

CEO REPORT

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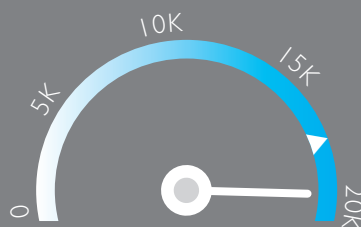
Virginia Railway Express | 1500 King Street, Suite 202 | Alexandria, VA 22314 | 703.684.1001 | www.vre.org

SUCCESS AT A GLANCE



PARKING UTILIZATION

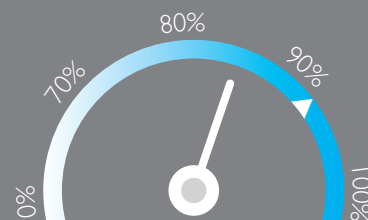
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY RIDERSHIP

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

▲ Same month, previous year:



ON-TIME PERFORMANCE

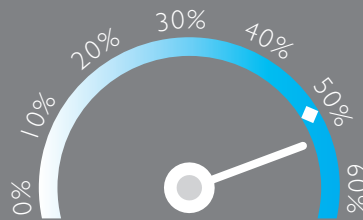
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ Same month, previous year:



SYSTEM CAPACITY

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



OPERATING RATIO

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

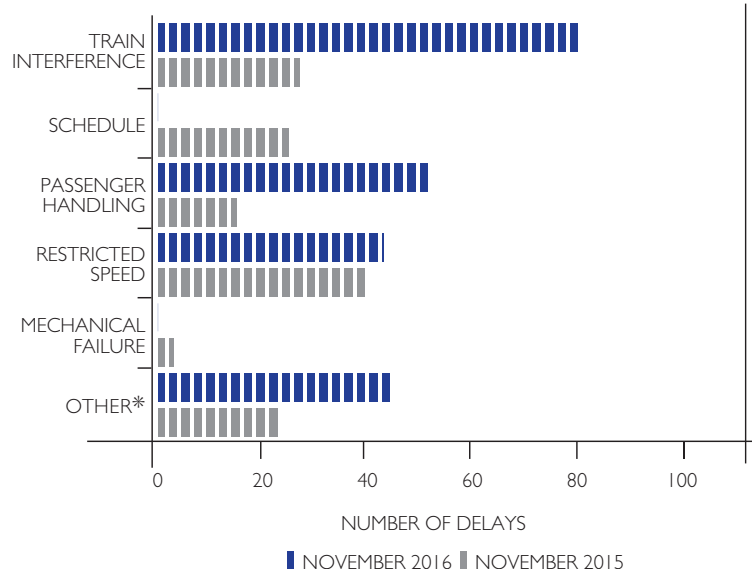
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	November 2016	October 2016	November 2015
Manassas Line	88%	93%	92%
Fredericksburg Line	82%	90%	90%
System Wide	85%	91%	91%

REASONS FOR DELAYS



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

In November, VRE operated 624 trains with 94 trains arriving over five minutes late to their final destinations. There were 39 late trains on the Manassas Line and 55 late trains on the Fredericksburg Line, resulting in an 85% on-time rate.

For November, VRE did not achieve its 90% on-time performance goal. Ongoing rail improvements are a major contributor to delays. Congestion within the system often causes single incidents to lead to multiple train delays throughout the lines. On November 2, a disabled freight train caused all the evening Fredericksburg Line trains to be late, as the freight train had to be inspected first to ensure other rail traffic could safely pass. Police activity near the Backlick Road station delayed all Manassas Line trains on the evening of November 28th.

On time performance continues to be a major focus, and VRE is confident that current and planned infrastructure upgrades will improve this metric.

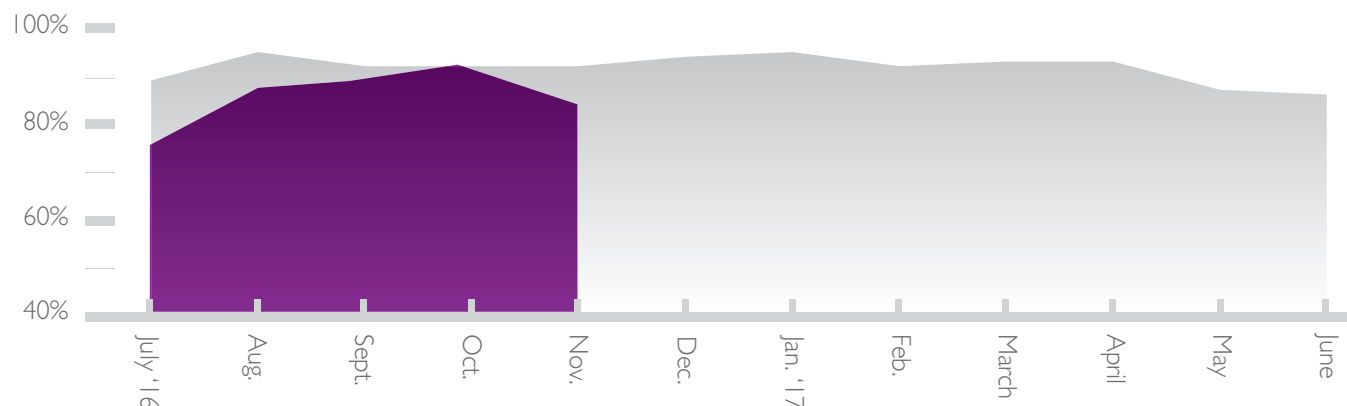
LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Sep.	Oct.	Nov.	Sep.	Oct.	Nov.	Sep.	Oct.	Nov.
Total late trains	70	54	94	50	30	55	20	24	39
Average minutes late	19	24	21	22	28	22	9	19	20
Number over 30 minutes	14	15	19	14	5	13	0	10	6
Heat restriction days / total days	1/21	0/20	0/20	—	—	—	—	—	—

ON-TIME PERFORMANCE

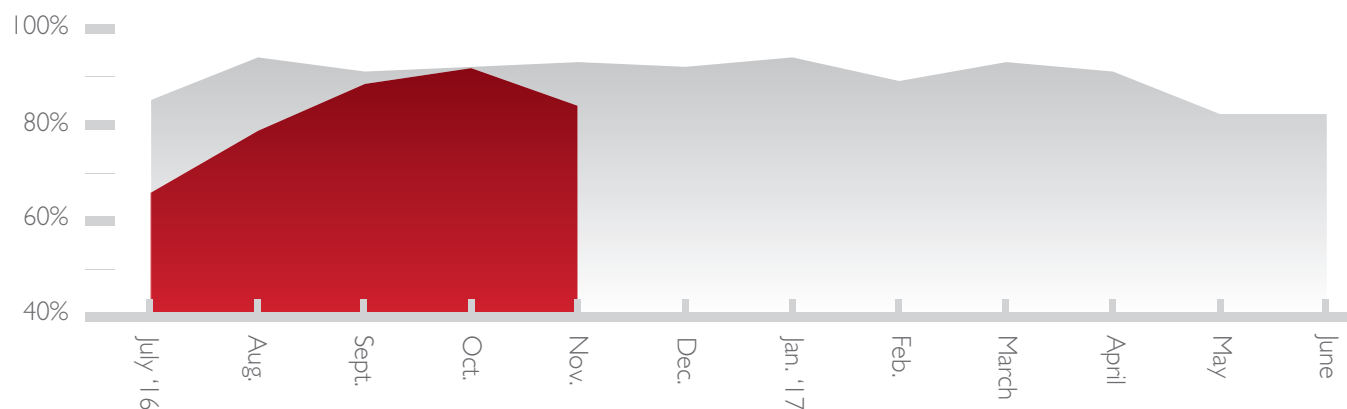
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

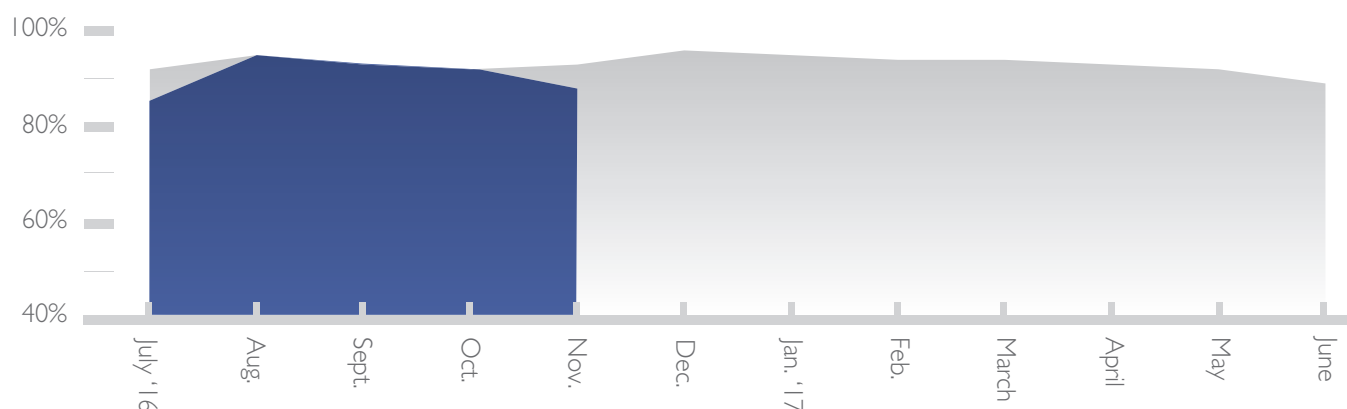


ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



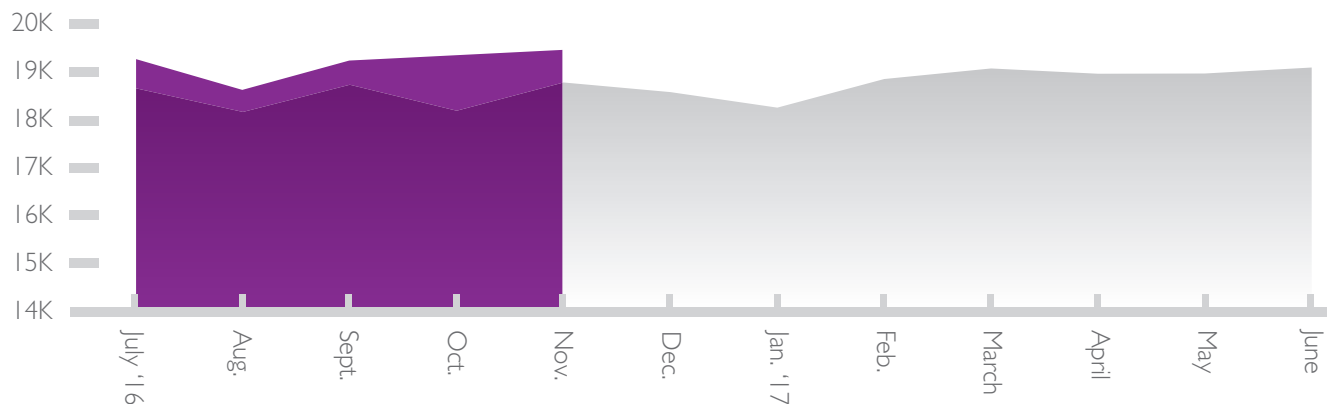
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



AVERAGE DAILY RIDERSHIP

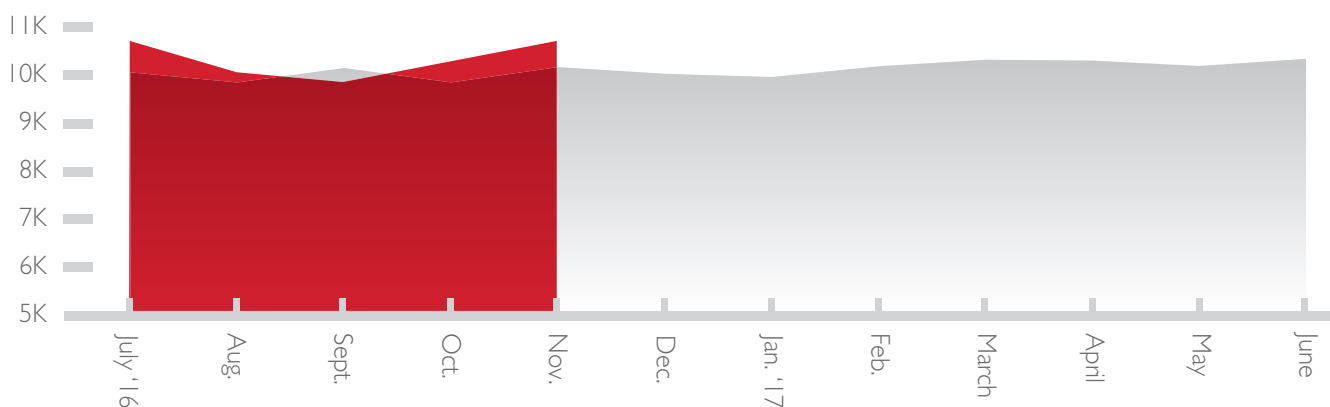
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

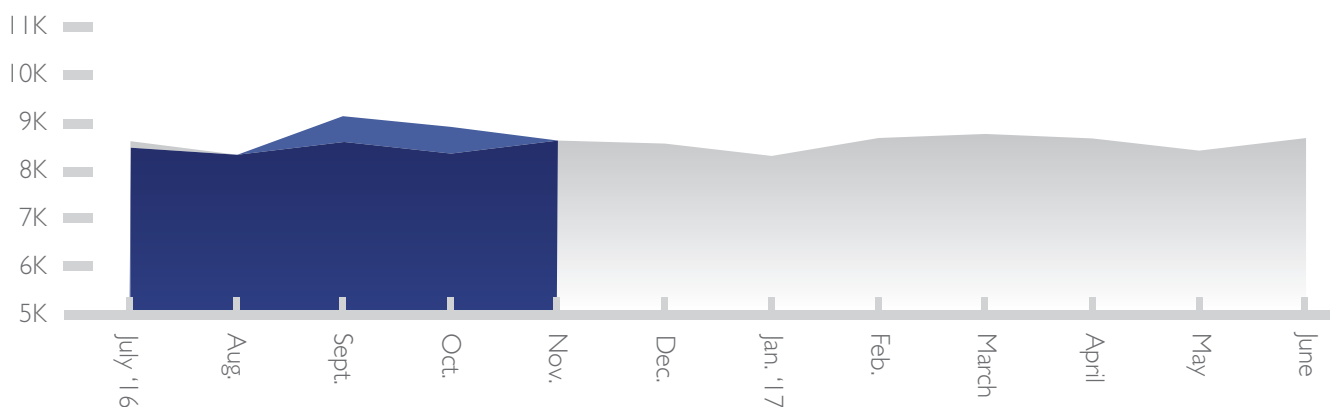


AVERAGE DAILY RIDERSHIP BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



RIDERSHIP UPDATES

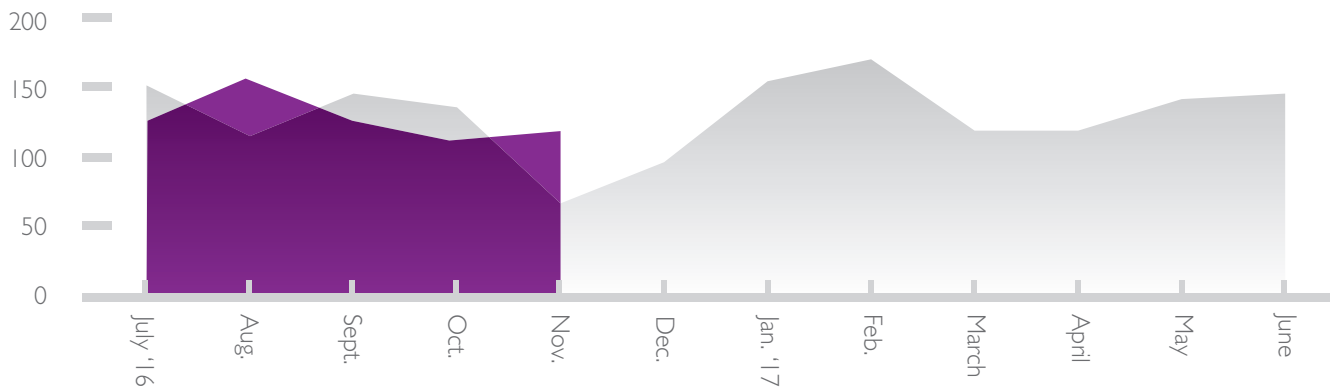
November 2016 November 2015

November average daily ridership was approximately 19,400 rides, which is a nominal increase over October (19,300) and a significant increase over last November (18,200). A portion of the elevated numbers can be attributed to WMATA's SafeTrack program. At the end of November, WMATA began Surge #11, which caused significant delays on the Orange line, along VRE's Manassas line. In addition, it is likely that many Metro riders tried VRE as an alternative during prior surges, and elected to stay. VRE expects to continue to experience higher averages compared to last year, although there will likely be a reduction in current ridership levels over the next couple of months due to the winter holiday seasons.

Monthly Ridership	373,006	331,333
Average Daily Ridership	19,462	18,231
Full Service Days	19	18
"S" Service Days	1	1

SUMMONSES ISSUED

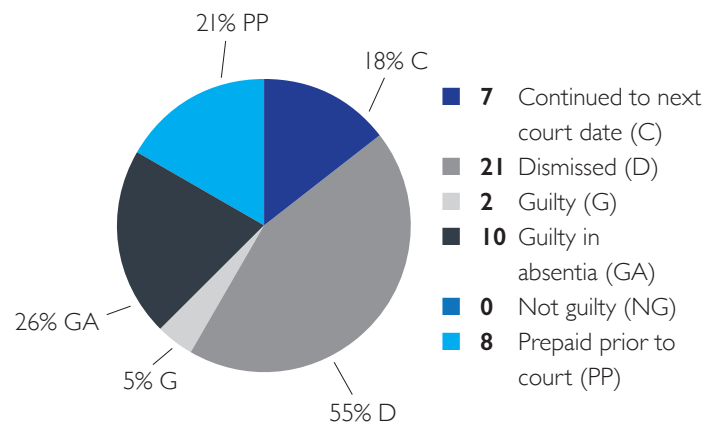
BOTH LINES ■ Current Stats ■ FY 2016



SUMMONSES WAIVED

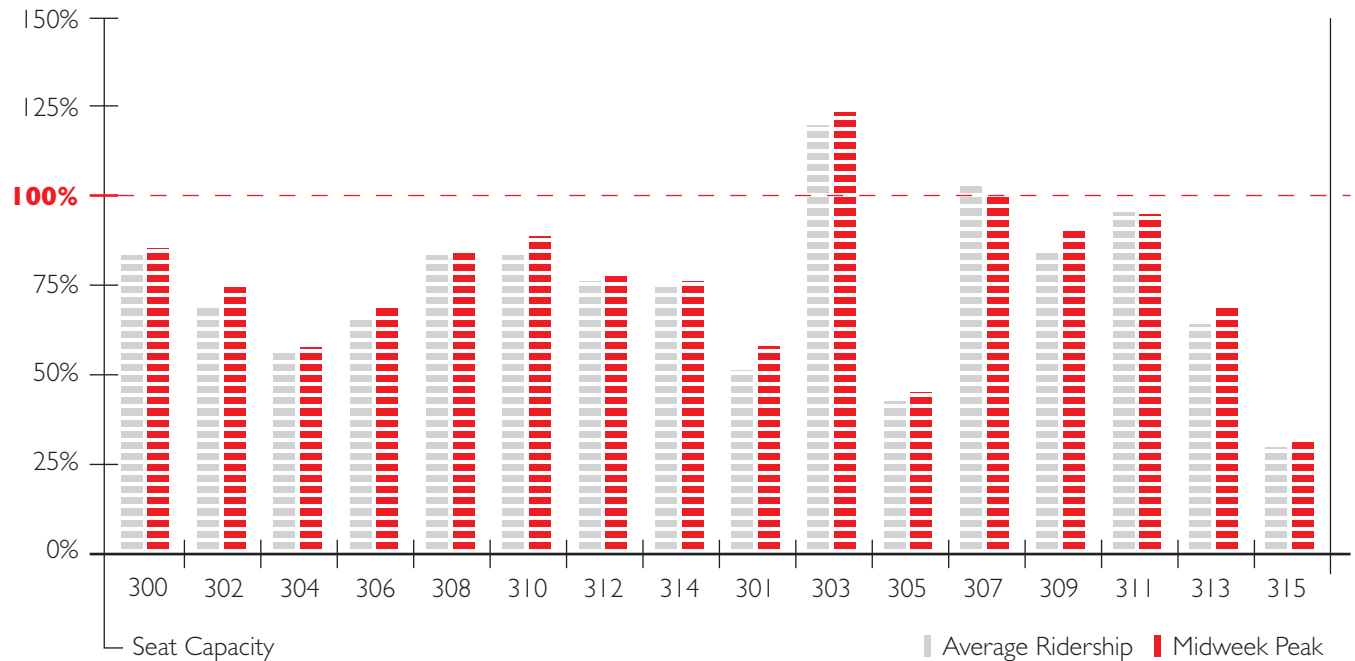
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	35
One-time courtesy	20
Per the request of the conductor	3
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient processing time	0
Insufficient information	10
Lost and found ticket	0
Other	1
Total Waived	69

MONTHLY SUMMONSES COURT ACTION

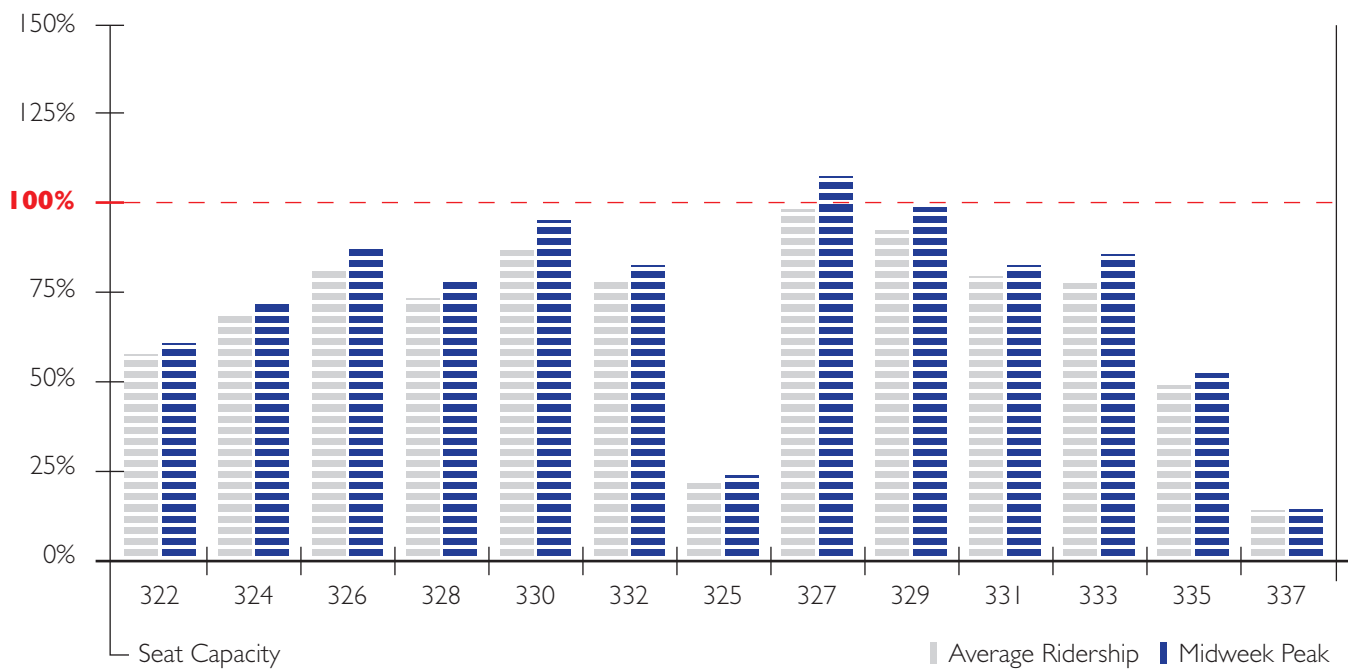


TRAIN UTILIZATION

FREDERICKSBURG LINE

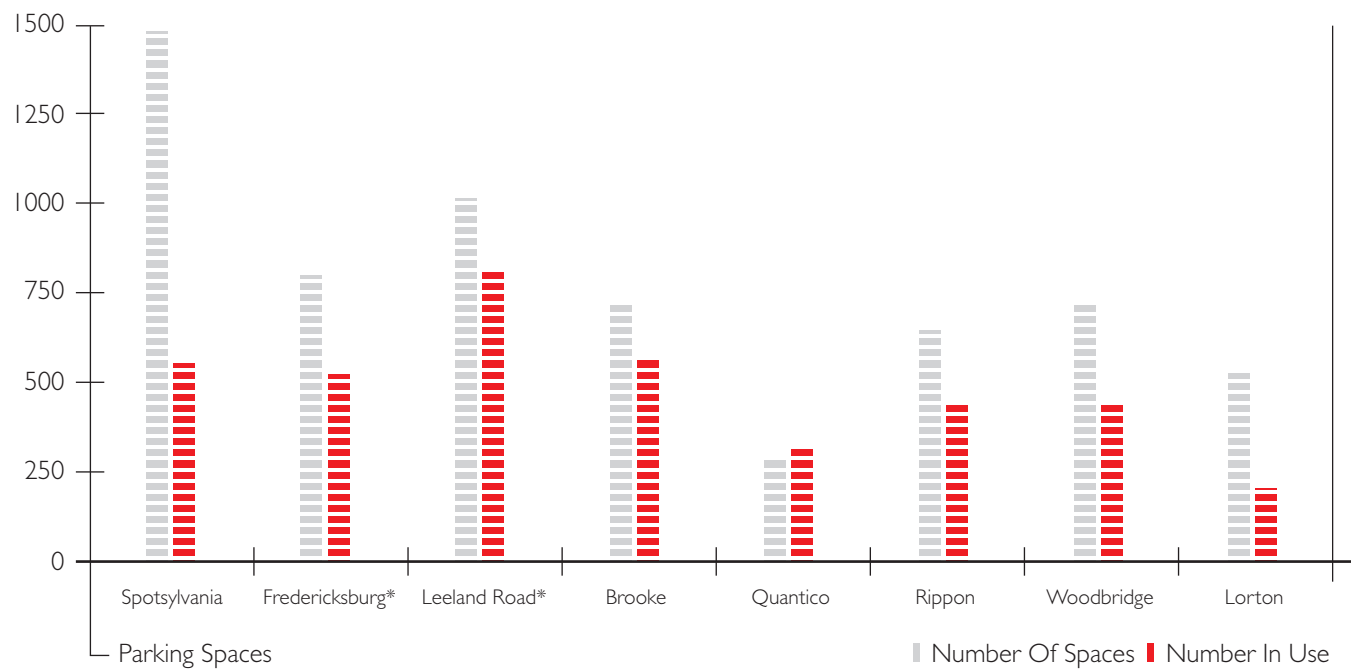


MANASSAS LINE



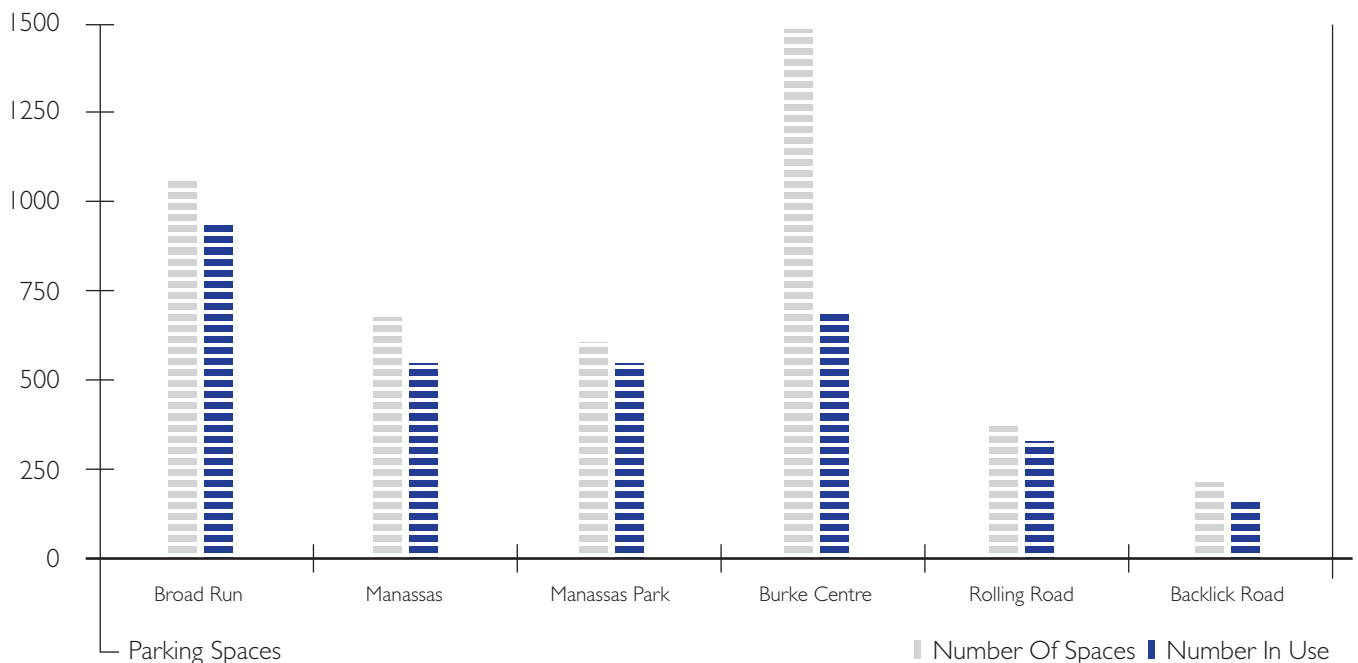
PARKING UTILIZATION

FREDERICKSBURG LINE



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

MANASSAS LINE



NOVEMBER 2016 FINANCIAL REPORT

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

Fare income through the first five months of FY 2017 was \$1,554,410 above the budget – a favorable variance of 9.6%. Revenue through the fifth month of FY 2017 is up 15.0% compared to the same period in FY 2016. Revenue for the period was affected by ridership related to WMATA Safe-Track activities.

The operating ratio is 57%. Our budgeted goal ratio for FY2017 is 50%.

A summary of the financial results (unaudited) follows.

FY 2017 OPERATING BUDGET REPORT MONTH ENDED NOVEMBER 30, 2016

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY17 BUDGET
OPERATING REVENUE (\$)							
Passenger Ticket Revenue	3,490,777	3,103,586	17,693,055	16,138,645	1,554,410	9.6%	38,950,000
Other Operating Revenue	30,807	15,936	159,444	82,869	76,575	92.4%	200,000
Subtotal Operating Revenue	3,521,584	3,119,522	17,852,499	16,221,514	1,630,985	10.1%	39,150,000
Jurisdict. Subsidy (1)	-	-	8,798,262	8,798,262	-	0.0%	13,002,382
Federal/State/Other	2,604,084	2,491,849	12,764,349	12,469,679	294,670	2.4%	29,929,051
Jurisdict. Subsidy Appn. from Res.	-	-	-	-	-	0.0%	377,000
Interest Income	12,877	1,992	55,826	10,359	45,467	438.9%	25,000
Total Operating Revenue	6,138,545	5,613,363	39,470,936	37,499,814	1,971,123	5.3%	82,483,433
OPERATING EXPENSES (\$)							
Deptml. Operating Expenses	5,739,143	5,795,496	31,352,193	33,103,270	1,751,077	5.3%	75,756,564
Debt Service	559,935	559,573	2,799,779	2,797,863	(1,916)		6,714,870
Other Non-Deptml. Expenses	-	-	-	-	-		12,000
Total Operating Expenses	6,299,077	6,355,069	34,151,972	35,901,133	1,749,161	4.9%	82,483,433
NET INC. (LOSS) FROM OPS (\$)	(160,532)	(741,706)	5,318,965	1,598,681	3,720,284	-	-
CALCULATED OPERATING RATIO	-	-	57%	49%	-	Goal	50%

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



CAPITAL PROJECTS UPDATES

**AS OF NOVEMBER 30, 2016*

Slope stabilization and grading work at the south end of the Quantico Creek bridge.

L'ENFANT (NORTH) STORAGE TRACK

VRE and CSX Transportation (CSXT) are working together to prepare a section of track North of L'Enfant Station for additional train storage. CSXT added a stub-end storage track just north of the VRE L'Enfant Station several years ago. To prepare the track for storage capability, CSXT is installing powered switches and signaling at both ends of the track, while VRE is constructing the appliances needed to supply power to a VRE train laying over on the track during the midday. In September, Pepco completed the installation of the conduit necessary to provide power to the CSX signals and VRE switchgear.

The next step is for Pepco to install the appropriate cable to complete their work. This work has been on hold until District Department of Transportation (DDOT) inspects and approves the Pepco work and authorizes them to continue with the cable installation.

After the testing and inspection of Pepco's work, CSXT will install signal and switch reconfigurations. 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 October, CSXT completed track work, which is expected to be complete in early November.

VRE has tasked a General Engineering Consultant for Design Services: Track, Structures, and Signals, with the design of wayside power appliances for trains during layover. The design is underway; 90 percent plans were submitted in October, and are currently being reviewed by VRE and CSXT. Coordination with Pepco continues 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 November 2016, with wayside power available after the first of the new year.

QUANTICO STATION IMPROVEMENTS

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

It will take 18-24 months to construct retaining walls, track, and the station elements. The projected in-service date for all of the improvements is mid-2018.



An aerial view of Quantico Station today showing CSXT's contractors preparing the west-side parking lot as a construction lay-down site along with a temporary west-side platform.

LORTON PLATFORM EXTENSION

The Lorton Platform Extension Project will lengthen 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. In August, the contractor cleared the trees to prepare for the Fiber Optic Relocation, which consists of utility location and construction layout staking. With the availability of CSXT Flaggers on September 19, the Fiber Optic Relocation was able to begin on September 22 and was completed in October. VRE issued a Notice to Proceed (NTP) to the platform extension contractor on November 2 and is coordinating construction access with the Fairfax County Department of Transportation.

“PENTA-PLATFORMS” STATION IMPROVEMENTS

The Penta-Platforms Project will add capacity to the CSXT RF&P Subdivision 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 to STV in July and a scope and schedule meeting was held in August. NTP was issued August 4, 2016. VRE has been coordinating flagging availability with CSXT to support future field work, including surveying, geotechnical work, environmental analyses and tasks related to National Environmental Policy Act (NEPA). After flagging services are secured and field activities are scheduled, a comprehensive kick off meeting for all five stations to include contractors and major stakeholders is planned for November. Meanwhile, semi-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 in August 2016.

ARKENDALE TO POWELL'S CREEK THIRD TRACK PROJECT



Slope stabilization and grading work at the south end of the Quantico Creek bridge.

VRE and Virginia Department of Rail and Public Transportation (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 Subdivision. 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.

Progress is currently stalled as DRPT awaits approval of the final scope of work and design from the Federal Railroad Administration (FRA). The delay in FRA approval could have an impact on the associated track work planned for Quantico and Potomac Shore stations. VRE is monitoring the situation and working closely with DRPT and CSXT to expedite a timely resolution to FRA's concerns.

LONG BRIDGE FEASIBILITY AND ENVIRONMENTAL STUDIES

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

VRE is currently collaborating with DDOT and DRPT, the FRA and CSXT, the bridge owner, on development activities to potentially expand the crossing.

The Request for Proposals (RFP) for Phase III, which is for an Environmental Impact Statement (EIS) under the NEPA, will document and disclose potential impacts and benefits of expanding and/or replacing Long Bridge, and NTP is expected in January 2017. VRE will provide support to tasks related to environmental and engineering assessments along with service planning scenarios to create a strong foundation for the upcoming EIS effort.

ROLLING ROAD PLATFORM EXTENSION

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

The contractor continues to make progress in reviewing existing conditions in terms of utilities and structures. NS will be providing flagging protection so that the survey team can conduct work to inform the design process. In October, VRE received the Basis of Design Report from the contractor, and the two parties have been in collaboration to review the report and the progress to date.

MIDDAY STORAGE FACILITY

VRE must replace space leased from Amtrak for train storage in the Ivy City Coach Yard before the current lease agreement expires starting in July 2018. Opportunities for midday storage of VRE rolling stock in the District of Columbia are presently limited. The purpose of the current project is to acquire property, conduct the necessary environmental clearance activities, and design and construct a permanent midday storage facility for VRE equipment. VRE has identified a tract of land adjacent to the Ivy City Yard along New York Avenue as a potential site for acquisition to replace the current storage.

VRE continues to collaborate with key stakeholders to advance and coordinate the design of the facility. These include Amtrak, DRPT, the District of Columbia, and the U.S. Department of Transportation. In addition, bi-weekly coordination meetings with the contractor have begun to further refine initial project start-up activities, including project management tasks, stakeholder engagement, and real estate acquisition strategies to support project development.

GAINESVILLE HAYMARKET EXTENSION

The Gainesville Haymarket Extension Study is analyzing several options to expand capacity at the end of the Manassas line, including a potential 11-mile expansion of VRE service through Gainesville and to the general vicinity of the town of Haymarket. Phase A, planning and alternatives analysis, is complete. The results of Phase A are being shared with stakeholder committees and the general public to gain their feedback. Three stakeholder committee meetings were held in November 2016: Policy Advisory Committee and Executive Committee joint meeting on November 9, Technical Advisory Committee on November 15, and Community Advisory Committee on November 29.

The VRE Operations Board will be asked to recommend which VRE expansion alternative(s) should be advanced for further investigation in Phase B of the study which includes environmental evaluation consistent with the NEPA and preliminary engineering design. The alternatives under consideration include a VRE extension with a terminus at Haymarket, Gainesville or Innovation. An additional alternative that does not build an extension but rather expands current Manassas Line service by relocating the Broad Run station just east of the Manassas Airport and expands the Broad Run yard has also emerged from Phase A as a viable VRE expansion alternative.

MANASSAS PARK STATION PARKING EXPANSION

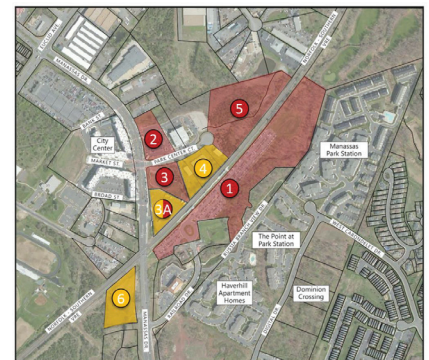
VRE is in the process of developing a new parking structure at the Manassas Park Station. The VRE Manassas Park station parking lot is typically full before the last train leaves the station in the morning, and additional parking is necessary to meet the needs of riders. Due to lack of space in the existing lot, VRE riders sometimes park on nearby streets or in a City-owned parking lot, and then walk (or run) over an at-grade crossing to access the station. The problem is expected to worsen as ridership at this station is projected to grow with new development near the station and enhanced VRE service on the Manassas Line. VRE is currently working to identify the best solution to solve these issues.

Since project kick-off in July 2016, the project team has evaluated historical data and conducted field observations to identify the current parking demand at the station, and project the number of spaces that will be needed here in 2040. The study concluded that by 2040, there will be a need for 560 additional parking spaces. The project team also evaluated six potential sites in the vicinity of the station for suitability for construction of a parking facility. A site evaluation workshop with VRE staff and the City Council was held on Oct 11, 2016. Public outreach on the preferred site was conducted, including a Town Hall meeting held at the Manassas Park City Hall on November 1, 2016. Feedback received showed general concurrence with VRE's recommendation to locate a parking garage on the Bays Site, a site currently owned by the City. The City Council formally endorsed this recommendation at their meeting on November 15, 2016.

Sites Considered

- 1 VRE Station Site (15 acres)
- 2 City Hall Site (2.3 acres)
- 3 Millicent Site (2 acres)
- 3A Millicent & Driving School Site (4 acres)
- 4 Car Repair Site (4 acres)
- 5 Bays Site (7.6 acres)
- 6 South Corner Site (2.6 acres)

Public Property Ownership
Private Property Ownership



Site Evaluation Summary

Evaluation Criteria	Proximity to Platform	Public Property Ownership	Supports City Center Vision	Traffic Access and Circulation
Proximity to Platform reduces passenger walk time				
Public Property Ownership reduces development cost and time				
Supports City Center Vision in building form and location of land uses				
Traffic Access and Circulation improves flow in/out of garage and minimizes congestion on adjacent roads				
VRE Station Site	Good	Yes	No	Poor
City Hall Site	Poor	Yes	Partially	Moderate
Millicent Site	Good	Yes	Partially	Moderate
Millicent/School	Good	No	Yes	Good
Car Repair Site	Good	No	Yes	Good
Bays Site	Moderate	Yes	Yes	Good
South Corner Site	Poor	No	No	Moderate

Recommended Preferred Alternative: **5 Bays Site**

The Site Evaluation Summary shows the relative advantages and disadvantages of the six sites.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Replacement of broken glass panes at Woodbridge Station west elevator/stair tower
2. Resealing of waiting room floor at Spotsylvania Station
3. Testing of ground power switchgear at Crossroads and Broad Run Yards
4. Renovations of Alexandria Headquarters communications, server and copier rooms (furniture to be delivered and installed in communications room)

Projects scheduled to be completed this quarter:

1. Canopy roof and gutter replacement at Leeland Road Station (contingent upon CSX flagman availability)
2. Replacement of broken glass pane at Fredericksburg Station (Work initiated by City of Fredericksburg. Pending delivery of glass panel.)
3. Installation of pathfinder signs for Spotsylvania Station
4. 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)

Projects scheduled to be initiated this quarter:

1. Replacement of platform lighting at L'Enfant Station
2. Development of specifications for Woodbridge east elevator modernization project
3. Installation of mesh panel ceiling at Woodbridge Station west tower to eliminate pigeon issue
4. Repairs to fascia and soffit at Woodbridge Station east building
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

Ongoing projects:

1. Development of design of platform concrete rehabilitation at Fredericksburg Station
2. Elevator modernization project, underway at Franconia-Springfield Station and Rippon Station (work at Rippon station nearing completion)
3. Design of emergency generator at Woodbridge Station west elevator/stair tower
4. Assistance with coordination of Featherstone Wildlife Refuge access stair and ramp construction at Rippon Station
5. Installation of utility power status remote monitoring at various stations



Renovated Copier Room



Renovated Communications Room

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 NOVEMBER 30, 2016

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	—	—
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	1,879,860	51%	3rd QTR 2017	●	60% Comments under review.
7,000,000	7,000,000	–	467,500	4,574	5%	3rd QTR 2017	●	Design work has begun and will be completed in January 2017.
2,400,000	400,000	2,000,000	–	–	5%	3rd QTR 2017	●	Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	–	–	25,463	5%	2nd QTR 2020	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
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	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
16,633,535	16,633,535	–	*	23,169	5%	4th QTR 2021	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
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 2018	■	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	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
14,000,000	9,264,300	4,735,700	*	19,846	5%	4th QTR 2021	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
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	134,282	10%	2nd QTR 2018	●	NTP issued in July, 2016. Work sessions and ridership studies continue.
2,000,000	2,000,000	–	442,900	27,551	8%	3rd QTR 2020	●	Basis of Design Report under review.
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	CD	PD	PHASE			FD	CN
				EC	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 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 Power.	◆	◆	◆	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%	1st QTR 2017	●	Power construction 90% complete. Pepco work will be followed by CSX signal installation.
3,965,000	3,965,000	—	2,937,000	1,383,617	10%	1st QTR 2017	●	90% plans were submitted in October and are under review by VRE and CSXT.
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	7,145,012	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	●	Planning underway: travel demand analysis/ridership projection, alternatives analysis, public outreach and conceptual engineering.
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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