

# CEO REPORT

MAY 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 | MAY 2016

- 2** Success at a Glance
- 3** On-Time Performance
- 5** Ridership
- 6** Summonses
- 7** Train Utilization
- 8** Parking Utilization
- 9** Financial Report
- 12** Capital Projects Updates
  - Spotsylvania Third Track Project
  - Lifecycle Overhaul and Upgrade Facility
  - Rolling Road Station
  - L'Enfant Storage Track Wayside Power
  - Feedback from April 2016 GHX Meetings
- 15** Facilities Update
- 16** Upcoming Procurements
- 18** Projects Progress Report

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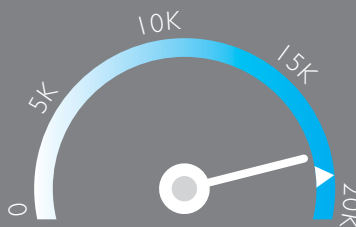


# SUCCESS AT A GLANCE



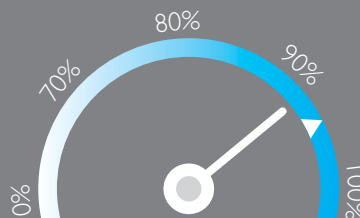
## PARKING UTILIZATION

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.



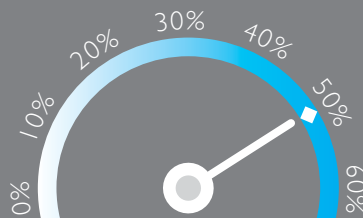
## ON-TIME PERFORMANCE

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.

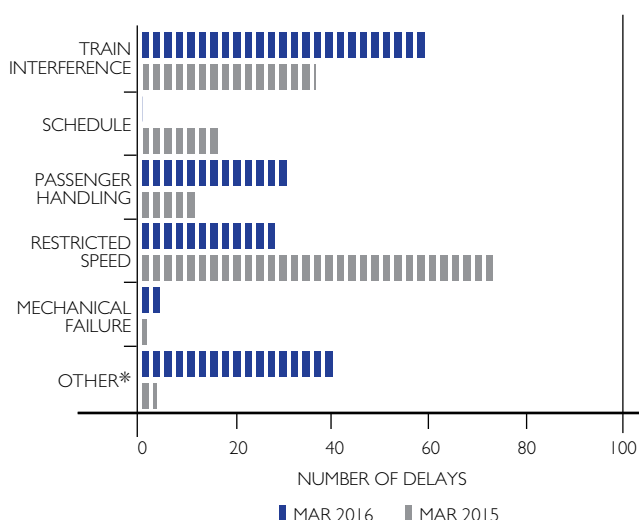
# ON-TIME PERFORMANCE

## OUR RECORD

	March 2016	February 2016	March 2015
Manassas Line	95%	93%	93%
Fredericksburg Line	89%	85%	96%
<b>System Wide</b>	<b>92%</b>	<b>89%</b>	<b>94%</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



In March, VRE operated 736 trains with 60 trains arriving over five minutes late to their final destinations. There were 18 late trains on the Manassas Line and 42 late trains on the Fredericksburg Line.

There were a total of 161 delays during the month of March but only 60 late trains. Train interference was the primary reason for delayed trains during the month. VRE also experienced 24 maintenance of way delay instances during March primarily due to work authority related to the third track projects on the Fredericksburg Line. VRE continues to work with CSX to minimize these disruptions. Passenger handling and restricted speed orders from our host railroads were the remaining causes of delayed trains.

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

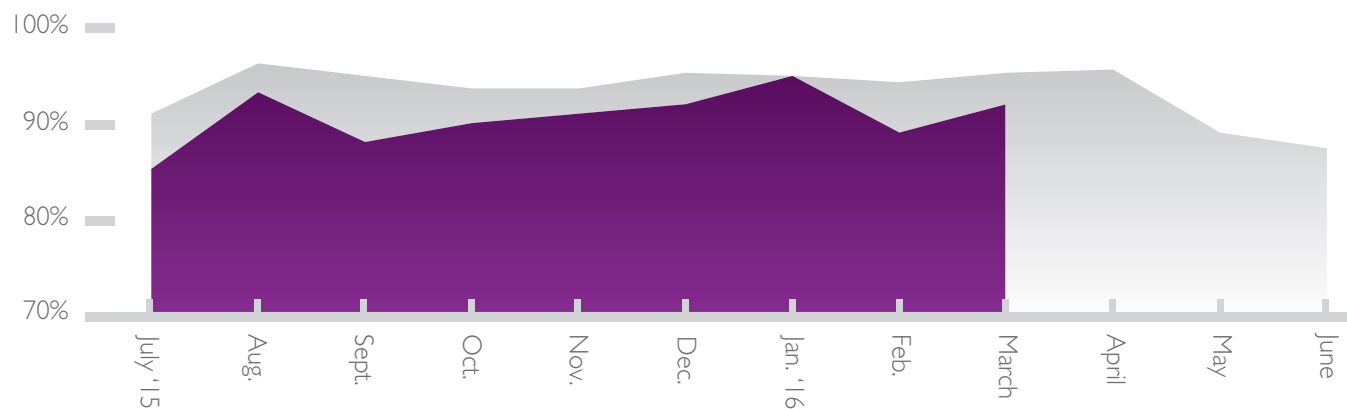
## LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.
Total late trains	27	73	60	21	49	42	6	24	18
Average minutes late	11	15	14	11	16	14	13	13	12
Number over 30 minutes	0	7	3	0	5	3	0	2	0
Heat restriction days / total days	0/17	0/20	2/23	—	—	—	—	—	—

# ON-TIME PERFORMANCE

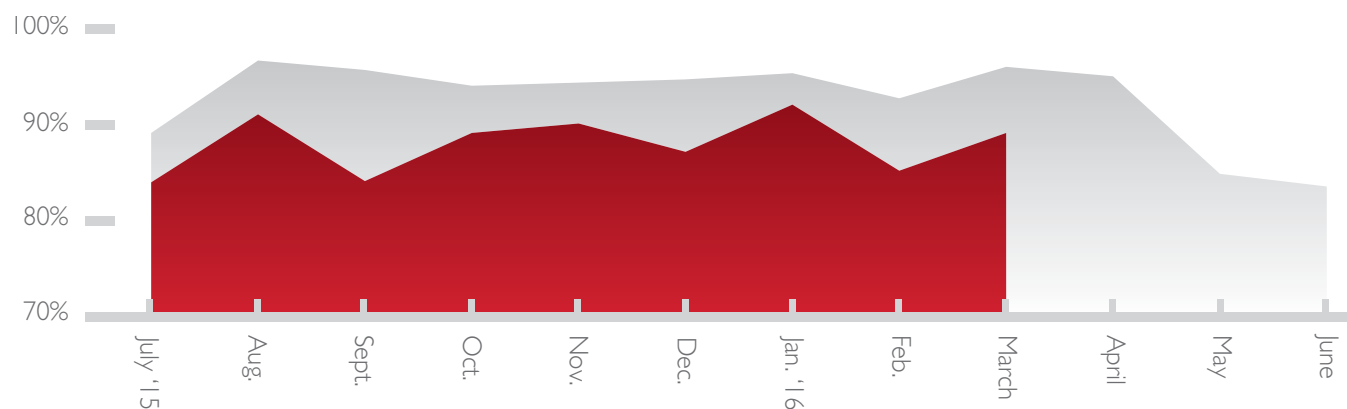
## VRE SYSTEM

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

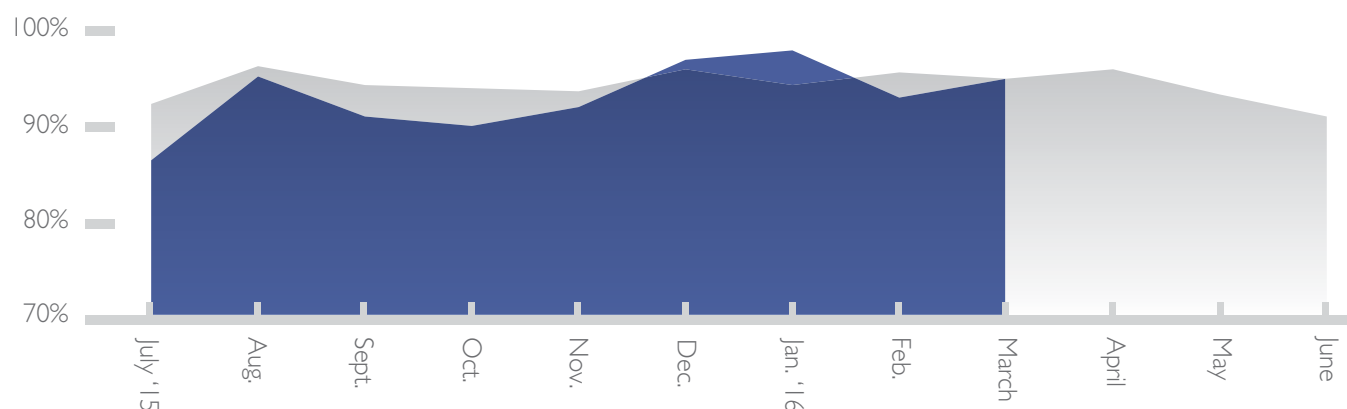


## ON-TIME PERFORMANCE BY LINE

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



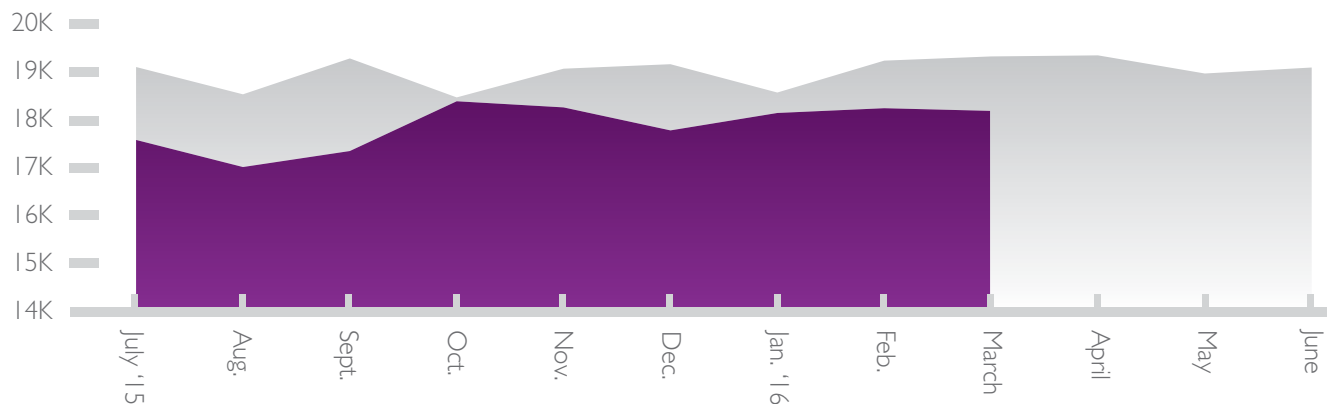
**MANASSAS LINE** ■ Current Stats ■ 3-Year Rolling Average



# AVERAGE DAILY RIDERSHIP

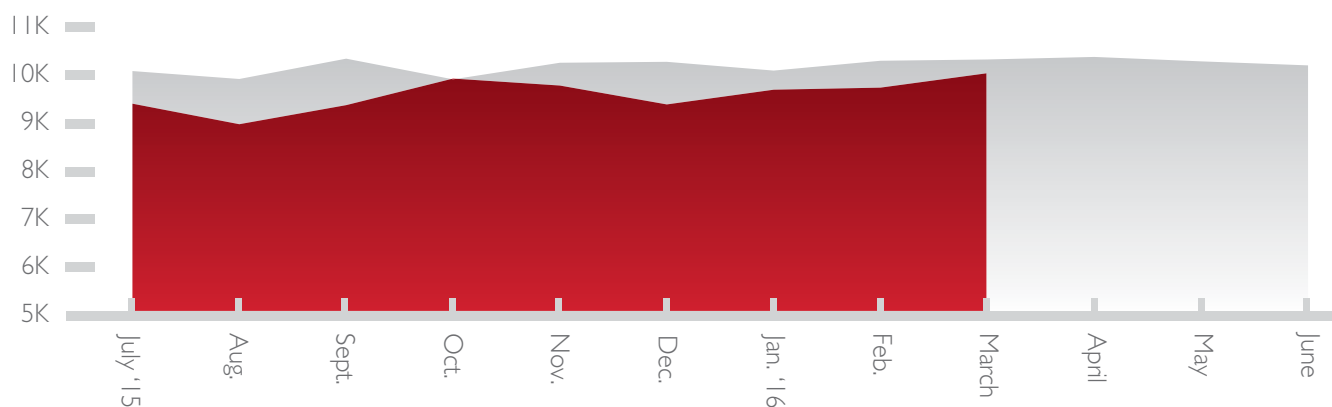
## VRE SYSTEM

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

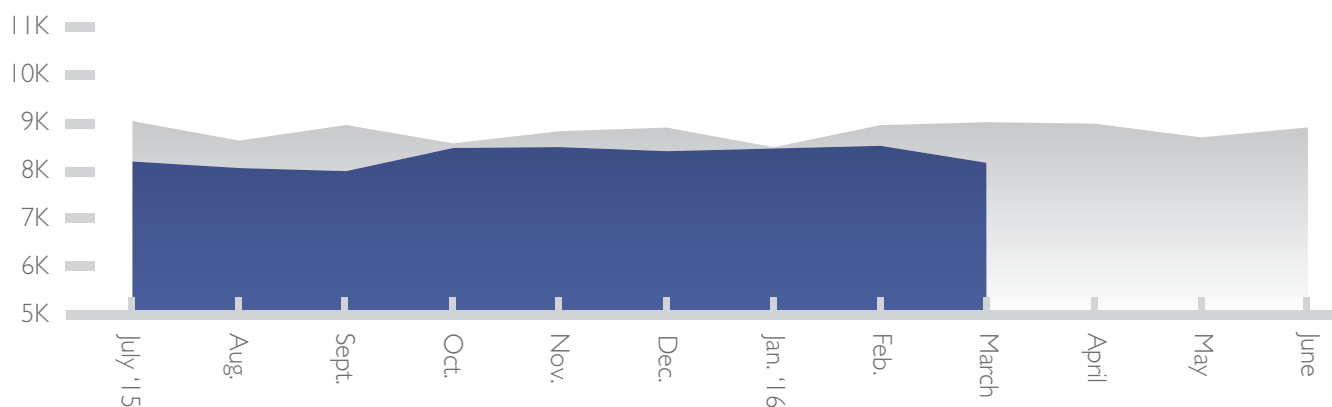


## AVERAGE DAILY RIDERSHIP BY LINE

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



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



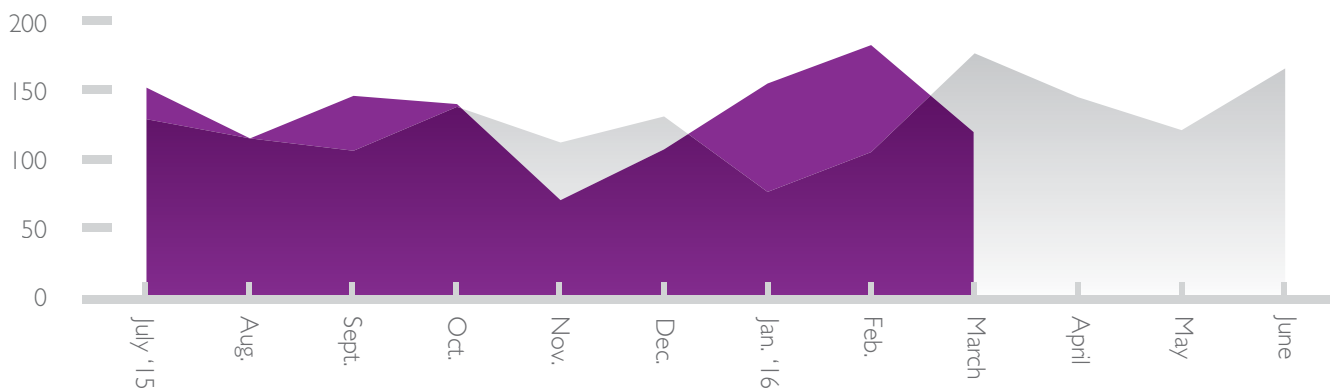
## RIDERSHIP UPDATES



	Mar. 2016	Mar. 2015
Monthly Ridership	417,636	403,423
Average Daily Ridership	18,158	19,767
Full Service Days	23	20
"S" Service Days	0	1

## SUMMONSES ISSUED

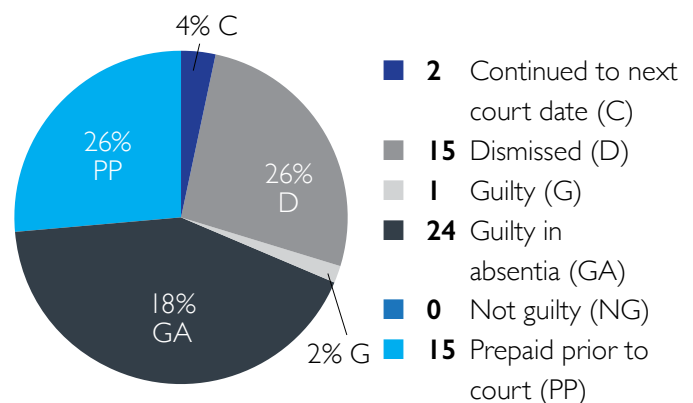
BOTH LINES ■ Current Stats ■ FY 2015



## SUMMONSES WAIVED

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	26
One-time courtesy	13
Per the request of the conductor	25
TVM error	0
Defective ticket	0
Per Ops Manager	1
Unique circumstances	0
Insufficient processing time	3
Insufficient information	4
Lost and found ticket	0
Other	1
<b>Total Waived</b>	<b>73</b>

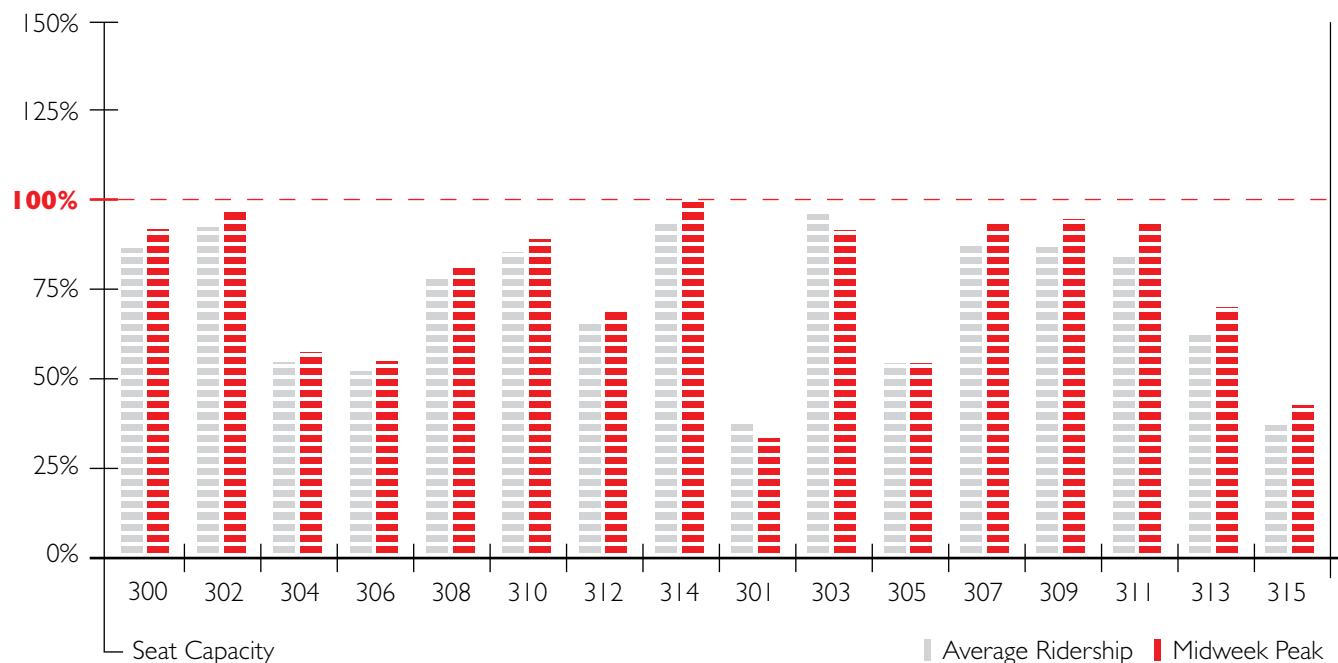
## MONTHLY SUMMONSES COURT ACTION



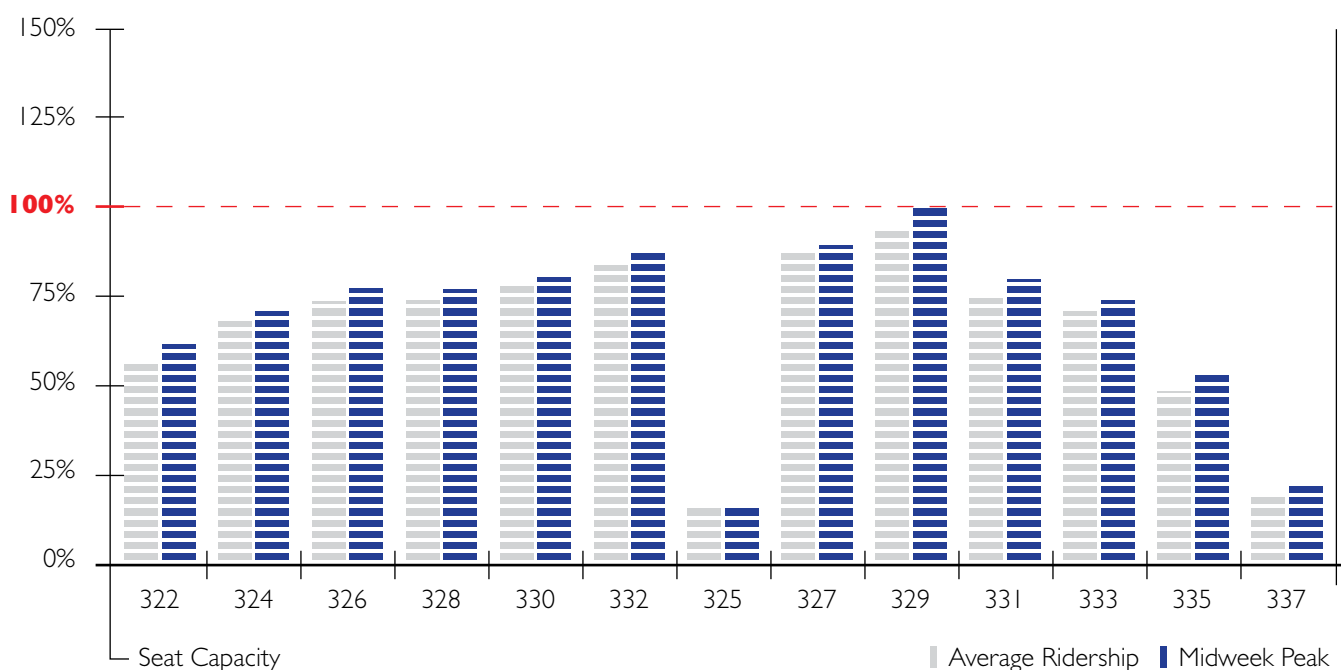


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

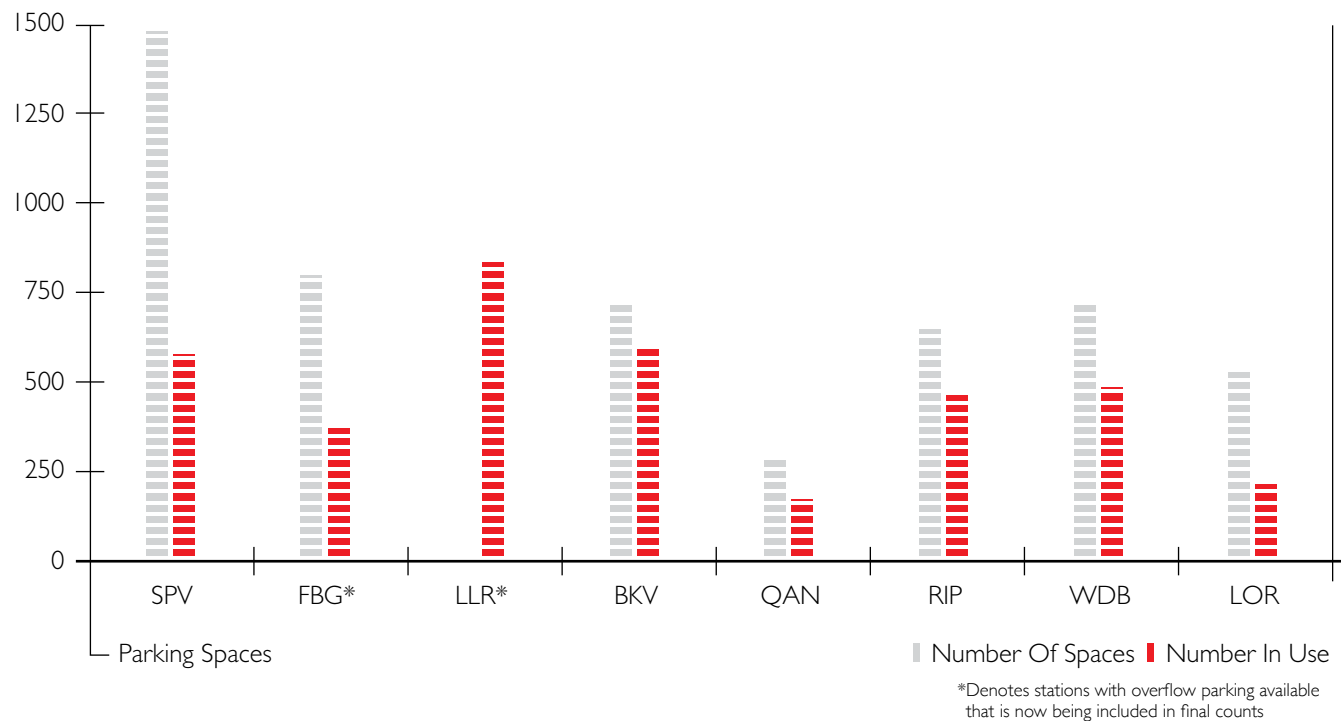


## MANASSAS LINE

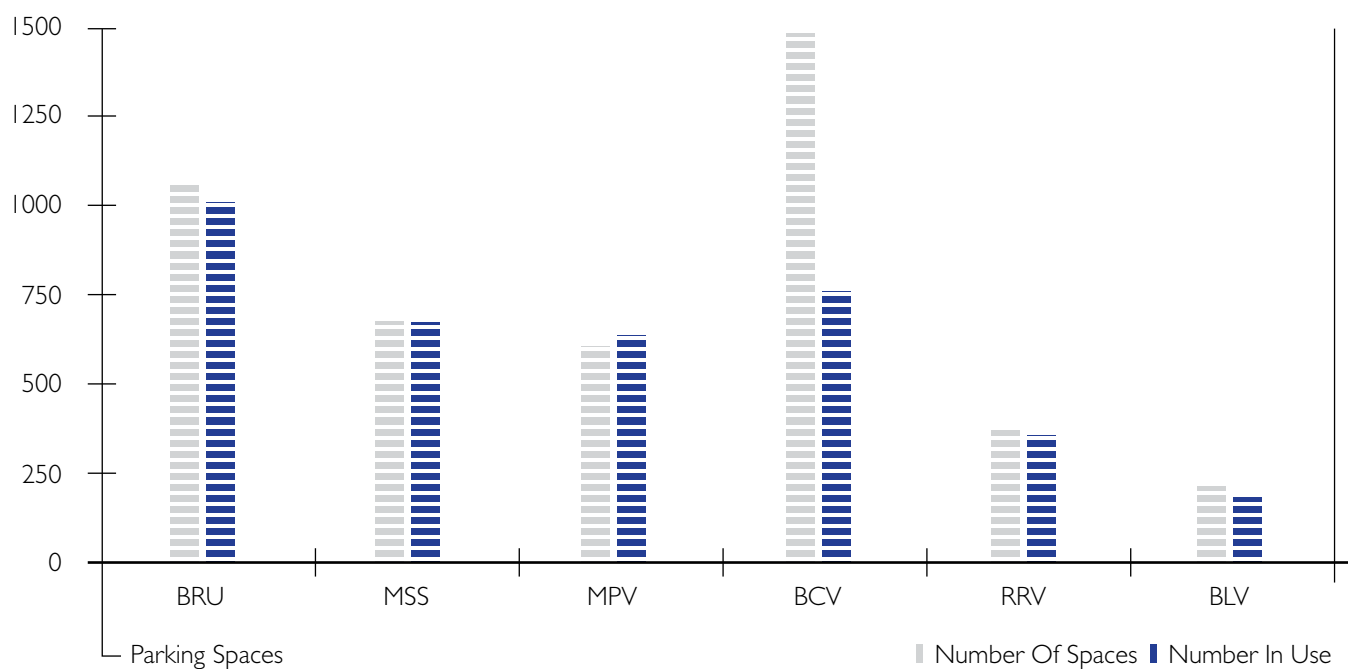


# PARKING UTILIZATION

## FREDERICKSBURG LINE



## MANASSAS LINE



# FINANCIAL REPORT

Fare income for the month was \$152,747 below the amended budget – an unfavorable variance of -4.43%. The cumulative variance for the year is -1.7% or \$465,584 below the amended budget. Revenue through the ninth month of FY 2016 is up 0.6% compared to the same period in FY 2015. We continue to monitor revenue closely.

The operating ratio is 55%. Our budgeted goal ratio for FY2016 is 50%.

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

Please Note: These figures are preliminary and unaudited.

Additionally, included this month is the VRE investment report dated March 31st, 2016

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

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY16 BUDGET
<b>OPERATING REVENUE (\$)</b>							
Passenger Ticket Revenue	3,299,078	3,451,825	27,749,337	28,214,921	(465,584)	-1.7%	37,820,000
Other Operating Revenue	3,558	15,060	171,338	123,095	48,243	39.2%	165,000
<b>Subtotal Operating Revenue</b>	<b>3,302,636</b>	<b>3,466,885</b>	<b>27,920,675</b>	<b>28,338,016</b>	<b>(417,341)</b>	<b>-1.5%</b>	<b>37,985,000</b>
Jurisdict. Subsidy (1)	—	—	16,428,800	16,428,800	—	0.0%	13,037,070
Federal/State/Other	2,558,948	2,416,516	18,371,587	18,897,718	(526,131)	-2.8%	29,785,011
Jurisdict. Subsidy Appn. from Res.	—	—	—	—	—	0.0%	740,000
Interest Income	12,689	1,825	62,609	14,921	47,688	319.6%	20,000
<b>Total Operating Revenue</b>	<b>5,874,273</b>	<b>5,885,227</b>	<b>62,783,671</b>	<b>63,679,454</b>	<b>(895,784)</b>	<b>-1.4%</b>	<b>81,567,080</b>
<b>OPERATING EXPENSES (\$)</b>							
Deptml. Operating Expenses	5,747,091	6,072,798	50,945,545	54,898,651	3,953,105	7.2%	74,806,901
Debt Service	668,477	668,030	2,216,446	2,212,168	(4,278)	—	6,714,870
Other Non-Deptml. Expenses	90,992	—	136,625	—	(136,625)	—	45,310
<b>Total Operating Expenses</b>	<b>6,506,560</b>	<b>6,740,828</b>	<b>53,298,616</b>	<b>57,110,819</b>	<b>3,812,202</b>	<b>6.7%</b>	<b>81,567,080</b>
<b>NET INC. (LOSS) FROM OPS (\$)</b>	<b>(632,287)</b>	<b>(855,601)</b>	<b>9,485,054</b>	<b>6,568,636</b>	<b>2,916,419</b>	<b>—</b>	<b>—</b>
<b>CALCULATED OPERATING RATIO</b>	<b>—</b>	<b>—</b>	<b>55%</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.

## VRE INVESTMENT PORTFOLIO

INVESTMENT TYPE	INSTITUTION	AMOUNT(\$)	COMMENTS	RATE
Checking Account	PNC	11,798,819	Operating Checking Account	0%
LGIP (Local Government Investment Pool)	LGIP	31,313,642	Operating and capital reserve	0.454%
<b>PROJECT FUNDS</b>				
LGIP (Local Government Investment Pool)	LGIP	90,853	Revolving account for small liability claims	0.454%
Insurance trust fund	DRM	10,429,992	Amount as of 3/31/2016	0.70%
<b>TOTAL PORTFOLIO</b>		53,633,306		

### Notes:

1. Contract allows for earnings credit on average monthly balance as an offset to banking service costs, rate in March was 0.35%
2. Earnings calculated based on the monthly average balance
3. Rate based on the information for 1st and 2nd quarter

## FY 2016 YEAR END FINANCIAL PROJECTION

Each month, the VRE Operations Board receives financial information in summary form which shows year-to-date actual to budgeted fare revenue, grant revenue, and operating expenses. In December of each year, a revised budget for the year is prepared based on the most current information as of that date. In December 2015, the Amended FY 2016 Budget was presented to the Board. The year-end projection is based on this amended budget.

The information below is a projection of year-end revenue and expenses for FY 2016. Major points are as follows:

- The overall surplus for FY 2016 is projected at \$3.3M. Approximately \$640K of this surplus is associated with unspent project expenses that will need to be carried forward into the next year, as described below.
- Fare Revenue is projected to be \$600K under budget, or \$37.2M for the year.
- Federal and State Revenue is under budget by \$930K, primarily due to:
  - \$739K under budget in access fee grants associated with the delayed start of the new Fredericksburg Line train.
  - \$160K under budget in grant and project management revenue.
- The budget for Other Revenue in the chart below included \$740K from prior year surplus for one-time consulting and professional services. The prior year surplus was not transferred because of underspending in these and other line items.
- Operating expenses are \$3.4M less than budget. Major contributing factors are:
- Diesel fuel was budgeted at \$3.7M. Due to ongoing lower than expected fuel costs diesel fuel savings for the year are projected at \$725K.
- Track access costs are projected to be \$900K under budget, due primarily to the delayed start of the new Fredericksburg train. Federal and State revenue is projected lower as a result (see Federal and State Revenue above).
- Total projected savings for consultant services for Program Development are \$300K, primarily related to one-time costs not incurred or funded from other sources. This is related to the \$740K of Other Revenue from prior year surplus noted above.
- Total projected savings for professional services for Facilities Maintenance are \$390K, primarily related to a revised schedule and progress towards the VRE office renovation project. The unspent funds will be carried forward into 2017.

- Total projected savings for Other Professional Services for Communications and Information Technology is \$250K, primarily related to a revised schedule and progress towards the SharePoint project. The unspent funds will be carried forward into 2017.
- Other departmental savings are projected at \$680k. Departments include Marketing, Equipment Operations, Project Development, Communications and Information Technology and Amtrak mid-day services.
- Non-Operating expenses are \$2.0M less than budget due to the unspent contingency of \$2.0M.

A recommendation on the use of the projected surplus will be presented as part of the Proposed FY 2018 and Amended FY 2017 Budgets in December 2016. Preliminary uses for the projected surplus are to carry forward \$640K into the FY 2017 budget for uncompleted projects, to fund one-time items in FY 2018 and to increase the Capital Reserve.

The chart below summarizes actual to budget data by major category:

## FY 2016 YEAR END OPERATING BUDGET PROJECTION (IN MILLIONS)

DESCRIPTION	REVISED BUDGET (\$)	CURRENT ESTIMATE(\$)	VARIANCE (\$)	%
Fare Revenue	37.8	37.2	-0.6	-1.7%
Local Subsidy*	13	13	0	0.0%
Fed/State Revenue	29.8	28.9	-0.9	-3.2%
Other Revenue	0.9	0.3	-0.6	-213.3%
<b>Total Revenue</b>	<b>81.6</b>	<b>79.4</b>	<b>-2.2</b>	<b>-2.8%</b>
Operating Expenses	68.8	65.4	3.4	5.2%
Non-Operating Expenses	6	4	2	51.4%
Debt Service	6.7	6.7	0	0.0%
Contribution to Reserve	0	0	0	0.0%
<b>Total Expenses</b>	<b>81.6</b>	<b>76.1</b>	<b>5.4</b>	<b>6.7%</b>
<b>NET INCOME (LOSS)</b>	<b>0</b>	<b>3.3</b>	<b>3.3</b>	

\*The local subsidy amount shown here is the amount needed for operations; total subsidy is \$16.4M.





# CAPITAL PROJECTS UPDATES

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

## SPOTSYLVANIA THIRD TRACK PROJECT

Work continued in April on the construction of 2.5 miles of new third track on the CSXT RF&P Subdivision from Crossroads to Hamilton in Spotsylvania County. Activities focused on installation of the final portion of the new third track. Among the remaining tasks were punch-list items in the areas of site, civil, and track work, as well as associated work to be accomplished by CSXT force account workers. Final track cut-ins and the final signal cut-in were scheduled for early May.

## LIFECYCLE OVERHAUL AND UPGRADE FACILITY

A new building at the Crossroads Maintenance and Storage Facility will be constructed to maintain VRE locomotives and passenger cars at the highest level of reliability throughout the life of the equipment. The VRE Operations Board authorized award of a contract for engineering, environmental, and construction services for the Lifecycle Overhaul and Upgrade (LOU) Facility to the STV Group Inc. The new LOU building will be almost twice as large as the existing Crossroads Service & Inspection building. A new Track 0 will be added and Tracks 2 and 3 will be reconfigured, with Track 3 ending as a stub track to provide additional storage.



VRE contractor prepares the subgrade prior to laying the new third track over the expanded Massaponax Creek Arch Bridge alongside Benchmark Road.

As a parallel effort, VRE is acquiring land adjacent to Crossroads Yard to add two new storage tracks. The new tracks are required to replace capacity lost in the present yard to make room for construction of the new LOU facility. We are waiting to request the Operations Board give authorizations to solicit for construction of the LOU Facility and for contract award for the two long lead-time items, the drop table and wheel truing machine, until the adjacent property acquisition is imminent.

## ROLLING ROAD STATION

The platform at VRE's Rolling Road Station is presently 400 feet long, which accommodates most train consists currently in operation. However, when VRE operates trains with six or more cars, some passengers must walk through cars in order to exit the train. This extends dwell times at the station and the overall travel times for remaining passengers. VRE has initiated a program of platform improvements to reduce overall travel times and improve operational flexibility. As part of that program the Rolling Road Station expansion will extend the platform by 250 feet to accommodate up to eight car trains. Based on initial conceptual studies by VRE, we expect to build the extension of the platform and steel canopy at the north end. An agreement with Norfolk Southern will be executed prior to consultant Notice to Proceed.

## L'ENFANT STORAGE TRACK WAYSIDE POWER CONSTRUCTION CONTRACT

Midday train storage is at a premium in the District of Columbia. This project consists of converting an existing store track immediately north of VRE L'Enfant Station for midday trains storage. CSXT is installing new switches at either end of the storage track, along with a stub track and signals. VRE is presently installing wayside power appliances to permit heating and cooling of trains during layover without keeping the locomotive running.

After a delay over the winter months awaiting the necessary permits from the District, VRE's contractor, C3M Power Systems, has restarted work. The contractor has trenched for a duct bank that will hold electrical conduit on the north side of the project along the existing tracks. The underground duct bank has been placed and final grading will be done to complete this phase of the work. Once this has been complete, the next step of constructing the switchgear building can begin.



The official Project Identification Sign, required of all federally funded projects has been installed at the project worksite.



The conduits lead to a new switchgear building that will be installed at that location. The area will be graded and the gravel will be the base for the new concrete pad. The switchgear will be housed in a pre-fabricated building.



The base for the power pedestal has been placed and the actual power pedestal will be added. Note the cage form for the concrete work.



## GHX: FEEDBACK ON INITIAL ALTERNATIVES GATHERED AT APRIL 2016 MEETINGS

VRE hosted a series of meetings throughout April 2016 to gather feedback on the initial project alternatives for the Gainesville-Haymarket Extension. The meetings included the following:

- Policy Advisory Committee Meeting (elected officials)
- Executive Steering Committee Meeting (senior jurisdiction and agency staff)
- Technical Advisory Committee Meeting (jurisdictions, regional and resource agency technical staff)
- Community Advisory Committee Meeting (representatives for residents, riders, and community organizations)
- Community Meeting (general public)

Various options for service plans, station locations, and storage and maintenance facility locations were presented. The service plans described the proposed number of trains, the frequency of service, the stations being served, and the end-of-line or terminus options. It was clarified that all of the proposed service plan alternatives were allowed under current operating agreements, but would need approval from Norfolk Southern to operate on the proposed extension. The shuttle to Alexandria, which has trains going only as far as Alexandria and then returning, is only projected for midday service for when there is likely to be available capacity to transfer to Metrorail.

The initial alternatives were compared based on how well they met the project goals. Estimated ridership, savings in vehicle miles traveled (VMT), and preliminary capital and operating costs for these alternatives were also presented to help weigh the benefits and drawbacks of each option. The community meeting was attended by almost 100 people. The discussion focused on costs and benefits of the extension. Stakeholders were seeking a project that has a strong mobility benefit to this important regional corridor.

Potential sources of funding for the project were discussed at the Policy Advisory Committee meeting. There was interest in developing a competitive project, especially for federal funding. The potential for phased implementation of the project was discussed, with a preferred alternative implemented in incremental steps. However, such an approach would increase the total cost of the project. It was suggested the study should strengthen the land use connection in the project approach, it would be helpful to quantify the projected change in tax base, and to imagine a potential overlay district. It was noted that active development proposals were under review by Prince William County in each of the potential station areas. In coordination with the County, the GHX team can look at different land use scenarios and quantify, at a high-level, potential revenues from transit-oriented development. The Commonwealth will want to understand how the tax revenues are being leveraged.



Christine Hoeffner, VRE's Manager of Project Development and the GHX Project Manager, listens to comments and suggestions regarding station sites at the GHX Community Meeting



VRE Staff presented a comparison of the Initial Alternatives relative to their potential to meet Project Goals at the GHX Community Meeting

# FACILITIES UPDATE

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

**Completed projects:**

1. Brush and tree clearing of alignment for right-of-way security fencing at Burke Centre Station
2. Cubicle installation in Crossroads Warehouse
3. Cleaning and replacement of carpeting and cleaning of ductwork at Alexandria Headquarters
4. Broad Run Yard wayside power repairs
5. Replacement of deteriorated conduits at Rolling Road Station
6. Repair of damaged ADA parking signage at Broad Run and Leeland Road Stations
7. Repair of inter-track fence at Franconia-Springfield Station

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

1. Installation of right-of-way security fencing at Burke Centre Station, pending utility and Norfolk Southern signal line locating
2. Canopy roof and gutter replacement at L'Enfant Station, followed by replacement at Leeland Road Station
3. Installation of upgraded LED light fixtures at Woodbridge Station west elevator/stair tower and pedestrian bridge, pending fixture delivery
4. Office space renovations at Crossroads Warehouse
5. Correction of canopy drainage problem at Crystal City Station
6. Execution of supplement to AECOM GECVI Task Order I for continuation of VPDES General Permit compliance monitoring services at the Broad Run and Crossroads Yards
7. Replacement of damaged power supply conduit for Ticket Vending Machine at Manassas Station
8. Extension of outfall drainage pipe at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance monitoring

**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. Repairs to pavement drainage facilities at Rippon Station
7. Repairs to stair railings at Rippon Station
8. Installation of pathfinder signs for Spotsylvania Station
9. Installation of inter-track warning signs at various stations
10. Ordering of new trash/recycling containers and poster cases for upcoming Lorton Platform Extension project

**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



Brush and Tree Clearing for Burke Centre Station Right-of-Way Security Fencing

# 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
- Engineering and Design Services for Midday Storage Facility
- Delivery of Lubricating Oil for VRE Locomotives
- Federal Relations Services
- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Positive Train Control System Testing, Coordination and Oversight
- Information Technology Services
- Program Management Services
- Repair and Overhaul of Air Brake Equipment



# NOTES

# PROJECTS PROGRESS REPORT

AS OF APRIL 21, 2016

## STATIONS AND PARKING LOTS

PROJECT	DESCRIPTION	PHASE					
		CD	PE	ES	RW	FD	CN
<b>Union Station Improvements</b> (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 extend 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>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	65%	2nd QTR 2016	●	Amtrak rcompleted procurement. Ready to issue NTP for "hanger" roof repair.
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. Preparing RFP for release.
2,500,000	2,500,000	—	—	410,351	50%	4th QTR 2016	■	NTP on hold pending availability of CSXT flagging.
16,140,000	16,140,000	—	—	—	5%	3rd QTR 2017	●	Part of Penta-Platform program. Preparing RFP for release.
16,633,535	16,633,535	—	—	—	5%	1st QTR 2020	●	Part of Penta-Platform program. Preparing RFP for release.
—	—	—	—	—	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. Preparing RFP for release.
14,000,000	9,264,300	4,735,700	—	—	5%	3rd QTR 2020	●	Part of Penta-Platform program. Preparing RFP for release.
3,422,500	3,422,500	—	3,901,886	3,620,000	99%	1st QTR 2016	●	Station opened for revenue service November 16, 2015. Proceeding with close-out.
2,000,000	2,000,000	—	—	—	5%	3rd QTR 2020	●	Award made to Dewberry. NTP pending Norfolk Southern coordination.
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 Wayside Storage Track</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			STATUS
	Funded	Unfunded	Authorize	Expended	Percent	Date		
4,283,618	4,283,618	–	4,207,057	512,982	60%	3rd QTR 2016	●	Power construction has resumed with District permitting resolved.
32,500,000	32,500,000	–	32,823,227	22,907,609	95%	2nd QTR 2016	●	Final CSXT track and signal cut-in scheduled for 5/12.
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%	2nd QTR 2017	●	Design 100% complete. Bids received for long-lead equipment.
75,264,693	75,264,693	–	72,296,772	21,760,988	29%	4th QTR 2018	●	8 cars received in FY 2015, 7 cars scheduled to be received in FY 2016 and 5 cars scheduled to be received in FY 2017.
10,553,000	10,553,000	–	7,980,877	4,548,008	43%	4th QTR 2016	●	Onboard installations ongoing.
291,724,300	5,823,052	285,988,586	4,815,163	654,235	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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