

CEO REPORT

MAY 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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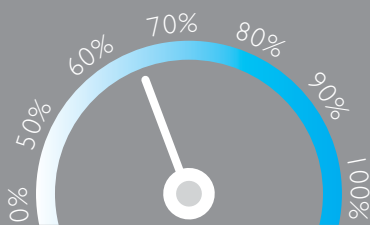
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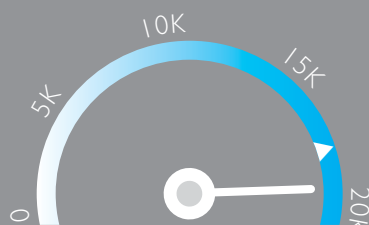
VIRGINIA RAILWAY EXPRESS
A better way. A better life.

SUCCESS AT A GLANCE



PARKING UTILIZATION

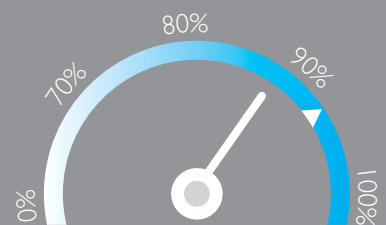
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY RIDERSHIP

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

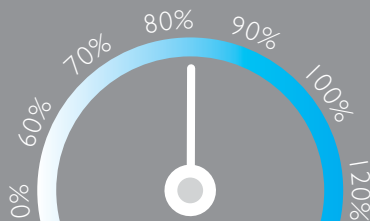
▲ Same month, previous year.



ON-TIME PERFORMANCE

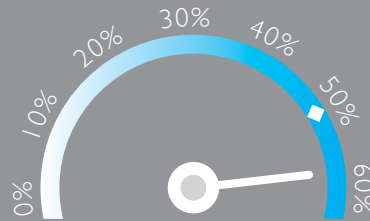
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ Same month, previous year.



SYSTEM CAPACITY

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



OPERATING RATIO

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

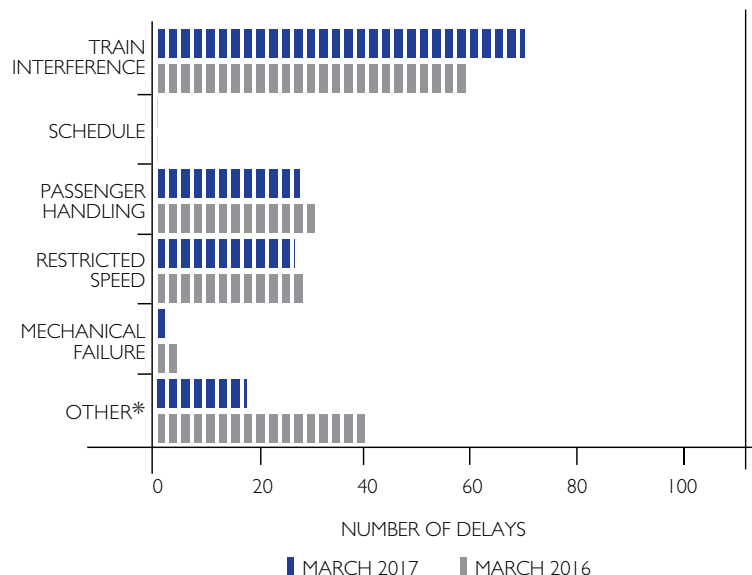
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	March 2017	February 2017	March 2016
Manassas Line	93%	94%	95%
Fredericksburg Line	84%	85%	89%
System Wide	89%	89%	92%

REASONS FOR DELAYS



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

VRE operated 720 trains in March. Our on-time rate for March was 89%. Eighty of the 720 trains arrived over five minutes late to their final destinations. The Manassas Line accounted for twenty-four late trains, and the Fredericksburg Line accounted for fifty-six.

March is the second consecutive month we were just shy of our 90% on-time performance goal. There were several service disruptions on the Fredericksburg Line in the beginning of March: power-related issues, signal issues, fallen trees across the tracks, a brush fire, and a multi-deer strike. These delays are compounded by infrastructure improvement work. Rail congestion is an underlying issue as a saturated system will compound the simplest delays and may cascade to later trains. Heavy freight traffic and temporary speed restrictions will likely continue to cause delays in the short-term. However, the infrastructure improvement 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.

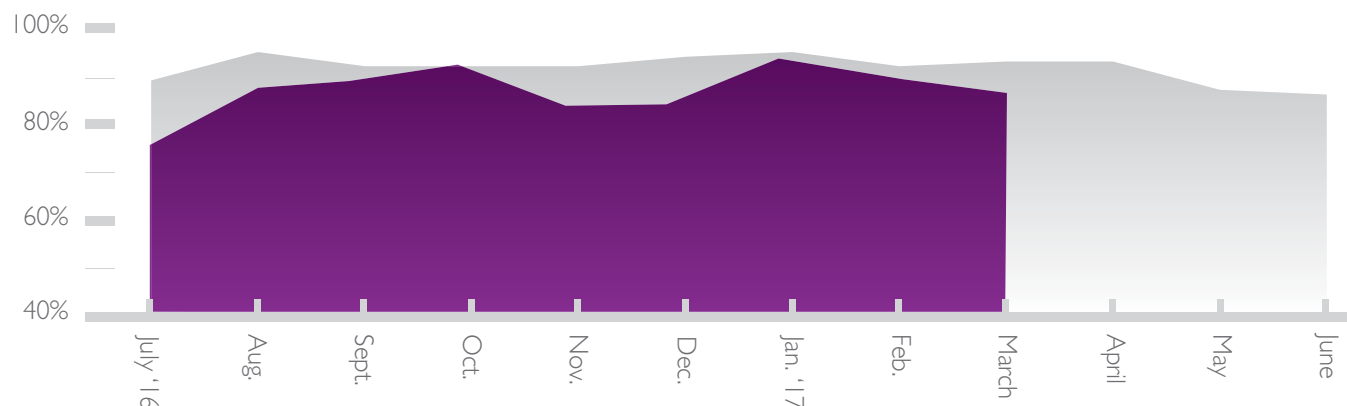
LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.
Total late trains	35	64	80	20	45	56	15	19	24
Average minutes late	22	12	22	15	14	26	31	7	11
Number over 30 minutes	6	3	11	2	3	11	4	0	0
Heat restriction days / total days	0/20	0/19	0/23	—	—	—	—	—	—

ON-TIME PERFORMANCE

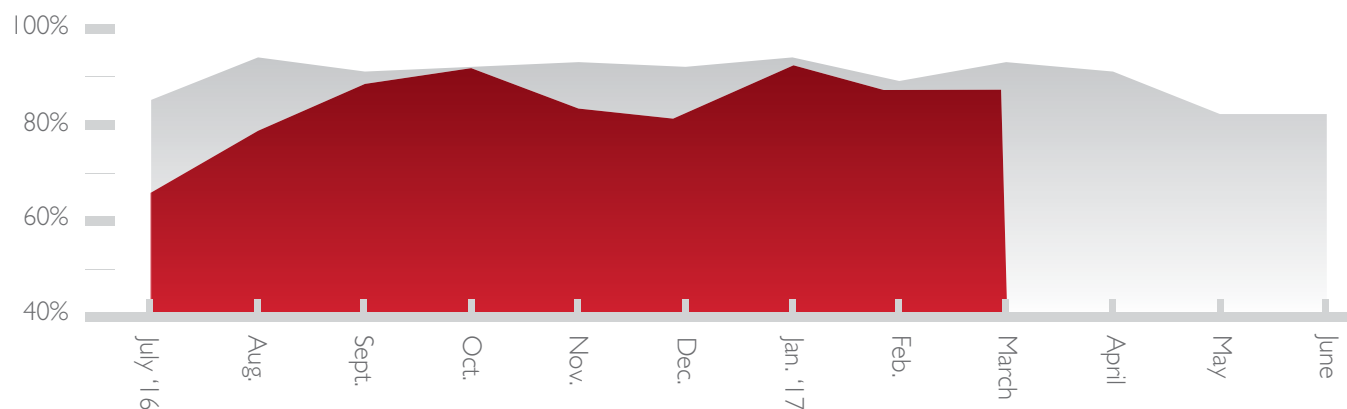
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

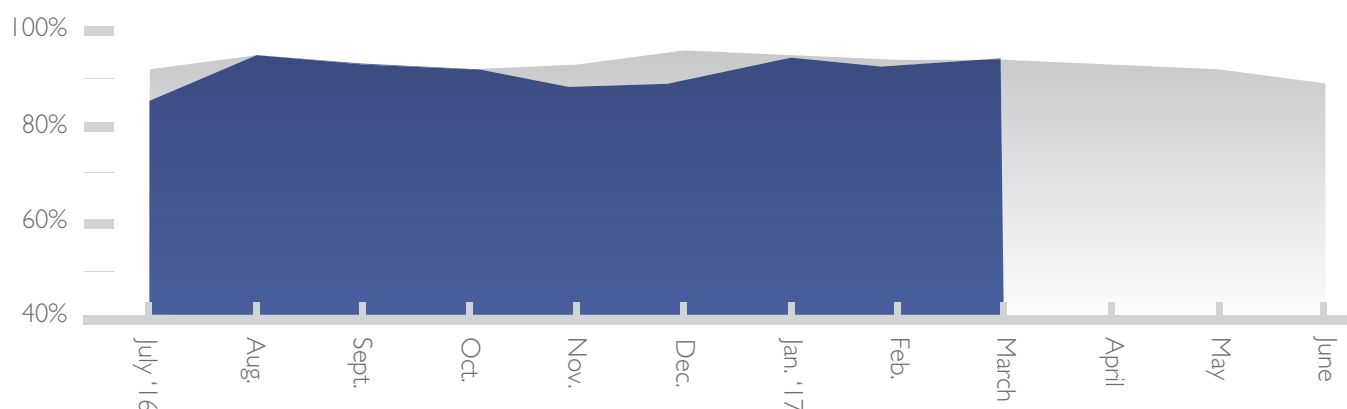


ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



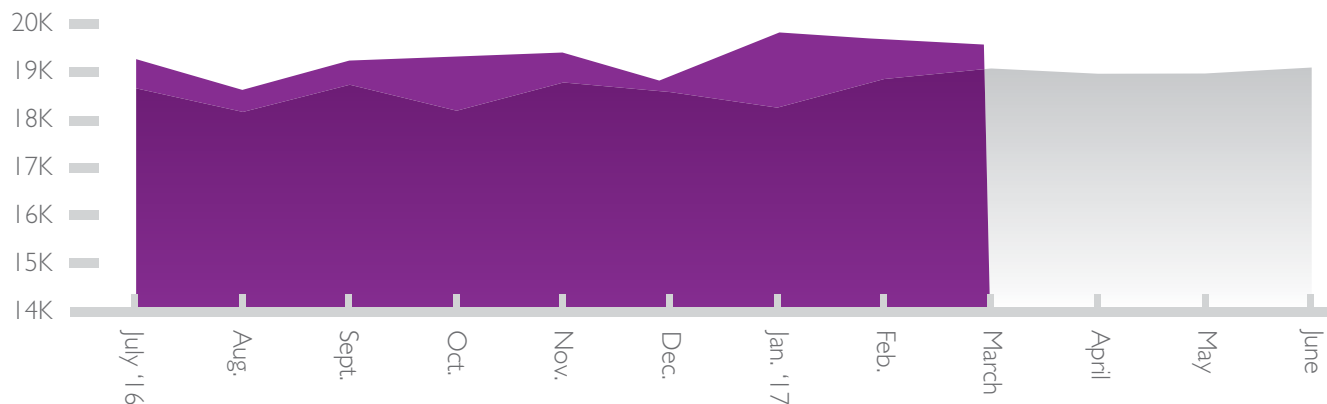
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



AVERAGE DAILY RIDERSHIP

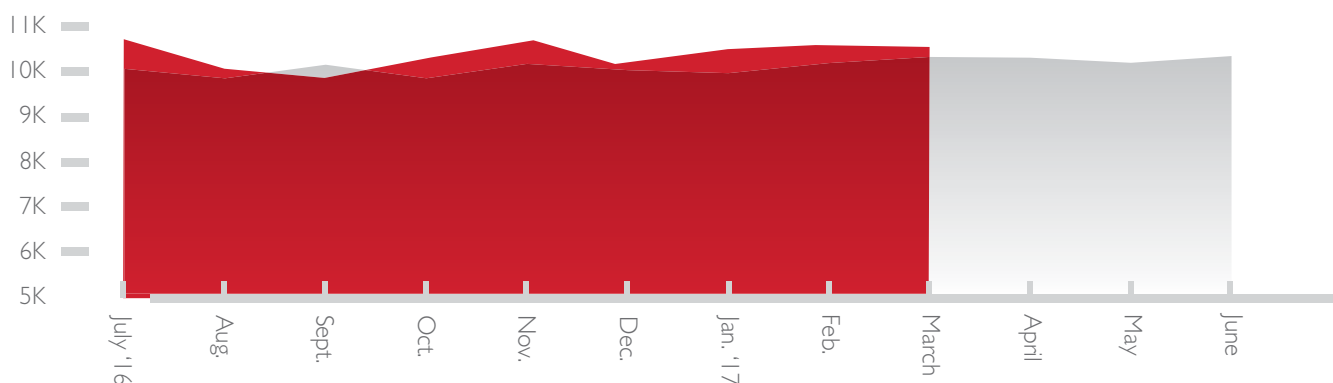
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

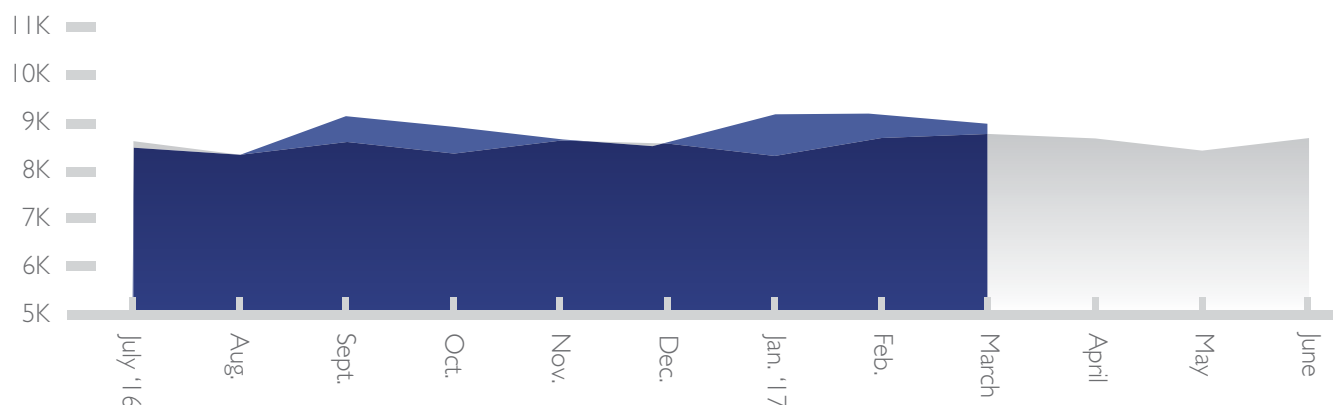


AVERAGE DAILY RIDERSHIP BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



RIDERSHIP UPDATES

Average daily ridership in March was approximately 19,800. This ridership average represents a slight drop from February (20,000) but a significant increase over last March, which was 18,100.

Though our ridership total dropped slightly from the previous month, WMATA SafeTrack Surges were still in effect in March and we believe some regular Metro riders tried VRE as an alternative.

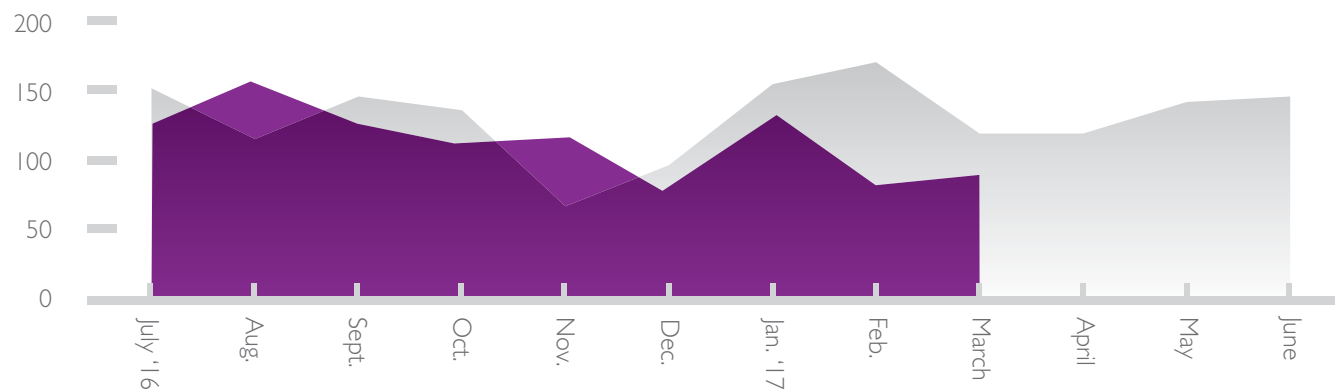
March 2017

March 2016

Monthly Ridership	439,661	417,454
Average Daily Ridership	19,794	18,150
Full Service Days	22	23
"S" Service Days	1	0

SUMMONSES ISSUED

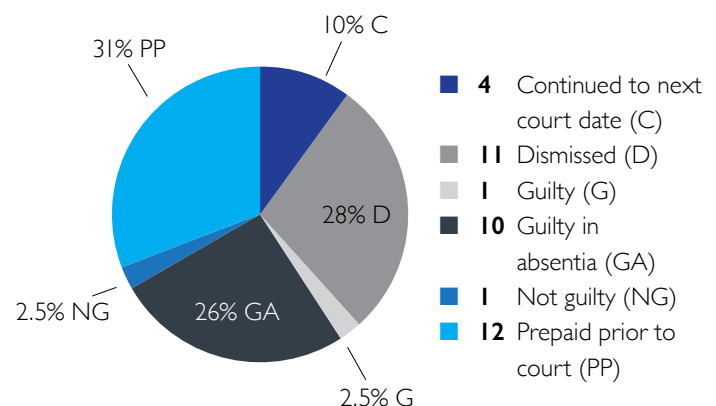
BOTH LINES ■ Current Stats ■ FY 2016



SUMMONSES WAIVED OUTSIDE OF COURT

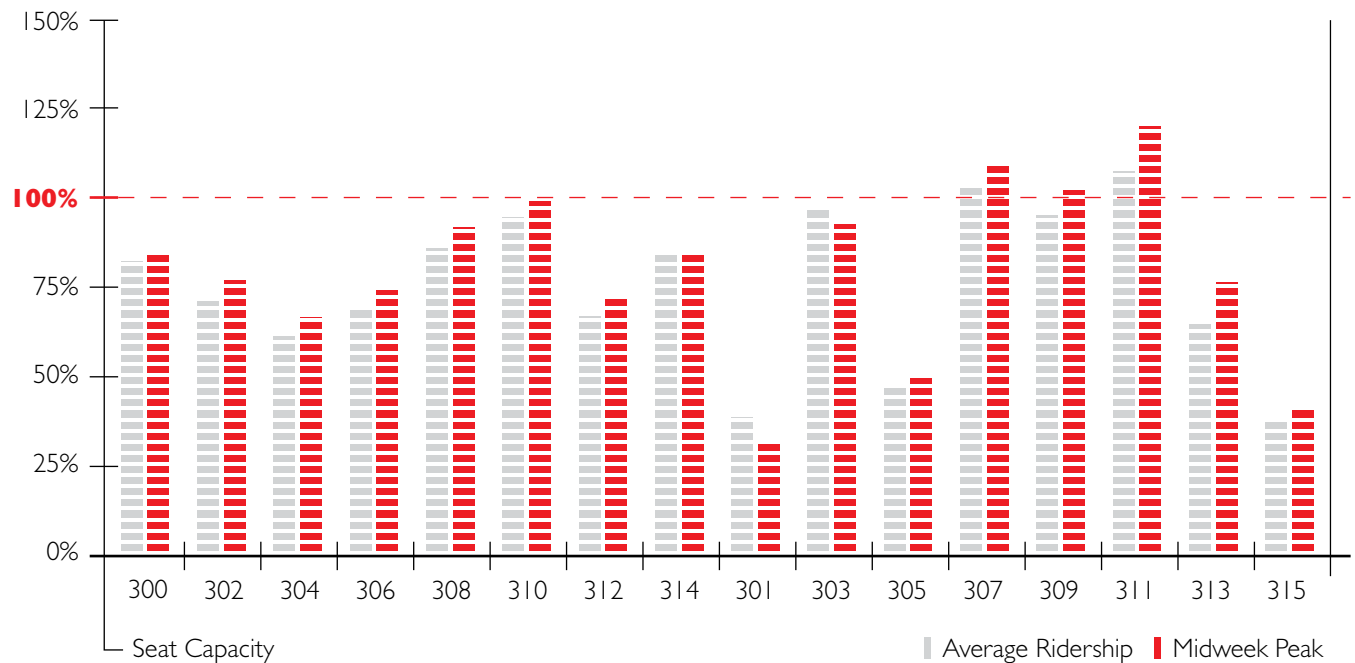
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	36
One-time courtesy	13
Per the request of the conductor	1
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient processing time	1
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	51

MONTHLY SUMMONSES COURT ACTION

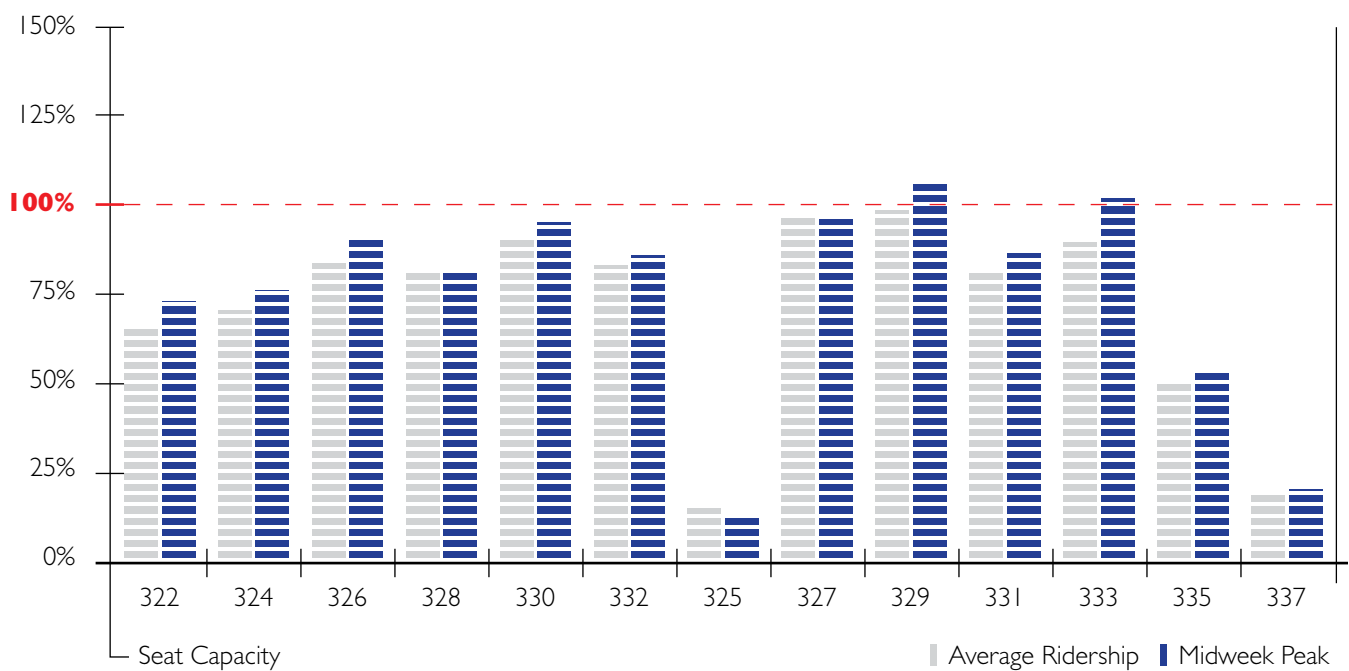


TRAIN UTILIZATION

FREDERICKSBURG LINE

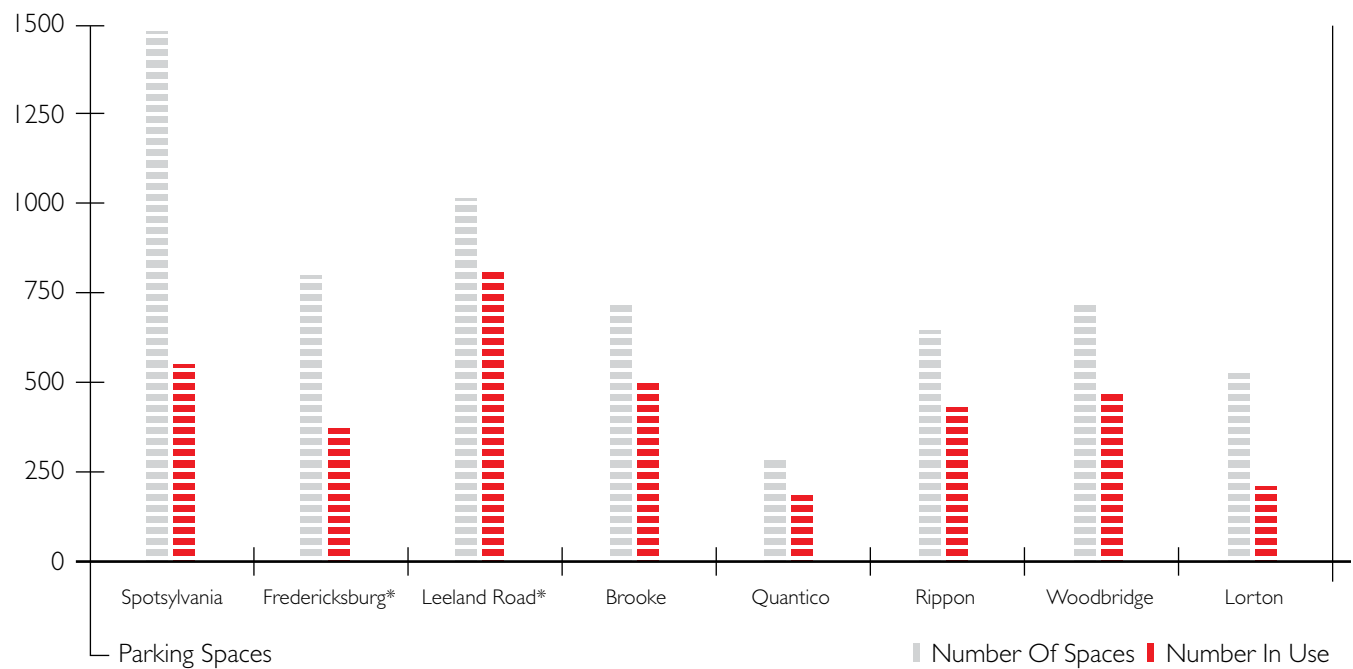


MANASSAS LINE



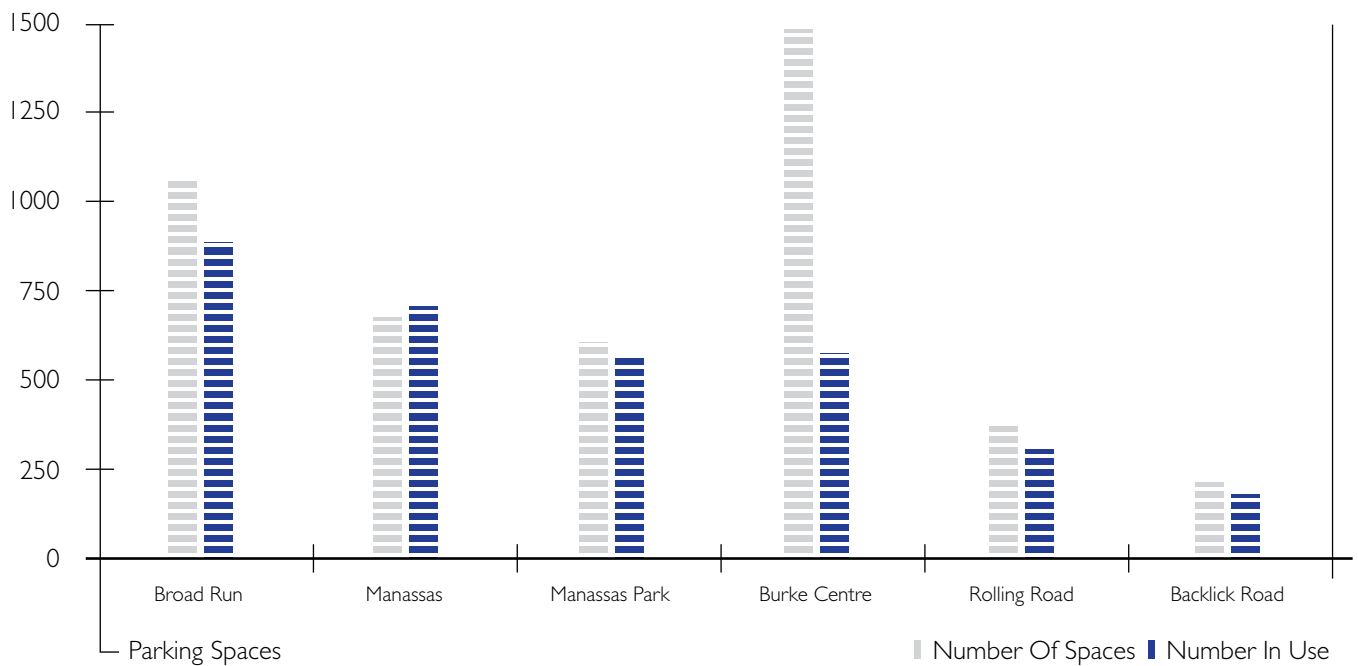
PARKING UTILIZATION

FREDERICKSBURG LINE



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

MANASSAS LINE



MARCH 2017 FINANCIAL REPORT

The March 2017 Financial Report reflects the first nine 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 \$2,580,202 above the budget – a favorable variance of 8.9%. Revenue is up 13.9% 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.

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY17 BUDGET
OPERATING REVENUE (\$)							
Passenger Ticket Revenue	3,628,935	3,569,124	31,598,728	29,018,526	2,580,202	8.9%	38,950,000
Other Operating Revenue	1,600	18,327	208,941	149,004	59,937	40.2%	200,000
Subtotal Operating Revenue	3,630,535	3,587,450	31,807,669	29,167,530	2,640,139	9.1%	39,150,000
Jurisdictional Subsidy (1)	-	-	17,250,240	17,250,240	-	0.0%	12,847,417
Federal/State/Other	2,682,567	2,663,594	23,337,186	23,676,624	(339,438)	-1.4%	31,479,730
Jurisdictional Subsidy Appn. from Res.	-	-	-	-	-	0.0%	377,000
Interest Income	35,031	2,291	167,416	18,626	148,790	798.8%	25,000
Total Operating Revenue	6,348,133	6,253,335	72,562,511	70,113,019	2,449,492	3.5%	83,879,147
OPERATING EXPENSES (\$)							
Deptml. Operating Expenses	6,318,496	6,550,490	53,574,818	57,343,075	3,768,257	6.6%	77,152,278
Debt Service	559,886	559,573	5,039,352	5,036,153	(3,199)		6,714,870
Other Non-Deptml. Expenses	-	-	-	-	-		12,000
Total Operating Expenses	6,878,382	7,110,062	58,614,670	62,379,228	3,765,058	6%	83,879,147
NET INC. (LOSS) FROM OPS (\$)	(530,248)	(856,727)	13,948,342	7,733,791	6,214,550	-	-
CALCULATED OPERATING RATIO	-	-	59%	51%	-	Goal	50%

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

FY 2017 YEAR END FINANCIAL PROJECTION

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

The information below is a projection of year-end revenue and expenses for FY 2017. Major points are as follows:

- The overall surplus for FY 2017 is projected at \$8.9M. Approximately \$317K of this surplus is associated with unspent project expenses that may need to be carried forward into the next year, as described below.
- Fare Revenue is projected to be \$3.5M over budget, or \$42.4M for the year. This represents an 8.2% increase over budget.
- Federal and State Revenue is under budget by \$431K, primarily due to a decrease in access fee grants associated with historic billing corrections to Norfolk Southern from previous fiscal years.
- Operating expenses are \$4.7M less than budget.
 - The major cost variance is Diesel Fuel, budgeted at \$4.8M and projected to be under budget by \$1.9M.
- All other operating expenses are projected to be under budget by \$2.8M, or 4.3% of budgeted operating expenditures:
 - Track access costs are projected to be \$436K under budget, as noted above in Federal and State Revenue.
 - Mechanical Operations rail car maintenance costs are projected to be under budget by \$457K, primarily related to the delayed start of the positive train control back office system. Cost savings related to performance of our new railcars was also a factor.
 - Total projected savings for salary and fringe benefits in the Chief of Staff, Marketing and Project Implementation divisions is \$376K, due to staff turnover and periods of unfilled positions.
 - Information Technology costs are projected to be \$669K under budget. This includes unspent amounts for Other Professional Services of \$317K related to a revised schedule for the SharePoint project. The unspent funds may be carried forward into FY 2018. Total projected savings for Hardware/Software Maintenance is \$314K, also related to the delayed timeline of SharePoint, and other IT projects.
 - Other departmental savings are projected at \$900k, chiefly in Marketing, Facilities Maintenance, and Safety and Security.
- Non-Operating expenses are \$1.0M less than budget reflecting the unspent contingency of \$1.0M.

A recommendation on the use of the projected surplus will be presented as part of the Proposed FY 2019 and Amended FY 2018 Budgets in December 2017. Preliminary uses for the projected surplus are to carry forward \$317K into the FY 2018 budget for uncompleted projects, to fund one-time items in FY 2019 and to increase the Capital Reserve.

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

	REVISED BUDGET	CURRENT ESTIMATE	VARIANCE	%
Fare Revenue	39.0	42.4	3.5	8.2%
Local Subsidy*	12.8	12.8	0.0	0.0%
Federal/State Revenue	31.5	31.0	-0.4	-1.4%
Other Revenue	0.6	0.9	0.3	29.7%
Total Revenue	83.9	87.2	3.3	3.8%
Operating Expenses	72.2	67.5	4.7	6.9%
Non-Operating Expenses	5.0	4.0	0.9	23.2%
Debt Service	6.7	6.7	0.0	0.0%
Contribution to Reserve	0.0	0.0	0.0	0.0%
Total Expenses	83.9	78.3	5.6	6.7%
Net Income (Loss)	0.0	8.9	8.9	

*The local subsidy amount shown here is the amount needed for operations; total subsidy is \$17.25M

FY 17 YEAR END OPERATING
BUDGET PROJECTIONS (IN MILLIONS)

CAPITAL PROJECTS UPDATES

**AS OF APRIL 3, 2017*

LORTON PLATFORM EXTENSION

- Proceeded with construction entrance re-design and addressing Plantation Pipeline concerns regarding protection of their pipeline during construction activities
- Prime contractor changed earthwork subcontractors to price-revised construction entrance
- Onsite and regular communication and coordination with CSXT, 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. North Possum Point to Powell's Creek to be designated as "future" effort
- Corresponding CSXT / DRPT Contract Amendment 2 for Arkendale to Powell's Creek waiting for above noted to be executed

QUANTICO STATION

- Stakeholders reviewing and commenting on 60% design for station and 90% design for site, civil, drainage, track, and retaining wall in vicinity of station
- IPROC Funding Agreement waiting for Commonwealth legal review and approval (in conjunction with Arkendale to Powell's Creek Third Track Project agreements)
- Utility location and potential conflicts being coordinated onsite through CSXT

ALEXANDRIA PEDESTRIAN TUNNEL PROJECT

- 60% design for station platforms and tunnel being reviewed and commented on by stakeholders
- Reviewing alternative methods for project delivery to complete final design and construction

LIFECYCLE OVERHAUL AND UPGRADE FACILITY

- Project design complete and ready for construction
- Continuing to coordinate with Spotsylvania County regarding our application for a site permit
- Procurement for construction awaiting completion of property acquisition

L'ENFANT (NORTH) STORAGE TRACK WAYSIDE POWER CONSTRUCTION

- Acceptance of wayside power appliances awaiting DDOT final inspections and sign off

L'ENFANT (SOUTH) STORAGE TRACK WAYSIDE POWER

- Plans for wayside power appliances submitted to Pepco for review and approval

FRANCONIA-SPRINGFIELD STATION IMPROVEMENTS (PENTA-PLATFORM PROGRAM)

- Survey, geotechnical, and environmental fieldwork completed
- Preliminary engineering plans continue to be developed on an accelerated schedule
- Atlantic Gateway meeting held with VDRPT
- Internal meetings held with Office of Development, Operations, Procurement, and Finance
- External meetings and calls held with General Engineering Consultant
- Continued developing internal cost tool spreadsheet
- Monthly project status update sent to NVTA

LORTON SECOND PLATFORM (PENTA-PLATFORM PROGRAM)

- Survey, geotechnical, and environmental fieldwork completed
- Preliminary engineering plans continue to be developed on an accelerated schedule
- Atlantic Gateway meeting held with VDRPT
- Internal meetings held with Office of Development, Operations, Procurement, and Finance
- External meetings and calls held with General Engineering Consultant
- Continued developing internal cost tool spreadsheet
- Monthly project status update sent to NVTA

RIPPON STATION IMPROVEMENTS (PENTA-PLATFORM PROGRAM)

- Survey, geotechnical, and environmental fieldwork completed
- Engineering concepts continue to be developed and refined on a normal schedule
- DC2RVA meeting and bi-weekly teleconference held with VDRPT and their consultants
- Internal meetings held with Office of Development, Operations, Procurement, and Finance
- External meetings and calls held with General Engineering Consultant
- Continued developing internal cost tool spreadsheet
- Monthly project status update sent to NVT

BROOKE STATION IMPROVEMENTS (PENTA-PLATFORM PROGRAM)

- Survey, geotechnical, and environmental fieldwork completed
- Engineering concepts continue to be developed and refined on a normal schedule
- DC2RVA meeting and bi-weekly teleconference held with VDRPT and their consultants
- Internal meetings held with Office of Development, Operations, Procurement, and Finance
- External meetings and calls held with General Engineering Consultant
- Continued developing internal cost tool spreadsheet

LEELAND ROAD STATION IMPROVEMENTS (PENTA-PLATFORM PROGRAM)

- Survey, geotechnical, and environmental fieldwork completed
- Engineering concepts continue to be developed and refined on a normal schedule
- DC2RVA meeting and bi-weekly teleconference held with VDRPT and their consultants
- Internal meetings held with Office of Development, Operations, Procurement, and Finance
- External meetings and calls held with General Engineering Consultant
- Continued developing internal cost tool spreadsheet

MIDDAY STORAGE REPLACEMENT FACILITY

- Continued to develop design options and coordination efforts with DDOT and Amtrak
- Completing environmental analysis related work to support environmental clearance by FTA

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

- Documentation necessary for environmental clearance by FTA has been prepared 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

MANASSAS LINE EXPANSION/GAINESVILLE-HAYMARKET EXTENSION STUDY

- At its March meeting, the VRE Operations Board recommended continued study of the Broad Run station and maintenance/storage facility as the preferred means of expanding Manassas Line service.
- NEPA and Preliminary Engineering (PE) design will be initiated for adding train storage tracks and increasing station parking capacity to support longer trains in the near term and more trains in the future.
- An amendment of the consultant contract for NEPA/PE under development to reflect the revised scope of the study

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

- Removal and replacement of pedestrian grade crossing at Crystal City Station to accommodate CSX track surfacing work
- Relocation of ADA-accessible parking spaces onsite to accommodate platform expansion project at Lorton Station
- Repairs to vandalized fire standpipe at Woodbridge Station
- Development of scopes of work for platform concrete repairs, steel railing repairs, parking lot pavement repairs and restriping, and painting of various stations
- Replacement of name and address Braille signage at all stations

Projects scheduled to be completed this quarter:

- Replacement of platform lighting at L'Enfant Station
- Replacement of canopy roof at Leeland Road Station (pending CSX flagman availability)
- Installation of pathfinder signs for Spotsylvania Station
- Replacement of conduits at Rolling Road, Burke Centre and Manassas Park Stations
- Repairs to under-platform fencing at Burke Centre and Manassas Park Stations
- Striping of parking lot at Alexandria Headquarters
- 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:

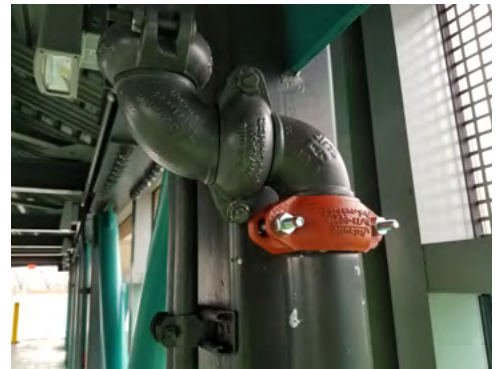
- Repairs to platform concrete at Alexandria Station
- Repairs to fascia and soffit at Woodbridge Station east building
- Installation of pathfinder signs for Spotsylvania Station
- Replacement of conduits at Rolling Road, Burke Centre and Manassas Park Stations
- Repairs to under-platform fencing at Burke Centre and Manassas Park Stations
- Striping of parking lot at Alexandria Headquarters
- 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)

Ongoing projects:

- Modernization of west elevator at 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



Woodbridge Station Vandalized Fire Standpipe



Woodbridge Station Fire Standpipe After Repairs



Brooke Station Signage to be Replaced with New Standard Signage

UPCOMING PROCUREMENTS

Scope of Work Received

- Rehabilitation of Wheelsets and Traction Motor Assemblies
- Shuttle Service at VRE Franconia-Springfield Station
- Installation and Integration of Security Camera and Access Control Systems

Scope of Work Pending

- Replacement of Tactile Warning Strips at Station Platforms
- Automated Passenger Count 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
- Graphic Design Services
- Canopy Roof Replacement at the Backlick and Rolling Road Stations
- Passenger Railcar Truck Overhaul Services
- Modernization of VRE Woodbridge Station East Elevator

PROJECTS PROGRESS REPORT

AS OF APRIL 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.
16,150,000	16,150,000	–	*	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.
21,334,506	21,334,506	–	*	19,238	5%	4th QTR 2021	●	Preliminary engineering is anticipated to be completed by August 2018.
14,336,156	14,336,156	–	*	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	●	60% design plans under review. Force account agreement pending.
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 PE. 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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