

CEO REPORT

SEPTEMBER 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.



CEO REPORT | SEPTEMBER 2017

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SUCESS AT A GLANCE

Data provided reflects July 2017 information.



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

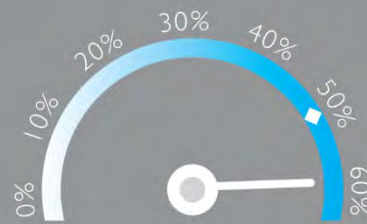
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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 the riders.

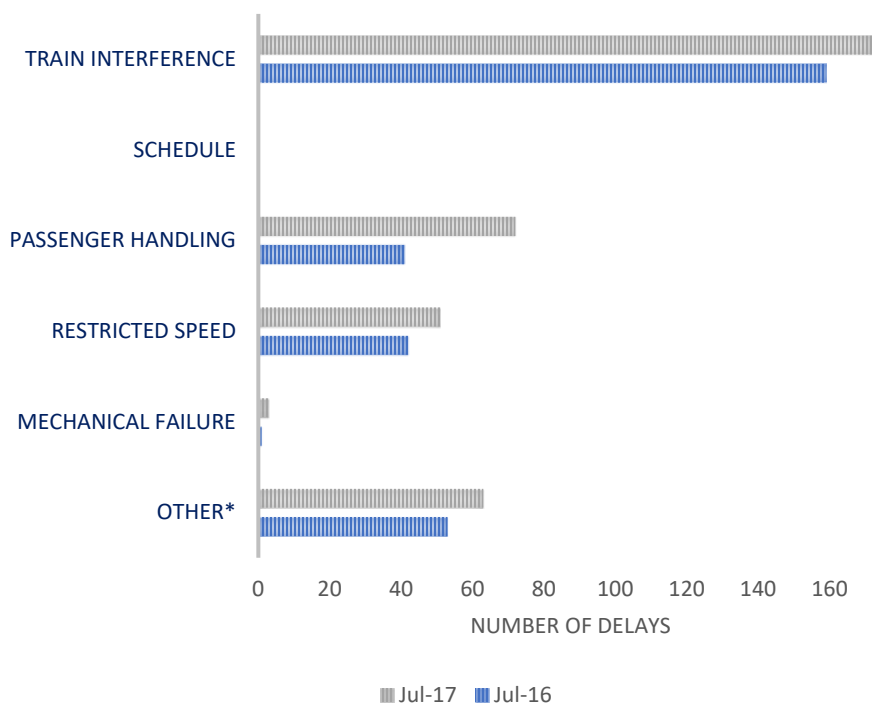
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	July 2017	June 2017	July 2016
Manassas Line	82%	91%	85%
Fredericksburg Line	73%	85%	65%
System Wide	77%	88%	75%

REASONS FOR DELAYS



VRE operated 640 trains in July. Our on-time rate for July was 77%. One hundred and forty-five of the 640 trains arrived more than five minutes late to their final destinations. There were fifty-nine late trains on the Manassas Line and eighty-six late trains on the Fredericksburg Line.

Due to heat restrictions on more than half of our operational days, we missed our 90% on-time goal for this month. Another significant factor is rail congestion delays due to the continuing infrastructure upgrade projects along the rail.

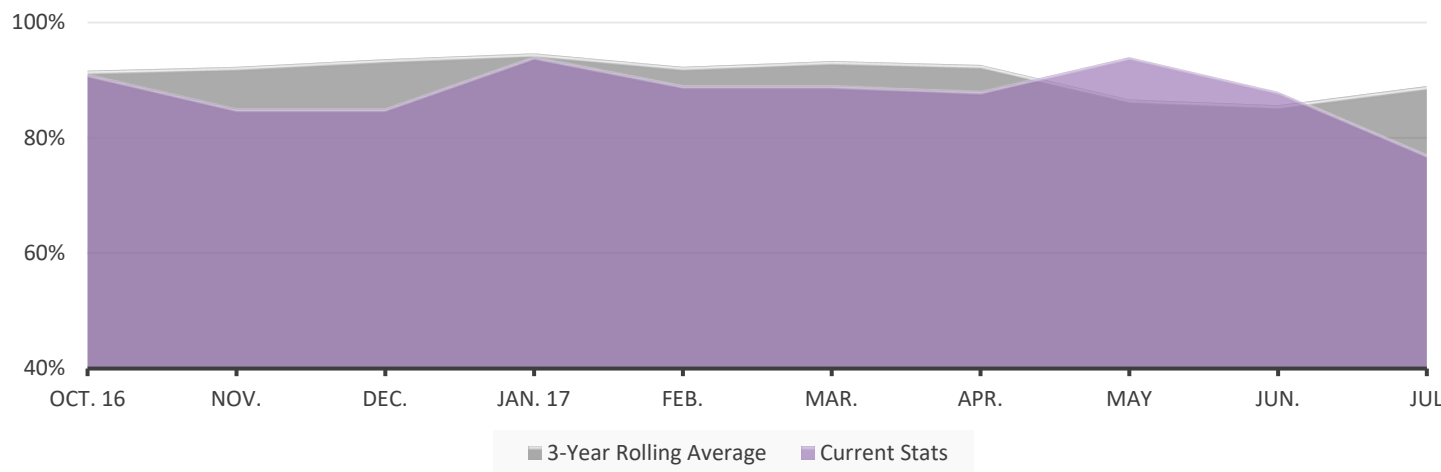
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

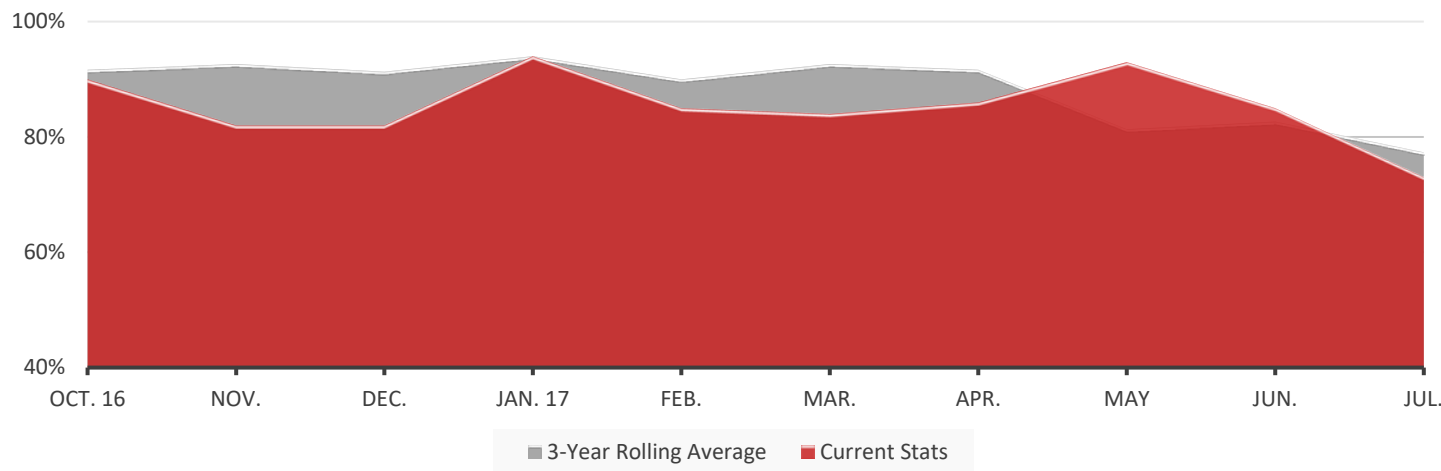
	System Wide			Fredericksburg Line			Manassas Line		
	May	Jun.	Jul.	May	Jun.	Jul.	May	Jun.	Jul.
Total late trains	45	86	145	26	53	86	19	33	59
Average minutes late	11	14	15	12	15	17	10	12	13
Number over 30 minutes	1	4	13	1	3	10	0	1	3
Heat restriction days / total days	3/22	5/22	12/20						

ON-TIME PERFORMANCE

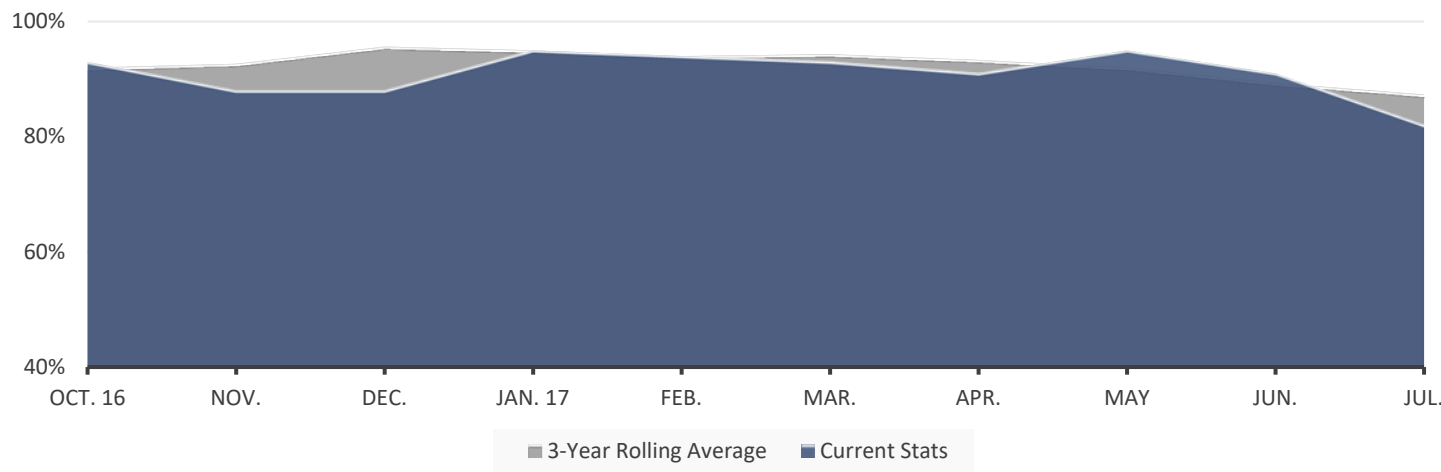
VRE SYSTEM



FREDERICKSBURG LINE

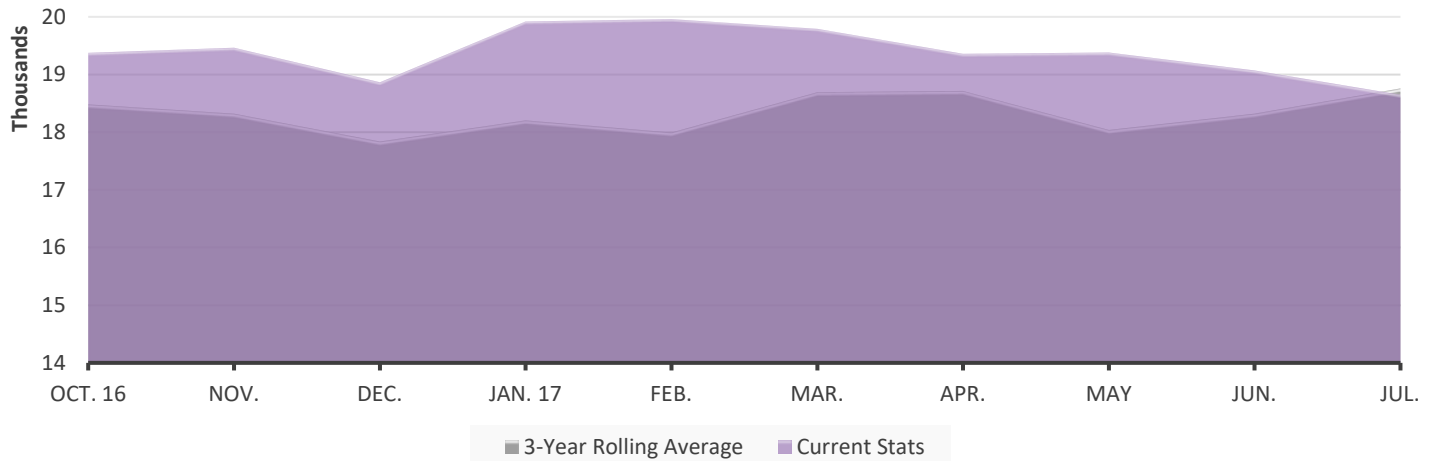


MANASSAS LINE

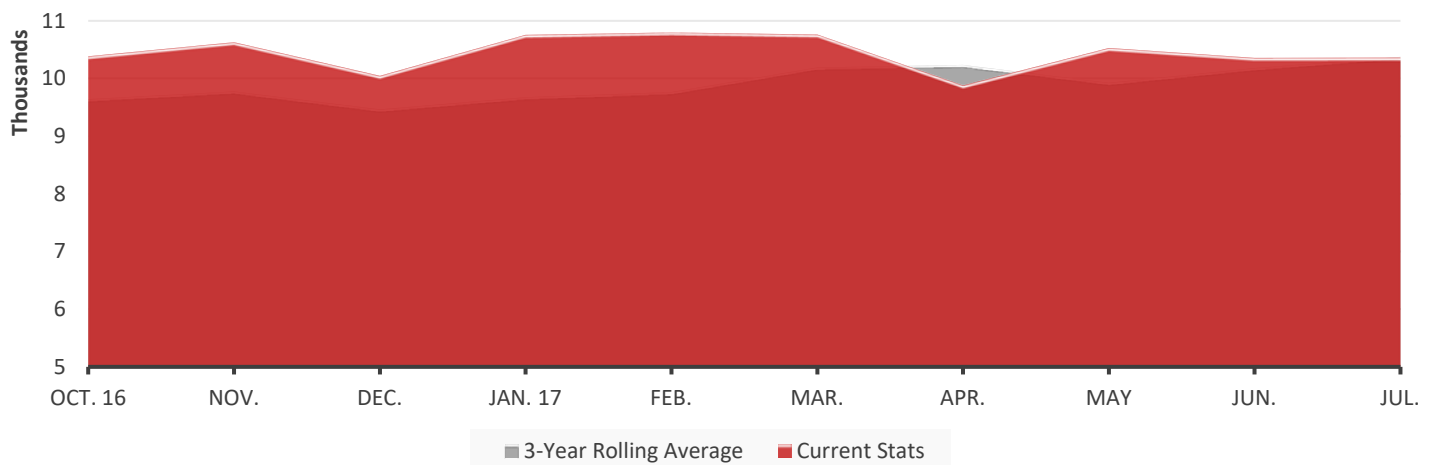


AVERAGE DAILY RIDERSHIP

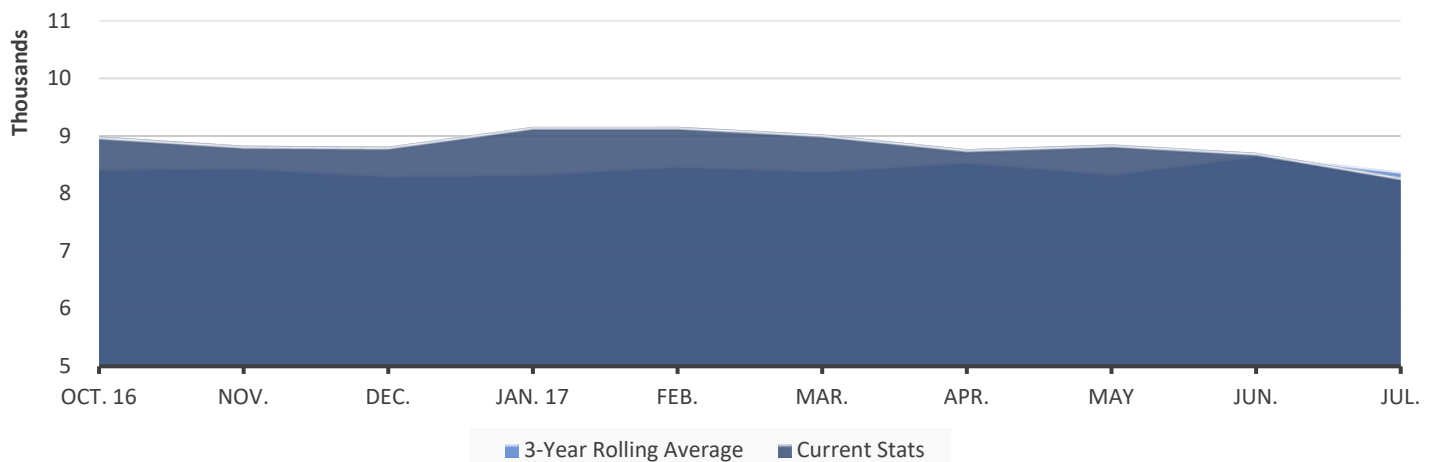
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE

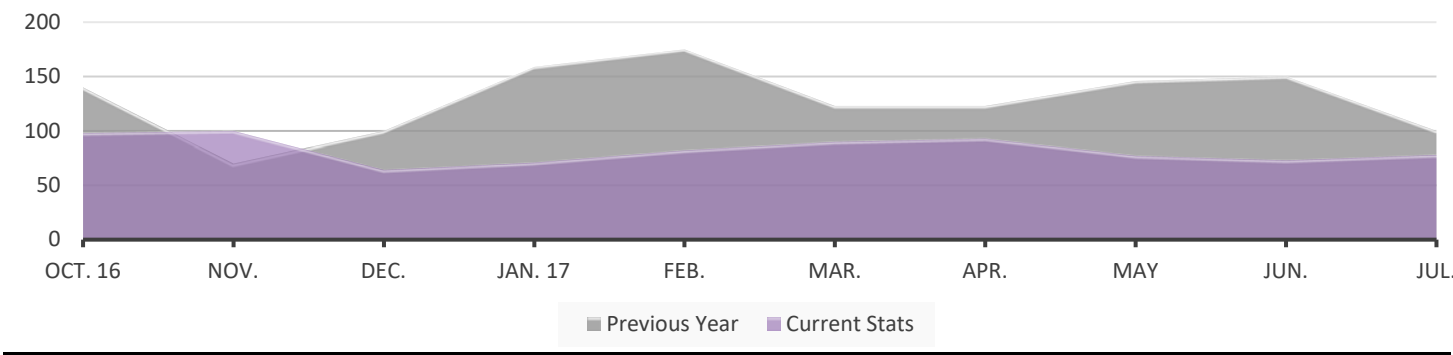


Average daily ridership (ADR) in July was approximately 18,600. The ADR this July was slightly lower than July 2016. This month last year, many Metrorail customers began using VRE as an alternative service as WMATA’s SafeTrack surges affecting the Yellow and Blue Lines paralleling our Fredericksburg Line began.

	July 2017	June 2017	July 2016
Monthly Ridership	372,931	419,499	386,527
Average Daily Ridership	18,647	19,068	19,326
Full Service Days	20	22	20
“S” Service Days	0	0	0

SUMMONSES ISSUED

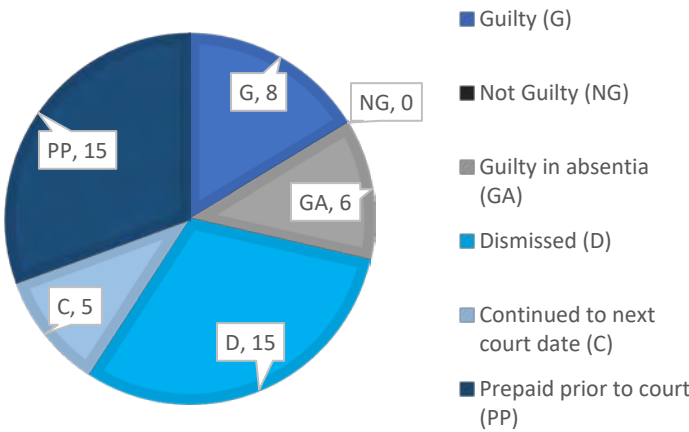
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

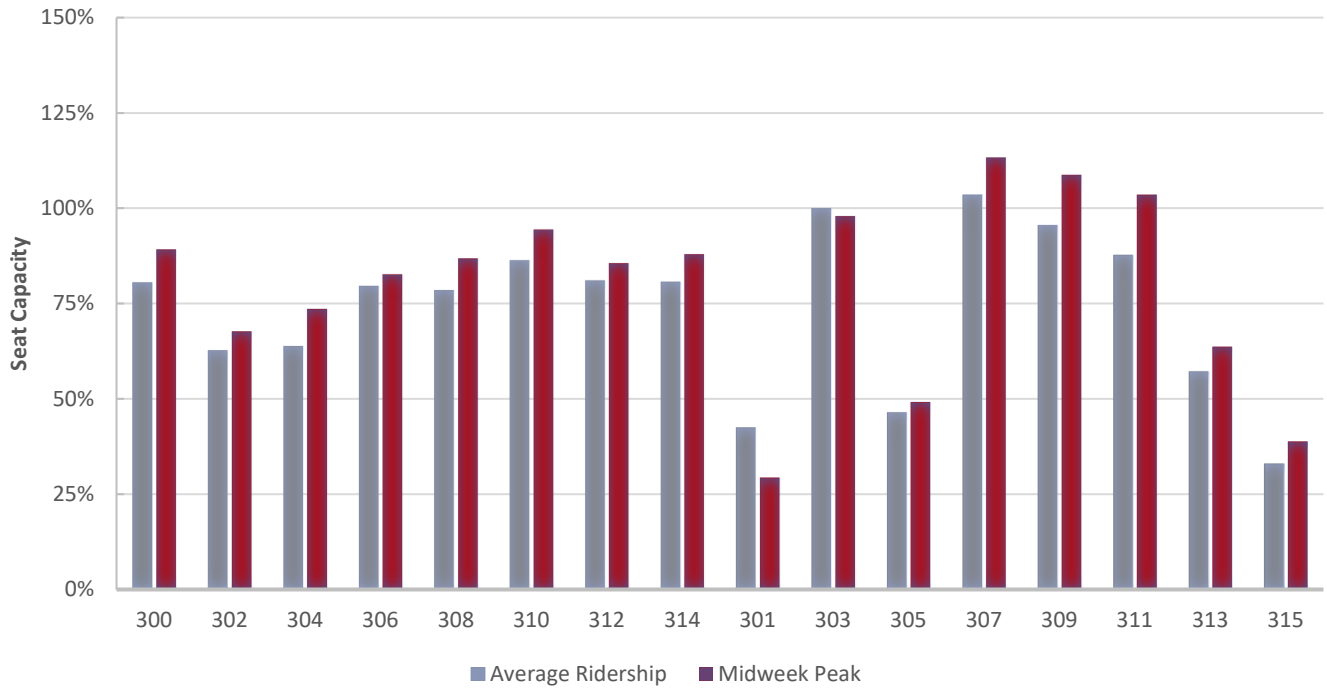
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	17
One-time courtesy	12
Per the request of the conductor	16
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	45

MONTHLY SUMMONSES COURT ACTION

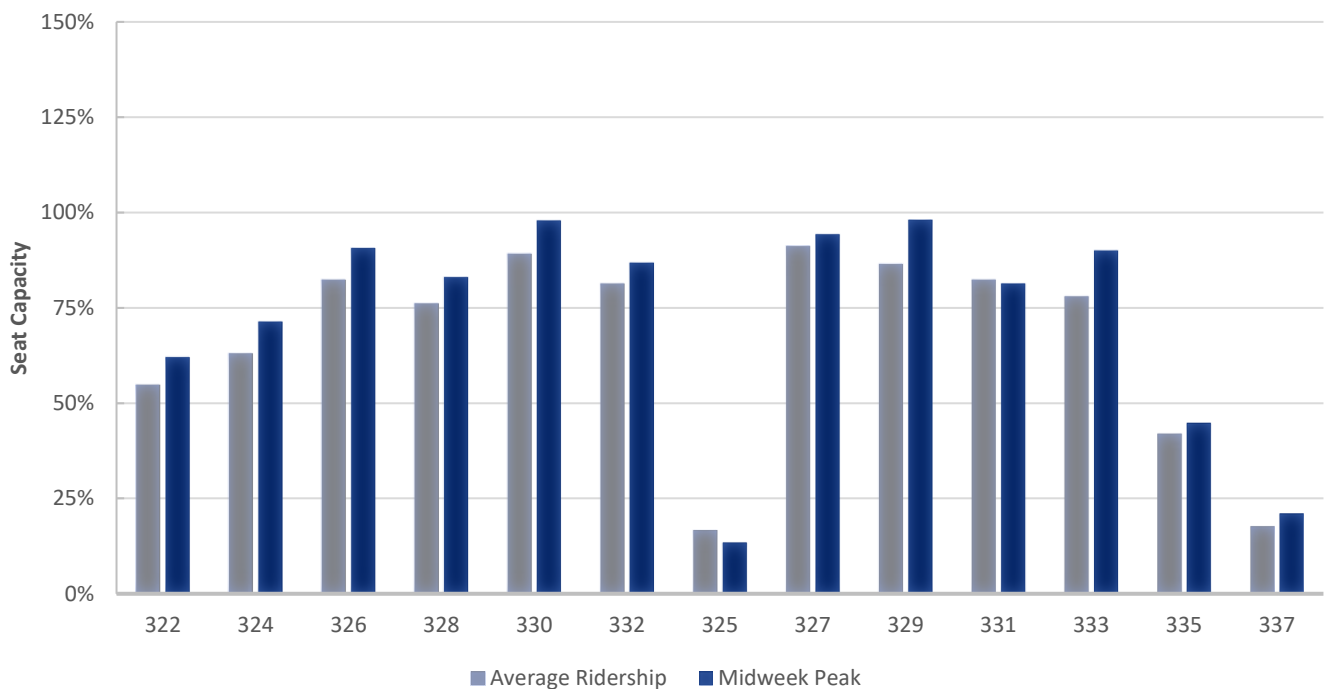


TRAIN UTILIZATION

FREDERICKSBURG LINE

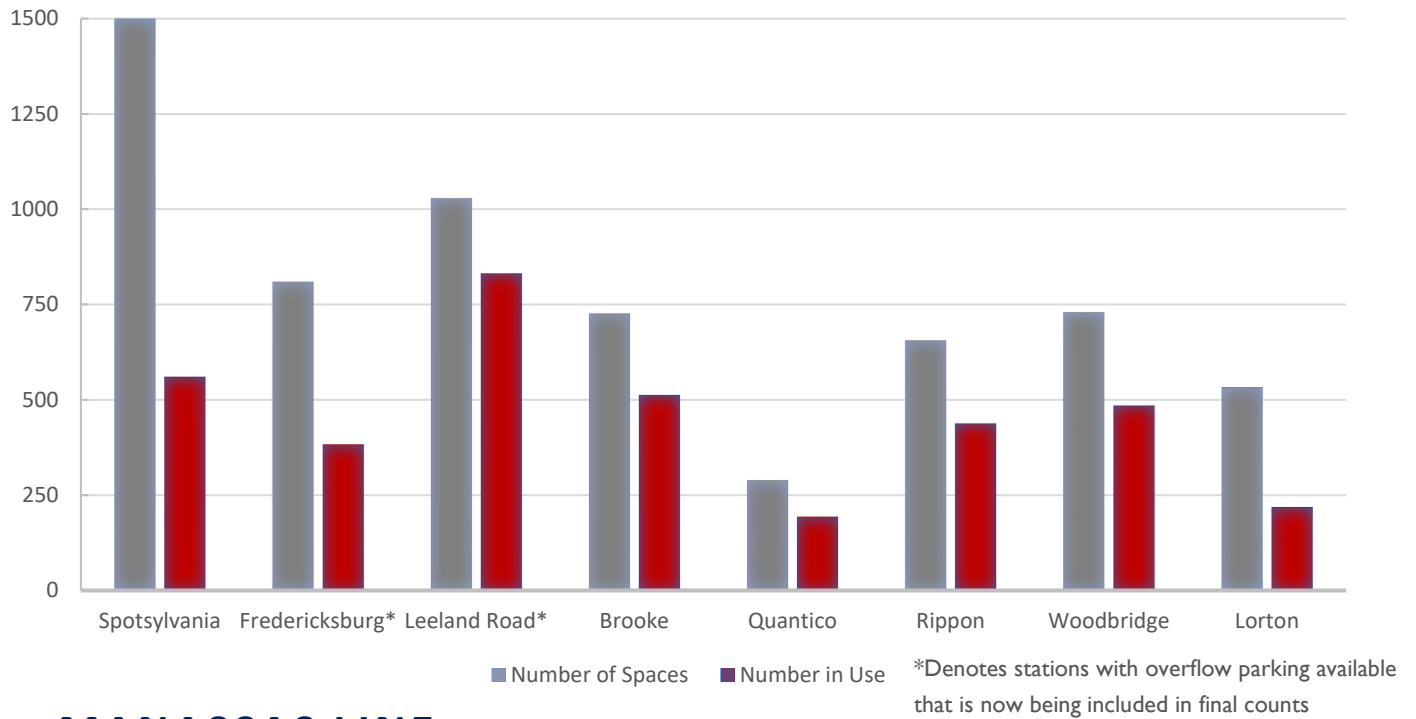


MANASSAS LINE

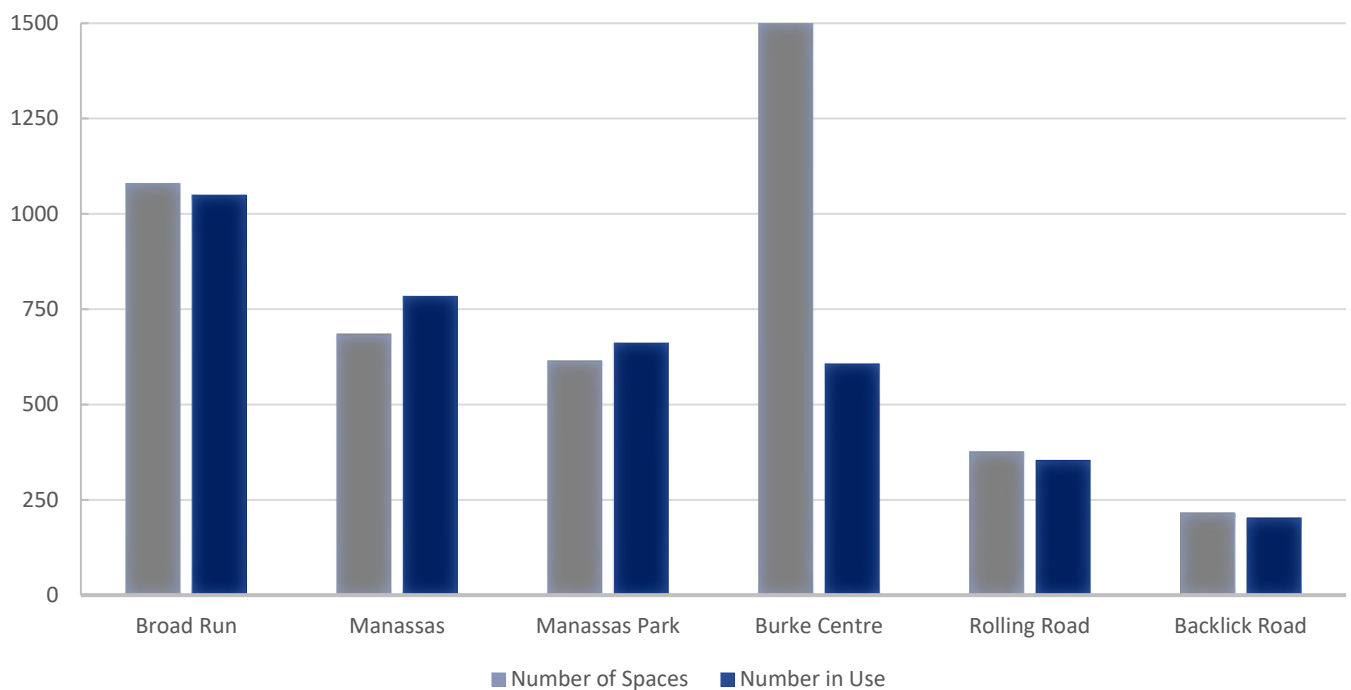


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

The July 2017 Financial Report reflects the first month of FY 2018. The summary below of the financial results (unaudited) includes information on the major revenue and expense categories.

Fare income to-date for FY 2018 is \$311,045 above the budget – a favorable variance of 9.7%. Revenue is however down 4.7% compared to the same period in FY 2017. Our budgeted goal ratio for FY 2018 is 50%. VRE's annual liability insurance premium was accounted for in full in July, resulting in an operating ratio of 38%. Absent this premium, the operating ratio would have been 65%.

Please Note: These figures are preliminary and unaudited. Reflects month ended July 31, 2017.

FY 2018 Operating Budget Report							
Month Ended July 31st, 2017							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY18 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,498,677	3,187,632	3,498,677	3,187,632	311,045	9.8%	39,845,400
Other Operating Revenue	2,323	18,000	2,323	18,000	(15,677)	-87.1%	225,000
Subtotal Operating Revenue	3,501,000	3,205,632	3,501,000	3,205,632	295,368	9.2%	40,070,400
Jurisdictional Subsidy (1)	8,798,260	8,798,261	8,798,260	8,798,261	(0)	0.0%	12,874,980
Federal/State/Other	2,536,547	2,583,235	2,536,547	2,583,235	(46,688)	-1.8%	31,005,851
Jurisdictional Subsidy							
Appropriation from	-	-	-	-	-	0.0%	955,000
Reserve/Other Income							
Interest Income	38,778	6,000	38,778	6,000	32,778	546.3%	75,000
Total Operating Revenue	14,874,586	14,593,127	14,874,586	14,593,127	281,458	1.9%	84,981,231
Operating Expenses (\$)							
Departmental Operating	9,114,404	9,367,620	9,114,404	9,367,620	253,216	2.7%	78,230,361
Expenses							
Debt Service	559,817	559,573	559,817	559,573	(244)		6,714,870
Other Non-Departmental	-	-	-	-	-		36,000
Expenses							
Total Operating Expenses	9,674,221	9,927,193	9,674,221	9,927,193	252,972	2.5%	84,981,231
Net income (loss) from Operations (\$)	5,200,365	4,665,935	5,200,365	4,665,935	534,431		-
Calculated Operating Ratio			38%	34%		Goal	50%

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

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Repairs to pavement and restriping at Woodbridge Station
2. Removal of dying trees at Woodbridge Station
3. Pumping and cleaning of oil/water separator at Manassas Station parking garage

Projects scheduled to be completed this quarter:

1. Painting of east side of Alexandria Station
2. Replacement of waste and recycling receptacles at Lorton Station
3. Painting of Woodbridge Station and parking garage
4. Installation of fiber conduit across pedestrian bridge at Rippon Station
5. Repairs to pavement and restriping at Brooke Station
6. Repairs to wooden privacy fence at Brooke Station expansion parking lot
7. Painting of Manassas Station and parking garage
8. Restriping of Manassas Station parking garage
9. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance

Projects scheduled to be initiated this quarter:

1. Repairs to fascia and soffit at Woodbridge Station east building
2. Replacement of signage with new standard signage at various stations, starting at Brooke Station
3. Installation of pathfinder signs for Spotsylvania Station
4. Repairs to pavement at Crossroads yard access road
5. Replacement of light poles and fixtures at Manassas Station
6. Replacement of parking lot signage at Broad Run Station
7. Replacement of aging HVAC units throughout VRE system



Woodbridge Station Pavement Repairs and Striping



Removal of Dying Trees at Woodbridge Station

8. Repairs to platform concrete at various stations
9. Replacement of tactile warning strips at various stations
10. Replacement of ADA parking signage at various stations

Ongoing projects:

1. Modernization of west elevator at Franconia-Springfield Station
2. Development of specifications for modernization of Woodbridge Station east elevator
3. Development of design of platform concrete rehabilitation and other station improvements at Fredericksburg Station (to be managed by Office of Development)
4. Development of IFB for Canopy Roof Replacement at the Backlick and Rolling Road Stations
5. Installation of utility power status remote monitoring at various stations

UPCOMING PROCUREMENTS

Scope of Work Pending:

- Replacement of Tactile Warning Strips at Station Platforms
- 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
- Repair and Overhaul of Passenger Car HVAC Assemblies
- Repair and Overhaul of Passenger Car Wheelchair Lift Assemblies

CAPITAL PROJECTS UPDATES

As of August 4, 2017

Broad Run Expansion Study (was Gainesville-Haymarket Expansion Study) (BRX/GHX)

- Kickoff meeting and work session occurred on July 14th
- Reviewed travel demand forecasting assumptions with consultant via conference call
- Project Management Team Meeting (PMT) and Maintenance & Storage Facility (MSF0) program work session took place on August 2nd
- Collaborated with Purchasing and Contracts Administration Department on scope, schedule, and budget for development of AECOM contract amendment

VRE Core Capacity Project Implementation Strategy

- Analyzed and updated preliminary core capacity project list

National Transit Database Survey

- Updated and sent ridership calculation spreadsheet to VRE Customer Service staff for use in ridership tracking data entry
- Continued to review draft survey summary memo from VHB and drafted statistical analysis
- Reviewed statistician summary memo of sampling and calculation methodology

Quadrennial Constrained Long Range Plan (CLRP) Financial Analysis

- Met with VRE financial staff to review assumptions for financial analysis
- Prepared expenditure estimates for operations and maintenance, capital/State-of-Good-Repair, and capital/expansion
- Updated VRE inputs to MWCOC Transportation Improvement Plan (TIP)/CLRP project costs
- Continued to review Transportation Planning Board revenue/expenditure forecasts relative to VRE inputs to TIP/CLRP project costs

VRE Financial Plan Update

- Updated service statistics to include factors such as crew hours, number of coaches in service, etc.
- Evaluated and revised project costs, schedule and funding for Natural Growth scenario
- Internal meeting on June 26th to discuss capital project cost allocation assumptions in Financial Plan/CIP
- Reviewed Financial Plan model results for funding deficit for Natural Growth and System Plan 2040 with PFM on July 7th
- Met with VRE financial staff to assess the Financial Plan model scenarios
- Updated project costs, schedule, and funding for Natural Growth scenario for select projects, and also for Modified Service scenario/proxy for revised System Plan 2040
- Revised select project costs, schedule, and funding for Modified Service scenario/proxy for revised System Plan 2040
- Discussed Financial Plan model scenarios update with Project Management Team (PMT)

VRE Fleet Management Plan

- Reviewed final draft Fleet Management Plan update; circulated for senior management review prior to FTA Triennial Review

Midday Storage Replacement Facility

- Reached out to gas station owner for permission to enter property to perform borings

- Geotech borings on New York Avenue NE completed
- Contract Amendment 1 for Amtrak field services sent to VHB
- Contract Amendment 2 for turntable and Amtrak design review services sent to VHB
- Briefed Council Member Bonds' Chief of Staff on July 25th
- Updated project website with information from the second public meeting

Rolling Road Platform Extension

- Coordination meeting held on July 14th
- Dewberry revised 60 percent drawings. VRE will review and confirm platform length and potential operating issues prior to submission to NS
- Dewberry continued to coordinate with Fairfax County with permitting review

Long Bridge Expansion Study

- Drafted and sent Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments to VRE legal counsel for review
- Continued project development process for a new fourth track between LE to VA Interlockings in the District of Columbia
- Participated in Project Management Team meeting on July 26th

Southeast High Speed Rail Corridor (DC2RVA) Coordination

- Participated in task force meeting on July 12th; Draft Environmental Statement is expected for late Summer 2017

Washington Union Station Project EIS

- Amtrak will contact VRE to schedule a review of 90 percent drawings

Lorton Platform Extension

- On site and regular communication and coordination with CSXT, Fairfax County, utilities, and other stakeholders (including regularly scheduled project meetings with Hammerhead Construction, the prime contractor)
- Project meeting held onsite with VRE, STV, and Hammerhead Construction on July 12th
- Progress meeting held onsite with VRE, STV, HDR, CSXT, and Hammerhead Construction on July 26th
- Construction mobilization and beginning installation of erosion and sediment control measures continue
- Site preparation and submittals continued in preparation for fill operations, including concrete form setting, reinforcing steel wire mesh, and concrete placement, and conduit installations and drainage installation
- Electric and Communication Conduit installation and fill operations continued; the first structural steel column foundation dug in anticipation of placement of concrete
- Two concrete placements for platform were established



Formwork and reinforcing steel wire mesh in place for concrete placement at Lorton Station.



Concrete placement for the new platform extension at Lorton Station.

Arkendale to Powell's Creek Third Track Project

- Project cleanup and work on eroded areas at Retaining Wall 14 and Bauer Road Bridge continuing as other scope, contract, and agreement issues are resolved between CSXT, DRPT and the contractor

Quantico Station

- 60 percent design for station and 90 percent design for site, civil, drainage, track, and retaining wall in vicinity of station released to stakeholders for review and comment
- DRPT Task Order for STV to be able to complete 60-to-90 percent design was executed
- Utility location and potential conflicts coordinated on site through CSXT
- Follow-up design detail meeting occurred at VRE headquarters on July 11th, followed by a walk-thru onsite at Quantico Station/Package 5 on July 13th

Potomac Shores Station

- Re-design of station concept waiting on Arkendale to Powell's Creek agreements to be finalized

Spotsylvania Station / FB-to-XR Third Track

- Finalizing punch list items for Spotsylvania Station and the FB to XR Third Track projects. Contractors received their final payments in the past quarter and project closeouts forthcoming

Franconia-Springfield Station Improvements

- Participated by phone in DC2RVA Task Force Meeting #11
- Continued with review and preparation of comments for the draft compiled from 30 percent plans from GEC
- Submitted comments on 30 percent plans to GEC
- CSXT coordination meeting regarding Penta Projects occurred on July 18th
- Coordinated with Procurement Division on GEC final design Task Order (TO) award
- Participated in a DC2RVA coordination call with DRPT staff and consultants
- Participated in an internal Project Management Workshop



Finishing work on the new platform extension at Lorton Station.



Steel erection for the new canopy as part of the Lorton Station platform extension.

- Coordinated with Procurement Division on GEC final design task order rescind letter
- Participated in the GEC coordination call for Penta Platform Projects on July 31st
- Participated in CSXT coordination call for Penta Platform Projects on August 1st

Lorton Station Improvements (Second Platform)

- Reviewed and recommended payment of GEC VII Task Order Invoice #11
- Participated by phone in DC2RVA Task Force Meeting #11
- Continued with review and preparation of comments for the draft compiled from 30 percent plans from GEC
- Provided comments on first draft of CSXT design review agreement from legal
- CSXT coordination meeting regarding Penta Projects occurred on July 18th
- Coordinated with Procurement Division on GEC final design Task Order (TO) award
- Participated in a DC2RVA coordination call with DRPT staff and consultants
- Participated in an internal Project Management Workshop
- Participated in the GEC coordination call for Penta Platform Projects on July 31st
- Participated in CSXT coordination call for Penta Platform Projects on August 1st
- Received platform extension project plans and CAD files for coordination



Retaining Wall 14 and Quantico Creek Bridge as viewed from future site of Retaining Wall 13



Quantico Station Expansion Location as viewed from future site of Retaining Wall 13

Rippon Station

- Continued development of 30 percent plans and cost estimate
- Participated by phone in DC2RVA Task Force Meeting #11
- CSXT coordination meeting regarding Penta Projects occurred on July 18th
- Participated in a DC2RVA coordination call with DRPT staff and consultants
- Participated in an internal Project Management Workshop
- Participated in the GEC coordination call for Penta Platform Projects on July 31st
- Participated in CSXT coordination call for Penta Platform Projects on August 1st
- Submitted National Environmental Policy Act (NEPA) documents to PRTC for review

Leeland Road Station

- Reviewed and provided comments on Virginia Department of Transportation's (VDOT) Smart Scale start dates for design
- Continued development of 30 percent plans and cost estimate
- Participated by phone in DC2RVA Task Force Meeting #11
- CSXT coordination meeting regarding Penta Projects occurred on July 18th
- Participated in a DC2RVA coordination call with DRPT staff and consultants
- Participated in an internal Project Management Workshop
- Participated in the GEC coordination call for Penta Platform Projects on July 31st
- Participated in CSX coordination call for Penta Platform Projects on August 1st

Brooke Station

- Evaluated different options using Cost Tool
- Reviewed and provided comments on Virginia Department of Transportation's (VDOT) Smart Scale start dates for design
- Continued development of 30 percent plans and cost estimate
- Participated by phone in DC2RVA Task Force Meeting #11
- CSXT coordination meeting regarding Penta Projects occurred on July 18th
- Participated in a DC2RVA coordination call with DRPT staff and consultants
- Participated in an internal Project Management Workshop
- Participated in the GEC coordination call for Penta Platform Projects on July 31st
- Participated in CSXT coordination call for Penta Platform Projects on August 1st

Alexandria Pedestrian Tunnel Project

- Met with consultant to receive plans and specifications at 60 percent that addressed the comments provided by major stakeholders
- Reviewed 60 percent design materials, including plans, specs., and comment resolution
- Continued to develop review items for 60 percent to 90 percent plans
- Reviewed 60 percent cost estimate from previous submittal
- Reviewed items that have to be considered for advancing the APT with bridges

Crossroads Lifecycle Overhaul & Upgrade Facility

- Property rezoning application submitted on July 14th
- Held Conference Call with VRE and STV to discuss water pressure issue at Crossroads Yard

L'Enfant (North) Storage Track Wayside Power

- Paid premium to C3M Power for insurance extension
- CSXT due on site to continue with signal installation and south derail installation

L'Enfant (South) Storage Track Wayside Power

- Prepared GEC VII task order for NXL to conduct property and survey for parcel that will be used for wayside power equipment
- Abbreviated property investigation conducted
- Prepared and sent property investigation and field survey to NXL
- Responded to questions from NXL regarding task order
- Received VAL map from CSXT and forwarded to NXL

Slaters Lane/Alexandria Track 1 Access

- Reviewed and provided comments to VRE legal counsel on Draft Construction Agreement
- Participated in bi-weekly coordination call with CSXT

Manassas Park Station Parking Expansion

- Preliminary design is ongoing
- A MOA was drafted to cover VRE and City roles and responsibilities through design and construction, as well as long-term operations and maintenance
- Final edits to the Alternatives Analysis report are being made
- Reviewed zoning waiver for parking space width submitted by consultant
- Reviewed comments on plumbing needs in garage
- Reviewed Safety Plan submitted by consultant for first phase of project
- Continued to evaluate draft NEPA documentation for a Categorical Exclusion
- Draft Traffic Impact Analysis being revised per VRE comments

Fredericksburg Station Repairs

- Notice to Proceed (NTP) issued on July 14th

PROJECTS PROGRESS REPORT
PASSENGER FACILITIES

As of August 4, 2017

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			
Manassas Park Parking Expansion	Parking garage to increase parking capacity to 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 FD - Final Design CN - Construction STATUS: ◆ Completed ● Underway ■ On Hold ◆ part of the "Penta-Platform" program								

Total ¹	ESTIMATED COSTS (\$)				COMPLETION		STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date	
3,201,176	3,201,176	-	1,172,309	602,542	84%	4th QTR 2017	● Work resumed in April, 2016, and is anticipated to be completed September 2017.
10,021,865	10,021,865	-	1,814,559	1,504,443	51%	3rd QTR 2020	● 60% Comments under review
7,000,000	7,000,000	-	467,500	90,749	30%	1st QTR 2018	● Design work iscomplete and construction is anticipated to start as part of CSXT work program.
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	-	*	191,196	20%	2nd QTR 2020	● Preliminary engineering is anticipated to be complete in Summer 2017.
2,500,000	2,500,000	-	1,846,675	410,351	60%	4th QTR 2017	● Construction resumed following delay to confirm location of new third track under Atlantic Gateway.
16,150,000	16,150,000	-	*	1,363,222	20%	2nd QTR 2020	● Preliminary engineering is anticipated to be complete in Summer 2017.
16,632,716	16,632,716	-	*	110,032	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
No costs for VRE. Private developer providing station.					10%	TBD	■ On hold pending resolution of Arkendale to Powells Creek Third Track Project issues.
9,500,000	9,500,000	574,706	-	-	30%	TBD	■ On hold pending resolution of Arkendale to Powells Creek Third Track Project issues.
21,334,506	21,334,506	-	*	160,501	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
14,336,156	14,336,156	-	*	135,675	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
19,600,000	2,500,000	17,100,000	182,142	233,186	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	150,855	5%	2nd QTR 2023	● NTP for alternatives analysis and conceptual design issued December 2016.
24,420,000	3,420,000	21,000,000	2,031,263	393,120	30%	TBD	■ Project to be completed as part of Broad Run Expansion Project
1 Total project cost estimate in adopted FY2018 CIP Budget 2 Does not include minor (< \$50,000) operating expenditures * \$2,181,630 authorization divided across five "Penta-Platform" program stations							

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	◆	◆	◆	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	◆	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

Broad Run Expansion (was Gainesville-Haymarket Extension)	NEPA and PE for expanding commuter rail service capacity in Western Prince William County	◆	●	●	-	-	-
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 FD - Final Design CN - Construction
STATUS: ◆ Completed ● Underway ■ On Hold

Total ¹	ESTIMATED COSTS (\$)			Expend ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		Percent	Date	
32,500,000	32,500,000	-	33,285,519	30,133,039	100%	4th QTR 2015	● Project complete. Close-out pending.
2,494,711	307,513	2,187,198	307,513	174,875	55%	TBD	■ Project to be completed as part of Broad Run Expansion Project
4,283,618	4,283,618	-	4,207,057	2,525,339	80%	2nd QTR 2017	● Power construction 90% complete. CSXT track and signal installation underway.
3,965,000	3,965,000	-	2,937,323	1,517,408	40%	3rd QTR 2017	● Power design under review by CSXT & Pepco. CSXT track and signal installation underway.
35,196,323	35,196,323	-	3,176,039	2,071,698	60%	TBD	■ Design 100% complete. On hold pending county zoning action.
2,950,000	2,950,000	-	2,950,000	76,767	75%	TBD	■ Completed cultural resources report. Submission of CE to FTA and county zoning action pending.
88,800,000	88,800,000	-	3,171,599	616,070	20%	4th QTR 2017	● Developing design options and PE. Identifying real estate requirements and acquisition strategy.
75,264,693	75,264,693	-	69,457,809	36,994,353	52%	4th QTR 2018	● 8 cars were received in FY 2015, 7 cars have been received in FY 2016 and 5 cars received in FY 2017.
10,553,000	10,553,000	-	10,294,079	7,368,521	80%	4th QTR 2018	● Onboard installations ongoing.
617,791,163	5,885,163	611,906,000	5,483,720	2,709,552	15%	3rd QTR 2022	● Phase 1 directed focus on capacity improvements on existing Broad Run terminus. Revising Phase 2 work program.
3,510,307	3,510,307	-	3,510,627	1,575,307	87%	2nd 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.

¹ Total project cost estimate in adopted FY2018 CIP Budget
² Does not include minor (< \$50,000) operating expenditures



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