

CEO REPORT

AUGUST 2016



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.



TABLE OF CONTENTS

CEO REPORT | AUGUST 2016

- 2** Success at a Glance
- 3** On-Time Performance
- 5** Ridership
- 6** Summonses
- 7** Train Utilization
- 8** Parking Utilization
- 9** GHX Project Update
- 10** Capital Projects Updates
 - Manassas Park Station Parking Expansion
 - Rolling Road Platform Extension
 - Midday Storage Facility
 - Spotsylvania Station
 - Long Bridge Feasibility and Environmental Studies
 - Fredericksburg to Crossroads Third Track
 - Quantico Station Improvements
 - Lorton Platform Extension
 - Penta-Platforms
 - Arkendale to Powell's Creek Third Track Project
 - Alexandria Pedestrian Tunnel Project
 - Lifecycle Overhaul and Upgrade Facility
 - L'Enfant (North) Storage Track Wayside Power
 - L'Enfant (South) Storage Track Wayside Power Construction
- 14** Facilities Update
- 15** Upcoming Procurements
- 16** Projects Progress Report

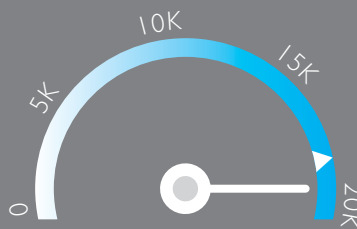
Virginia Railway Express | 1500 King Street, Suite 202 | Alexandria, VA 22314 | 703.684.1001 | www.vre.org

SUCCESS AT A GLANCE



PARKING UTILIZATION

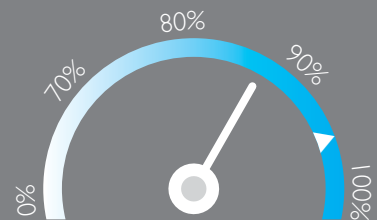
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.

▲ Same month, previous year.



ON-TIME PERFORMANCE

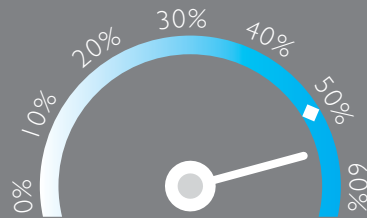
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ Same month, previous year.



SYSTEM CAPACITY

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



OPERATING RATIO

The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by riders.

◆ Board-established goal.

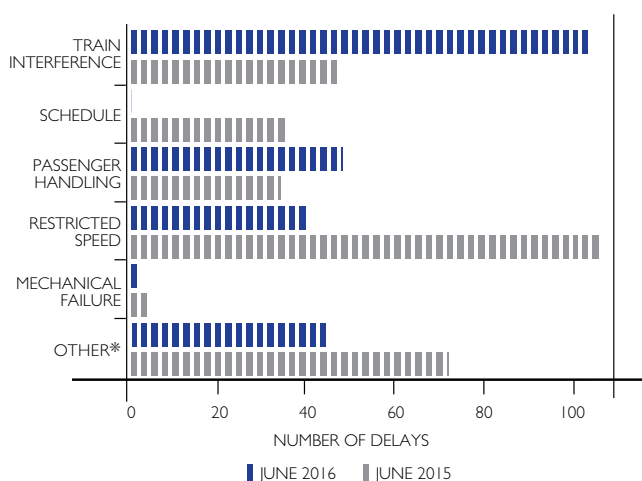
ON-TIME PERFORMANCE

OUR RECORD

	June 2016	May 2016	June 2015
Manassas Line	88%	92%	88%
Fredericksburg Line	83%	84%	84%
System Wide	85%	88%	86%

Train interference, passenger handling, maintenance of way and restricted speed orders were the principal causes of delays and reduced overall OTP.

REASONS FOR DELAYS



In June, VRE operated 704 trains, 103 of which arrived over five minutes late to their final destinations. There were 42 late trains on the Manassas Line and 61 late trains on the Fredericksburg Line, resulting in an 85 percent on-time rate for our trains in June.

Train interference (when dispatchers move trains in front of VRE trains at signals, for example, due to congestion) and track construction continue to be the cause for falling short of our 90 percent on-time goal. We will continue to see many delays in the short term, but will improve performance and operational flexibility in the long term. The rails on which we operate are already at capacity with all the VRE, Amtrak and freight trains that run through the area and any one event such as track work, heat-related speed restrictions or a broken down train (let alone a combination of these) can cascade delays to multiple trains.

* Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

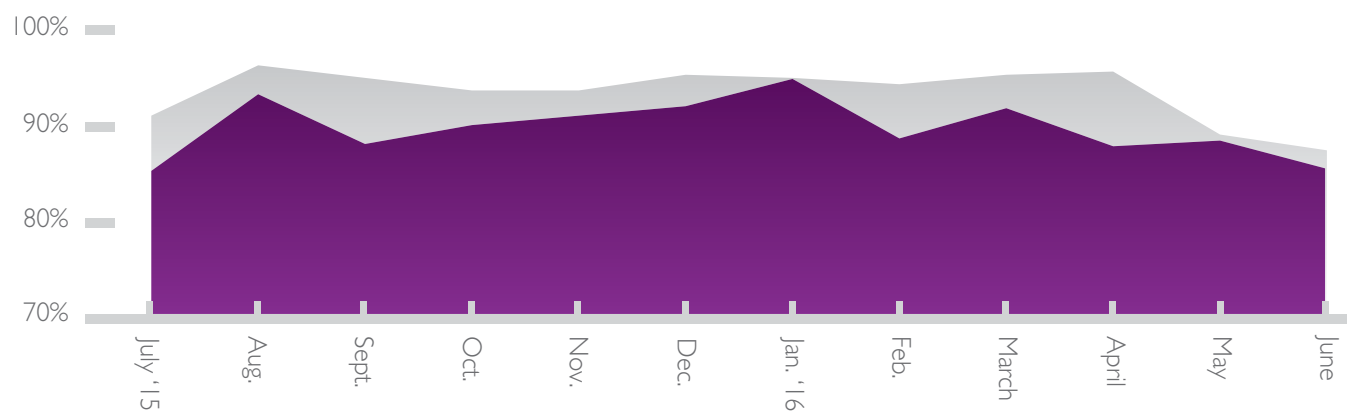
LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Apr.	May	June	Apr.	May	June	Apr.	May	June
Total late trains	82	78	103	47	53	61	35	25	42
Average minutes late	32	30	15	35	32	15	27	27	14
Number over 30 minutes	23	13	6	16	8	2	7	5	4
Heat restriction days / total days	2/21	2/21	4/22						

ON-TIME PERFORMANCE

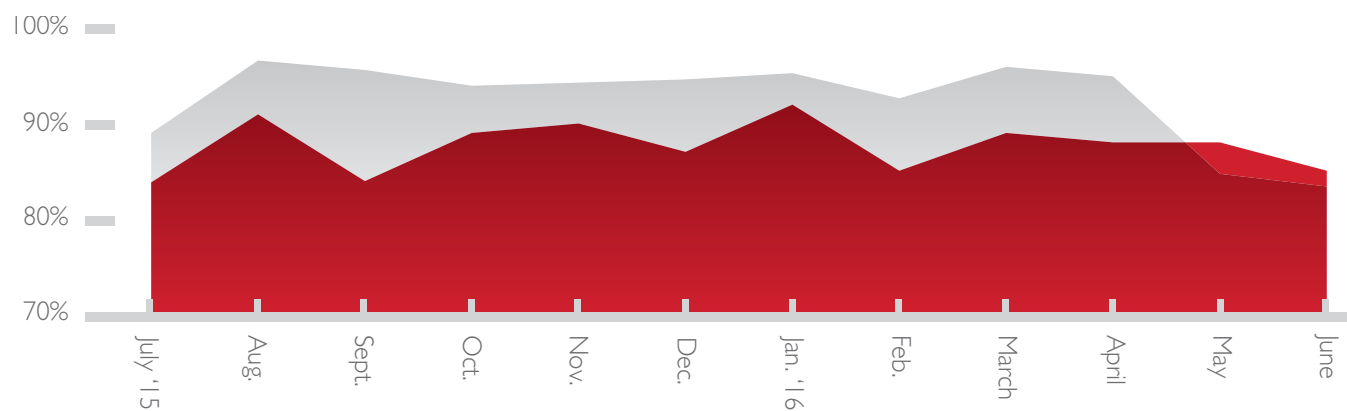
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

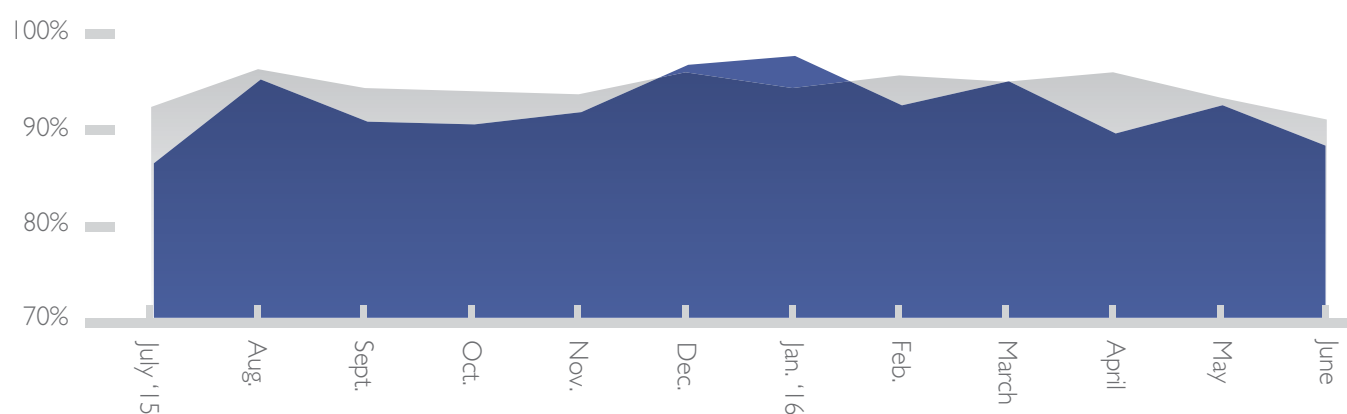


ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



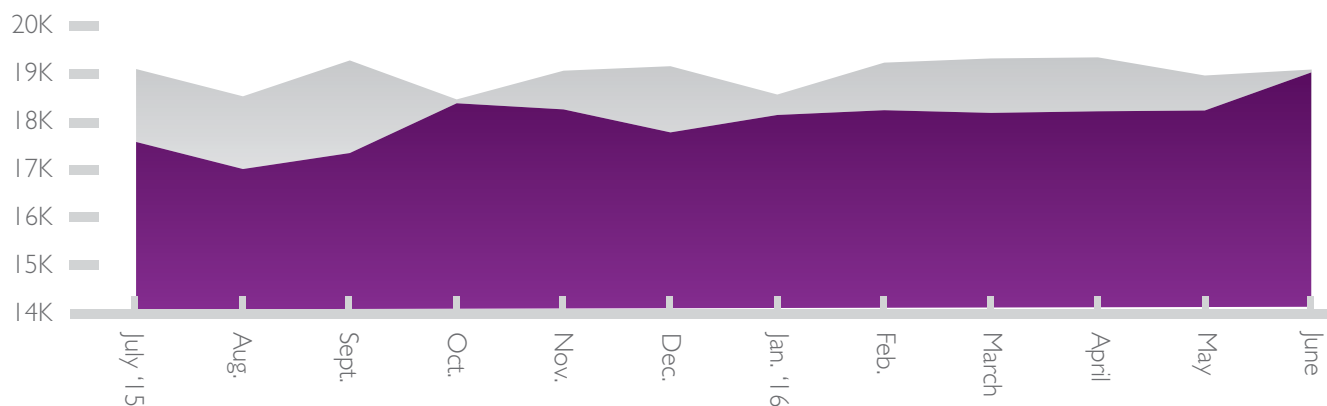
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



AVERAGE DAILY RIDERSHIP

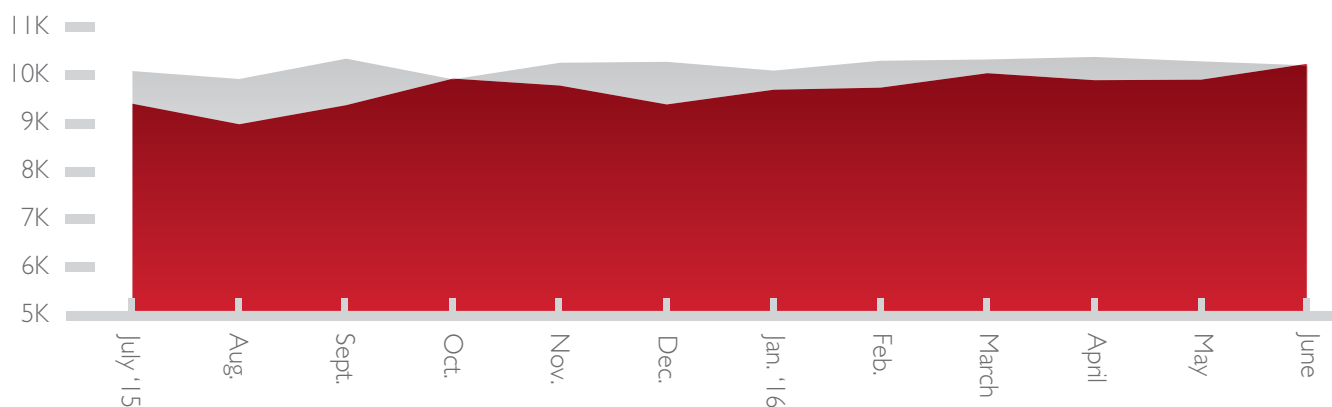
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

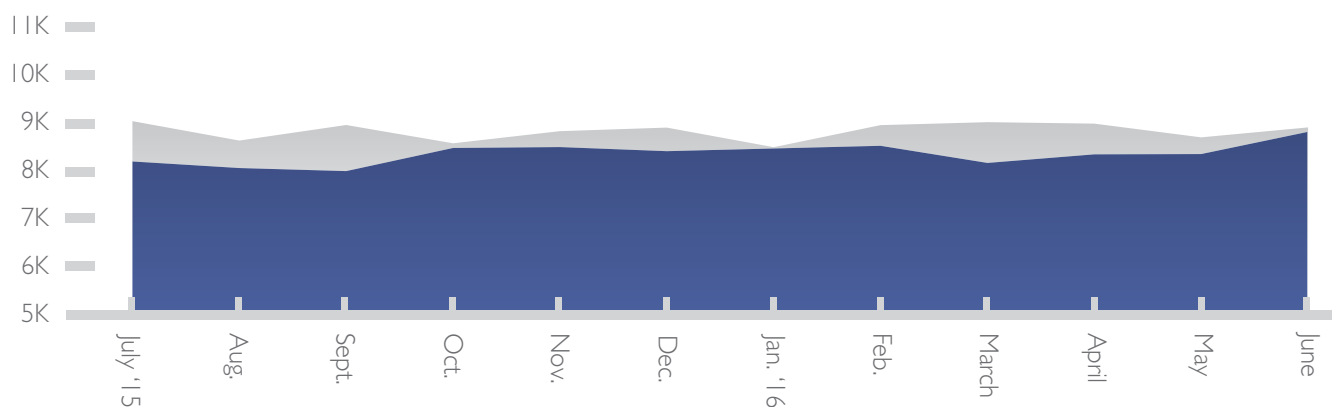


AVERAGE DAILY RIDERSHIP BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



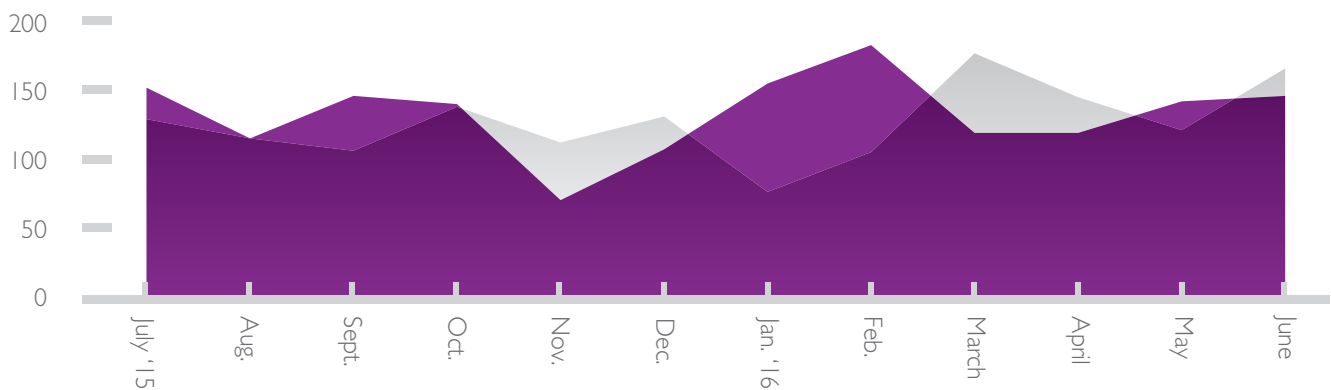
RIDERSHIP UPDATES



	June 2016	June 2015
Monthly Ridership	418,417	410,971
Average Daily Ridership	19,019	18,681
Full Service Days	22	22
"S" Service Days	0	0

SUMMONSES ISSUED

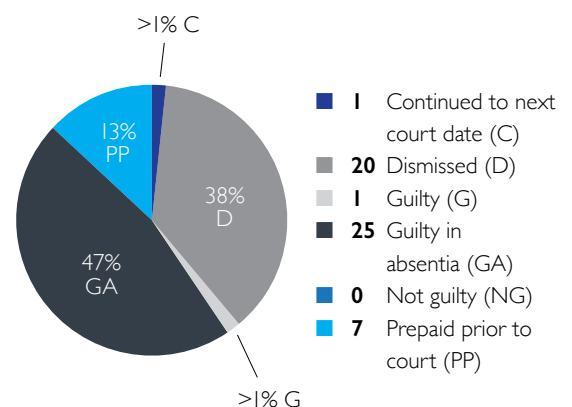
BOTH LINES ■ Current Stats ■ FY 2015



SUMMONSES WAIVED

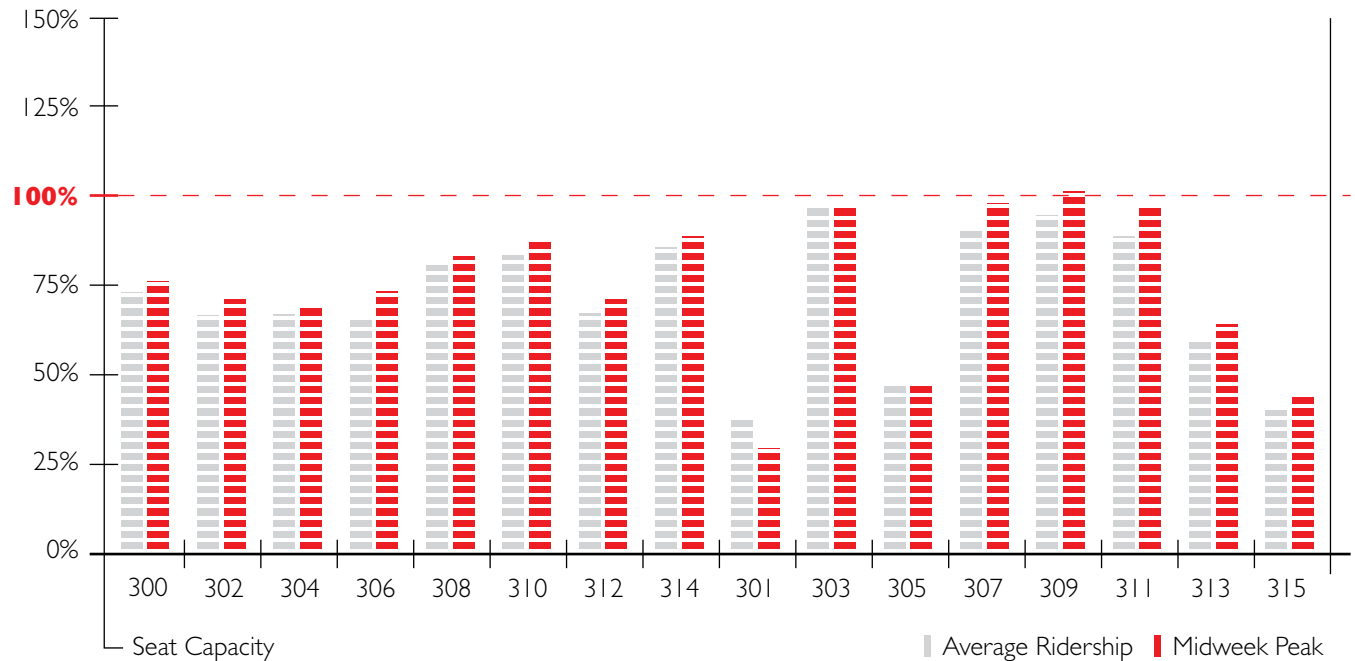
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	29
One-time courtesy	23
Per the request of the conductor	16
TVM error	0
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient processing time	0
Insufficient information	3
Lost and found ticket	0
Other	0
Total Waived	71

MONTHLY SUMMONSES COURT ACTION

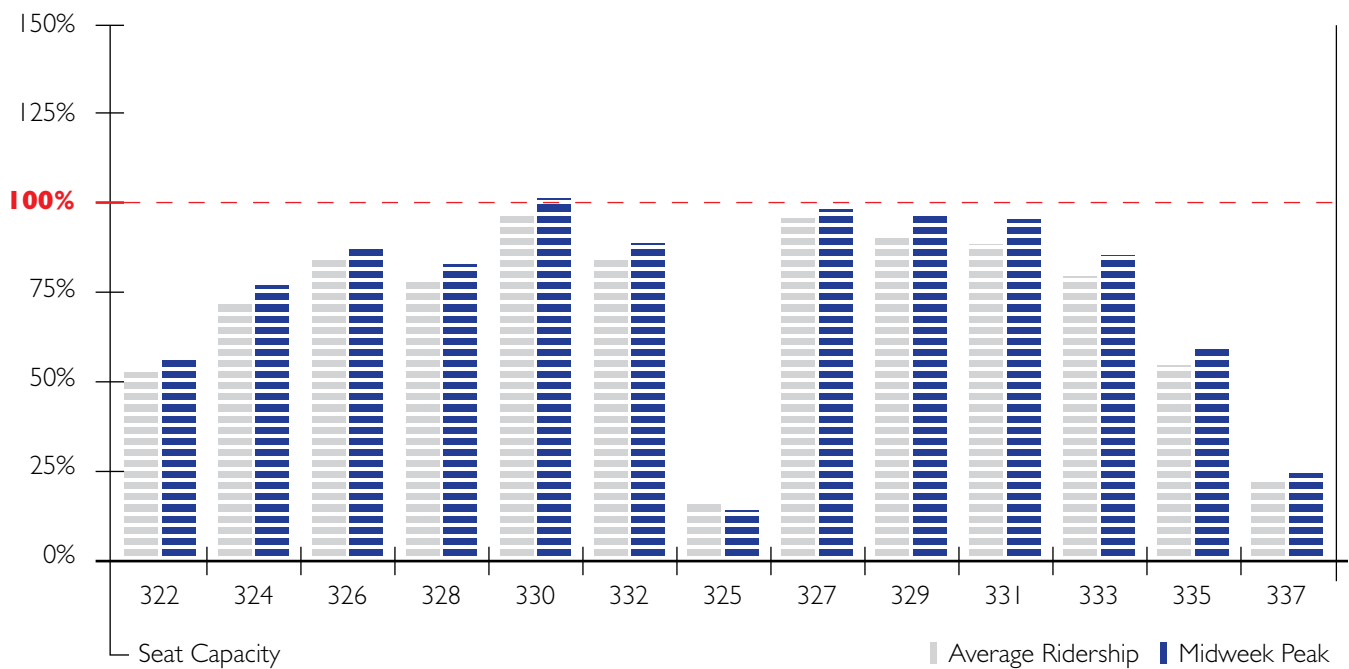


TRAIN UTILIZATION

FREDERICKSBURG LINE

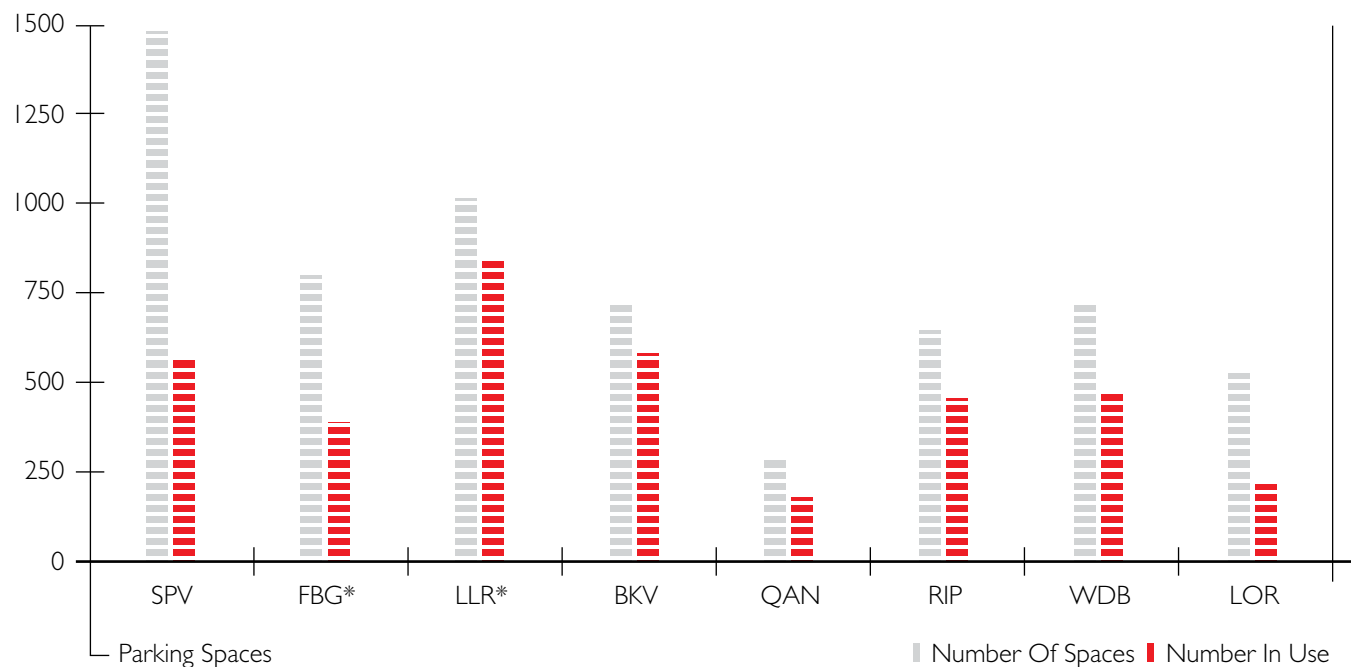


MANASSAS LINE



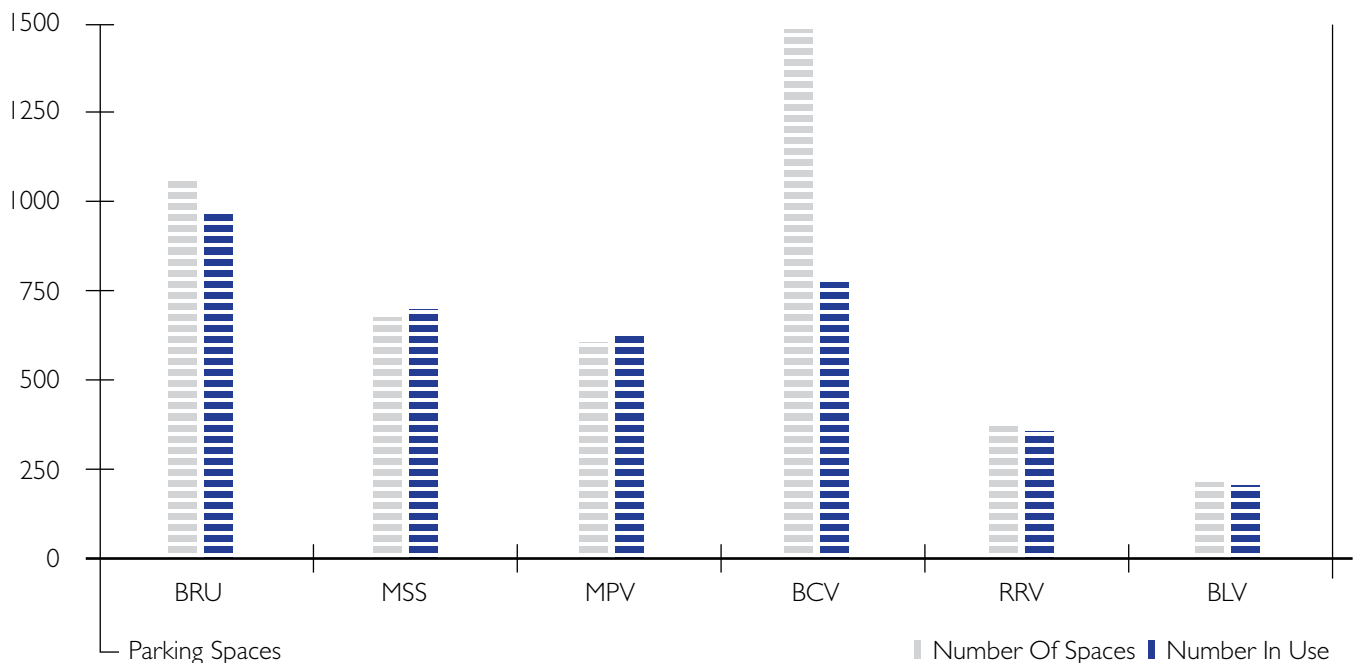
PARKING UTILIZATION

FREDERICKSBURG LINE



*Denotes stations with overflow parking available that is now being included in final counts

MANASSAS LINE



FINANCIAL REPORT

Due to the end of fiscal year finance audit, the financial report will not appear this month. The reports for July and FY 2016 will appear in the September CEO Report.

GHX PROJECT UPDATE

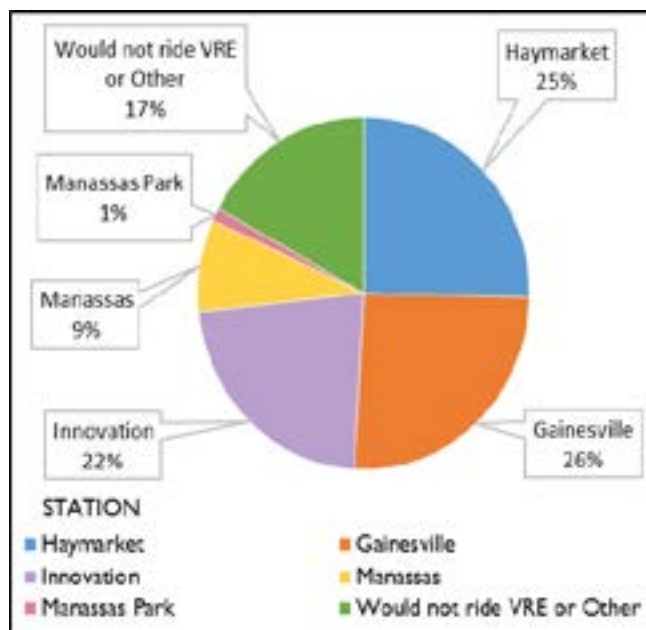
BROAD RUN RIDERS WOULD MIGRATE TO GAINESVILLE-HAYMARKET STATIONS IF EXTENSION BUILT

The results of a June 15 survey of VRE riders show that nearly 75 percent of current Broad Run passengers would switch to either a Haymarket, Gainesville or Innovation station if the Gainesville-Haymarket Extension (GHX) is built. The potential GHX riders were about evenly distributed among the three stations. Seventeen percent of Broad Run riders indicated they would no longer ride VRE or would find another option if the GHX is built. Of that group, about 60 percent noted they wanted VRE to continue to provide service to the Broad Run station.

One item of particular interest for VRE was what Broad Run riders would do should the extension be built and whether the Manassas and Manassas Park stations could be inundated with riders if the Broad Run station closed. The survey results suggest about 10 percent of current Broad Run riders would switch to boarding at Manassas or Manassas Park while the majority would use one of the GHX stations.

Of current Manassas and Manassas Park riders, 81 percent responded they would continue to use those stations even if the GHX were built, while 17 percent would switch to extension stations. At least 83 percent of riders boarding at Burke Centre, Rolling Road or Backlick Road said they would continue to use those stations even with an extension to Haymarket; another seven percent did not respond to the question. Somewhat surprising is that six percent of riders currently using one of the Fairfax County stations would consider switching to a GHX station while one percent would switch to Manassas or Manassas Park. Also notable is that three percent of Fairfax County station riders responded they would not ride VRE if GHX is built. While not all respondents gave a reason for their choice, those who did comment expressed concerns that trains would be too crowded once they reached Fairfax County. Because the number of VRE daily trains is proposed to increase if the extension is built, all Manassas Line stations are expected to attract additional riders. Ridership projections by station are under development and the potential impacts at each station relative to seating capacity on trains and station parking capacity are being evaluated. The results of that analysis will be presented to the VRE Operations Board this fall.

Approximately 60 percent of the 4,500 Manassas Line riders that morning (Wednesday, June 15) participated in the survey. This number is consistent with the response rates for the two annual on-board surveys VRE conducts: the fall Master Agreement Survey and the spring Customer Opinion Survey.



Broad Run Rider Response:
*If a VRE extension to Haymarket is built,
which station would you use?*



An important goal of the VRE Extension to Haymarket is to improve Manassas Line Service and attract new riders.



CAPITAL PROJECTS UPDATES

**AS OF JULY 6, 2016*

VRE contractor laying part of the new third track north of US Route 17 in Spotsylvania County.

MANASSAS PARK STATION PARKING EXPANSION

Additional parking is needed at the VRE Manassas Park station, as the lot is usually full before the last morning train leaves the station. This often results in VRE riders parking on adjacent streets or in a city-owned parking lot, and then walking, or sometimes running, across an at-grade crossing to access the station. Ridership at this station is only expected to increase with new development near the station and enhanced VRE service on the Manassas Line. VRE is currently working to identify the best solution to solve the problem for today and for future growth.

VRE issued a Request for Proposals (RFP) for Engineering and Environmental Services for the VRE Manassas Park Station Parking Expansion to identify such a solution. The RFP scope of work includes an assessment of future parking demand in the station area and the evaluation of alternative concepts for expanding parking.

After receiving proposals in May, the technical evaluation team interviewed three short-listed firms. The Operations Board approved the award of Engineering and Environmental Services to Vanasse Hangen Brustlin, Inc. (VHB) at the June meeting, and the project kick-off was scheduled for mid-July. VRE planners are working on project set-up and data collection that will foster a better understanding of the precise parking needs of VRE riders and the land uses adjacent to this station.



A VRE Commuter train approaches the Manassas Park station during the morning rush hour.

ROLLING ROAD PLATFORM EXTENSION

This project focuses on extending the existing platform at Rolling Road Station in Fairfax County to accommodate longer trains and associated canopy modifications. Extending the platform will allow full-length trains to platform all their doors at Rolling Road, allowing passengers to board and alight at a much quicker pace. The proposed expansion project will occur entirely within the Norfolk Southern right-of-way, which cuts down on potential environmental and community impacts.

A contract award for Preliminary Design and Environmental Studies was made to Dewberry in May and Notice to Proceed was issued the next day. The project kick-off meeting was held on May 25. Dewberry acquired the Right of Entry (ROE) permit in July, allowing work to advance. A site visit planned for August will allow IT, Safety and Security, and Facilities and Operations staff to begin the analysis.

MIDDAY STORAGE FACILITY

Midday storage of VRE trains in the District of Columbia is in high demand. The purpose of this project is to acquire property, conduct the necessary environmental clearance activities and design and construct a permanent midday storage facility for VRE equipment. This will replace the current storage space leased from Amtrak at Ivy City Coach Yard.

VRE issued a Request for Proposals in May for engineering consulting assistance to conduct the necessary environmental, right-of-way acquisition, and engineering design activities for a new midday storage facility to handle current and future midday storage needs. Proposals were received and evaluated in June. A contract awarded to Vanasse Hangen Brustlin, Inc. (VHB) is anticipated in July with NTP to August.

SPOTSYLVANIA STATION

Spotsylvania Station opened on the Fredericksburg Line in November 2016. The punch list was completed in March of this year and VRE is continuing to process the remaining invoices. Final closeout is anticipated this summer.

LONG BRIDGE FEASIBILITY AND ENVIRONMENTAL STUDIES

The Long Bridge across the Potomac River is a railroad bottleneck for the Eastern Seaboard and the primary constraint limiting VRE's ability to operate more trains. The purpose of this project is to provide additional railroad capacity at Long Bridge.

VRE is currently collaborating with the District Department of Transportation (DDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Federal Railroad Administration (FRA) and CSX Transportation, the bridge owner, on development activities to expand the crossing, doubling the amount of tracks from two to four. The team is presently conducting engineering and environmental analyses under a United States Department of Transportation American Recovery and Reinvestment Act grant. The work will involve analyzing potential bridge replacement and expansion options aimed at improving railroad capacity at the only railroad crossing of the Potomac River between the District of Columbia and Virginia.

A Memoranda of Agreement will be signed by DDOT, VRE, and DRPT later in July. The RFP for Phase III, which is for an Environmental Impact Statement under the National Environmental Policy Act, will document and disclose potential impacts and benefits of expanding and/or replacing Long Bridge, and was anticipated to be advertised in July. The NTP is expected in October 2016.

FREDERICKSBURG TO CROSSROADS THIRD TRACK

The Fredericksburg to Crossroads Third Track project added approximately 2.5 miles of third track between Hamilton (near Fredericksburg) and Crossroads (in Spotsylvania County). The additional track provides added operational flexibility and increases capacity on a line used for both passenger and freight service.

VRE contractors completed their project work in April and CSXT followed this work by cutting in signals and placing the track into service on Tuesday, May 17. With the third track officially open for business, project closeout is nearing completion. CSXT continues to complete punch list items, the biggest of which is the final surfacing of the new mile of mainline. The remaining items are expected to be complete by the end of summer.

QUANTICO STATION IMPROVEMENTS

VRE has identified some improvements to be made to the Quantico Station that include the extension of the existing platform as well as the addition of an island platform, a pedestrian bridge and bus facilities. The project is being developed in conjunction with DRPT-CSXT Arkendale to Powell's Creek Third Track Project.

As of July 6, the design for Retaining Wall 13 north of Potomac Avenue was nearly complete. Construction is set to begin in August and is anticipated to take six months to construct retaining walls, track, and the platform. Another 12 to 18 months will be required to complete other aspects of the project, which include completing the west tower stairway, elevator, and pedestrian overpass and an extension of the existing east platform. The projected in-service date for all of the improvements is mid-2018.

VRE, CSXT and the Virginia Department of Rail and Public Transportation are meeting on a bi-weekly basis in an effort to encourage communication among the major stakeholders and adhere to scope, schedule and design consistency.

LORTON PLATFORM EXTENSION

The Lorton Platform Extension Project focuses on lengthening the existing platform to accommodate eight-car trains.

The CSXT Construction Agreement (that includes the Right of Entry for the project) was executed at the end of May, allowing for CSXT Engineering Review and CSXT Flagging Support. As of July 1, the job was on hold awaiting flagging services from CSXT. The project is expected to resume later this summer with the implementation of tree clearing and fiber optic relocation. Once the fiber optic relocation is complete, VRE can give the contractor NTP and the project will move forward.

PENTA-PLATFORMS

The Penta-Platforms Project will enhance existing stations by extending platforms and/or adding second platforms at five Fredericksburg Line stations (Franconia-Springfield, Lorton, Rippon, Brooke and Leeland Road). Proposals were due in early June, and potential contractors were interviewed on June 21. A contract award to STV, Inc. is anticipated in July, with NTP to follow in August.

ARKENDALE TO POWELL'S CREEK THIRD TRACK PROJECT

VRE and DRPT are collaborating on the installation of 11 miles of new third track between Arkendale and Powell's Creek on the CSX Transportation RF&P Secondary. The project is moving forward with earthwork, retaining wall work, new structures (as needed), and corresponding track and signal work after several years of design and project preparations.

Third track construction has continued with attention given to final Potomac Shores configuration, refined Quantico scope, and the negotiation of contractual responsibilities among major stakeholders. Bi-monthly meetings continue as all parties work to further clarify their roles.



The area adjacent to Turner Field at Marine Corps Base, Quantico is home to two important structures: The Bauer Road Bridge, which crosses over the railroad, and the Chopawamsic Creek Bridge, which traverses the Chopawamsic Creek.



North Possum Point, which is located just north of the town of Quantico, is a central stretch of the Arkendale to Powell's Creek Third Track Project.

ALEXANDRIA PEDESTRIAN TUNNEL PROJECT

Currently in the design phase is a pedestrian connection between the Alexandria Union Station and WMATA's King Street-Old Town Metrorail Station and bus transit center. The 60 percent design was submitted in May. The new connection will provide for ADA-compliant access between the east and west platforms at Union Station and remove the existing at-grade pedestrian crossing between the platforms. In addition, the plan calls for a widening and extension of the existing east platform that will open access to the easternmost track (Track 1 of 3).

In June, VRE staff discussed with VDOT the qualifications for potential construction contractors. In addition, VRE presented canopy options to the City Board of Architectural Review for information and comment. Overall project design completion is anticipated sometime next spring.

LIFECYCLE OVERHAUL AND UPGRADE FACILITY

Design work continues for a new heavy maintenance facility at the VRE Crossroads Yard in Spotsylvania County. The two indoor tracks will allow for maintenance under the locomotives and rail cars by using a drop table and a wheel truing machine. The new equipment will provide for upkeep and repairs on-site instead of sending vehicles out of the area, allowing for greater efficiency. Two replacement storage tracks will be built on adjacent property along with an upgraded access road to the south end of the property for construction and emergency. Construction is expected to begin in 2017.

Activities in June 2016 focused on property acquisition. Once property appraisals are approved by FTA and the Categorical Exclusion has been filed (with FTA), the Board will be approached for property acquisition. Once approved, awards for both the drop table and the wheel truing machine will be made and the procurement for the construction of the main building will begin.

L'ENFANT (NORTH) STORAGE TRACK WAYSIDE POWER

CSXT built a storage track just north of the VRE L'Enfant Station several years ago. The current project entails installing the appliances needed to supply power to a VRE train stored on the track during the midday. A major milestone was met in June with the installation of the power pedestal for the wayside power appliances. After the electrical and construction contractor completes the majority of the installation work, Pepco will make the electrical connections needed to energize the track, after which CSXT will install signal and switch reconfigurations in October. The L'Enfant (North) Storage Track is expected to be available for service after the first of the new year.



External trenches are being installed north of the VRE L'Enfant Station in order for the storage track to be equipped with electrical power, and ultimately make the track operational.

L'ENFANT (SOUTH) STORAGE TRACK WAYSIDE POWER CONSTRUCTION

CSXT is changing the regrading of its main line tracks south of the VRE L'Enfant Station to permit operation of higher freight trains. To keep both tracks active during the project, a bypass track was installed as a temporary detour. With the regrading project nearly complete, CSXT and VRE have collaborated to leave the temporary track in place and convert it into a 1,350-foot storage track for VRE for midday storage or as a lay-off track in emergencies. VRE has contracted with HDR for the design of wayside power for the track that will be able to store two train sets. While HDR will provide the coordination for power, CSX will furnish communications and signals for the track. It is anticipated that CSX will be able to turn over the track to VRE for use around Oct. 1, 2016, and power will be provided after the first of the new year.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Canopy roof and gutter replacement at L'Enfant Station
2. Removal of trees at Lorton Station to facilitate pending construction of platform extension project
3. Office space renovations at Crossroads Warehouse
4. Restriping of stop bars and lettering, directional arrows and crosswalk at Brooke Station upper parking lot
5. Construction of temporary pedestrian grade crossings at Rippon and Lorton Stations for CSX track work
6. Removal and replacement of inter-track fence at Woodbridge Station, and removal of inter-track fence at Franconia-Springfield Station, for CSX track work
7. Replacement of main water supply backflow device at Crossroads Yard
8. Inspection of dry standpipe system at Woodbridge Station



Crossroads Warehouse Office Renovation

Projects scheduled to be completed this quarter:

1. Canopy roof and gutter replacement at Leeland Road Station, contingent upon CSX flagman availability
2. Pavement repairs and restriping of several parking lots at Broad Run Station
3. Restriping of Woodbridge Station parking garage
4. Correction of canopy drainage problem at Crystal City Station
5. Repairs to damaged railings at Manassas Station parking garage
6. Replacement of broken glass panes at Woodbridge Station west elevator/stair tower
7. Replacement of parking lot entrance signage at several Fredericksburg lots
8. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance
9. Resealing of Spotsylvania Station waiting room floor
10. Caulking of stairs at Rippon Station
11. Repairs to stair railings at Rippon Station
12. Installation of pathfinder signs for Spotsylvania Station
13. Inspection of dry standpipe system at Manassas Station parking garage

Projects scheduled to be initiated this quarter:

1. Development of design of platform concrete rehabilitation at Fredericksburg Station
2. Replacement of platform lighting at L'Enfant Station
3. Painting of stair railings at Rippon Station
4. Painting of Alexandria Station east, Manassas Station, including garage stairwells and railings, and touch-up painting at Woodbridge Station
5. Replacement of name/address Braille signage at all stations
6. Installation of inter-track warning signs at various stations
7. Replacement of tactile warning strips at various stations
8. Cleaning of ductwork at Woodbridge Station vendor spaces, Quantico Station and VRE Fredericksburg office
9. Repairs to fascia and soffit at Woodbridge Station east building

Ongoing projects:

1. Elevator modernization project, underway at Franconia-Springfield Station and pending at Rippon Station.
2. Renovations of Alexandria Headquarters communications and server rooms
3. Renovations of Alexandria Headquarters building third floor leased space
4. Installation of utility power status remote monitoring at various stations
5. Design of emergency generator at Woodbridge Station west elevator/stair tower
6. Assist with coordination of Featherstone Wildlife Refuge access stair and ramp construction

UPCOMING PROCUREMENTS

- General Planning Consulting Services
- Graphic Design Services
- Crystal City Station Improvements
- Replacement of Tactile Warning Strips at Station Platforms
- Automatic Parking Counter System
- Automatic Passenger Counter System
- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Hosted Back Office Services for Positive Train Control
- Information Technology Services
- Program Management Services
- Repair and Overhaul of Air Brake Equipment
- Purchase of Replacement Railcar Batteries

PROJECTS PROGRESS REPORT

PASSENGER FACILITIES

AS OF JULY 6, 2016

PROJECT	DESCRIPTION	PHASE					
		CD	PE	ES	RW	FD	CN
Union Station Improvements (Amtrak/VRE Joint Recapitalization Projects)	Station and coach yard improvements of mutual benefit to VRE and Amtrak.	◆	◆	◆	N/A	◆	●
Alexandria Station Improvements	Pedestrian tunnel to METRO and eliminate at-grade track crossing.	◆	◆	●	N/A	●	—
	Modify Slaters Lane Interlocking and East Platform for passenger trains on Track #1.	◆	●	—	N/A	—	—
	Extend East Platform and elevate West Platform.	◆	—	—	N/A	—	—
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track.	◆	—	—	N/A	—	—
Lorton Station Improvements	Extend existing platform.	◆	◆	◆	N/A	◆	●
	Construct new second platform with pedestrian overpass.	◆	—	—	N/A	—	—
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	—	—	N/A	—	—
Potomac Shores Station Improvements	New VRE station in Prince William County provided by private developer.	◆	◆	◆	N/A	●	—
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●	—
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	—	—	N/A	—	—
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	—	—	N/A	—	—
Spotsylvania Station Improvements	New VRE station in Spotsylvania County near the Crossroads MSF.	◆	◆	◆	N/A	◆	◆
Manassas Station Improvements	Parking garage to increase parking capacity by 1,260 spaces.	◆			N/A		
Rolling Road Station Improvements	Extend existing platform.	◆	—	—	N/A	—	—
Broad Run Station Improvements	Parking garage to increase parking capacity by 700 spaces.	◆	◆	■	N/A	—	—

PHASE: CD – Conceptual Design PE – Preliminary Engineering ES – Environment Screening RW – Right of Way Acquisition

ESTIMATED COSTS (\$)					COMPLETION		STATUS	
Total	Funded	Unfunded	Authorized	Expended	Percent	Date		
3,201,176	3,201,176	–	1,451,176	574,706	75%	4th QTR 2016	●	Work resumed in April 2016.
10,021,865	10,021,865	–	2,200,824	1,502,663	51%	3rd QTR 2017	●	60% Comments under review.
7,000,000	7,000,000	–	467,500	–	5%	3rd QTR 2017	●	CSXT Force Account agreement signed; work anticipated to begin 3rd Quarter 2016.
2,400,000	400,000	2,000,000	–	–	5%	3rd QTR 2017	●	West Platform elevation funded.
13,000,000	13,000,000	–	–	–	5%	TBD	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
2,500,000	2,500,000	–	–	410,351	16%	3rd QTR 2018	●	Right of entry and flagging being coordinated with CSXT.
16,140,000	16,140,000	–	–	–	5%	3rd QTR 2017	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
16,633,535	16,633,535	–	–	–	5%	1st QTR 2020	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
No costs for VRE. Station being developed by private developer					25%	3rd QTR 2017	●	Being coordinated in conjunction with the DRPT/CSX Arkendale to Powell's Creek Third Track Project.
9,500,000	9,500,000	–	–	–	10%	4th QTR 2018	●	Being coordinated in conjunction with the DRPT/CSX Arkendale to Powell's Creek Third Track Project.
14,650,000	9,264,300	5,385,700	21,790	–	5%	3rd QTR 2020	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
14,000,000	9,264,300	4,735,700	–	–	5%	3rd QTR 2020	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
3,422,500	3,422,500	–	3,901,886	3,620,000	99%	3rd QTR 2016	●	Project complete. Proceeding with close-out.
500,000	–	–	500,000	–	5%	2nd QTR 2018	●	Project awarded in June 2016. NTP anticipated in July.
2,000,000	2,000,000	–	–	–	5%	3rd QTR 2020	●	NTP issued to Dewberry; project kick-off held in May.
24,420,000	12,998,282	11,421,718	2,031,263	393,120	30%	TBD	■	NEPA documents submitted to FTA for review.

FD – Final Design CN – Construction ◆ Completed ● Underway ■ On Hold

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	PHASE					
		CD	PE	ES	RW	FD	CN
Hamilton-to-Crossroads Third Track	2¼ miles of new third track with CSXT design and construction of signal and track tie-ins.	◆	◆	◆	N/A	◆	●

MAINTENANCE AND STORAGE FACILITIES

Broad Run Yard Train Wash	New train wash facility to be added to the Broad Run MSF.	◆	◆	◆	N/A	◆	■
L'Enfant North Storage Track Wayside Power	Conversion of existing siding into a midday train storage track.	◆	◆	◆	N/A	◆	●
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	●

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars (8 received • 12 being built • 9 pending).	◆	N/A	N/A	N/A	◆	●
Positive Train Control	Implement Positive Train Control for all VRE locomotives and control cars.	◆	N/A	N/A	N/A	◆	●

PLANNING, COMMUNICATIONS AND IT

Gainesville-Haymarket Extension	NEPA and PE for an 11-mile extension of VRE service over the NS B-Line to I-66 near Haymarket.	◆	●	●	—	—	—
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A	◆	●

PHASE: CD – Conceptual Design PE – Preliminary Engineering ES – Environment Screening RW – Right of Way Acquisition

ESTIMATED COSTS (\$)					COMPLETION		STATUS	
Total	Funded	Unfunded	Authorize	Expended	Percent	Date		
32,500,000	32,500,000	–	32,823,227	22,907,609	98%	3rd QTR 2016	●	Contract Closeout with Abernathy and CSX Forthcoming in next 90 days.
2,494,711	307,513	2,187,198	307,513	174,875	55%	TBD	■	Design 90% complete; on hold.
4,283,618	4,283,618	–	4,207,057	1,243,079	30%	4th QTR 2016	●	Power construction has resumed with District permitting resolved.
35,100,000	22,500,000	0.00	3,146,403	2,201,768	60%	1st QTR 2018	●	Design 100% complete. Bids received for long-lead equipment.
75,264,693	75,264,693	–	72,296,772	36,956,114	49%	4th QTR 2018	●	Eight cars received in FY 2015, seven cars scheduled to be received in FY 2016 and five cars scheduled to be received in FY 2017.
10,553,000	10,553,000	–	7,980,877	6,362,506	80%	4th QTR 2016	●	Onboard installations ongoing.
291,724,300	5,823,052	285,988,586	4,815,163	1,761,616	15%	3rd QTR 2022	●	Planning underway: travel demand analysis/ridership projection, alternatives analysis, public outreach and conceptual engineering.
3,510,307	3,510,307	–	3,510,627	1,415,307	50%	4th QTR 2016	●	Integration with S&B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold.
FD – Final Design CN – Construction ◆ Completed ● Underway ■ On Hold								



VIRGINIA RAILWAY EXPRESS

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

VRE.ORG

