

CEO REPORT

OCTOBER 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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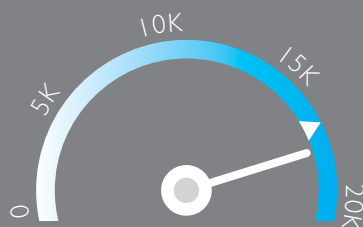
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SUCCESS AT A GLANCE



PARKING UTILIZATION

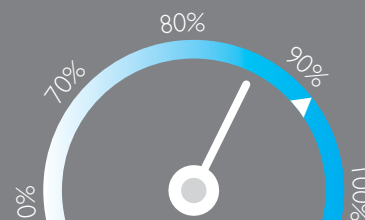
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



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

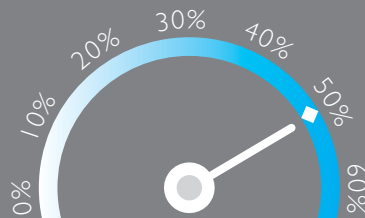
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

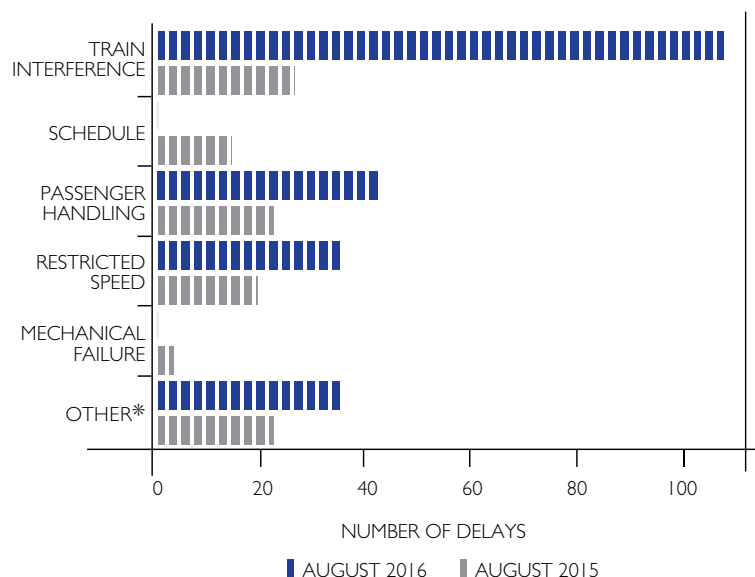
ON-TIME PERFORMANCE

OUR RECORD

	August 2016	July 2016	August 2015
Manassas Line	96%	85%	90%
Fredericksburg Line	80%	65%	89%
System Wide	88%	75%	90%

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

REASONS FOR DELAYS



VRE operated 736 trains in August, with 90 trains arriving more than five minutes late to their final destinations. There were 15 late trains on the Manassas Line and 75 late trains on the Fredericksburg Line resulting in an overall on-time rate of 88 percent.

Infrastructure improvements along the rails continue to be the main cause for coming up short on 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 we operate on are already at capacity with all the VRE, Amtrak and freight trains that run through our area and any one event, such as track work, heat-related speed restrictions or a broken down train can cascade delays to multiple trains. For example, heat orders were put into effect by CSX for nine service days, which guarantees the Fredericksburg Line can perform no better than 70 percent on-time for that day.

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

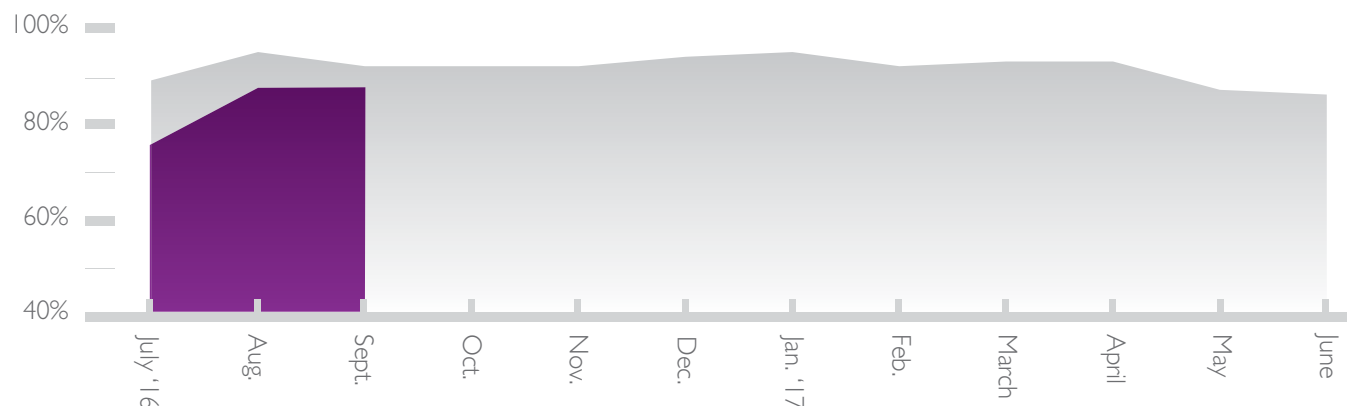
LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Jun.	Jul.	Aug.	Jun.	Jul.	Aug.	Jun.	Jul.	Aug.
Total late trains	103	158	90	61	111	75	42	47	15
Average minutes late	15	16	15	15	17	16	14	14	10
Number over 30 minutes	6	18	7	2	4	7	4	14	0
Heat restriction days / total days	4/22	11/20	9/23	—	—	—	—	—	—

ON-TIME PERFORMANCE

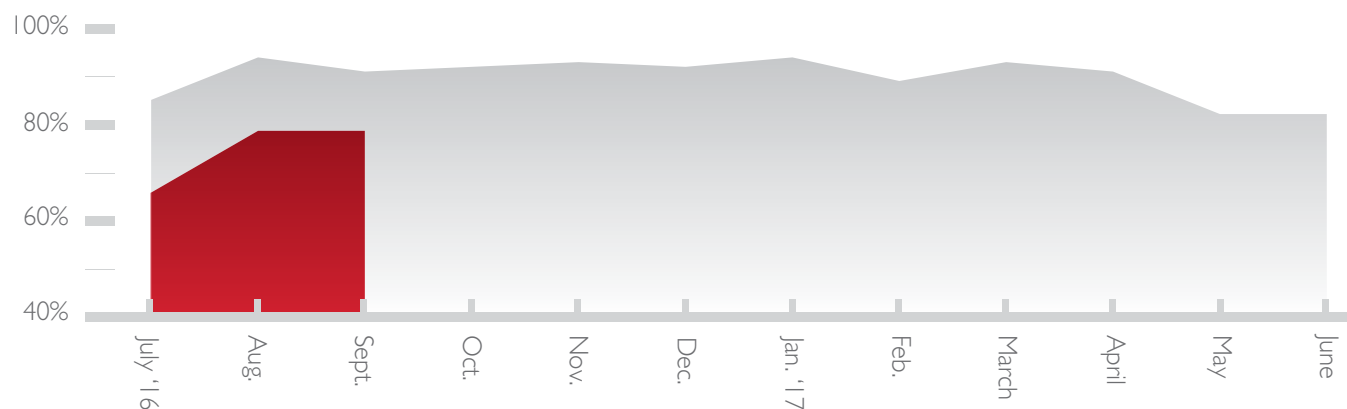
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

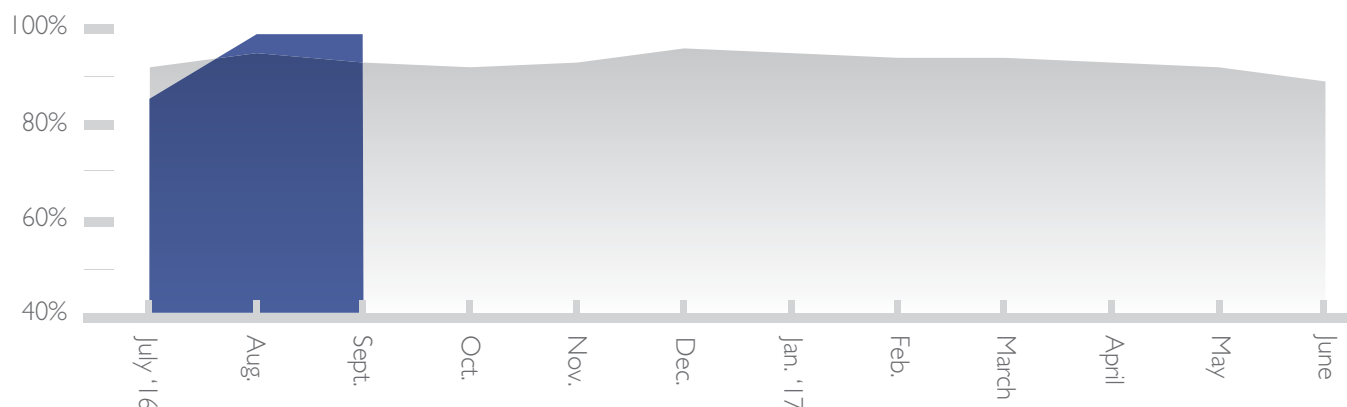


ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



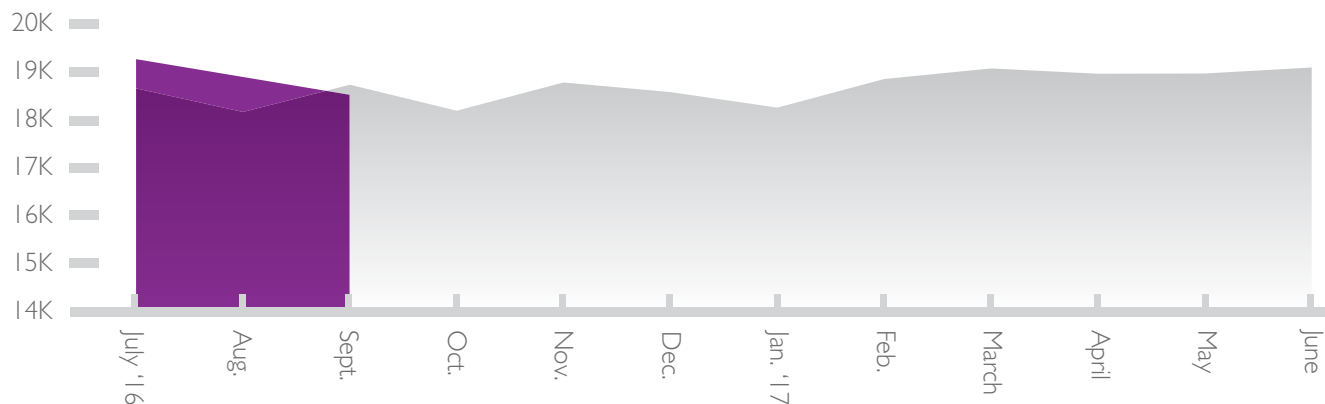
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



AVERAGE DAILY RIDERSHIP

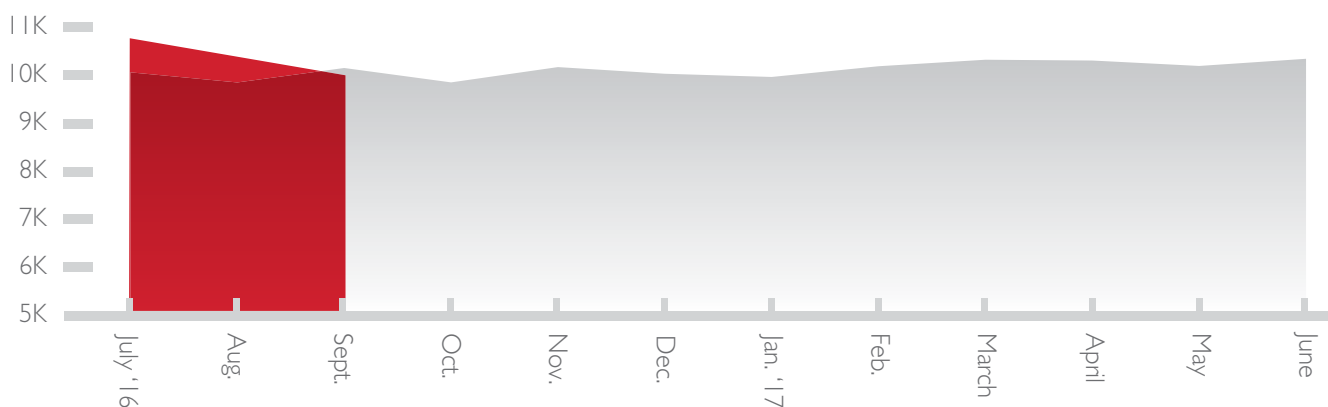
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

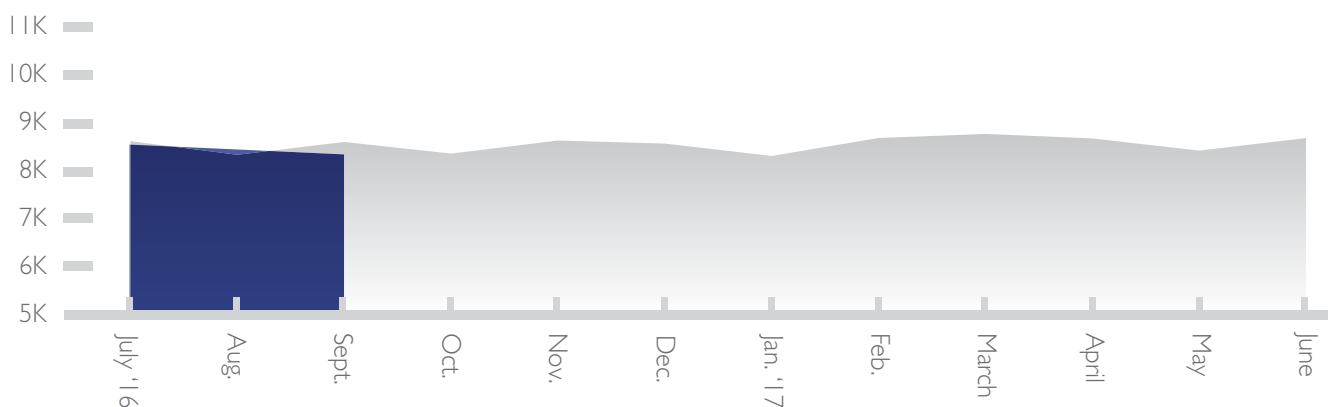


AVERAGE DAILY RIDERSHIP BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



RIDERSHIP UPDATES

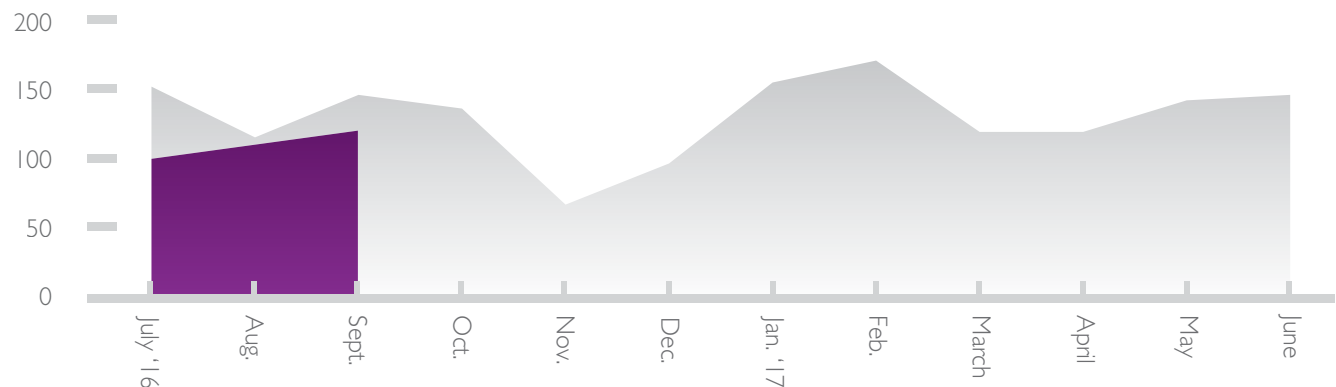
August average daily ridership was approximately 18.6k rides which is down from July but a significant increase over last August (which was about 17.6k daily riders). In August, WMATA's SafeTrack Program did not impact areas that are relatively close to VRE's service (as they did in previous months) which explains the dip in average daily ridership from July to August. As mentioned, this average is still up from the same month last year which could imply that some riders have stayed on VRE trains after their Metro line resumed normal service. VRE will monitor ridership to see if this bump continues during September, as most vacations are over and more new riders try our service.

August 2016 August 2015

Monthly Ridership	426,944	363,336
Average Daily Ridership	18,563	17,651
Full Service Days	23	21
"S" Service Days	0	0

SUMMONSES ISSUED

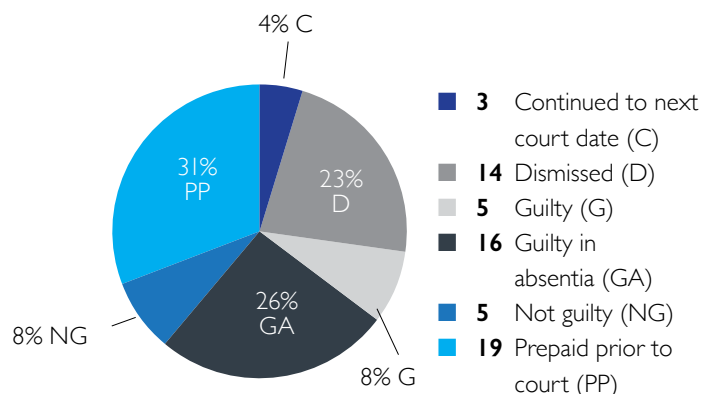
BOTH LINES ■ Current Stats ■ FY 2016



SUMMONSES WAIVED

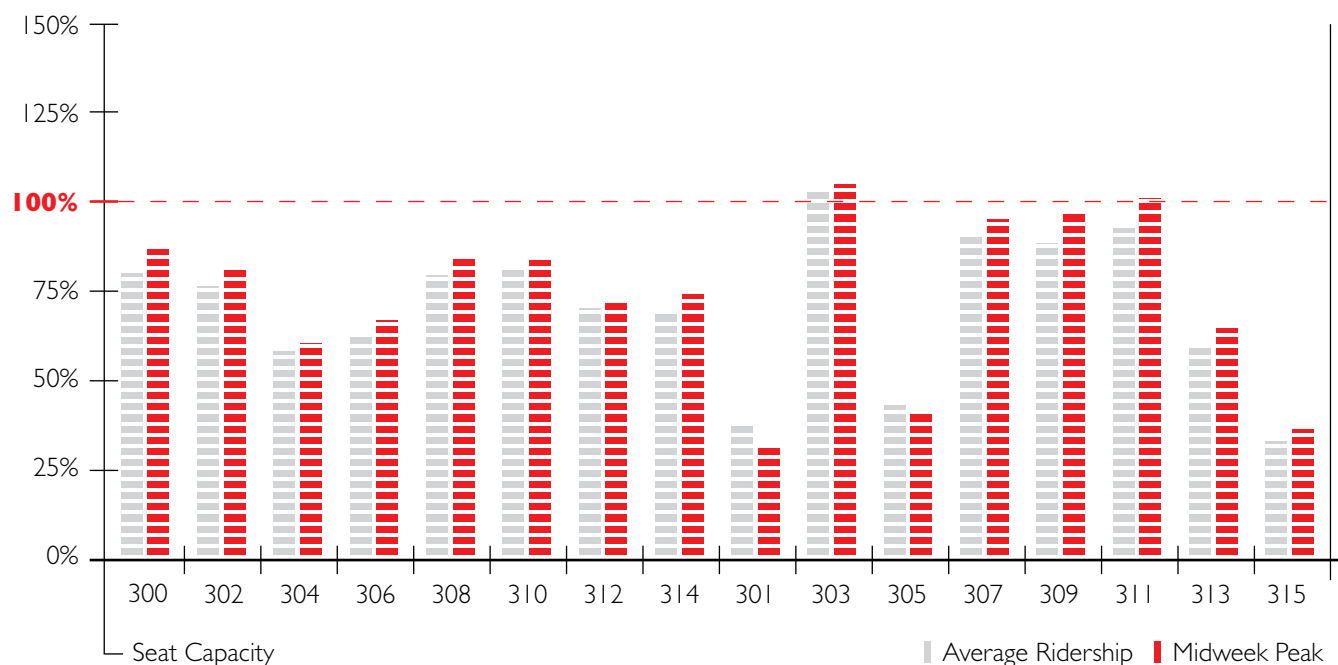
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	38
One-time courtesy	37
Per the request of the conductor	7
TVM error	0
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient processing time	1
Insufficient information	8
Lost and found ticket	0
Other	0
Total Waived	91

MONTHLY SUMMONSES COURT ACTION

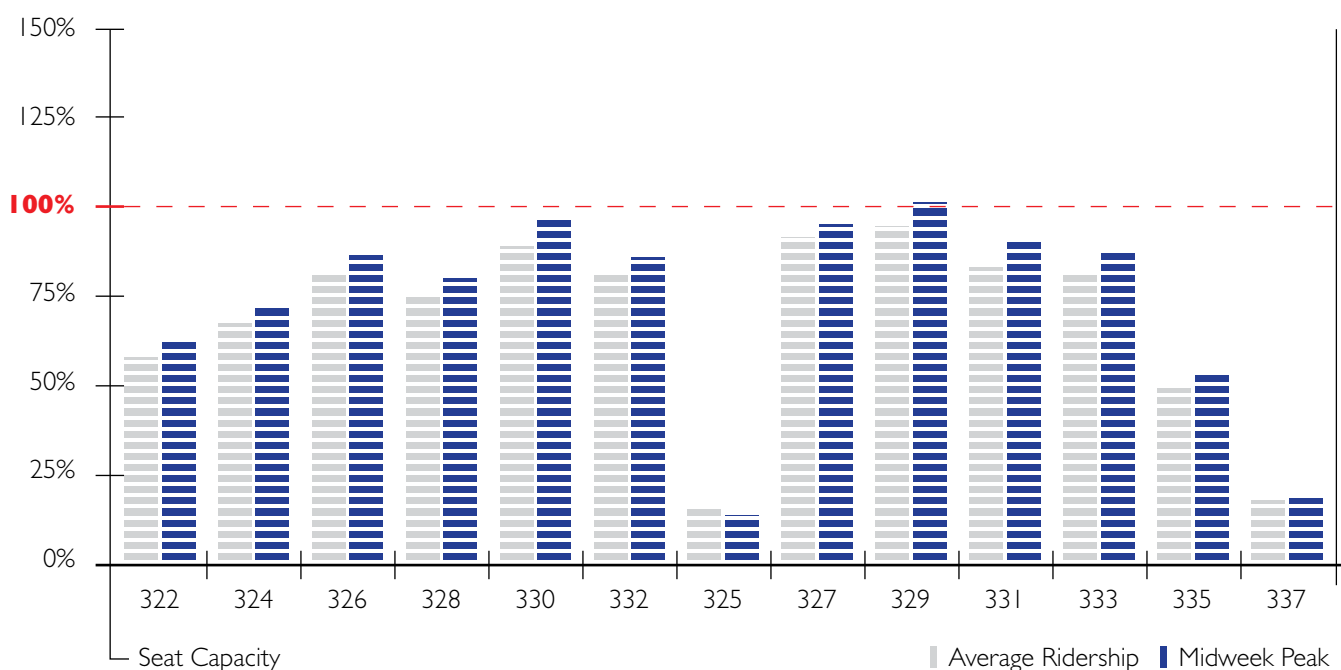


TRAIN UTILIZATION

FREDERICKSBURG LINE

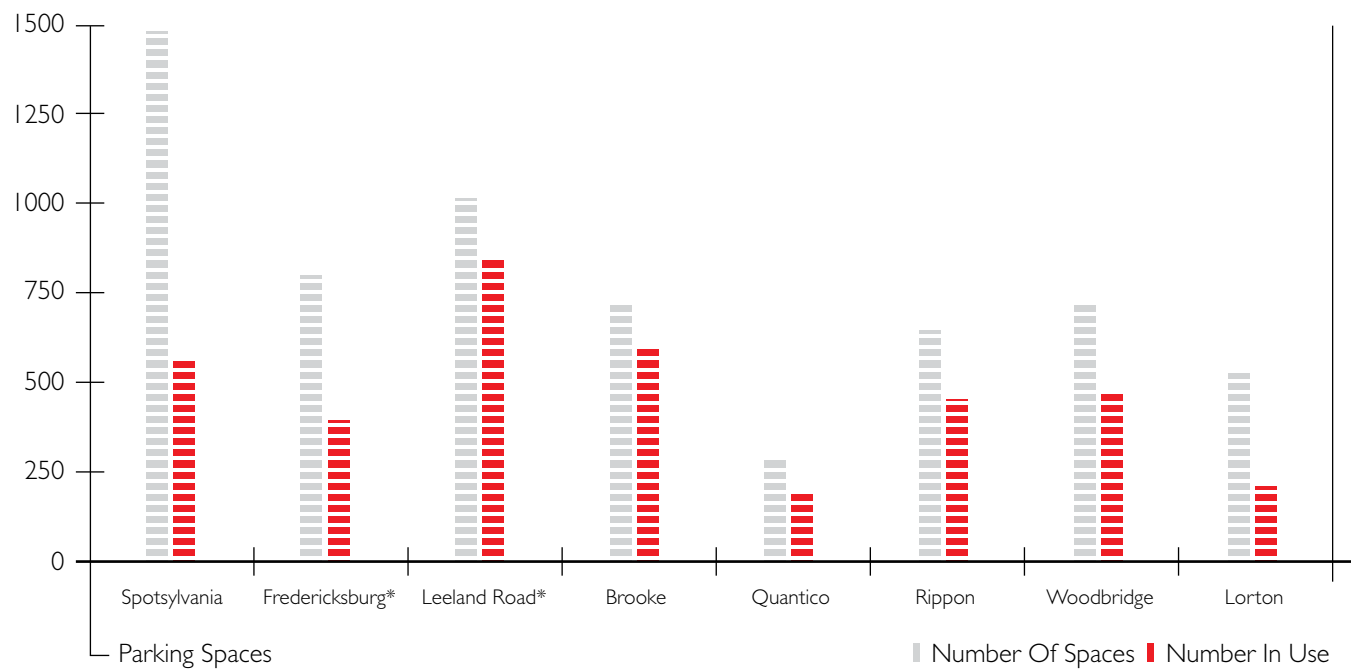


MANASSAS LINE



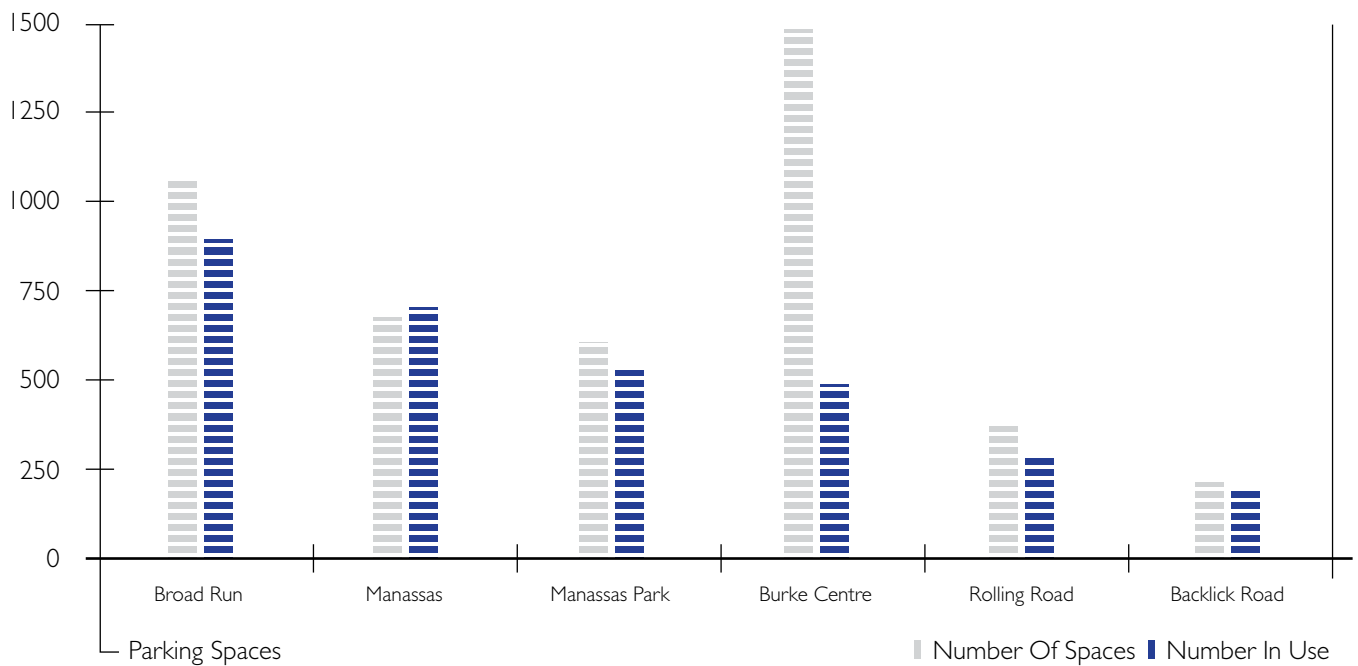
PARKING UTILIZATION

FREDERICKSBURG LINE



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

MANASSAS LINE



AUGUST 2016 FINANCIAL REPORT

A copy of the August 2016 Operating Budget Report is below.

Fare income through the first two months of FY 2017 was \$528,642 above the budget – a favorable variance of 7.9 percent. Revenue through the second month of FY 2017 is up 15.9 percent compared to the same period in FY 2016. Revenue for the period was affected by ridership related to WMATA SafeTrack activities.

The operating ratio is 50 percent. The operating ratio is typically lower early in each fiscal year due to the payment into the Insurance Trust Fund in July.

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

FY 2017 OPERATING BUDGET REPORT MONTH ENDED AUGUST 31, 2016

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY17 BUDGET
OPERATING REVENUE (\$)							
Passenger Ticket Revenue	3,536,711	3,569,124	7,201,351	6,672,709	528,642	7.9%	38,950,000
Other Operating Revenue	19,479	18,327	22,689	34,263	(11,7574)	-33.8%	200,000
Subtotal Operating Revenue	3,556,190	3,587,450	7,224,040	6,706,972	517,068	7.7%	39,150,000
Jurisdict. Subsidy (1)	-	-	8,798,262	8,798,262	-	0.0%	13,002,382
Federal/State/Other	3,159,418	3,032,238	5,165,599	4,978,122	187,477	3.8%	29,929,051
Jurisdict. Subsidy Appn. from Res.	-	-	-	-	-	0.0%	377,000
Interest Income	10,405	2,291	18,850	4,283	14,567	340.1%	25,000
Total Operating Revenue	6,726,013	6,621,979	21,206,751	20,487,639	719,112	3.5%	82,483,433
OPERATING EXPENSES (\$)							
Deptml. Operating Expenses	4,948,109	6,075,501	14,553,759	15,615,382	1,061,623	6.8%	75,756,564
Debt Service	1,119,206	1,119,145	1,119,943	1,119,145	798		6,714,870
Other Non-Deptml. Expenses	-	-	-	-	-		12,000
Total Operating Expenses	6,067,315	7,194,646	15,673,702	16,734,527	1,060,825	6.3%	82,483,433
NET INC. (LOSS) FROM OPS (\$)	658,699	572,667	5,533,049	3,753,111	1,779,937	-	-
CALCULATED OPERATING RATIO	-	-	50%	43%	-	Goal	50%

(1) Total jurisdictional subsidy is \$17,250,240. Portion shown is attributed to Operating Fund only.



CAPITAL PROJECTS UPDATES

**AS OF SEPTEMBER 9, 2016*

The Rolling Road Platform Extension will accommodate longer trains and allow riders to board and detrain quicker.

ROLLING ROAD PLATFORM EXTENSION

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

A site visit was held on August 8, with the project consultant and VRE Information Technology, Safety and Security, and Facilities and Operations staff. Team members were able to identify possible issues and constraints associated with planning and design for the platform extension. They also discussed lessons learned from similar projects, one of which is coordination with local jurisdictions and counties. VRE will be collaborating with Fairfax County about their plans for potential access and parking improvements at Rolling Road.

MIDDAY STORAGE FACILITY

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, ultimately saving VRE money and time.

Notice to Proceed (NTP) and project kick-off occurred on August 9. Initial project start-up activities include project management tasks, stakeholder engagement and real estate acquisition strategies to support project development. Key stakeholders include Amtrak, Conrail and various District of Columbia offices.

LONG BRIDGE FEASIBILITY AND ENVIRONMENTAL STUDIES

The Long Bridge across the Potomac River is a major railroad bottleneck for the Eastern Seaboard and the main issue limiting VRE's ability to operate more trains. The purpose of this project is to provide greater 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 (CSXT), 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 U.S. Department of Transportation American Recovery and Reinvestment Act grant. The work will involve analyzing potential bridge replacement and expansion options aimed at improving capacity at the only railroad crossing of the Potomac River between D.C. and Virginia.

The Request for Proposals (RFP) for Phase III, which is for an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA), was advertised on August 3. The EIS will document and disclose potential impacts and benefits of expanding and/or replacing Long Bridge. The NTP is expected in November 2016. VRE continues to support tasks related to environmental and engineering assessments along with service planning scenarios to create a strong foundation for the upcoming EIS effort. A Notice of Intent (NOI) was published on August 26, kicking off the scoping process. VRE, DDOT, DRPT, FRA and CSXT continue to collaborate and refine the project scope.

L'ENFANT (NORTH) STORAGE TRACK

CSXT added a stub-end storage track just north of the VRE L'Enfant Station several years ago. The current project focuses on CSXT installing powered switches and signaling at both ends of the track while VRE constructs the appliances needed to supply power to trains laying over on the track during the midday. In August, Pepco continued the installation of the conduit necessary to provide power to the CSXT signals and VRE switchgear.

Pepco will begin the final cable installation in September. After the testing and inspection of Pepco's work, 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.

L'ENFANT (SOUTH) STORAGE TRACK

Earlier this summer, CSXT modified their main line tracks south of the VRE L'Enfant Station in order to operate taller "double-stack" freight trains. A temporary track was installed during construction to provide an extra track to maintain operations. With the clearance project nearly complete, CSXT and VRE have agreed to leave the temporary track in place and convert it into 1,350 feet of midday storage for VRE trains or as a lay-off track for emergencies. VRE will be able to store up to two trainsets midday on the storage track.

In August, CSXT continued drainage and the subgrade improvements under the temporary track in order to adapt it to permanent use. This work should be completed in September.

VRE has tasked the General Engineering Consultant with the design of wayside power appliances for trains during layover. The design is underway with 30 percent plans expected to be submitted in September. Coordination with Pepco has begun as well. Bi-weekly calls between VRE staff and CSXT are ongoing in an effort to coordinate technical reviews and refine project details. It is anticipated that CSXT will be able to turn over the track to VRE for use in October 2016, with wayside power available after the first of the new year.

QUANTICO STATION IMPROVEMENTS

VRE has identified several improvements needed at the Quantico Station, including the extension of the existing platform, the addition of an island platform, a pedestrian bridge and bus facilities. The project is being developed in conjunction with the DRPT-CSXT Arkendale to Powell's Creek Third Track Project.

It is expected 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, pedestrian overpass and the extension of the existing east platform. The projected in-service date for all of the improvements is mid-2018.

VRE, CSXT and DRPT are meeting on a bi-weekly basis to encourage communication among the major stakeholders and adhere to scope, schedule and design consistency.

"PENTA-PLATFORMS" STATION IMPROVEMENTS

The Penta-Platforms Project adds capacity to the CSXT RF&P Subvision by extending platforms and/or adding second platforms at five VRE Fredericksburg Line stations (Franconia-Springfield, Lorton, Rippon, Brooke and Leeland Road). A contract was awarded in July and a scope and schedule meeting was held in August. NTP was issued August 4. VRE has been coordinating flagging availability with CSXT to support future field work, including surveying, geotechnical work, environmental analyses and tasks related to NEPA. After flagging services have been secured and field activities are scheduled, a comprehensive kick off including contractors and major stakeholders will occur. In the meantime, alternate weekly calls among the key parties continue in an effort to coordinate engineering and planning efforts. Engineering coordination includes in-person workshops where needed, the first of which occurred on August 24.

MANASSAS PARK STATION PARKING EXPANSION

The VRE Manassas Park station parking lot is often full before the last train leaves the station in the morning, signaling the need for additional parking to meet the needs of riders. Ridership at this station is projected to grow with new development near the station and enhanced VRE service on the Manassas Line. The best solution, which VRE is currently working to identify, will solve the problem for both today and for future growth.

The Operations Board approved the award of Engineering and Environmental Services in June 2016. Since project kick-off in July, a field survey has been conducted, and collaboration has begun among VRE staff, Manassas Park Governing Body, and the Northern Virginia Transportation Authority (NVTA). The project team continues to synthesize and evaluate data in order to present the most valuable options for the proposed parking facility with regards to size and location, vehicle and pedestrian mobility, and potential funding.

LORTON PLATFORM EXTENSION

The Lorton Platform Extension Project lengthens 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. With the availability of CSXT Flagmen on August 11 and 12, the contractor was able to clear the trees for the upcoming Fiber Optic Relocation. Now that the site has been cleared, it is ready for the fiber optic relocation, which consists of utility location and construction layout staking. This is expected to begin at the end of September. When the fiber optic relocation has been completed, VRE will give the contractor Notice to Proceed (NTP), and the project can move forward. The NTP is anticipated for fall 2016.



In this “before” image, contractors begin the process of clearing trees in preparation of the fiber optic relocation for the Lorton Platform Extension.



In this “after” image of the land adjacent to Lorton Station, the trees have been cleared, and the site is ready for the upcoming fiber optic relocation necessary for the extension of the existing platform.

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.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Repairs to right-of-way fencing at L'Enfant Station
2. Removal of pedestrian grade crossing asphalt spoils at L'Enfant, Crystal City and Leeland Road Stations
3. Reinstallation of inter-track fence at Franconia-Springfield Station
4. Restriping of Woodbridge Station parking garage
5. Cleaning of ductwork at Woodbridge Station vendor spaces, Quantico Station and VRE Fredericksburg office
6. Replacement of parking lot entrance signage at several Fredericksburg parking lots
7. Repairs to right-of-way fencing at Burke Centre Station
8. Pavement repairs and restriping of several parking lots at Broad Run Station (all lots except main lot adjacent to station)
9. Installation of electrically-operated derails at Crossroads Yard



Electrical installations for headquarters' communications server room

Projects scheduled to be completed this quarter:

1. Correction of canopy drainage problem at Crystal City Station
2. Replacement of broken glass panes at Woodbridge Station west elevator/stair tower (pending delivery of glass panels)
3. Repairs to stair railings at Rippon Station (in progress)
4. Painting of stair railings at Rippon Station (in progress)
5. Canopy roof and gutter replacement at Leeland Road Station (contingent upon CSX flagman availability)
6. Resealing of waiting room floor at Spotsylvania Station
7. Installation of pathfinder signs for Spotsylvania Station
8. Pavement repairs and restriping of several parking lots at Broad Run Station (main lot adjacent to station)
9. Replacement of ground power switchgear contactor at Crossroads Yard
10. Periodic testing of ground power switchgear at Crossroads and Broad Run Yards
11. Repairs to automated train gate at Broad Run Yard
12. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance

Projects scheduled to be initiated this quarter:

1. Replacement of platform lighting at L'Enfant Station
2. Repairs to fascia and soffit at Woodbridge Station east building
3. Development of design of platform concrete rehabilitation at Fredericksburg Station
4. Repairs to damaged railings at Manassas Station parking garage
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



Pavement repairs and striping at Broad Run station

Ongoing projects:

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

UPCOMING PROCUREMENTS

- Graphic Design Services
- 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
- Information Technology Services
- Program Management Services
- Purchase of Replacement Railcar Batteries

PROJECTS PROGRESS REPORT

AS OF SEPTEMBER 9 2016

PASSENGER FACILITIES

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 Park Parking Expansion	Parking garage to increase parking capacity by 1,100 spaces.	◆			N/A		
Rolling Road Station Improvements	Extend existing platform.	◆	—	—	N/A	—	—
Broad Run Station Improvements	Parking garage to increase parking capacity by 900 spaces.	◆	◆	■	N/A	—	—

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

1 Total project cost estimate in adopted FY2017 CIP Budget

2 Does not include minor (< \$50,000) operating expenditures

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, and is anticipated to be completed in December, 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. NTP issued August 4, 2016.
2,500,000	2,500,000	–	–	410,351	16%	3rd QTR 2018	●	CSX Flagman started August 11, 2016; trees cleared for Fiber Optic Relocation, and utility location and construction layout staking accomplished in August, 2016.
16,140,000	16,140,000	–	–	–	5%	3rd QTR 2017	●	Part of Penta-Platform program. NTP issued August 4, 2016.
16,633,535	16,633,535	–	–	–	5%	1st QTR 2020	●	Part of Penta-Platform program. NTP issued August 4, 2016.
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 2021	●	Part of Penta-Platform program. NTP issued August 4, 2016.
14,000,000	9,264,300	4,735,700	–	–	5%	3rd QTR 2020	●	Part of Penta-Platform program. NTP issued August 4, 2016.
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	●	NTP issued in July, 2016. Work sessions and ridership studies continue.
2,000,000	2,000,000	–	–	–	5%	3rd QTR 2020	●	NTP issued to Dewberry; project kick-off held in May 2016; site visit anticipated in early August
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 STATUS: ◆ Completed ● Underway ■ On Hold

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	CD	PE	PHASE		FD	CN
				ES	RW		
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 (15 received • 14 being built)	◆	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

1 Total project cost estimate in adopted FY2017 CIP Budget

2 Does not include minor (< \$50,000) operating expenditures

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	●	Anticipated project closeout fourth quarter 2016.
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 50% complete. Pepco work will be followed by CSX signal installation.
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, 7 cars have been received in FY 2016 and 5 cars scheduled to be received in FY 2017.
10,553,000	10,553,000	–	7,980,877	6,362,506	80%	4th QTR 2018	●	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%	1st QTR 2017	●	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								

NOTES

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