

Decades of Transformation

VRE's Role in the Expansion of Passenger Rail Service



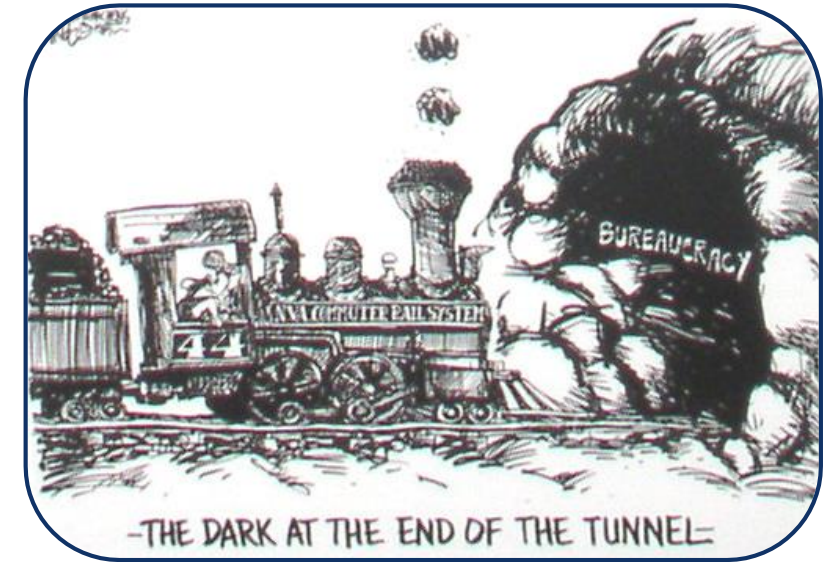
Presented by

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December 14, 2020
via Webex

In the Beginning

1950 Commuter rail abandoned
in Northern Virginia



1964 Northern Virginia Transportation Commission initiates
discussions on reestablishment of commuter rail service



**1967-
1984** Numerous studies validate the
viability of commuter rail service

Early Milestones

1984 Planning for commuter rail begins in earnest.
Grassroots effort garners community support.

1988 NVTC and PRTC establish the
Virginia Railway Express
Operations Board



1989 NVTC, PRTC and jurisdictions
execute a Master Agreement



Early Milestones

1989 Operating and storage agreements are put in place



1992 First locomotive arrives (January)



1992 Inaugural ride with Governor (June)



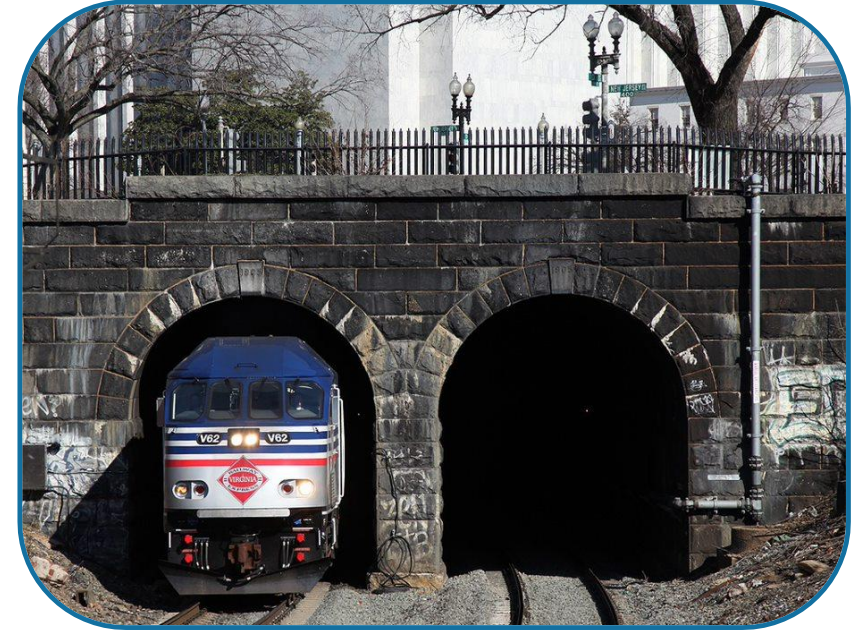
Service Begins

1992 Manassas Line – June 22, 1992
Fredericksburg Line – July 20, 1992



Corridor Infrastructure Improvements

1991 To avoid the retirement of 11.5 miles of track north of Manassas, VRE agrees to pay Norfolk Southern \$150,000 annually



1995 To allow VRE to operate bi-level rail cars, an agreement is reached with Amtrak to share in the cost of enlarging the First Street Tunnel under the U.S. Capitol.



Corridor Infrastructure Improvements

1999

CSX agrees to permit \$10 million of state-funded improvements to the AF interlocking near Telegraph Road in Alexandria, plus upgrades to signals north to RW interlocking, and a third mainline track north of Slater's Lane

2007

VRE completes its largest project to date, a new Quantico Bridge, to provide a double mainline crossing over Quantico Creek and greatly improve operational efficiency.



Corridor Infrastructure Improvements

2011 VRE constructs a west platform at its Woodbridge station. The \$3.9 million project includes an overhead pedestrian bridge connecting the second platform to the existing parking garage.



2015 VRE constructs 2.5 miles of third track on the CSX right of way from the VRE Crossroads Yard to Hamilton. The project includes a longer yard lead to accommodate the VRE Spotsylvania station.

What VRE Is Known For

- Safe and Healthy Operations
- High Customer Satisfaction
- Quality Service
- Reliable Service
- Strong Partnerships



Operations

Service (Pre-Pandemic)

- 82 route miles of leased track
- 2 lines
 - Fredericksburg
 - Manassas
- 16 trains daily on each line
- 19 stations
- 5 stations connect to Metrorail

Staff

- 50+ at headquarters/warehouse
- 140+ contracted employees
 - Operations (Keolis)
 - Maintenance (Keolis)
 - Station upkeep (Fresh Air)



Equipment



20 MP36
diesel-electric
locomotives

49 Gallery IV
trailers with restrooms
(132 seats)

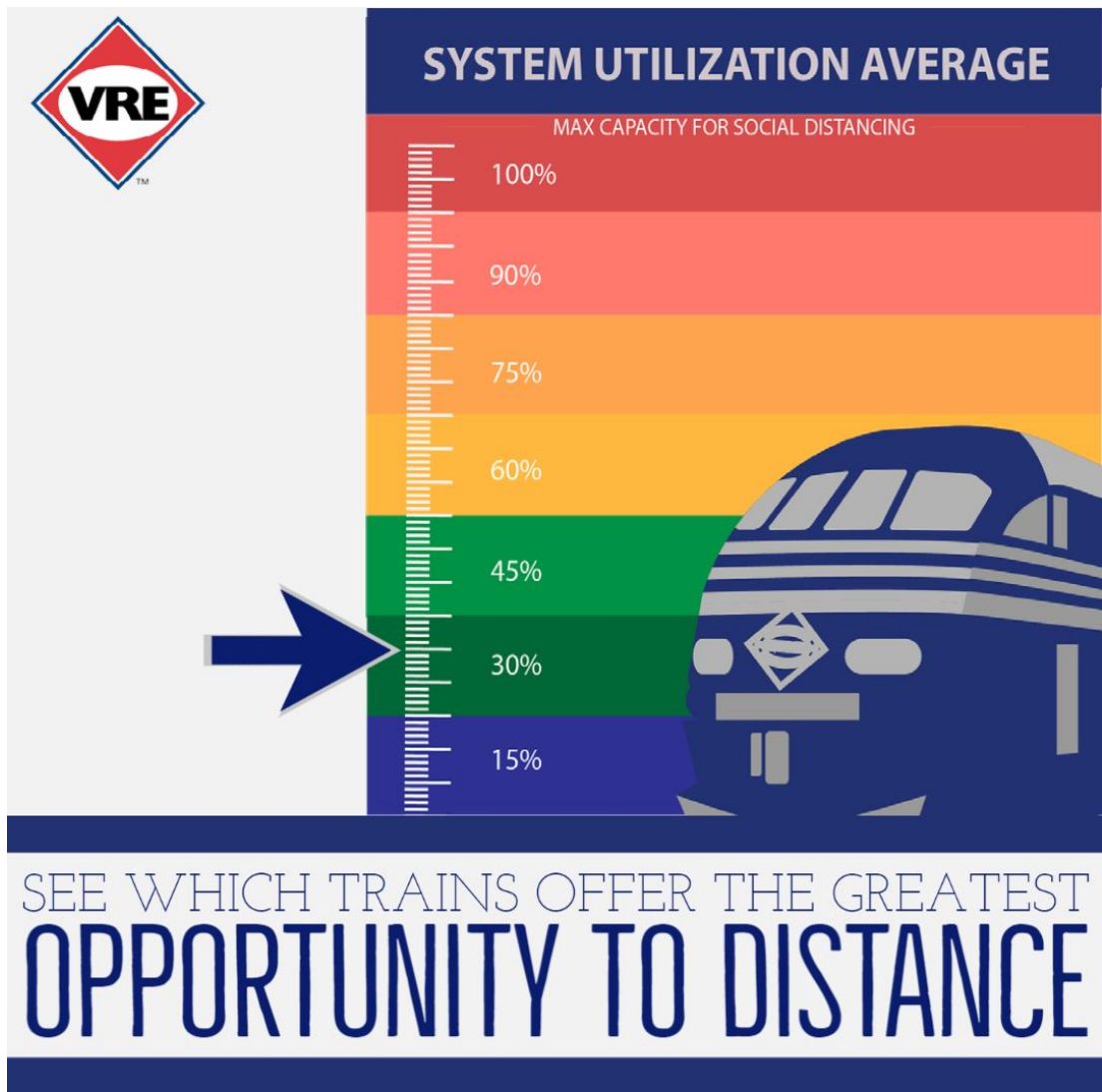
30 Gallery IV
trailers without restrooms
(144 seats)



21 Gallery IV
cab cars
(123 seats)



VRE COVID-19 Response



VRE's Future

As a partner with the commonwealth in improving mobility options in the region, VRE looks forward to working with the Virginia Passenger Rail Authority in implementing Virginia's visionary \$3.7 billion Transforming Rail in Virginia program.

