

# CEO REPORT

JULY 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.



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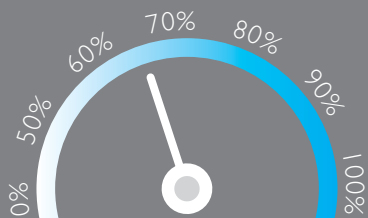
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Virginia Railway Express | 1500 King Street, Suite 202 | Alexandria, VA 22314 | 703.684.1001 | [www.vre.org](http://www.vre.org)

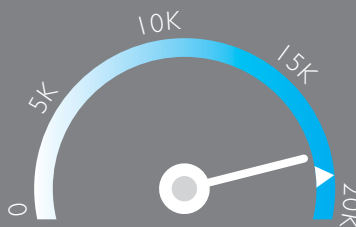


# SUCCESS AT A GLANCE



## PARKING UTILIZATION

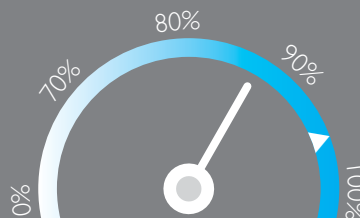
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



## 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

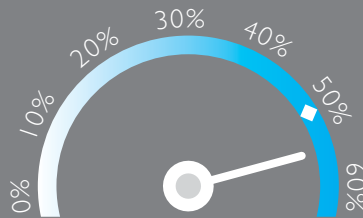
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

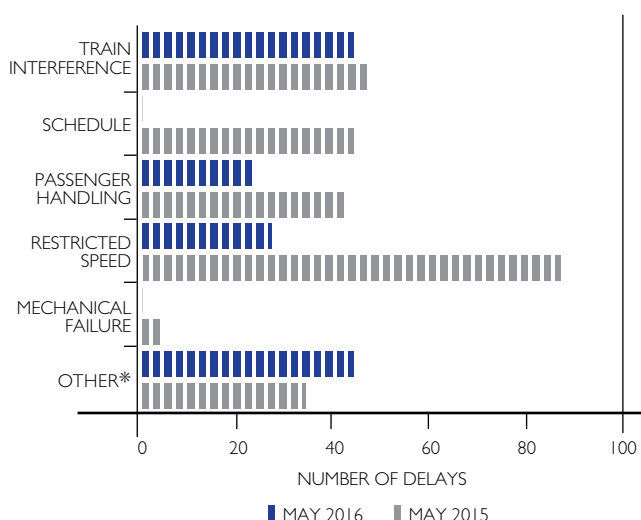
# ON-TIME PERFORMANCE

## OUR RECORD

|                     | May 2016   | April 2016 | May 2015   |
|---------------------|------------|------------|------------|
| Manassas Line       | 92%        | 90%        | 92%        |
| Fredericksburg Line | 84%        | 86%        | 81%        |
| <b>System Wide</b>  | <b>88%</b> | <b>88%</b> | <b>87%</b> |

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

## REASONS FOR DELAYS



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

During the month of May, VRE operated 670 trains, 78 of which arrived over five minutes late to their final destinations. Broken down by line, 25 of those late trains were on the Manassas Line and 53 late trains were on the Fredericksburg Line. May on-time performance stood at 88 percent, as track improvements continue on the Fredericksburg Line. Due to that track work and the corresponding speed restrictions, congestion piled up on an already saturated system. During especially warm days, heat restrictions add to that congestion and cause additional delays. May 27, a particularly hot day, consisted of three major events that caused a significant service disruption: a rail fire on the Long Bridge, a heat kink in the rail just south of L'Enfant, and damage of the catenary system in Washington Union Station due to the high temperatures. This perfect storm of disruptions made for a difficult ride home for commuters right before Memorial Day weekend, as some trains were more than two hours late.

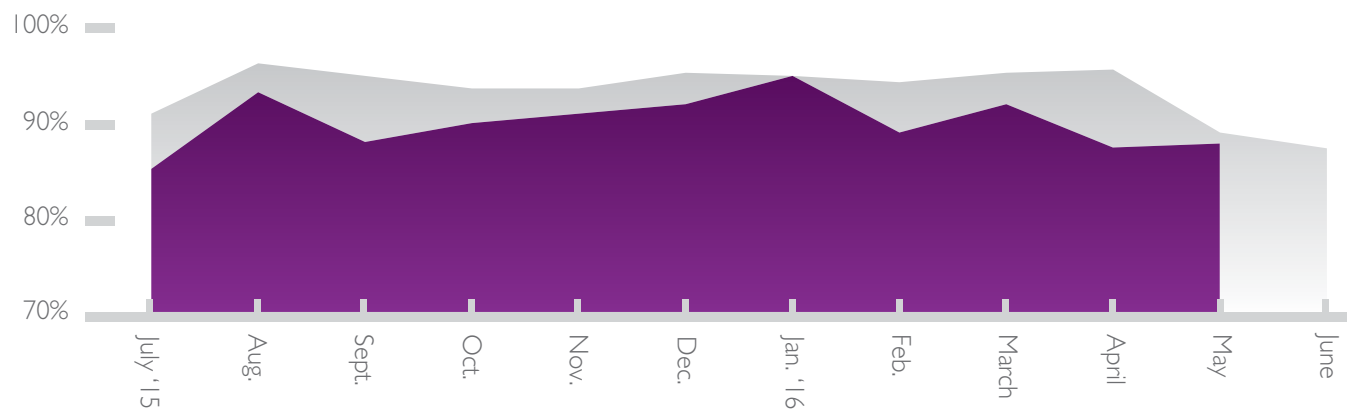
## LATE TRAINS

|                                    | System Wide |      |      | Fredericksburg Line |      |     | Manassas Line |      |     |
|------------------------------------|-------------|------|------|---------------------|------|-----|---------------|------|-----|
|                                    | Mar.        | Apr. | May  | Mar.                | Apr. | May | Mar.          | Apr. | May |
| Total late trains                  | 60          | 82   | 78   | 42                  | 47   | 53  | 18            | 35   | 25  |
| Average minutes late               | 14          | 32   | 30   | 14                  | 35   | 32  | 12            | 27   | 27  |
| Number over 30 minutes             | 3           | 23   | 13   | 3                   | 16   | 8   | 0             | 7    | 5   |
| Heat restriction days / total days | 0/23        | 2/21 | 2/21 | —                   | —    | —   | —             | —    | —   |

# ON-TIME PERFORMANCE

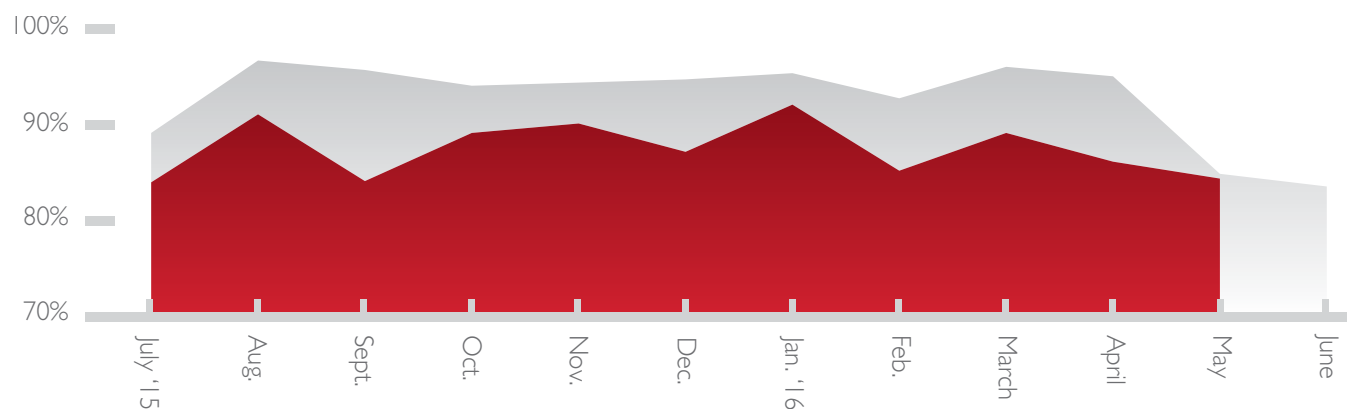
## VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

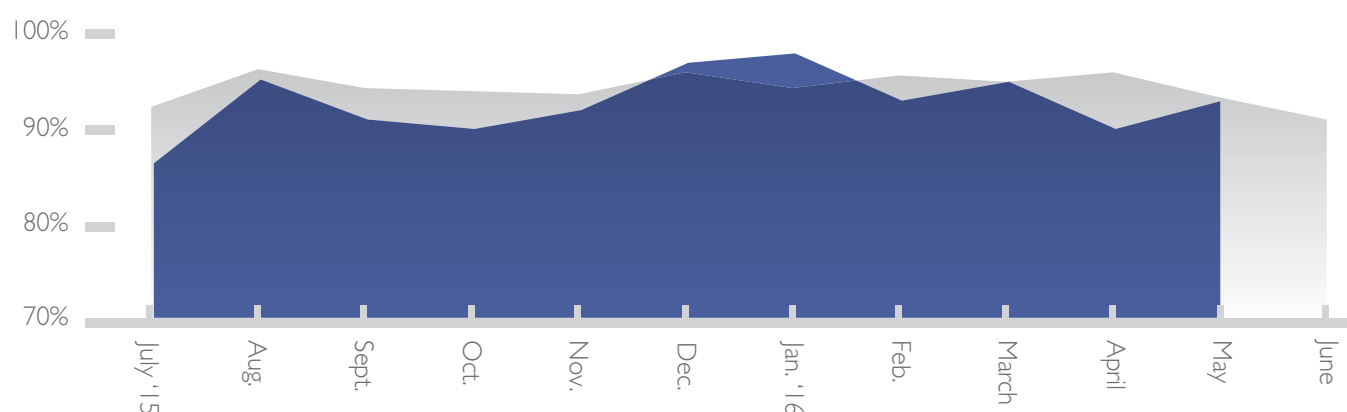


## ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



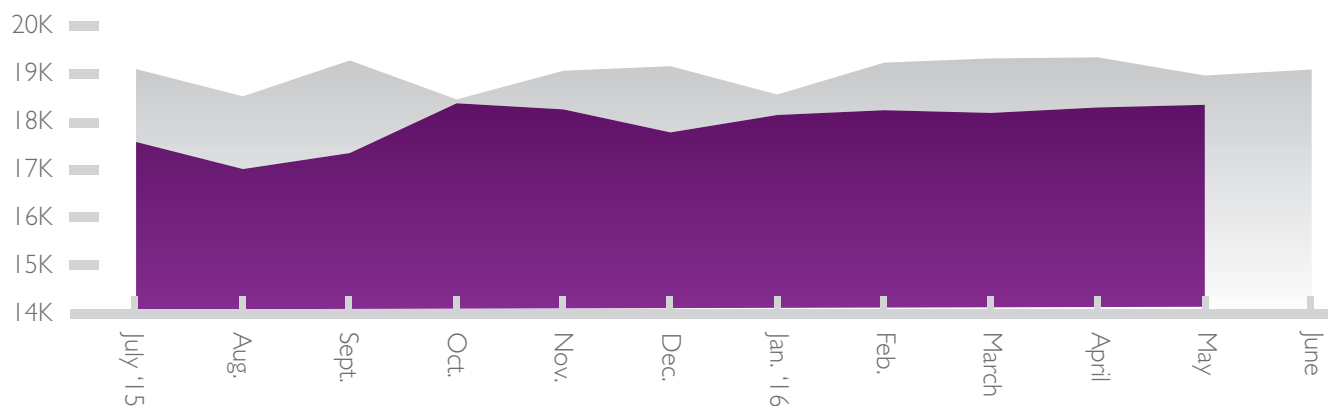
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



# AVERAGE DAILY RIDERSHIP

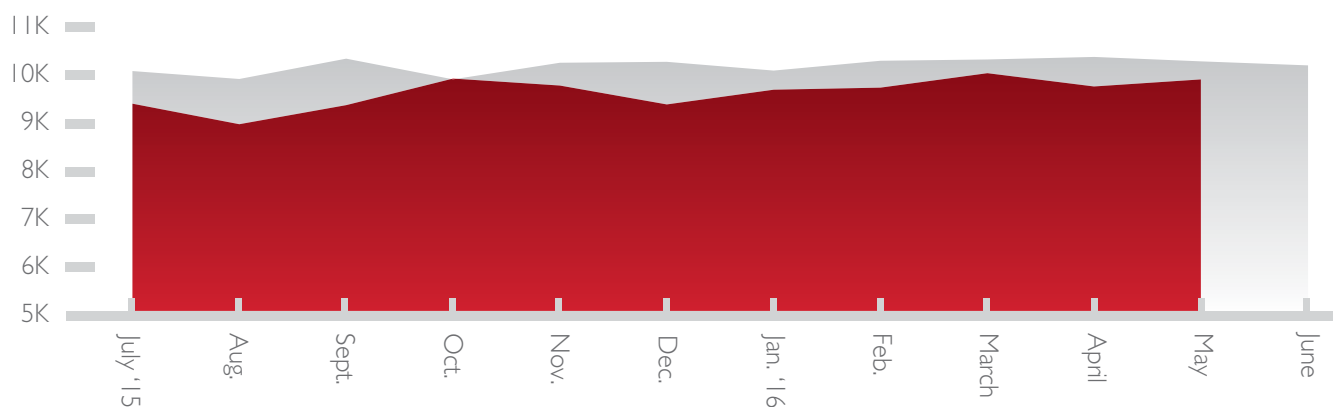
## VRE SYSTEM

**BOTH LINES** ■ Current Stats ■ 3-Year Rolling Average

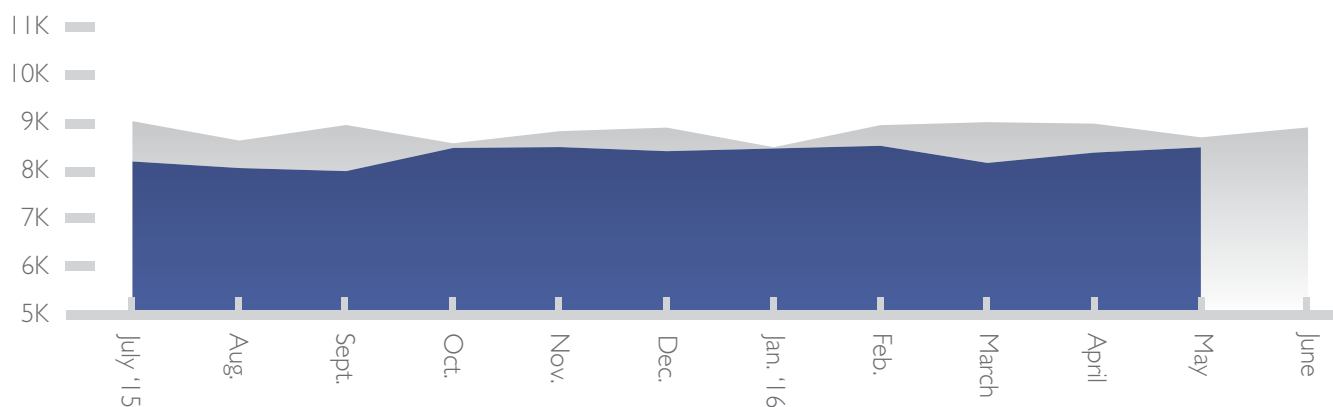


## AVERAGE DAILY RIDERSHIP BY LINE

**FREDERICKSBURG LINE** ■ Current Stats ■ 3-Year Rolling Average



**MANASSAS LINE** ■ Current Stats ■ 3-Year Rolling Average



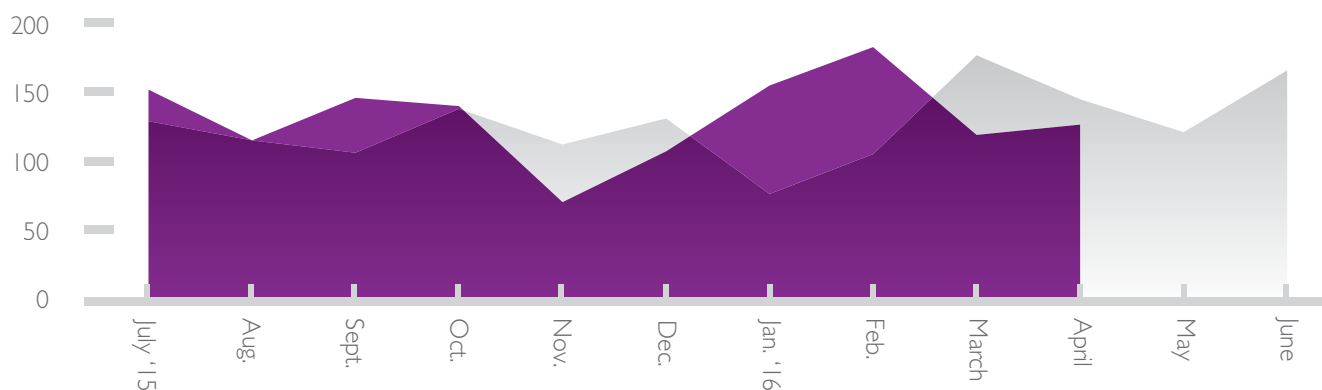
## RIDERSHIP UPDATES



|                         | May 2016 | May 2015 |
|-------------------------|----------|----------|
| Monthly Ridership       | 382,396  | 367,539  |
| Average Daily Ridership | 18,209   | 18,377   |
| Full Service Days       | 21       | 20       |
| "S" Service Days        | 0        | 0        |

## SUMMONSES ISSUED

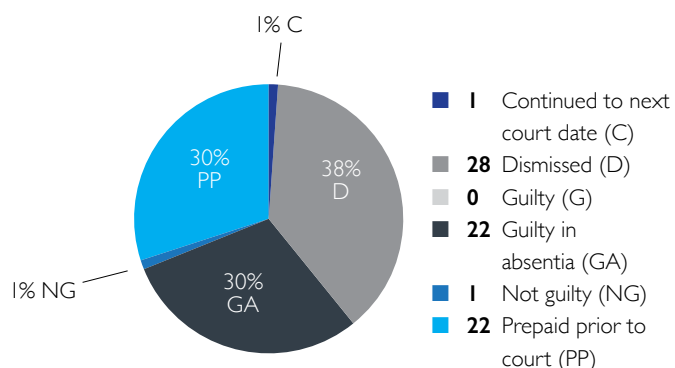
BOTH LINES ■ Current Stats ■ FY 2015



## SUMMONSES WAIVED

| Reason for Dismissal                       | Occurrences |
|--|-------------|
| Passenger showed proof of a monthly ticket | 45          |
| One-time courtesy                          | 16          |
| Per the request of the conductor           | 17          |
| TVM error                                  | 0           |
| Defective ticket                           | 1           |
| Per Ops Manager                            | 1           |
| Unique circumstances                       | 0           |
| Insufficient processing time               | 2           |
| Insufficient information                   | 5           |
| Lost and found ticket                      | 0           |
| Other                                      | 0           |
| <b>Total Waived</b>                        | <b>87</b>   |

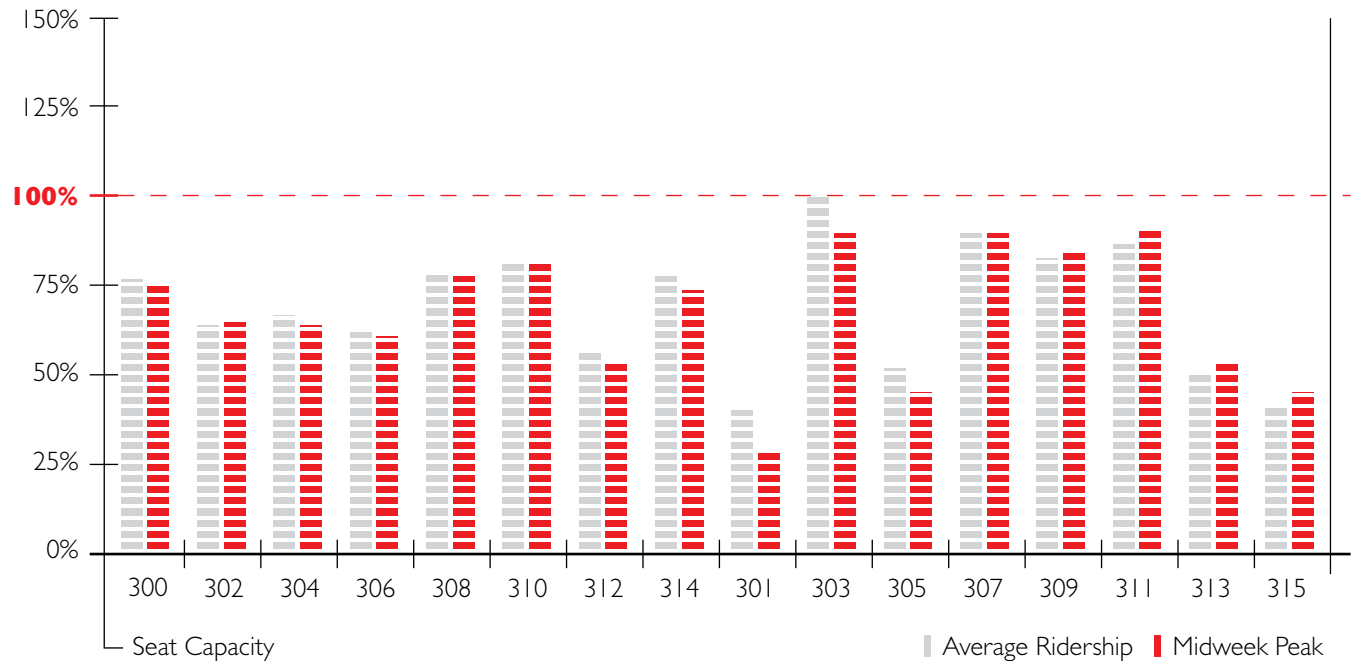
## MONTHLY SUMMONSES COURT ACTION



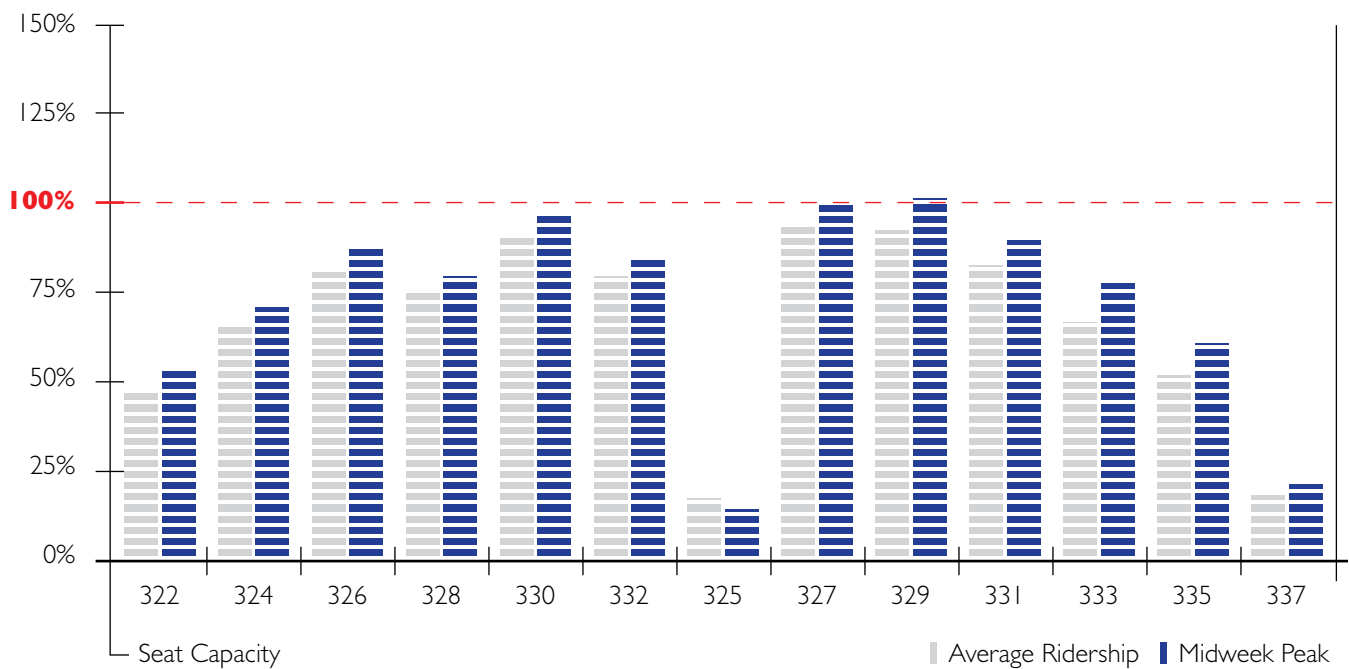


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

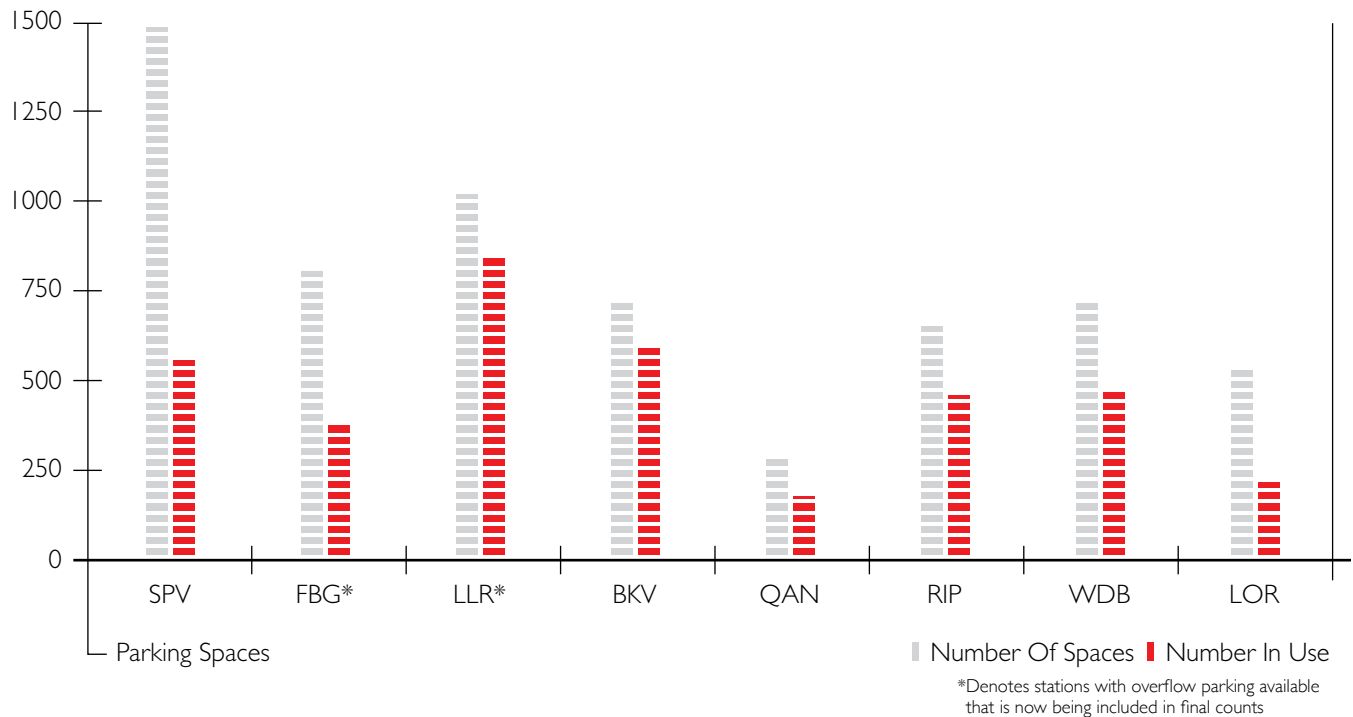


## MANASSAS LINE

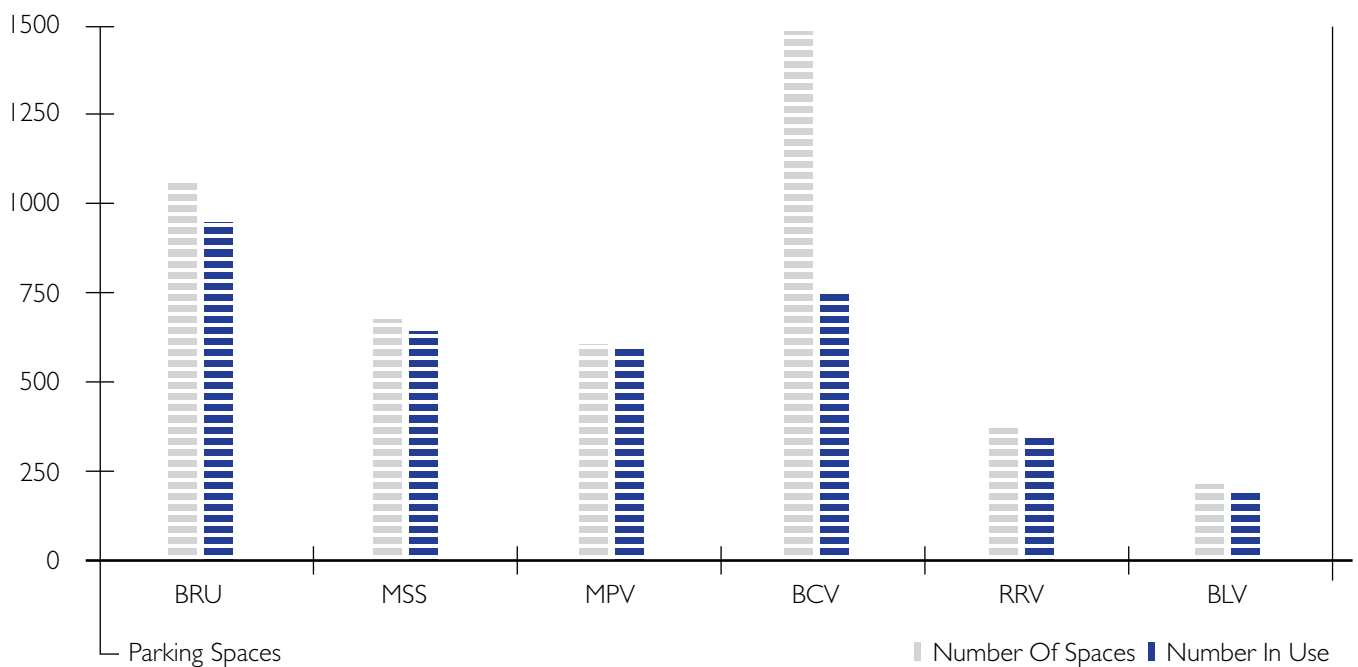


# PARKING UTILIZATION

## FREDERICKSBURG LINE



## MANASSAS LINE



# FINANCIAL REPORT

A copy of the May 2016 Operating Budget Report is attached.

Fare income for the month was \$172,328 above the amended budget – a favorable variance of 5.47 percent. The cumulative variance for the year is -0.7 percent or \$225,877 below the amended budget. Revenue through the eleventh month of FY 2016 is up 1.9 percent compared to the same period in FY 2015. We continue to monitor revenue closely.

The operating ratio is 56 percent. Our budgeted goal ratio for FY2016 is 50 percent.

A summary of the financial results (unaudited) follows. Detail on the major revenue and expense categories is provided in the attached Operating Budget Report.

Please Note: These figures are preliminary and unaudited.

## FY 2016 OPERATING BUDGET REPORT MONTH ENDED MAY 31, 2016

|  | CURR. MO.<br>ACTUAL | CURR. MO.<br>BUDGET | YTD<br>ACTUAL     | YTD<br>BUDGET     | YTD \$<br>VARIANCE | YTD %<br>VARIANCE | TOTAL FY16<br>BUDGET |
|--|---------------------|---------------------|-------------------|-------------------|--------------------|-------------------|----------------------|
| <b>OPERATING REVENUE (\$)</b>            |                     |                     |                   |                   |                    |                   |                      |
| Passenger Ticket Revenue                 | 3,323,995           | 3,151,667           | 34,292,377        | 34,518,254        | (225,877)          | -0.7%             | 37,820,000           |
| Other Operating Revenue                  | 22,193              | 13,750              | 238,529           | 150,595           | 87,934             | 58.4%             | 165,000              |
| <b>Subtotal Operating Revenue</b>        | <b>3,346,188</b>    | <b>3,165,417</b>    | <b>34,530,906</b> | <b>34,668,849</b> | <b>(137,943)</b>   | <b>-0.4%</b>      | <b>37,985,000</b>    |
| Jurisdict. Subsidy (1)                   | -                   | -                   | 16,428,800        | 16,428,800        | -                  | 0.0%              | 13,037,070           |
| Federal/State/Other                      | 1,879,253           | 1,864,507           | 22,092,688        | 22,637,322        | (544,634)          | -2.4%             | 29,785,011           |
| Jurisdict. Subsidy Appn. from Res.       | -                   | -                   | -                 | -                 | -                  | 0.0%              | 740,000              |
| Interest Income                          | 10,320              | 1,667               | 85,173            | 18,254            | 66,919             | 366.6%            | 20,000               |
| <b>Total Operating Revenue</b>           | <b>5,235,761</b>    | <b>5,031,590</b>    | <b>73,137,567</b> | <b>73,753,226</b> | <b>(615,658)</b>   | <b>-0.8%</b>      | <b>81,567,080</b>    |
| <b>OPERATING EXPENSES (\$)</b>           |                     |                     |                   |                   |                    |                   |                      |
| Deptml. Operating Expenses               | 5,841,815           | 5,660,430           | 62,174,489        | 66,451,569        | 4,277,080          | 6.4%              | 74,806,901           |
| Debt Service                             | 427                 | -                   | 2,217,310         | 2,212,168         | (5,142)            | -                 | 6,714,870            |
| Other Non-Deptml. Expenses               | (78,937)            | -                   | 57,688            | -                 | (57,688)           | -                 | 45,310               |
| <b>Total Operating Expenses</b>          | <b>5,763,305</b>    | <b>5,660,430</b>    | <b>64,449,487</b> | <b>68,663,737</b> | <b>4,214,250</b>   | <b>6.1%</b>       | <b>81,567,080</b>    |
| <b>NET INC. (LOSS)<br/>FROM OPS (\$)</b> | <b>(527,544)</b>    | <b>(628,840)</b>    | <b>8,688,080</b>  | <b>5,089,489</b>  | <b>3,598,592</b>   | <b>-</b>          | <b>-</b>             |
| <b>CALCULATED<br/>OPERATING RATIO</b>    | <b>-</b>            | <b>-</b>            | <b>56%</b>        | <b>52%</b>        | <b>-</b>           | <b>Goal</b>       | <b>50%</b>           |

(1) Total jurisdictional subsidy is \$16,428,800. Portion shown is attributed to Operating Fund only.



# CAPITAL PROJECTS UPDATES

*\*AS OF JUNE 1, 2016*

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

## MANASSAS PARK STATION PARKING EXPANSION

The parking situation at the Manassas Park VRE Station is a difficult one for VRE passengers, as the lot is usually full before the last morning train leaves the station. This often prompts VRE riders to park elsewhere and walk to the station, signaling the need for a parking solution that will solve the problem both today and for future growth.

This need for more parking at the Manassas Park VRE Station has driven VRE to issue a Request for Proposals (RFP) for Engineering and Environmental Services for the VRE Manassas Park Station Parking Expansion. The RFP scope of work includes an assessment of future parking demand for the station and the evaluation of alternative concepts for expanding parking.

Proposals were received from five offerors and were evaluated by the technical evaluation team of four VRE staff members and a City of Manassas Park staff member. Interviews with three short-listed teams were conducted on May 27. VRE will award the successful offeror following approval by the VRE Operations Board in June. VRE has already begun coordinating with Manassas Park to prepare for the project kickoff in July 2016.

## ROLLING ROAD PLATFORM EXTENSION

The project entails extending the existing platform at Rolling Road Station in Fairfax County to accommodate longer trains and associated canopy modifications. Extending the platform will permit full-length trains to platform all their doors at Rolling Road, allowing passengers to board and alight faster. The proposed expansion project will occur entirely within the Norfolk Southern right-of-way thereby minimizing potential environmental and community impacts.

A competitive procurement was conducted in April for Preliminary Design and Environmental Studies. A contract award was made to Dewberry on May 12, 2016, and Notice to Proceed was issued the next day. A kick-off meeting with the consultant will be held as soon as the contractor provides necessary proof of insurance coverage and completes railroad worker protection.

## 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. As projected, final closeout for this project should happen this summer.

## GAINESVILLE-HAYMARKET EXTENSION

The Gainesville Haymarket Extension (GHX) will expand service 11 miles on the Manassas Line through Gainesville to near the town of Haymarket. VRE continues to analyze and refine ridership projections for the extension and develop conceptual engineering plans for the associated extension elements, including stations, parking, track infrastructure, and other system capacity improvements.

Public outreach for the project has been extensive, using outlets such as social media, ridership surveys, and community meetings. A meeting for Fauquier County residents was scheduled for June 27. In addition, VRE staff continues to collaborate with Fairfax and Prince William Counties in order to advance the most current phase of the study. A meeting with Fairfax County planners was held at the end of May to review projected parking and ridership demand at Fairfax County stations under the proposed GHX service expansion.



VRE Manager of Project Development Christine Hoeffner fields questions regarding alternative station sites for the Gainesville-Haymarket Extension.

## MIDDAY STORAGE FACILITY

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

VRE is in the process of procuring engineering consulting assistance to conduct the necessary environmental, right-of-way acquisition, and engineering design activities for a new midday storage facility that will handle current and projected midday storage needs. A Request for Proposals was issued on May 21, 2016, with proposals due in early June, targeting the July VRE Operations Board meeting for award.

## 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, the Virginia Department of Rail and Public Transportation, the Federal Railroad Administration, and CSX Transportation (the bridge owner) on development activities to expand the crossing to four tracks. The team is presently conducting engineering and environmental analyses under a USDOT TIGER 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 D.C. and Virginia.

VRE participated in weekly Project Management Team meeting regarding the Long Bridge project. VRE reviewed conceptual



Chuck Gullakson, CSXT assistant chief engineer, describes to an assembly of VRE, DDOT, DRPT and CSXT personnel the structural upgrades and improvements underway on the current Long Bridge.



track alignments produced by DDOT's engineering contractors. On May 10, CSXT conducted a field review of the Long Bridge corridor for representatives of VRE, DRPT, and DDOT staffs to illustrate the current condition of the structure and highlight the leading engineering and design challenges facing the project.

## 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 more operational flexibility and increase capacity on a line used for both passenger and freight service.

The third track is now in revenue service. VRE contractors completed their project work in April. CSXT followed this work by cutting in signals and placing the track into service on May 17. With the third track officially open for business, project closeout is nearing completion. CSXT continues to complete punch list items and the remainder is expected to be finished by the end of the 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 June 1, 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 includes completing the west tower stairway, elevator, and pedestrian overpass and an extension of the existing east platform. The projected in-service date for all 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 CSX Engineering Review and CSX Flagging Support. As of June 1, the project was on hold awaiting flagging services from CSXT. The project is expected to resume this summer with the implementation of tree clearing and fiber optic relocation.

## 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). A Request for Proposals was released in April and a pre-proposal meeting occurred in mid-May. Proposals were due on June 6, 2016. Potential contractors were interviewed in June. VRE expects to award the successful bidder at the July Operations Board meeting.

## ARKENDALE TO POWELL'S CREEK THIRD TRACK PROJECT

The Virginia Department of Rail and Public Transportation and VRE 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. After several years of design and preparations, the project is proceeding with earthwork, retaining wall work, new structures (as needed), and corresponding track and signal work.

As of June 1st, 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.

## ALEXANDRIA PEDESTRIAN TUNNEL PROJECT

A pedestrian connection between the Alexandria Union Station and WMATA's King Street Metrorail Station and bus transit center is in design. The 60 percent design was submitted in May and VRE expects 90 percent design in by the fall. The new connection will also provide ADA-compliant access between the east and west platforms at Union Station and remove the existing at-grade pedestrian crossing. 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). 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 enable work to proceed under the locomotives and rail cars by using a drop table and a wheel truing machine. The new equipment will allow maintenance on-site instead of sending vehicles out of the area. 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 later this year/early 2017.

Design of the new facility is substantially complete. Activities in May 2016 focused on property acquisition.

## L'ENFANT (NORTH) STORAGE TRACK WAYSIDE POWER

A storage track was built just north of the VRE L'Enfant Station several years ago. However, this current project pertaining to the storage track will provide power to make the track operational. The electrical and construction contractor has finished the majority of the work and Pepco will be working on electrical connections to energize the track this summer. The project is expected to be completed for mid-day storage by September of this year.



New bungalow on site to house switchgear for wayside power appliances.



New conduit runs along 6th Street NW abutment connecting power box to switchgear above.



Switchgear for wayside power installed inside new bungalow.

# FACILITIES UPDATE

**The following is a status update of VRE facilities projects:**

**Completed projects:**

1. Replacement of failed sewage pumps at Woodbridge Station east building
2. Repairs to ADA damaged parking signage at Leeland Road and Broad Run Stations
3. Fabrication of directional signage to be utilized at Franconia-Springfield and Alexandria Stations during WMATA SafeTrack work.
4. Wayside power periodic cable testing at Broad Run and Crossroads Yards
5. Repairs to pavement drainage facilities at Rippon Station

**Projects scheduled to be completed this quarter:**

1. Canopy roof and gutter replacement at L'Enfant Station, followed by replacement at Leeland Road Station
2. Pavement repairs and restriping of several parking lots at Broad Run Station
3. Repairs to damaged railings at Manassas Station parking garage
4. Replacement of broken glass panes at Woodbridge Station west elevator/stair tower
5. Extension of outfall drainage pipe at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance monitoring
6. Caulking of stairs at Rippon Station
7. Repairs to stair railings at Rippon Station
8. Construction of temporary pedestrian grade crossing for upcoming Lorton Platform Extension project
9. Installation of pathfinder signs for Spotsylvania Station
10. Replacement of main water supply backflow device at Crossroads Yard
11. Inspection of dry standpipe systems at Woodbridge Station and Manassas Station parking garages

**Projects scheduled to be initiated this quarter:**

1. Replacement of tactile warning strips at various stations
2. Cleaning of ductwork at Woodbridge Station vendor spaces, Quantico Station and VRE Fredericksburg office
3. Striping of parking lots at various stations
4. Painting of various stations
5. Replacement of name/address Braille signage at all stations
6. Installation of inter-track warning signs at various stations
7. 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 at Alexandria Headquarters
3. Installation of utility power status remote monitoring at various stations
4. Development of scope of work for platform concrete rehabilitation IFB for Fredericksburg Station
5. Design of emergency generator at Woodbridge Station west elevator/stair tower
6. Office space renovations at Crossroads Warehouse
7. Correction of canopy drainage problem at Crystal City Station

# 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

## STATIONS AND PARKING LOTS

AS OF JUNE 3, 2016

| PROJECT   | DESCRIPTION   | PHASE |    |    |     |    |    |
|---|---|-------|----|----|-----|----|----|
|   |   | CD    | PE | ES | RW  | FD | CN |
| <b>Union Station Improvements</b><br>(Amtrak/VRE Joint Recapitalization Projects) | Station and coach yard improvements of mutual benefit to VRE and Amtrak.                              | ◆     | ◆  | ◆  | N/A | ◆  | ●  |
| <b>Alexandria Station Improvements</b>  | Pedestrian tunnel to METRO, improve ADA access, and eliminate at-grade track crossing.                | ◆     | ◆  | ●  | N/A | ●  | —  |
|   | Modify Slaters Lane Interlocking, track, and East Platform to accommodate trains on Track #1.         | ◆     | ●  | —  | N/A | —  | —  |
|   | Extend East Platform for 8-car trains and elevate West Platform.                                      | ◆     | —  | —  | N/A | —  | —  |
| <b>Franconia-Springfield Station Improvements</b>                                 | Extend both platforms for 8-car trains and widen East Platform for future third track.                | ◆     | —  | —  | N/A | —  | —  |
| <b>Lorton Station Improvements</b>  | Extend existing platform for 8-car trains.  | ◆     | ◆  | ◆  | N/A | ◆  | ●  |
|   | New second platform for 8-car trains.   | ◆     | —  | —  | N/A | —  | —  |
| <b>Rippon Station Improvements</b>  | Extend existing platform and construct second platform for 8-car trains.                              | ◆     | —  | —  | N/A | —  | —  |
| <b>Potomac Shores Station Improvements</b>  | New VRE station in Prince William County provided by private developer.                               | ◆     | ◆  | ◆  | N/A | ●  | —  |
| <b>Quantico Station Improvements</b>  | New island platform, pedestrian bridge, bus facilities, trackwork and extension of existing platform. | ◆     | ◆  | ◆  | N/A | ●  | —  |
| <b>Brooke Station Improvements</b>  | Extend existing platform and construct second platform for 8-car trains.                              | ◆     | —  | —  | N/A | —  | —  |
| <b>Leeland Road Station Improvements</b>  | Extend existing platform and construct second platform for 8-car trains.                              | ◆     | —  | —  | N/A | —  | —  |
| <b>Spotsylvania Station Improvements</b>  | New VRE station in Spotsylvania County near the Crossroads MSF.                                       | ◆     | ◆  | ◆  | N/A | ◆  | ◆  |
| <b>Manassas Station Improvements</b>  | Parking garage to expand parking.   | ◆     |    |    | N/A |    |    |
| <b>Rolling Road Station Improvements</b>  | Extend existing platform by 250 feet for 8-car trains.  | ◆     | —  | —  | N/A | —  | —  |
| <b>Broad Run Station Improvements</b>   | Parking garage to expand parking 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   | Authorize | Expended  | Percent    | Date         |        |  |
| 3,201,176            | 3,201,176  | –          | 3,201,176 | 2,078,300 | 75%        | 2nd QTR 2016 | ●      | Work resumed in April 2016.  |
| 10,021,865           | 10,021,865 | –          | 2,200,824 | 1,341,465 | 51%        | 3rd QTR 2017 | ●      | 60% design under development.  |
| 7,000,000            | 7,000,000  | –          | 467,500   | –         | 5%         | 3rd QTR 2017 | ●      | Platform design underway. Preparing CXST force account agreement.  |
| 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. RFP released in May. Proposals due June 6, 2016.                                       |
| 2,500,000            | 2,500,000  | –          | –         | 410,351   | 50%        | 4th QTR 2016 | ●      | Project resumed. Right of entry and flagging being coordinated with CSXT for tree clearing and fiber optic relocation. |
| 16,140,000           | 16,140,000 | –          | –         | –         | 5%         | 3rd QTR 2017 | ●      | Part of Penta-Platform program. RFP released in May. Proposals due June 6, 2016.                                       |
| 16,633,535           | 16,633,535 | –          | –         | –         | 5%         | 1st QTR 2020 | ●      | Part of Penta-Platform program. RFP released in May. Proposals due June 6, 2016.                                       |
| –                    | –          | –          | –         | –         | 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  | –          | –         | –         | 25%        | 1st QTR 2017 | ●      | 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. RFP released in May. Proposals due June 6, 2016.                                       |
| 14,000,000           | 9,264,300  | 4,735,700  | –         | –         | 5%         | 3rd QTR 2020 | ●      | Part of Penta-Platform program. RFP released in May. Proposals due June 6, 2016.                                       |
| 3,422,500            | 3,422,500  | –          | 3,901,886 | 3,620,000 | 99%        | 3rd QTR 2016 | ●      | Station opened for revenue service November 16, 2015. Proceeding with close-out.                                       |
| 500,000              | –          | –          | 500,000   | –         | 5%         | 2nd QTR 2018 | ●      | Proposals due May 16, 2016. Award anticipated in June 2016.  |
| 2,000,000            | 2,000,000  | –          | –         | –         | 5%         | 3rd QTR 2020 | ●      | Award made to Dewberry. NTP anticipated mid-May 2016.  |
| 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  | CD | PE | PHASE |     |  | FD | CN |
|---|--|----|----|-------|-----|--|----|----|
|   |  |    |    | ES    | RW  |  |    |    |
| <b>L'Enfant North Storage Track Wayside Power</b> | Conversion of existing siding into a midday train storage track.                           | ◆  | ◆  | ◆     | N/A |  | ◆  | ●  |
| <b>Hamilton-to-Crossroads Third Track</b>         | 2¼ miles of new third track with CSXT design and construction of signal and track tie-ins. | ◆  | ◆  | ◆     | N/A |  | ◆  | ●  |

## MAINTENANCE AND STORAGE FACILITIES

|  |   |   |   |   |     |  |   |   |
|--|---|---|---|---|-----|--|---|---|
| <b>Broad Run Yard Train Wash</b>               | New train wash facility to be added to the Broad Run MSF. | ◆ | ◆ | ◆ | N/A |  | ◆ | ■ |
| <b>Lifecycle Overhaul and Upgrade Facility</b> | New LOU facility to be added to the Crossroads MSF.       | ◆ | ◆ | ◆ | N/A |  | ◆ | ● |

## ROLLING STOCK

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

## PLANNING, COMMUNICATIONS AND IT

|  |  |   |     |     |     |   |   |   |
|--|--|---|-----|-----|-----|---|---|---|
| <b>Gainesville-Haymarket Extension</b> | NEPA and PE for an 11-mile extension of VRE service over the NS B-Line to I-66 near Haymarket. | ◆ | ●   | ●   | –   | – | – |   |
| <b>Mobile Ticketing</b>                | 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

| Total  | ESTIMATED COSTS (\$) |             |            | COMPLETION |         | Date         |   | STATUS   |
|--|----------------------|-------------|------------|------------|---------|--------------|---|--|
|  | Funded               | Unfunded    | Authorize  | Expended   | Percent |              |   |  |
| 4,283,618  | 4,283,618            | -           | 4,207,057  | 811,862    | 30%     | 4th QTR 2016 | ● | Power construction has resumed with District permitting resolved.  |
| 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.  |
| 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  | 5,755,216  | 55%     | 4th QTR 2016 | ● | Onboard installations ongoing.   |
| 291,724,300  | 5,823,052            | 285,988,586 | 4,815,163  | 1,027,009  | 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%     | -            | ● | 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 |                      |             |            |            |         |              |   |  |



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