

CEO REPORT

APRIL 2017



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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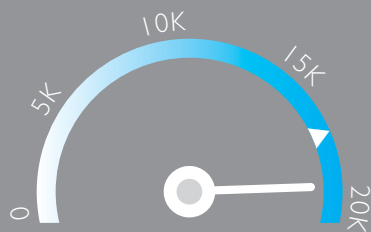
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SUCCESS AT A GLANCE



PARKING UTILIZATION

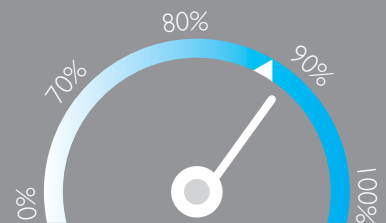
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



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

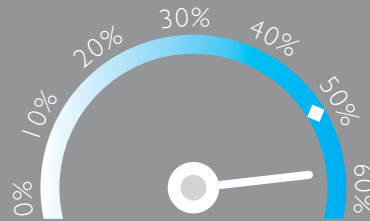
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

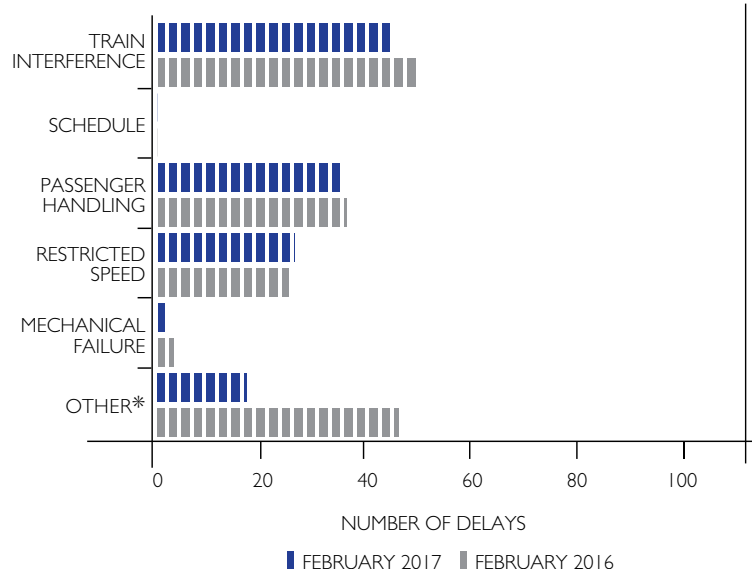
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	February 2017	January 2016	February 2016
Manassas Line	94%	98%	93%
Fredericksburg Line	85%	92%	85%
System Wide	89%	95%	89%

REASONS FOR DELAYS



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

VRE operated 608 trains in February. Our on-time rate for February was 89% – just shy of our 90% on-time goal. Sixty-four of the 608 trains arrived over five minutes late to their final destinations. The Manassas Line accounted for nineteen late trains, and the Fredericksburg Line accounted for forty-five.

Ongoing Fredericksburg Line rail improvements contribute to congestion on the heavily used line. This track work is a major contributor of delays, as any one incident along the line can impact several trains later in the schedule. Heavy freight traffic and temporary speed restrictions will likely continue to cause delays in the short-term. However, the work will reduce congestion and increase operational flexibility in the long-term.

On March 6, we implemented a system-wide schedule change. The schedule change reduces dwell times along the Manassas Line as well as accounts for the extra time it takes to travel between the Fredericksburg and Spotsylvania stations. The Fredericksburg Line change should help improve OTP with three additional minutes between Spotsylvania and Fredericksburg.

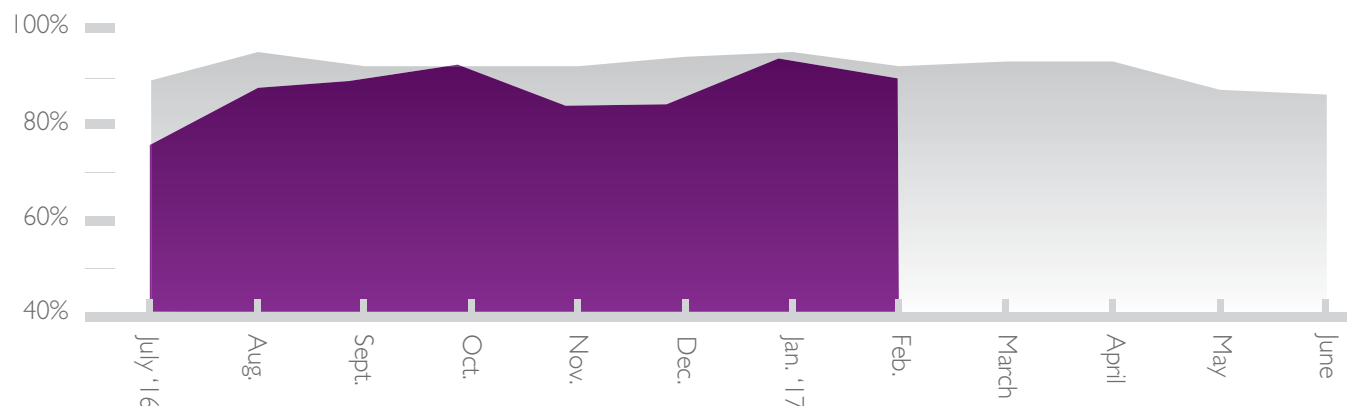
LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.
Total late trains	87	35	64	52	20	45	35	15	19
Average minutes late	24	22	12	29	15	14	17	31	7
Number over 30 minutes	21	6	3	15	12	3	6	4	0
Heat restriction days / total days	0/21	0/20	0/19	–	–	–	–	–	–

ON-TIME PERFORMANCE

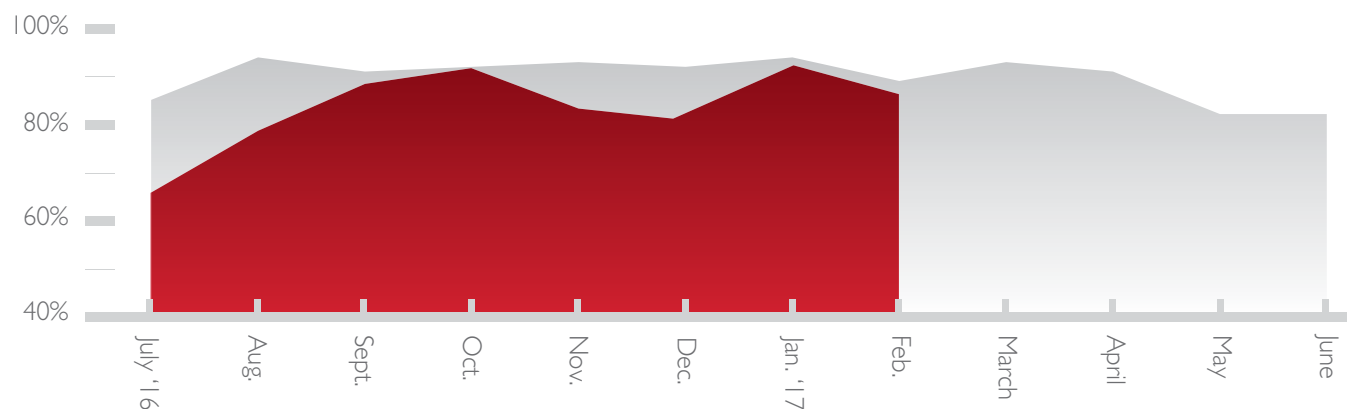
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

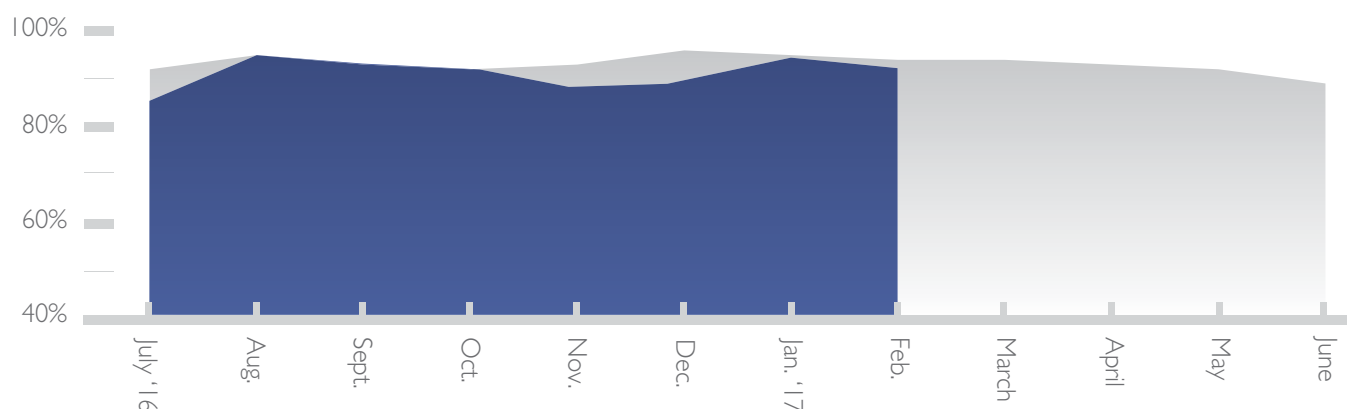


ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



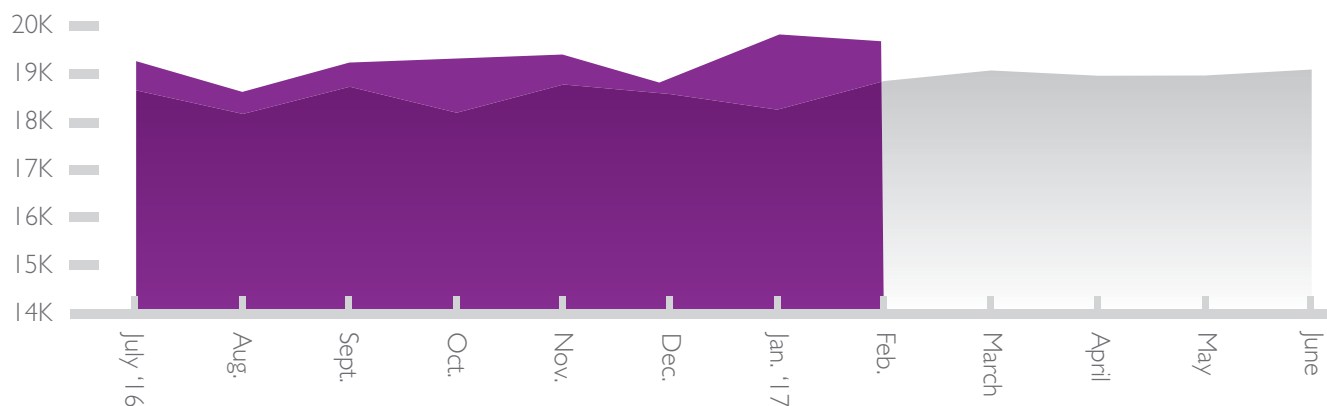
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



AVERAGE DAILY RIDERSHIP

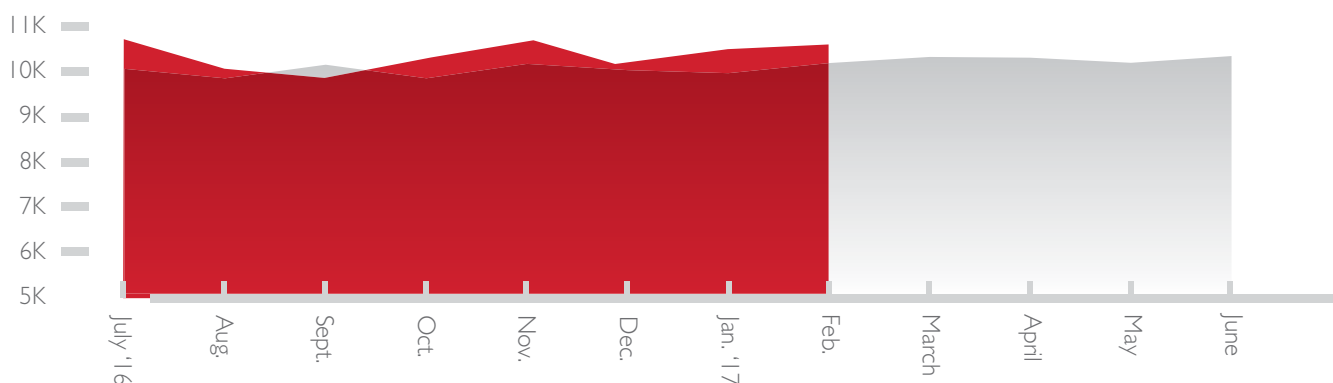
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

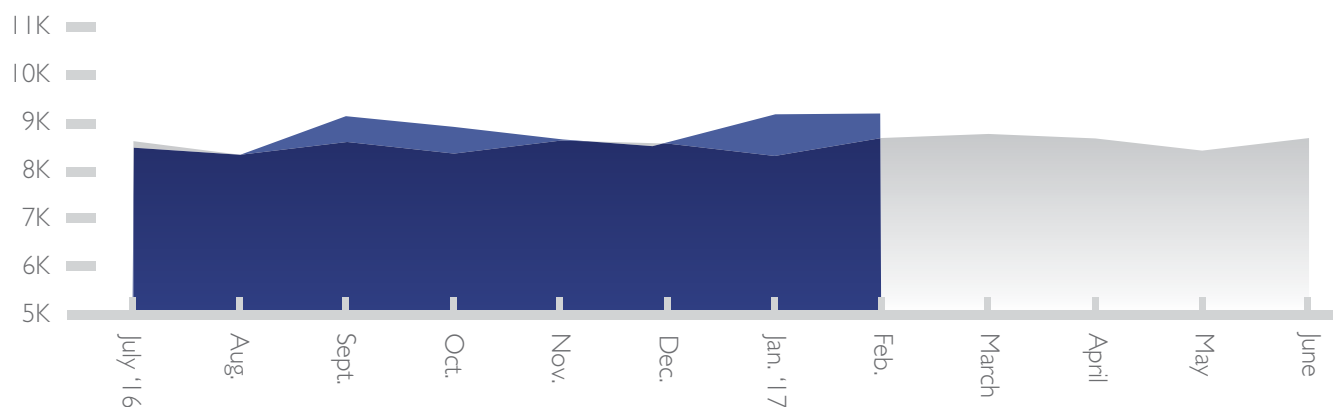


AVERAGE DAILY RIDERSHIP BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



RIDERSHIP UPDATES

Average daily ridership in February reached 20,000. This record ridership represents a significant increase over last February, which was 18,200. The ridership trends continue to correspond with SafeTrack surges. The February and March surges affected WMATA's Blue, Yellow and Orange lines – which are in proximity to many of our stations.

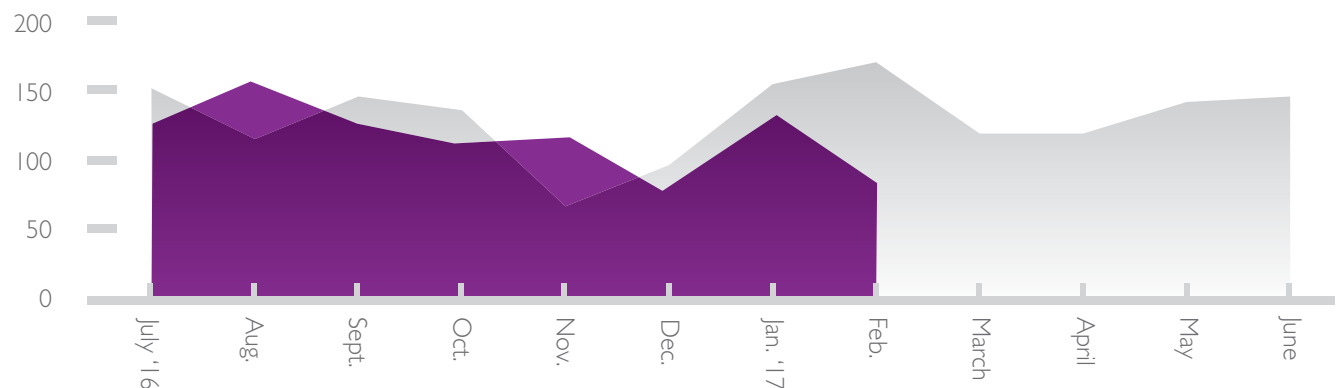
We normally see an increase in ridership from the beginning of the year until spring, when commuters resume taking vacations. The additional train service and Spotsylvania station represent other major growth factors.

February 2017 February 2016

Monthly Ridership	379,260	364,297
Average Daily Ridership	19,961	18,215
Full Service Days	19	20
"S" Service Days	0	0

SUMMONSES ISSUED

BOTH LINES ■ Current Stats ■ FY 2016



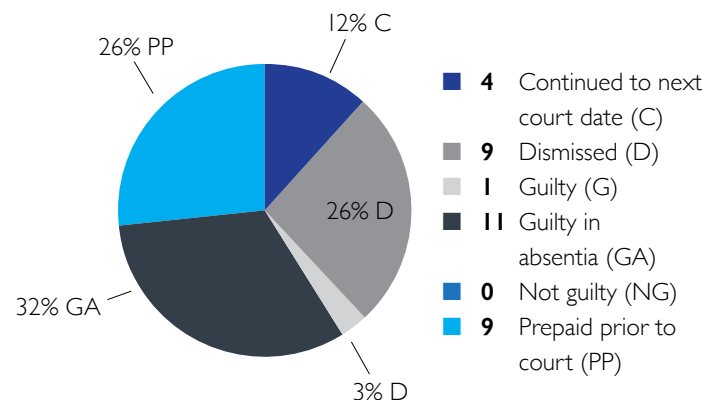
SUMMONSES WAIVED

Reason for Dismissal Occurrences

Passenger showed proof of a monthly ticket	24
One-time courtesy	14
Per the request of the conductor	2
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient processing time	0
Insufficient information	3
Lost and found ticket	0
Other	1

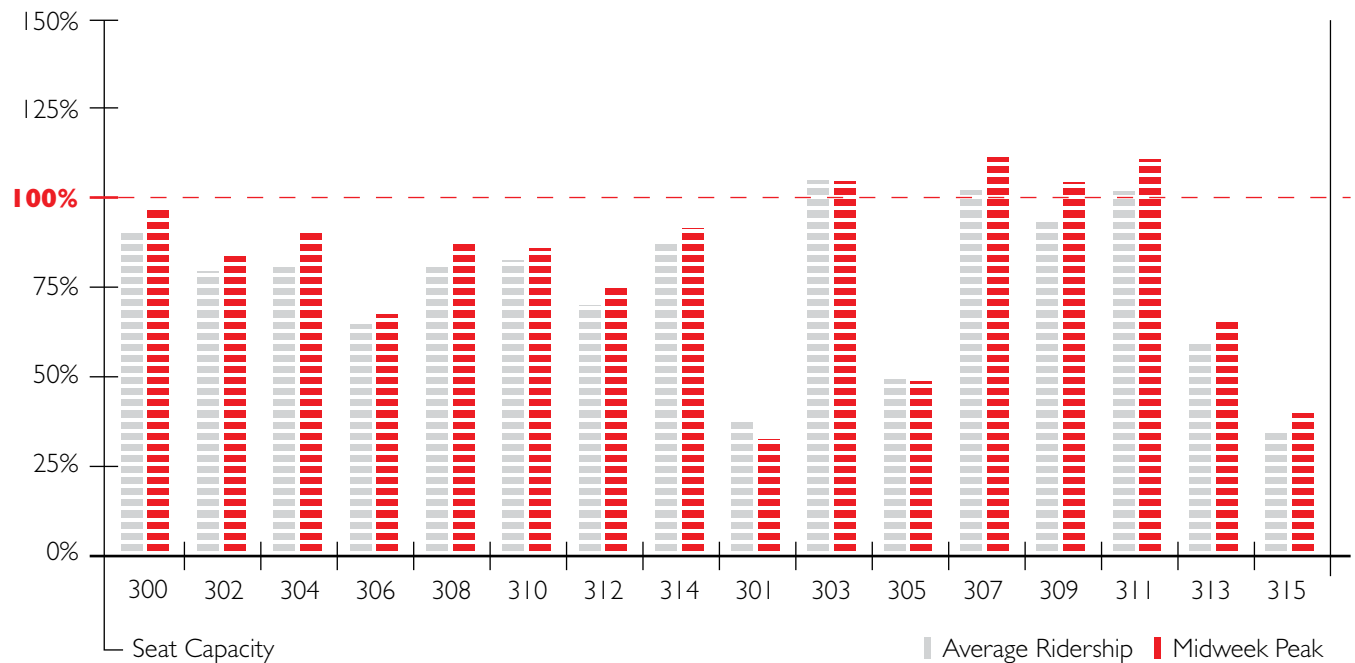
Total Waived 44

MONTHLY SUMMONSES COURT ACTION

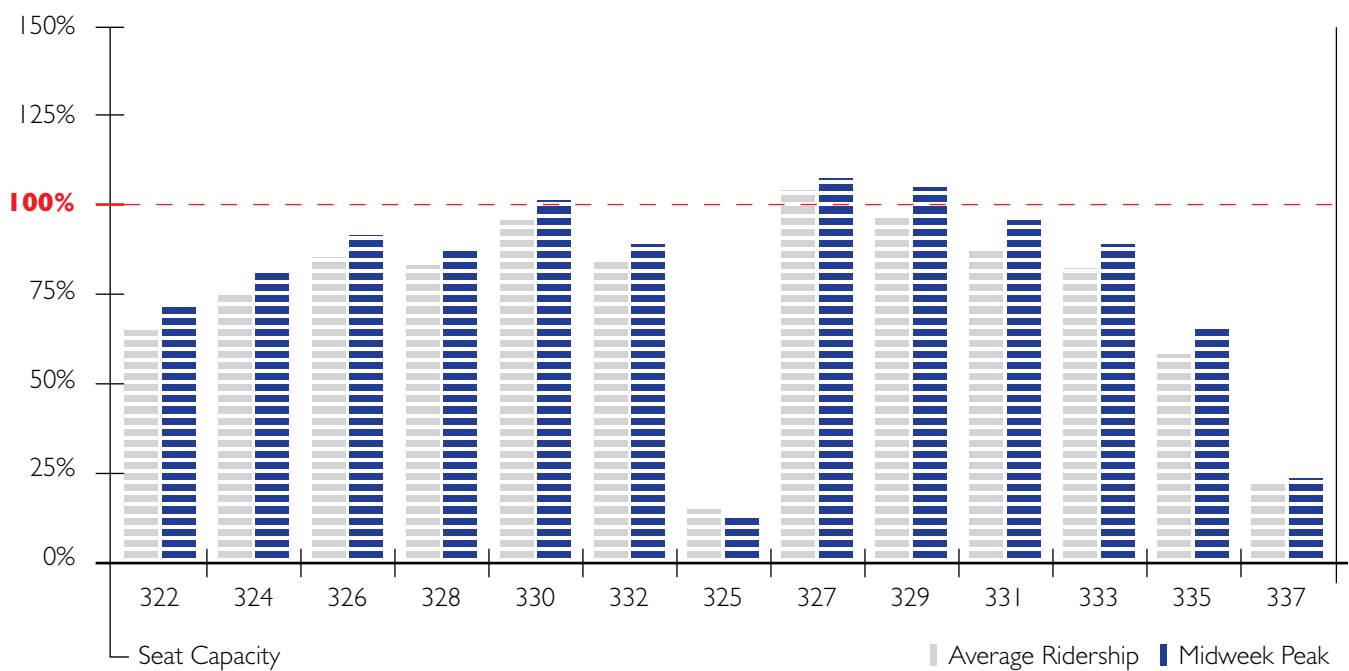


TRAIN UTILIZATION

FREDERICKSBURG LINE

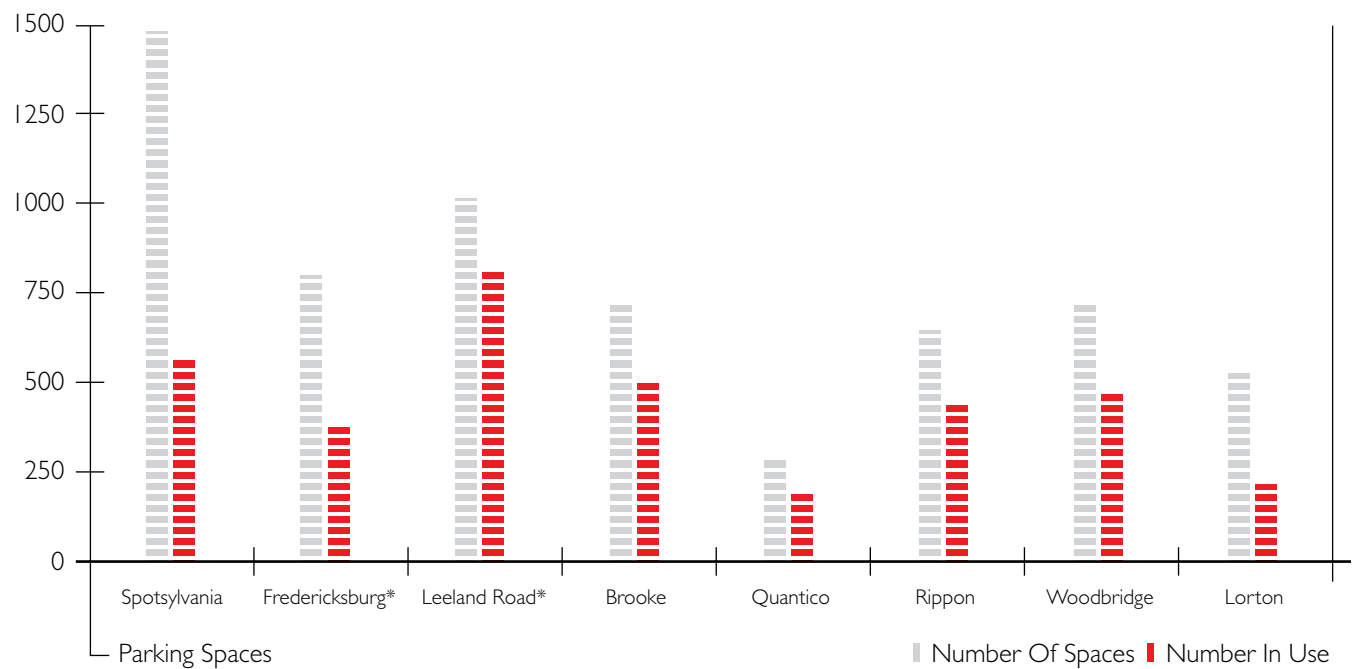


MANASSAS LINE



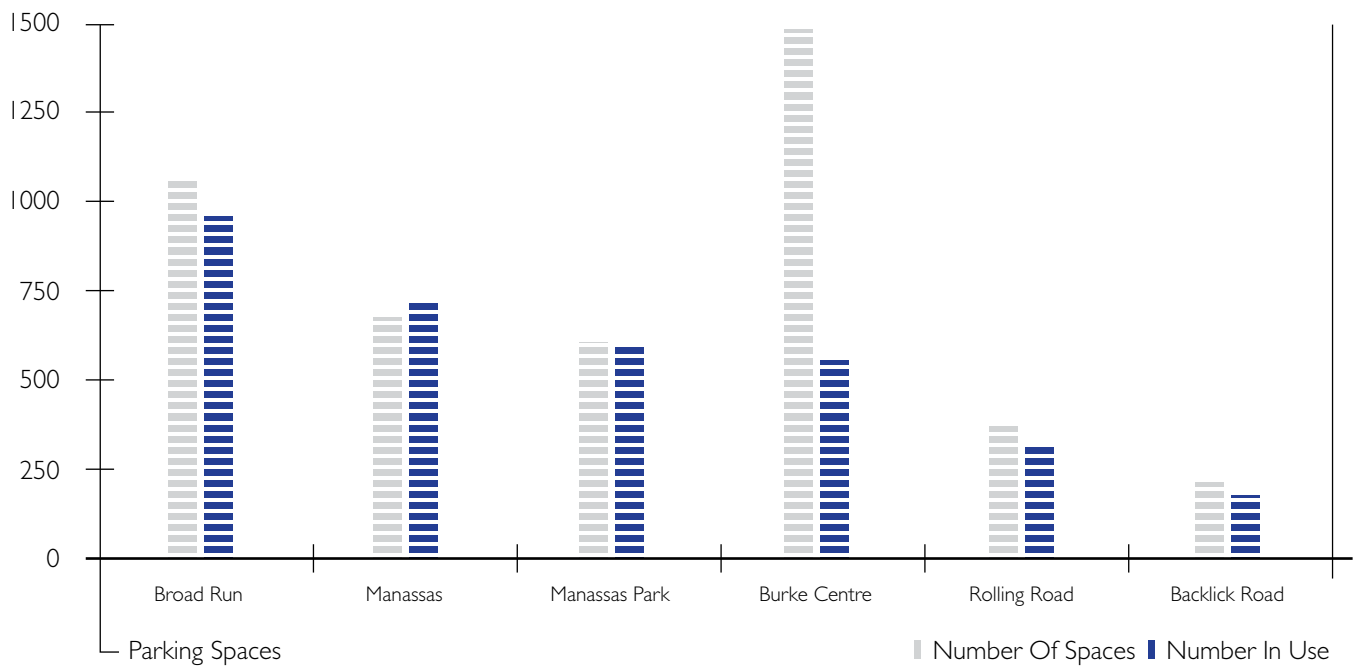
PARKING UTILIZATION

FREDERICKSBURG LINE



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

MANASSAS LINE



FEBRUARY 2017 FINANCIAL REPORT

The February 2017 Financial Report reflects the first eight months of FY 2017. The summary below of the financial results (unaudited) includes information on the major revenue and expense categories.

Fare income to-date for FY 2017 is \$2,520,391 above the budget – a favorable variance of 9.9%. Revenue is up 14.4% compared to the same period in FY 2016. Our budgeted goal ratio for FY 2017 is 50%, however our current YTD operating ratio is 59%. We suspect increased ridership related to WMATA SafeTrack activities positively impacted revenue for the period.

FY 2017 OPERATING BUDGET REPORT
MONTH ENDED FEBRUARY 28TH, 2017

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY17 BUDGET
OPERATING REVENUE (\$)							
Passenger Ticket Revenue	3,419,789	2,948,406	27,969,793	25,449,402	2,520,391	9.9%	38,950,000
Other Operating Revenue	4,247	15,139	207,341	130,677	76,664	58.7%	200,000
Subtotal Operating Revenue	3,424,036	2,963,546	28,177,134	25,580,080	2,597,054	10.2%	39,150,000
Jurisd. Subsidy (1)	-	-	17,250,240	17,250,240	-	0.0%	12,847,417
Federal/State/Other	2,654,033	2,634,882	20,654,619	21,013,030	(358,411)	-1.7%	31,479,730
Jurisd. Subsidy Appn. from Res.	-	-	-	-	-	0.0%	377,000
Interest Income	27,771	1,892	132,385	16,335	116,050	710.4%	25,000
Total Operating Revenue	6,105,840	5,600,320	66,214,378	63,859,685	2,354,693	3.7%	83,879,147
OPERATING EXPENSES (\$)							
Deptml. Operating Expenses	4,793,204	5,530,653	47,365,353	50,792,586	3,247,233	6.7%	77,152,278
Debt Service	559,850	559,573	4,479,466	4,476,580	(2,886)		6,714,870
Other Non-Deptml. Expenses	-	-	-	-	-		12,000
Total Operating Expenses	5,353,054	6,090,225	51,844,819	55,269,166	3,424,347	6.2%	83,879,147
NET INC. (LOSS) FROM OPS (\$)	752,786	(489,905)	14,369,559	8,590,519	5,779,040	-	-
CALCULATED OPERATING RATIO	-	-	59%	50%	-	Goal	50%

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

VRE INVESTMENT
PORTFOLIO

Investment Type	Institution	Amount	Comments	Rate
Checking Account	PNC	\$7,642,069	Operating checking account	0.00%
LGIP (Local Government Investment Pool)	LGIP	\$48,290,038	Operating and capital reserve	0.96%
LGIP (Local Government Investment Pool)	LGIP	\$53,501	Revolving account for small liability claims	0.96%
Insurance trust fund	DRM	\$10,352,875	Amount as of 12/31/2016	1.16%
TOTAL PORTFOLIO		\$66,338,483		

NOTES: 1. Contract allows for earnings credit of 0.20% on average monthly balance as an offset to banking service costs; credit earnings through March were 0.17%

2. Earnings calculated based on the monthly average balance

3. The insurance trust fund rate is based on the 1st QTR earned interest income of \$30.3K, multiplied by four to get estimated rate of 1.16%

Percentage of portfolio:

Checking-PNC 12%

LGIP 73%

Insurance trust fund 16%



CAPITAL PROJECTS

The new crossover between tracks CSXT recently installed in the District of Columbia for the VRE L'Enfant North Storage Track project.

**AS OF MARCH 3, 2017*

LORTON PLATFORM EXTENSION

- Re-designed Construction Entrance due to Fairfax County Parking Expansion and to address concerns regarding protection of a Pipeline during construction activities
- Prime contractor changed earthwork subcontractors to price revised construction entrance plans
- Discussed Phase 2 – Future Island Platform Access option with Lorton Community Association
- Coordinated onsite and often with CSX, Fairfax County, Utilities, and other stakeholders – including regularly scheduled project meetings with Hammerhead Construction (prime contractor), STV (CM consultant), and VRE

ARKENDALE TO POWELL'S CREEK THIRD TRACK PROJECT

- Waiting on Funding Agreement Amendment between FRA and DRPT finalizing Option 2 NPP to Powell's Creek to be designated as "future" effort. Corresponding CSX / DRPT Contract Amendment 2 for Arkendale to Powell's Creek waiting for previously noted to be executed
- Continued work at RW 14, Bauer Road Bridge, Project cleanup and eroded areas as the other scope, contract, and agreement issues are handled

QUANTICO STATION

- Waiting for legal review and approval of IPROC Funding Agreement, as well as other agreements for Arkendale to Powell's Creek to be finalized
- Stakeholders reviewing and commenting on 60% design for station and 90% design for site, civil, drainage, track, and retaining wall in vicinity of station
- Coordinated utility location and potential conflicts onsite through CSX

ALEXANDRIA PEDESTRIAN TUNNEL PROJECT

- Met with VDOT program management staff to review project, grant status, and discuss the potential of applying a Construction Manager/General Contractor approach to project delivery

LIFECYCLE OVERHAUL AND UPGRADE FACILITY

- Standing by for the completion of property acquisition
- Continued to coordinate with Spotsylvania County regarding our application for a site permit

L'ENFANT (NORTH) STORAGE TRACK WAYSIDE POWER CONSTRUCTION

- CSXT work forces installed the foundation for new cantilevered signal mast near L'Enfant Station

L'ENFANT (SOUTH) STORAGE TRACK WAYSIDE POWER

- Submitted plan to Pepco for wayside power appliances for review and approval. On hold until we receive Pepco's response

FRANCONIA-SPRINGFIELD STATION IMPROVEMENTS (PENTA-PLATFORM PROGRAM)

- Completed Survey, Geotechnical, and Environmental fieldwork
- Continued developing preliminary engineering plans on an accelerated schedule
- Held Atlantic Gateway meeting with VDRPT
- Held internal meetings with Office of Development, Operations, Procurement, and Finance
- Held external meetings and calls with General Engineering Consultant
- Continued developing internal cost tool spreadsheet
- Sent monthly project status update to NVT

LORTON SECOND PLATFORM (PENTA-PLATFORM PROGRAM)

- Completed Survey, Geotechnical, and Environmental fieldwork
- Continued developing preliminary engineering plans on an accelerated schedule
- Held Atlantic Gateway meeting with VDRPT
- Held internal meetings with Office of Development, Operations, Procurement, and Finance
- Held external meetings and calls with General Engineering Consultant
- Continued developing internal cost tool spreadsheet
- Sent monthly project status update to NVT

RIPPON STATION IMPROVEMENTS (PENTA-PLATFORM PROGRAM)

- Completed Survey, Geotechnical, and Environmental fieldwork
- Continued developing and refining engineering concepts on a normal schedule
- Held DC2RVA meeting and bi-weekly teleconference with VDRPT and their consultants
- Held internal meetings with Office of Development, Operations, Procurement, and Finance
- Held external meetings and calls with General Engineering Consultant
- Continued developing internal cost tool spreadsheet
- Sent monthly project status update to NVT

BROOKE STATION IMPROVEMENTS (PENTA-PLATFORM PROGRAM)

- Completed Survey, Geotechnical, and Environmental fieldwork
- Continued developing and refining engineering concepts on a normal schedule
- Held DC2RVA meeting and bi-weekly teleconference with VDRPT and their consultants
- Held internal meetings with Office of Development, Operations, Procurement, and Finance
- Held external meetings and calls with General Engineering Consultant
- Continued developing internal cost tool spreadsheet

LEELAND ROAD STATION IMPROVEMENTS (PENTA-PLATFORM PROGRAM)

- Completed Survey, Geotechnical, and Environmental fieldwork
- Continued developing and refining engineering concepts on a normal schedule
- Held DC2RVA meeting and bi-weekly teleconference with VDRPT and their consultants
- Held internal meetings with Office of Development, Operations, Procurement, and Finance
- Held external meetings and calls with General Engineering Consultant
- Continued developing internal cost tool spreadsheet

MIDDAY STORAGE REPLACEMENT FACILITY

- Completing environmental analysis related work to support environmental clearance by FTA
- Continued to develop design options and coordinate efforts with DDOT and Amtrak
- Held a community meeting on February 16, 2017 to present the status of the project and solicit input from the community. Meeting was held at Bethesda Baptist Church from 4 pm to 7:30 pm. Attendees included members of the community, Advisory Neighborhood Commission members, representatives of councilmembers and DDOT. Key issue for the community is the evolving nature of the area and how the VRE facility will fit into the neighborhood

ROLLING ROAD PLATFORM EXTENSION

- Completed compilation of field survey to produce base mapping
- Exploring emergency access/egress options
- Developing preliminary design (60%) documents

CROSSROADS REAL ESTATE ACQUISITION

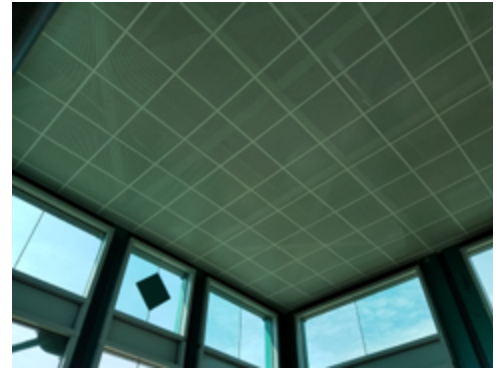
- Prepared documentation necessary for environmental clearance by FTA, and submitted to FTA
- Real estate acquisition activities are on hold pending resolution of property zoning issue which the owner of the property needs to initiate with the county

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

- Pothole repairs at Franconia-Springfield Station gravel access road
- Installation of mesh panel ceiling at Woodbridge Station west tower to eliminate pigeon issue
- Operations Board authorization to issue Invitation for Bids for modernization of Woodbridge Station east elevator
- Elevator modernization project at Rippon Station
- Assistance with coordination of Featherstone Wildlife Refuge access stair and ramp construction at Rippon Station
- Replacement of broken glass pane at Fredericksburg Station (work completed by City of Fredericksburg)
- Operations Board authorization to issue Invitation for Bids for canopy roof replacement at Backlick Road and Rolling Road Stations



New Mesh Panel Ceiling at Woodbridge Station

Projects scheduled to be completed this quarter:

- Replacement of platform lighting at L'Enfant Station
- Canopy roof replacement at Leeland Road Station (pending CSX flagman availability)
- Installation of pathfinder signs for Spotsylvania Station
- Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance (pending DEQ approval)
- Replacement of name and address Braille signage at all stations

Projects scheduled to be initiated this quarter:

- Removal and replacement of pedestrian grade crossing at Crystal City Station to accommodate upcoming CSX track surfacing work
- Repairs to fascia and soffit at Woodbridge Station east building
- Replacement of parking lot signage at Broad Run Station
- Installation of inter-track warning signs at various stations
- Replacement of tactile warning strips at various stations
- Development of scopes of work for platform concrete repairs, steel railing repairs, parking lot pavement repairs and restriping, and painting of various stations

Ongoing projects:

- Elevator modernization project on west side of Franconia-Springfield Station
- Design of emergency generator at Woodbridge Station west elevator and stair tower
- Development of specifications for modernization of Woodbridge Station east elevator
- Development of design of platform concrete rehabilitation at Fredericksburg Station
- Installation of utility power status remote monitoring at various stations



Modernized Elevator Control Room at Rippon Station

UPCOMING PROCUREMENTS

- Graphic Design Services
- Tactile Strip Replacements
- Purchase of Passenger Elevators
- Passenger Count System
- Canopy Roof Replacement at the Backlick and Rolling Road Stations
- Modernization of VRE Woodbridge Station East Elevator
- Passenger Car Truck Overhaul Services

All items have board authorization to advertise. Procurement is awaiting Scope of Work for the above projects.

PROJECTS PROGRESS REPORT

AS OF MARCH 3, 2017

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	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	—	—
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	●	—	—	N/A	—	—
Broad Run Station Improvements	Parking garage to increase parking capacity by 900 spaces.	◆	◆	■	N/A	—	—

PHASE: CD – Conceptual Design PD – Preliminary Design EC – Environment Clearance RW – Right of Way Acquisition

1 Total project cost estimate in adopted FY2017 CIP Budget

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

* \$2,181,630 authorization divided across five “Penta-Platform” program stations

ESTIMATED COSTS (\$)					COMPLETION		STATUS	
Total	Funded	Unfunded	Authorized	Expended ²	Percent	Date		
3,201,176	3,201,176	–	1,451,176	574,706	75%	2nd QTR 2017	●	Work resumed in April 2016 and is anticipated to be completed in the second quarter of 2017.
10,021,865	10,021,865	–	2,450,624	1,931,995	51%	3rd QTR 2020	●	60% Comments under review.
7,000,000	7,000,000	–	467,500	4,574	5%	4th QTR 2017	●	Design work has begun and anticipated for completion in January 2017.
2,400,000	400,000	2,000,000	–	–	5%	3rd QTR 2020	●	Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	–	–	25,463	5%	2nd QTR 2020	●	Preliminary engineering is anticipated to be complete in May 2017.
2,500,000	2,500,000	–	–	410,351	16%	3rd QTR 2018	●	Fiber Optic relocation completed week of October 14, 2016. Proceeding with Pre-construction.
16,140,000	16,140,000	–	*	38,544	5%	2nd QTR 2020	●	Preliminary engineering is anticipated to be complete in May 2017.
16,633,535	16,633,535	–	*	23,169	5%	4th QTR 2021	●	Preliminary engineering is anticipated to be completed by August 2018.
No costs for VRE. Station being developed by private developer					25%	4th QTR 2017	■	On hold pending resolution of Arkendale to Powell's Creek Third Track Project issues.
9,500,000	9,500,000	–	–	–	10%	4th QTR 2019	■	On hold pending resolution of Arkendale to Powell's Creek Third Track Project issues.
14,650,000	9,264,300	5,385,700	*	19,238	5%	4th QTR 2021	●	Preliminary engineering is anticipated to be completed by August 2018.
14,000,000	9,264,300	4,735,700	*	19,846	5%	4th QTR 2021	●	Preliminary engineering is anticipated to be completed by August 2018.
3,422,500	3,422,500	–	3,901,886	3,620,313	99%	1st QTR 2017	●	Project complete. Proceeding with close-out.
19,600,000	2,500,000	17,100,000	182,142	139,619	10%	2nd QTR 2018	●	NTP issued in July 2016. Alternatives Analysis report is being finalized.
2,000,000	2,000,000	–	442,900	27,551	8%	3rd QTR 2020	●	Basis of Design Report under review.
21,160,000	400,000	20,760,000	278,767		5%	2nd QTR 2023	●	NTP or Alternatives Analysis and conceptual design issued December 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

STATUS:



Completed

Underway

On Hold

Part of the "Penta-Platform" program

TRACK AND INFRASTRUCTURE

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

MAINTENANCE AND STORAGE FACILITIES

Broad Run Yard Train Wash	New train wash facility to be added to the Broad Run MSF.	◆	◆	◆	N/A	■	■
L'Enfant North Storage Track and Wayside Power	Conversion of existing siding into a midday train storage track.	◆	◆	◆	N/A	◆	●
L'Enfant South Storage Track and Wayside Power	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work and Wayside	◆	◆	◆	N/A	●	●
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility Land Acquisition	Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new access road.	◆	N/A	N/A	●	N/A	N/A
Midday Storage	New York Avenue Storage Facility: Planning, environmental and preliminary engineering.	◆	●	●	●		

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 PD – Preliminary Design EC – Environment Clearance 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 ²	Percent	Date		
32,500,000	32,500,000	—	32,823,227	29,205,342	98%	4th QTR 2016	●	Project complete. Close-out pending.
2,494,711	307,513	2,187,198	307,513	174,875	55%	TBD	■	Design 90% complete; on hold pending FTA review.
4,283,618	4,283,618	—	4,207,057	1,706,560	80%	2nd QTR 2017	●	Power construction 90% complete. CSXT track and signal installation underway.
3,965,000	3,965,000	—	2,937,000	1,386,438	10%	3rd QTR 2017	●	Power design under review by CSXT & Pepco. CSXT track and signal installation underway.
35,100,000	22,500,000	—	3,146,000	2,060,026	60%	1st QTR 2018	■	Design 100% complete. On hold pending county zoning action.
2,950,000	2,950,000	—	2,950,000	76,767	75%	2nd QTR 2017	●	Completed cultural resources report. Submission of CE to FTA and county zoning action pending.
88,800,000	88,800,000	—	2,883,272	68,482	10%	4th QTR 2017	●	Developing design options and CE. Identifying real estate requirements and acquisition strategy.
75,264,693	75,264,693	—	72,296,772	36,994,353	49%	4th QTR 2018	●	8 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	7,273,633	80%	4th QTR 2018	●	Onboard installations ongoing.
617,791,163	5,885,163	611,906,000	4,865,112	2,108,091	15%	3rd QTR 2022	■	On hold pending board review and direction regarding Phase 2 work program.
3,510,307	3,510,307	—	3,510,627	1,575,307	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

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

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