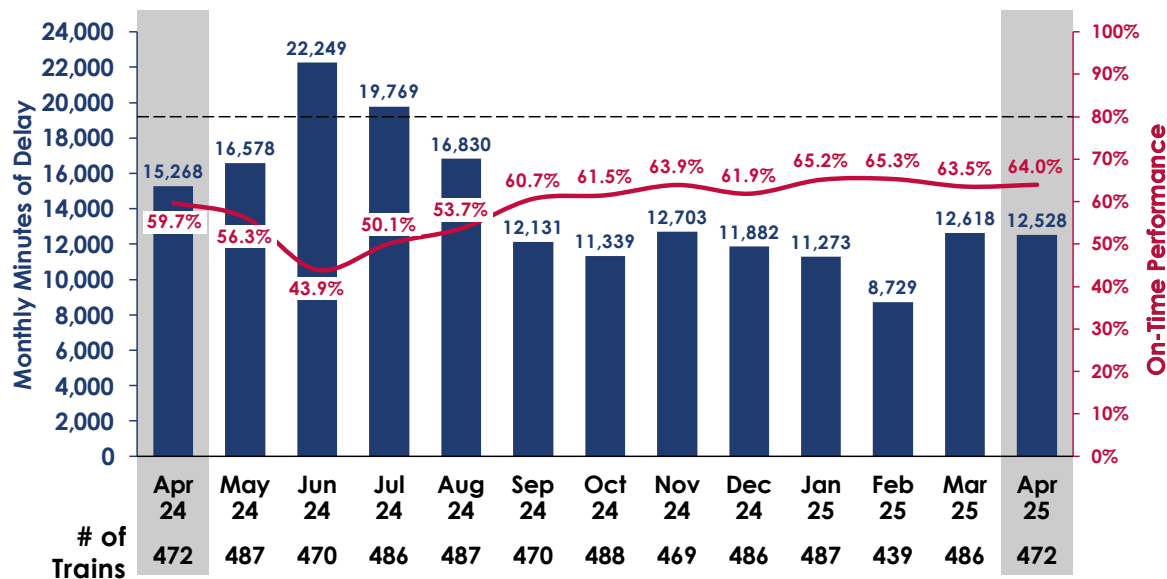
- Amtrak Train Interference
- Slow Orders/Restricted Speed
- CSX Train Interference
- WUS Terminal Congestion



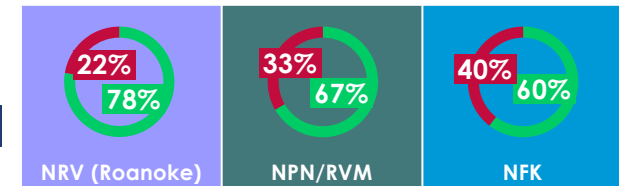
Amtrak Performance Northeast Regional/Virginia Trains

Amtrak OTP: trains arrive at each scheduled stop within 15 minutes of schedule

Amtrak NE Regional All-Station OTP and Delay Minutes (RF&P Only)^{1,2}

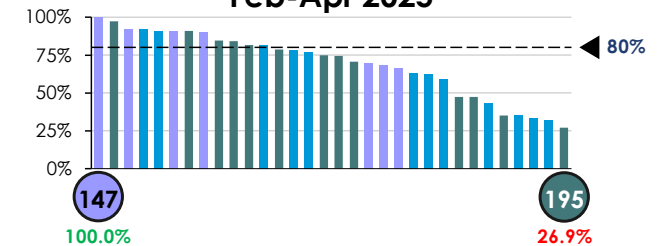


Feb-Apr 2025 All-Station On-Time Performance, Northeast Regional¹



On-Time Late

On-Time Performance by Train, Feb-Apr 2025



Top Amtrak NE Regional Delay Causes, Feb-Apr 2025

- Freight Train Interference (FTI)
- Amtrak Train Interference (PTI)
- Slow Orders (DSR)
- Passenger Issues (HLD)

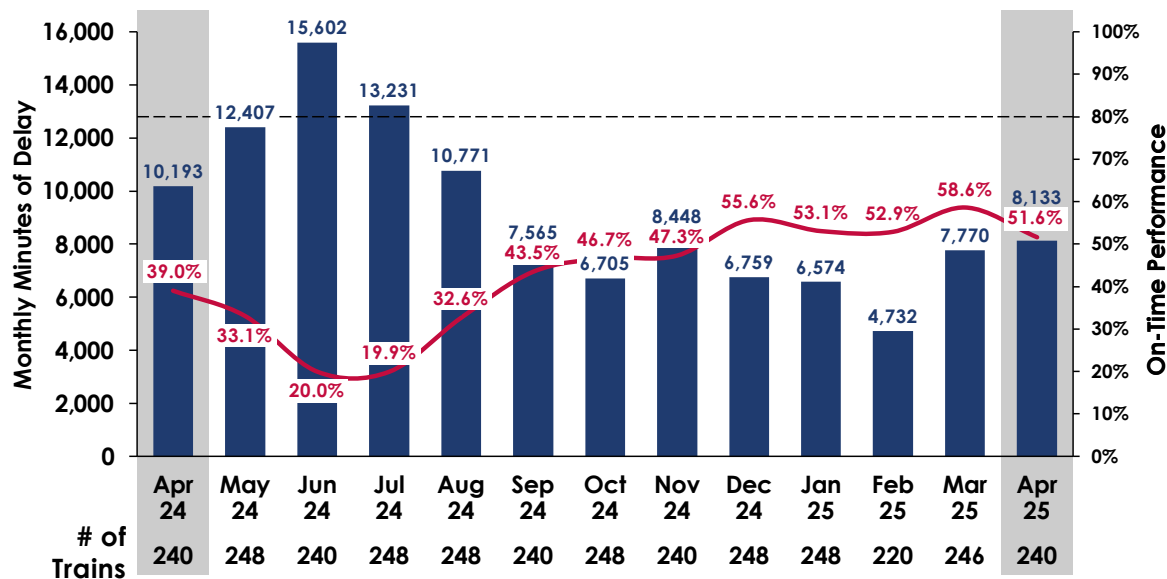


(1) OTP excludes OTP on NS Roanoke corridor. (2) Delay minutes exclude NOD and all delays on NS.

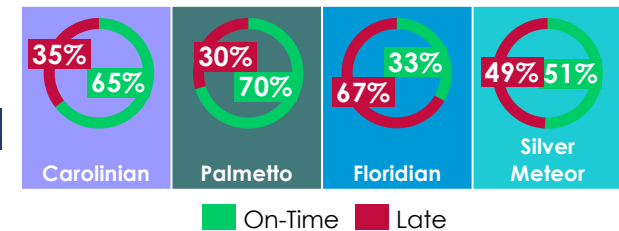
Amtrak Performance Long-Distance Trains

Amtrak OTP: trains arrive at each scheduled stop within 15 minutes of schedule

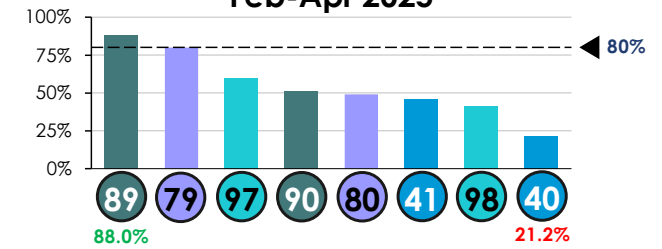
Amtrak Long-Distance All-Station OTP and Delay Minutes (RF&P Only)^{1,2}



Feb-Apr 2025 All-Station On-Time Performance, Long-Distance¹



On-Time Performance by Train, Feb-Apr 2025



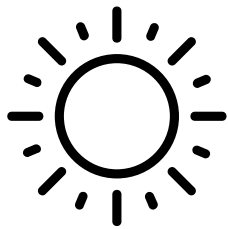
Top Amtrak Long-Distance Delay Causes, Feb-Apr 2025

- Amtrak Train Interference (PTI)
- Freight Train Interference (FTI)
- Slow Orders (DSR)
- Routing Delays (RTE)



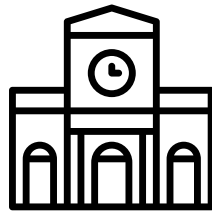
(1) OTP excludes OTP on NS Roanoke corridor. (2) Delay minutes exclude NOD and all delays on NS.

Updates on key delay areas and initiatives



CSX Heat Orders

- Summer pilot schedules take effect on May 27, with schedule changes to 12 trains



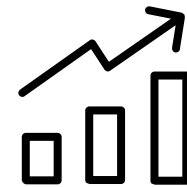
Delays at WAS Union Station

- WAS remains the top location for delays for Virginia service



Planned Work Tracking for TRV

- Work continues throughout the RF&P corridor on Transforming Rail in Virginia infrastructure projects

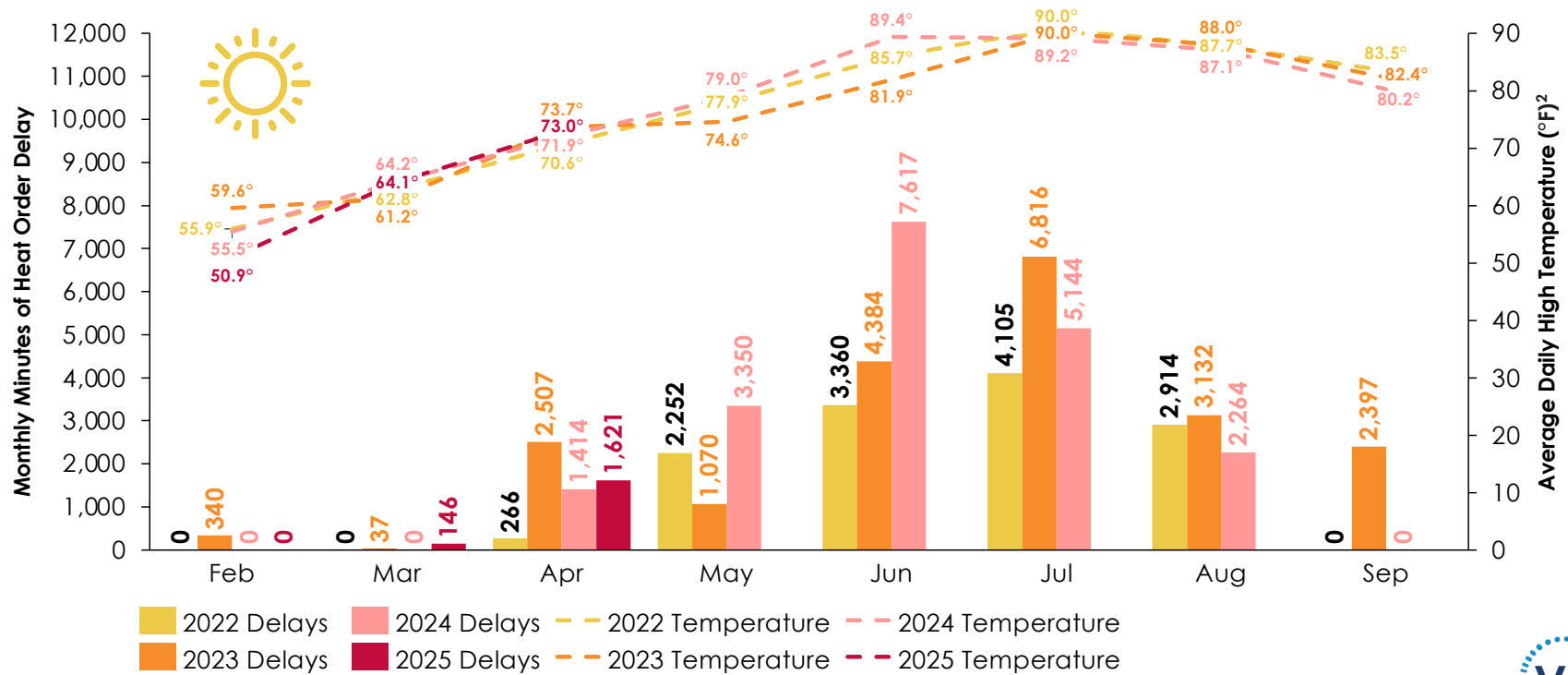


NS Performance Monitoring

- Quarterly performance monitoring meetings with NS kicked off in May

Virginia spring temperatures and early WTR delays are tracking similarly to past years, suggesting significant heat delays will resume in May

Monthly Minutes of Heat Order Delays¹



(1) All trains, Amtrak/CSX trackage only

(2) Temperature data from Richmond International Airport, average daily high temperature.



2025 Summer Pilot includes additional trains

Added time a function of:

- 50th percentile of incurred CSX heat orders during summer 2023-2024
- Amount of CSX recovery time already in the schedule
- Predicted improvement to all customer OTP
- Avoidance of long dwelling on non-heat order days
- Amount of scheduled time train travels on CSX between the 1:00pm-7:00pm heat order window

Schedules were indexed to WAS arrival/departure times (no changes to any stations on Northeast Corridor)

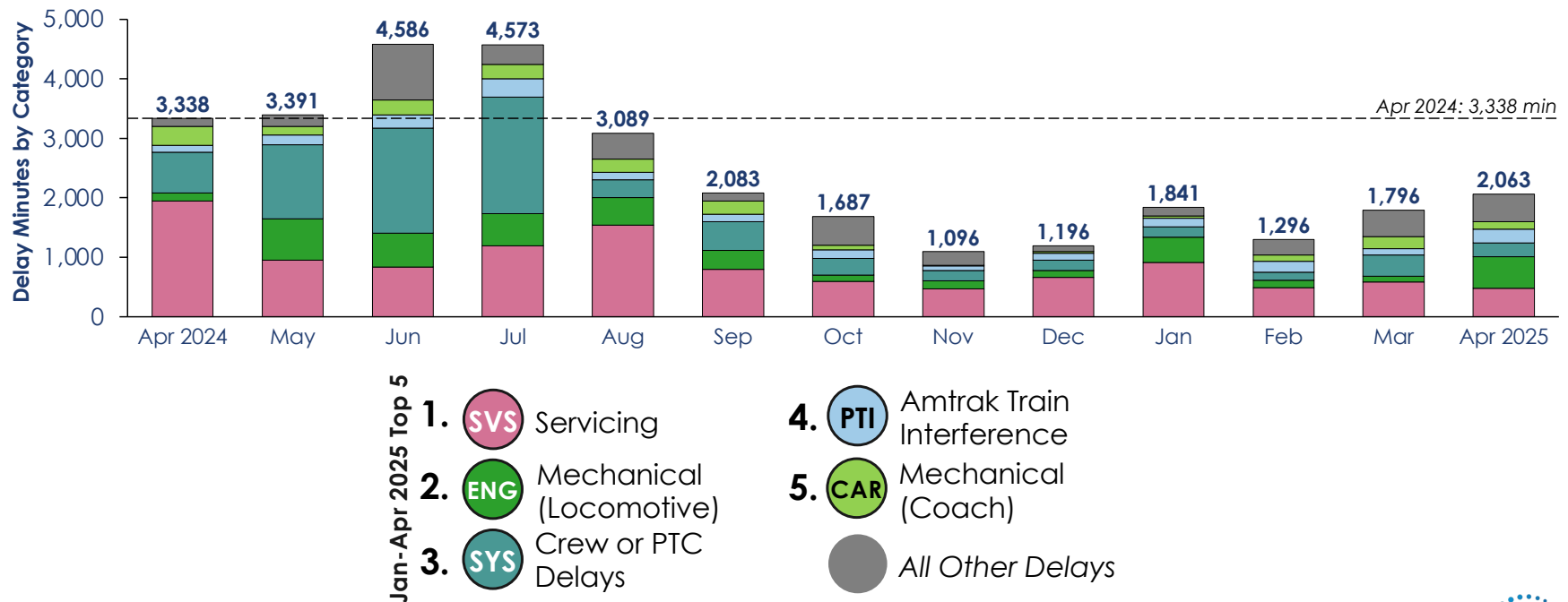
Train	Service	Days	Remarks and Changes
138	<i>from NFK</i>	<i>M-F</i>	Add 10 minutes for CSX heat orders
158	<i>from NFK</i>	<i>SaSu</i>	Add 15 minutes for CSX heat orders
95	<i>to NFK</i>	<i>M-F</i>	Add 15 minutes for CSX heat orders
141	<i>to NFK</i>	<i>M-F</i>	Add 10 minutes for CSX heat orders
157	<i>to NFK</i>	<i>SaSu</i>	Add 10 minutes for CSX heat orders.
125	<i>to NPN</i>	<i>M-F</i>	Add 10 minutes for CSX heat orders
99	<i>to NPN</i>	<i>SaSu</i>	Add 9 minutes for CSX heat orders
186	<i>from NPN</i>	<i>M-F</i>	Add 5 minutes for CSX heat orders
124	<i>from NPN</i>	<i>SaSu</i>	Add 5 minutes for CSX heat orders
195	<i>to RVM</i>	<i>SaSu</i>	Add 5 minutes for CSX heat orders
94	<i>from NFK</i>	<i>M-F</i>	Add 10 minutes (new for 2025)
157	<i>to NFK</i>	<i>Su</i>	Add 10 minutes (new for 2025)

Summer schedules take effect on Tuesday, May 27



In April, southbound delay minutes at Union Station rose for the second straight month but remain down 38% year-over-year

Top 5 SB Delay Categories at WAS by Month¹

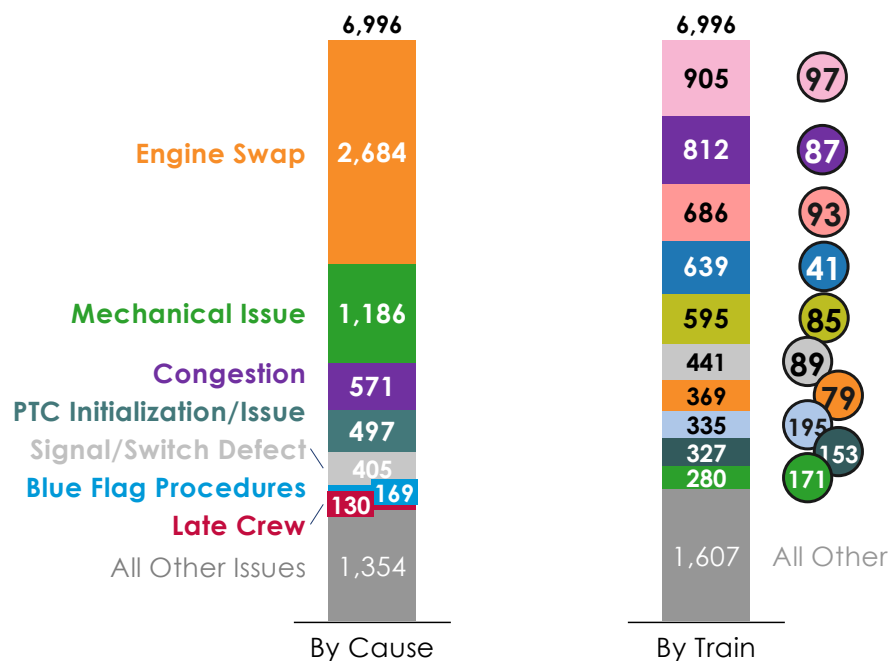


(1) Excludes NOD and delays on the Cardinal and Crescent



Engine swap delays and mechanical problems continue to make up a majority of southbound delays at Washington Union Station

Southbound Delays¹ at Washington Union Station (WAS), January-April 2025



Key themes that show up in the delay remarks:



Late engine swaps; Switch/setout of cars and locomotives



Crews arriving on late trains



Mechanical and PTC issues



Terminal congestion and train interference

The issues above are compounded by:



Switch and signal reliability issues

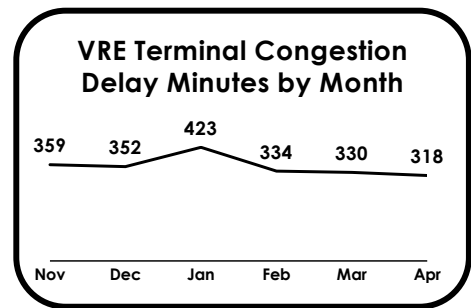


Blue flag procedures



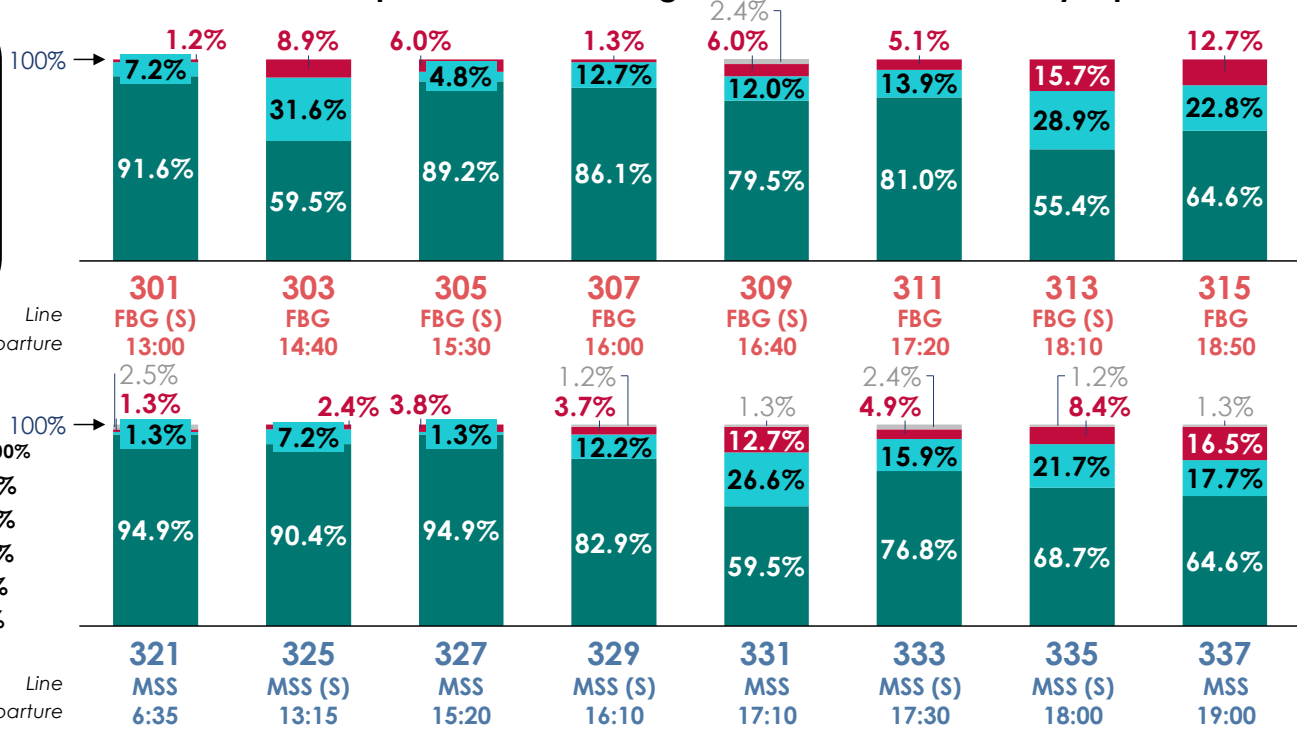
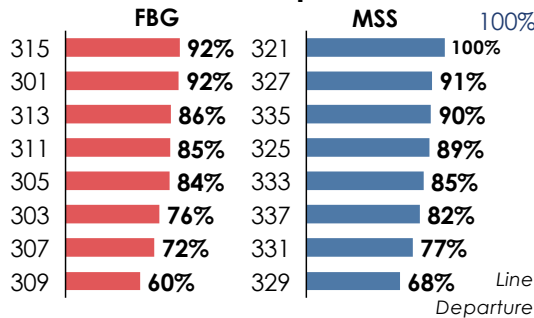
(1) Excludes NOD and delays on the Cardinal and Crescent

VRE terminal congestion delay minutes have largely held steady since February, with some trains more frequently affected



Southbound VRE Departures at Washington Union Station, January-April 2025

January-April 2025
Southbound Endpoint OTP



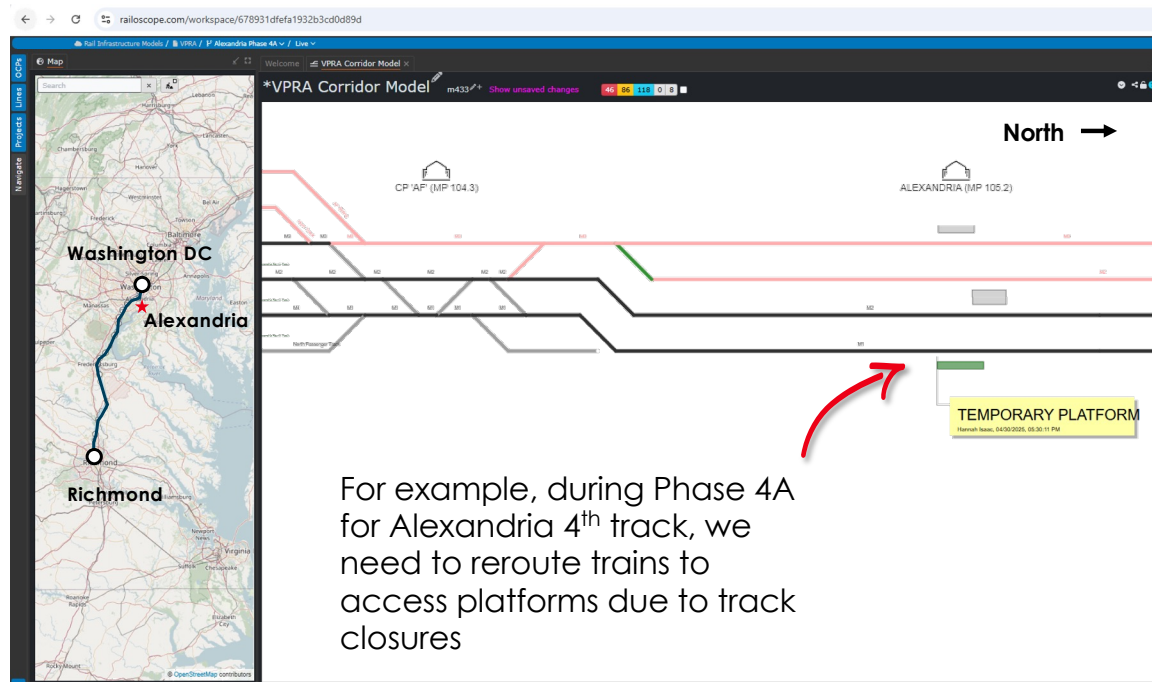
Cancelled/Short Turn Late Departure (6+ min late) Delayed Departure (1-5 min late) On-Time Departure

We will use a web-based platform to visualize construction phasing and activities for TRV projects to collaborate with partners efficiently



TRV Projects

- Long Bridge North
- **Alexandria 4th Track**
 - Phase 1
 - ...
 - Phase 4A**
 - ...
- Franconia – Lorton 3rd Track
 - .
 - .
 - .
- Seminary Yard



— Main track — Crossover / other tracks — Track outage / closed — Construction planned



The model will mitigate program risks by serving as the **single source of truth** for multiple TRV, MOW, and other projects

Existing Situation and Risks



Information is housed amongst individual project teams



Difficult to find the right partner with the right information due to the scale of TRV



Misalignment on track outages, leading to inaccurate service plans



Increased costs / project delays / change orders



Solution and Benefits



A single source of truth for TRV projects that is accessible for project partners



Greater alignment on project-to-service impact



Information is universal and standardized for all stakeholders



NS Performance Monitoring – Performance Managers Committee (PMC)

What: “The Performance Managers Committee shall be a forum for the Parties [VPRA and NS] to share information, discuss matters submitted by one Party to the other Party for review and/or approval, and progress resolution of any issues between the Parties with respect to this Agreement.”¹

Who: At least 2 representatives each from NS and VPRA. VRE and Amtrak may be invited if needed upon agreement by both NS and VPRA.

When: At least quarterly; more often when necessary



First meeting was held
on Friday, May 16



(1) Per Article 22 of 2024 NS-VPRA Comprehensive Rail Agreement

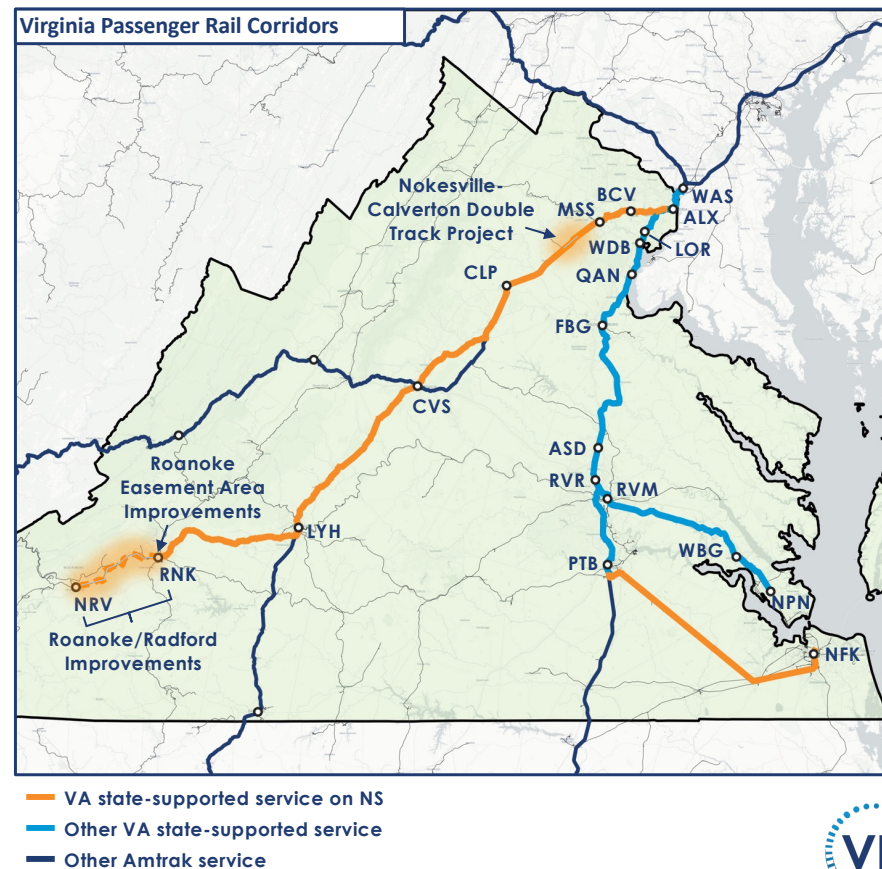
Scope – Monitor trains and segments

Roanoke Corridor – AF Interlocking (XA1) to Roanoke station (RNK)

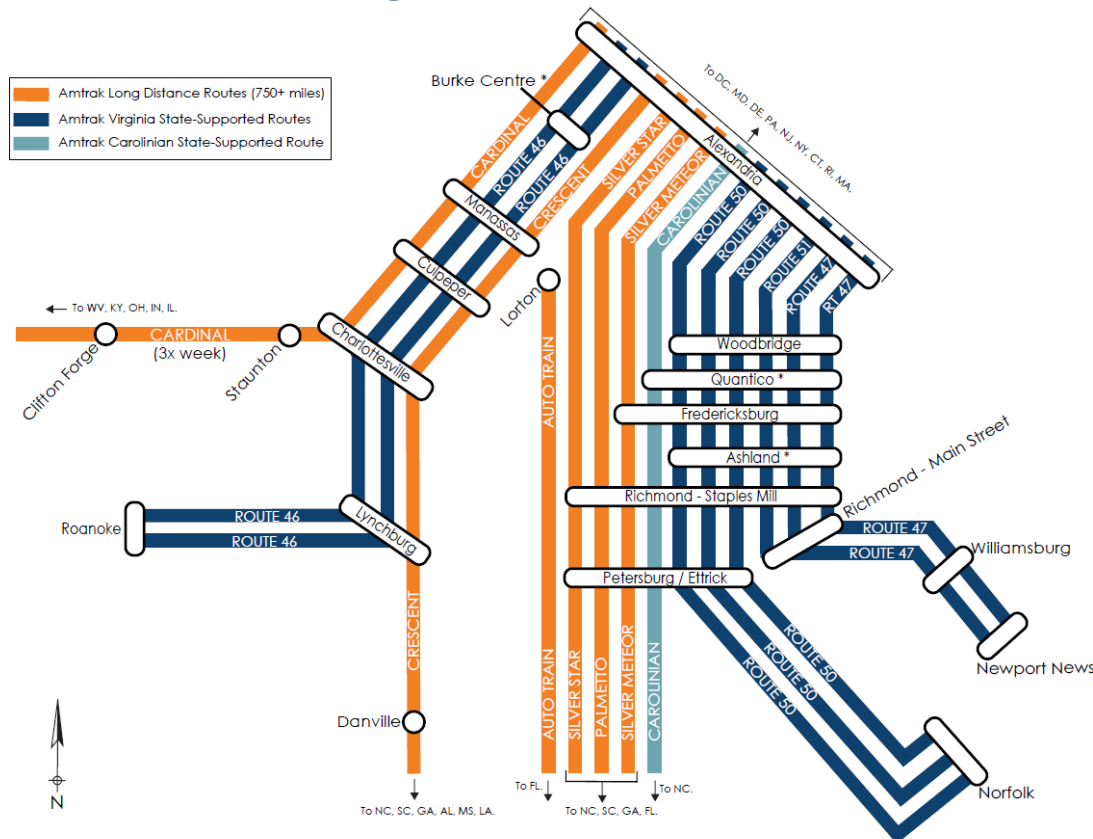
- *Northeast Regional* trains
- *Cardinal* up to Charlottesville
- *Crescent* up to Lynchburg

Norfolk Corridor - CP Crater (X3V) to Norfolk station (NFK)

- *Northeast Regional* trains



Amtrak Virginia: Roanoke Corridor; Norfolk Corridor



Roanoke Corridor:

- 2 daily roundtrips RNK – DC
- 1 daily roundtrip CVS – DC
- 3x per week CVS - DC

Norfolk Route

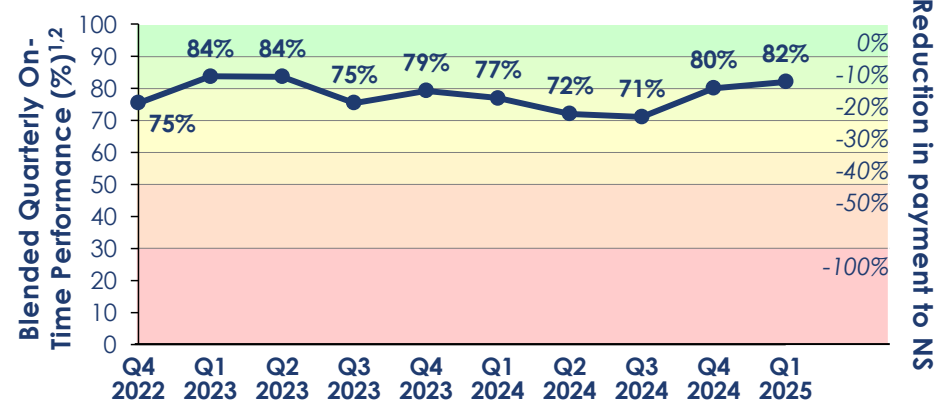
- 3 daily roundtrips
- SB trains, coming off the RF&P, perform worse than NB trains



Intercity Passenger Performance Regime¹

- VPRA pays a premium rate to operate:
 - 2nd and (future) 3rd frequencies to Roanoke.
 - All future trains between Roanoke and Christiansburg.
- VPRA will have the right to reduce the rate it pays for these frequencies when the Western Rail Initiative projects are completed⁴
- Rate is reduced based on a modified customer on-time performance metric (Blended Quarterly OTP)

Past performance (for illustrative purposes only)³



(1) Refer to section 8.2 of 2024 VPRA-NS agreement

(2) Customer OTP calculation is modified based on whether a train arrived on NS territory late.

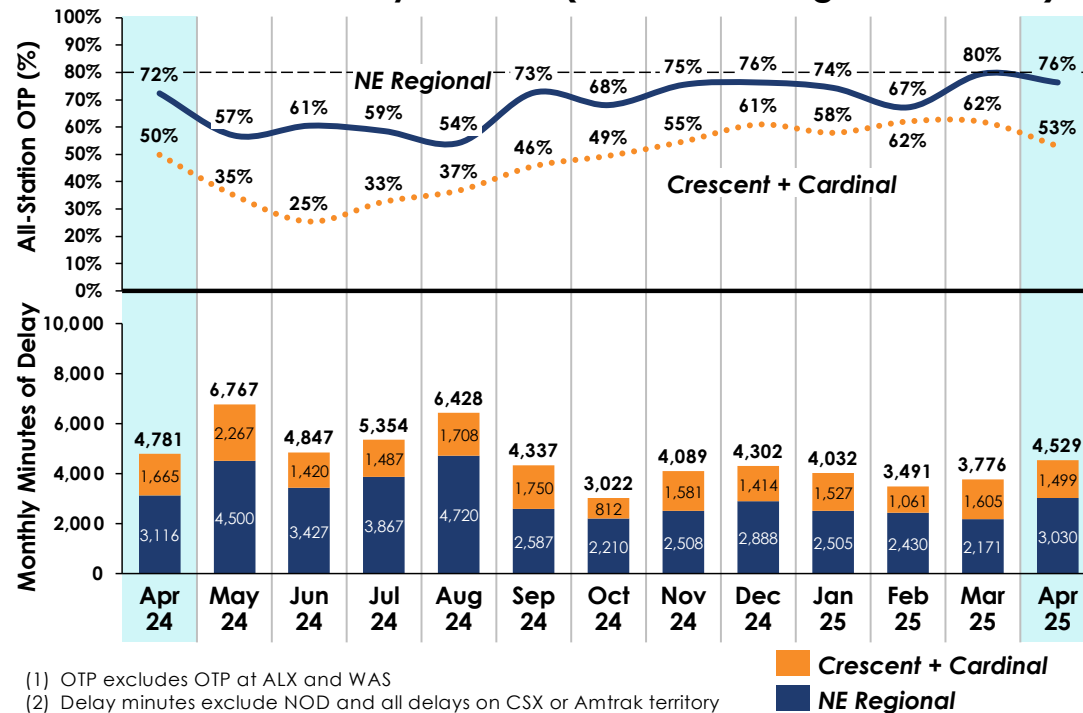
(3) Only includes data for the 2nd RNK frequency (trains 66 and 151)

(4) In the event of significant project delays, the performance regime will come into effect by dates specified in the VPRA-NS agreement

Amtrak Performance – Roanoke Corridor

Amtrak On-Time Definition: trains arrive at scheduled stop within 15 minutes of schedule

All-Station OTP v. Delay Minutes (AF Interlocking to Roanoke)^{1,2}



Roanoke Corridor:

- 2 daily roundtrips RNK – DC
- 1 daily roundtrip CVS – DC
- 3x per week CVS - DC



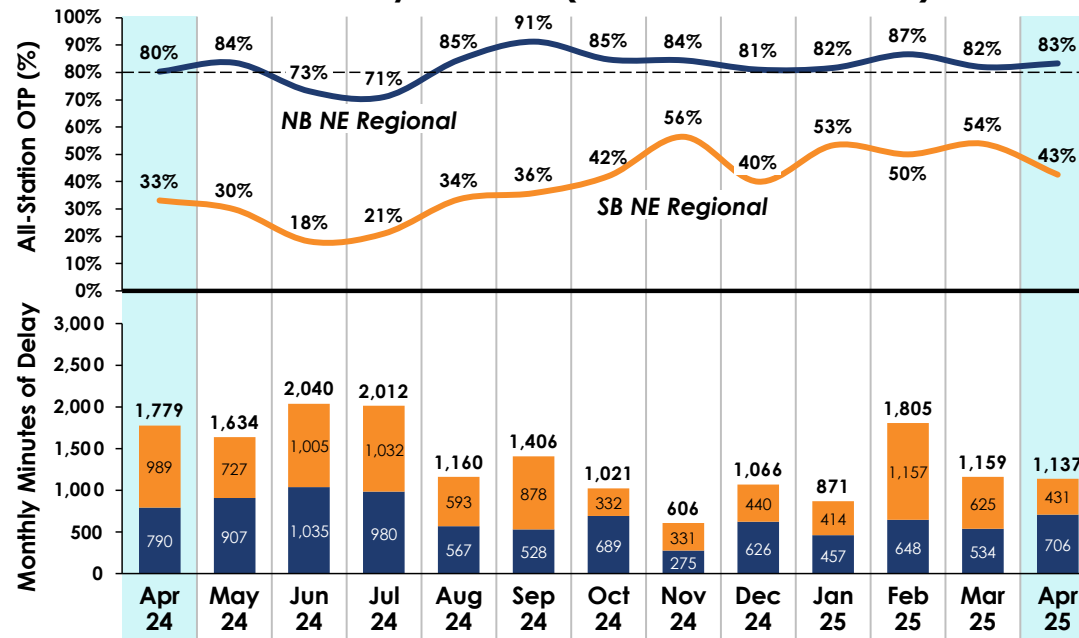
(1) OTP excludes OTP at ALX and WAS

(2) Delay minutes exclude NOD and all delays on CSX or Amtrak territory

Amtrak Performance – Norfolk Corridor

Amtrak On-Time Definition: trains arrive at scheduled stop within 15 minutes of schedule

All-Station OTP v. Delay Minutes (CP Crater to Norfolk)^{1,2}



Norfolk Route

- 3 daily roundtrips
- SB trains, coming off the RF&P, perform worse than NB trains

SB NE Regional
NB NE Regional

(1) OTP only includes NE Regional trains at Petersburg and Norfolk

(2) Delay minutes exclude NOD and only includes delays on X3V (Crater)-NFK and NFK-NFK segments





Thank You

Questions?

