

# CEO REPORT

MAY 2022



# 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 | MAY 2022

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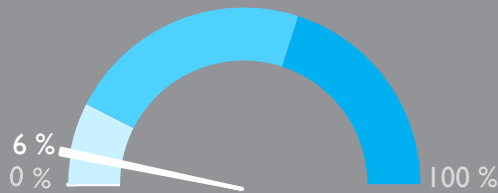
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VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

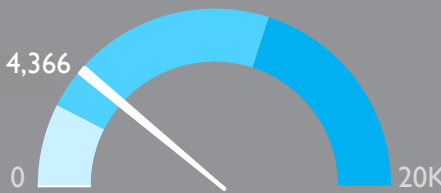


# PERFORMANCE AT A GLANCE



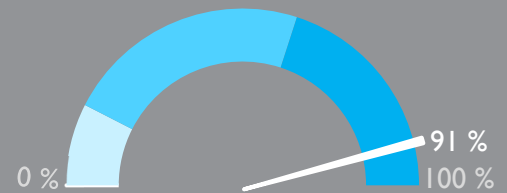
PARKING  
UTILIZATION

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



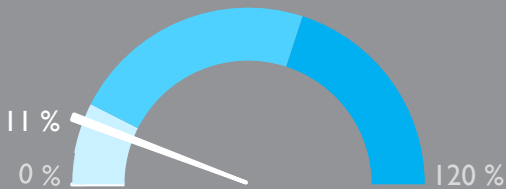
AVERAGE DAILY  
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.  
Same month, previous year: 1,498



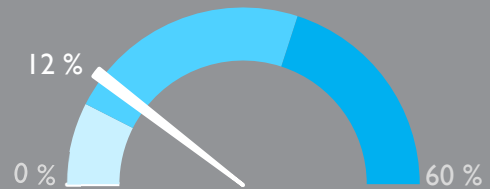
ON-TIME  
PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.  
Same month, previous year: 93%



SYSTEM CAPACITY

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



OPERATING RATIO

*Through March 2022*

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.  
Board-approved goal: 52%

**April 2022**

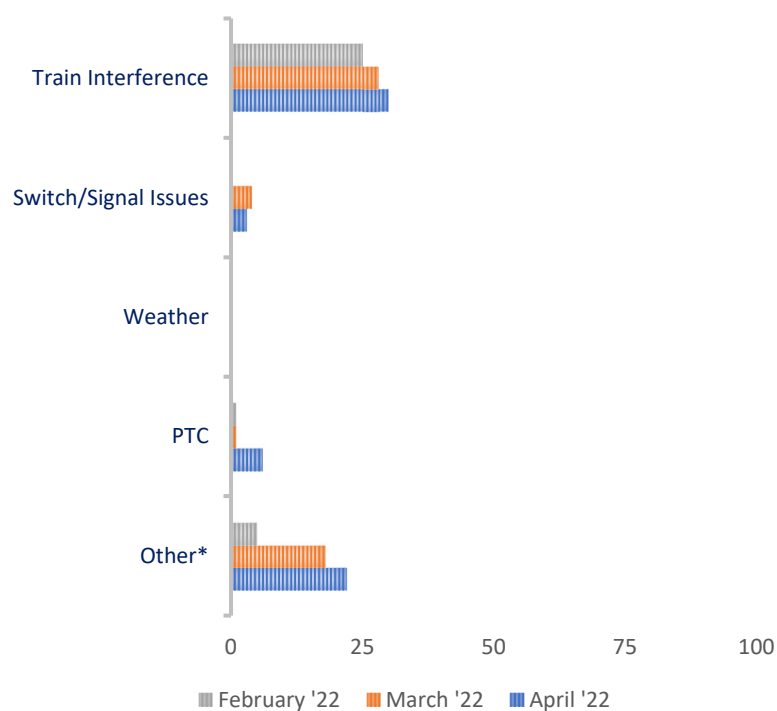


# ON-TIME PERFORMANCE

## OUR RECORD

	April 2022	March 2022	April 2021
Manassas Line	86%	92%	93%
Fredericksburg Line	96%	94%	93%
Systemwide	91%	93%	93%

## PRIMARY REASON FOR DELAY



VRE operated 672 trains in April. The on-time rate for April was 91 percent.

Sixty-one trains arrived more than 5 minutes late to their final destinations. Of those late trains, 46 were on the Manassas Line (75 percent), and 15 were on the Fredericksburg Line (25 percent).

Train interference, once again, was the leading cause for delay. Several isolated issues – such as track work, medical/police intervention, and speed restrictions – increased delays in the “Other” category.

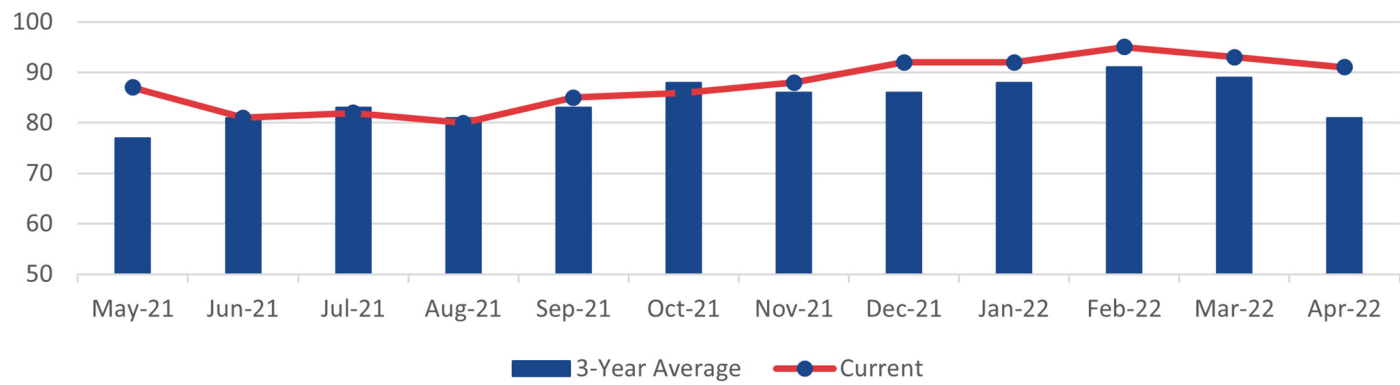
\*Includes trains that were delayed due to operational testing and passenger handling.

## LATE TRAINS

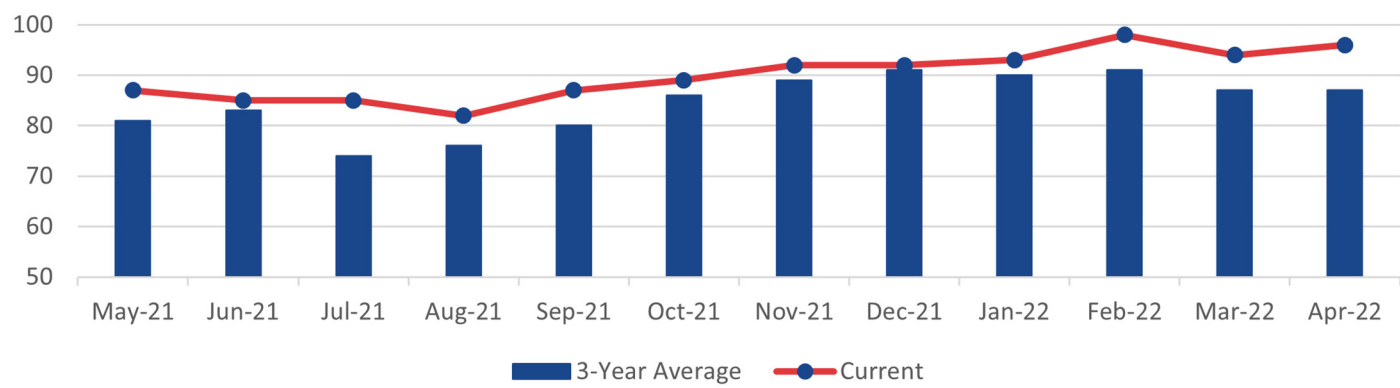
	System Wide			Fredericksburg Line			Manassas Line		
	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.
Total late trains	31	51	61	5	23	15	26	28	46
Average minutes late	12	13	15	14	13	14	12	13	15
Number over 30 minutes	2	3	8	0	1	2	2	2	6
Heat restrictions	0	0	0	0	0	0	0	0	0

ON-TIME PERFORMANCE

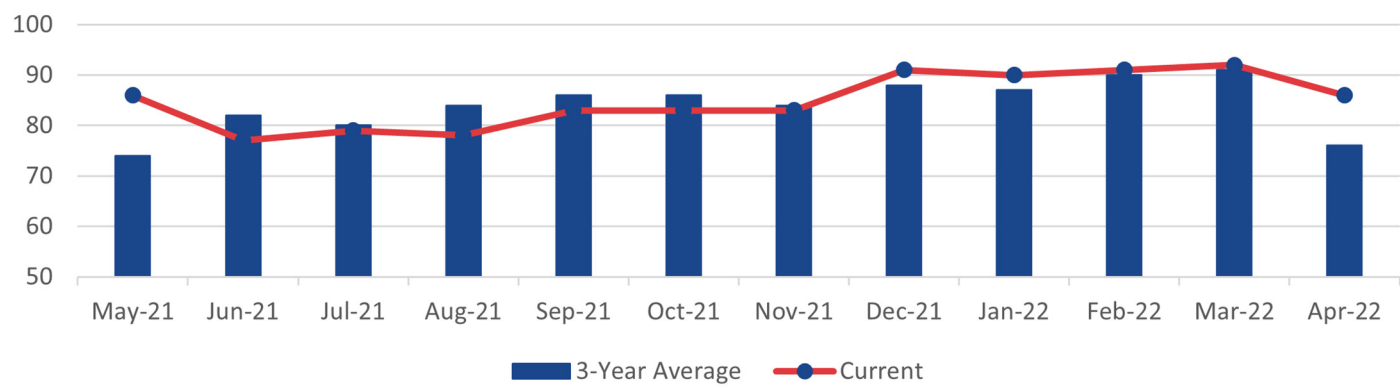
VRE SYSTEM



FREDERICKSBURG LINE

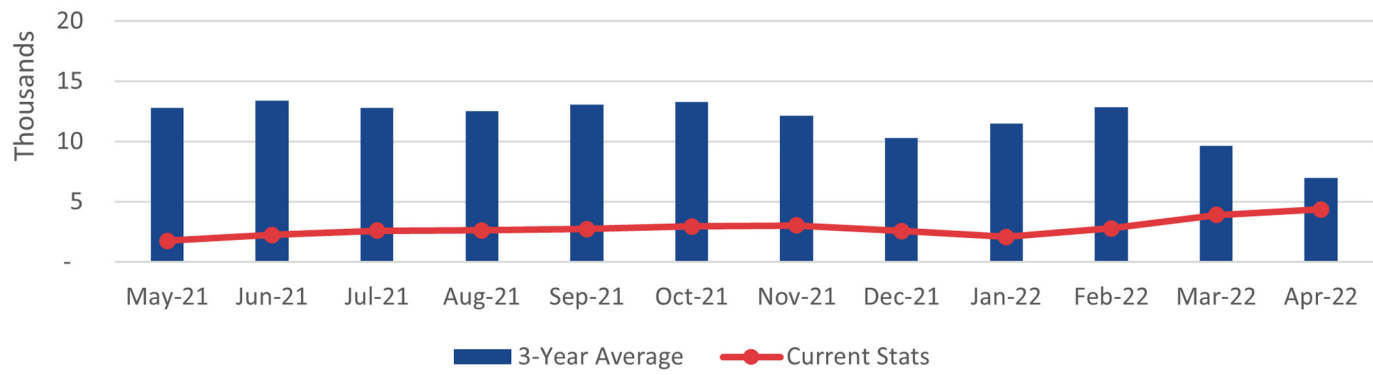


MANASSAS LINE

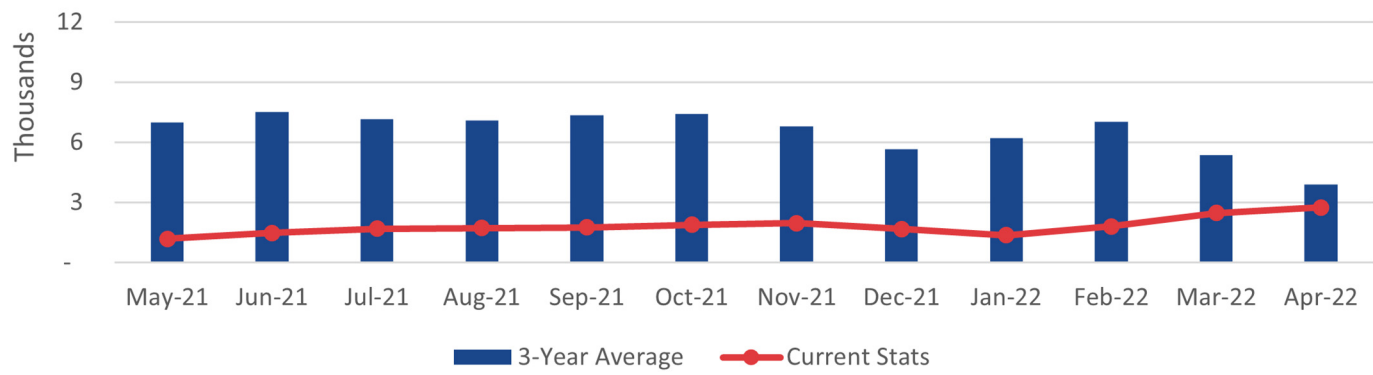


# AVERAGE DAILY RIDERSHIP

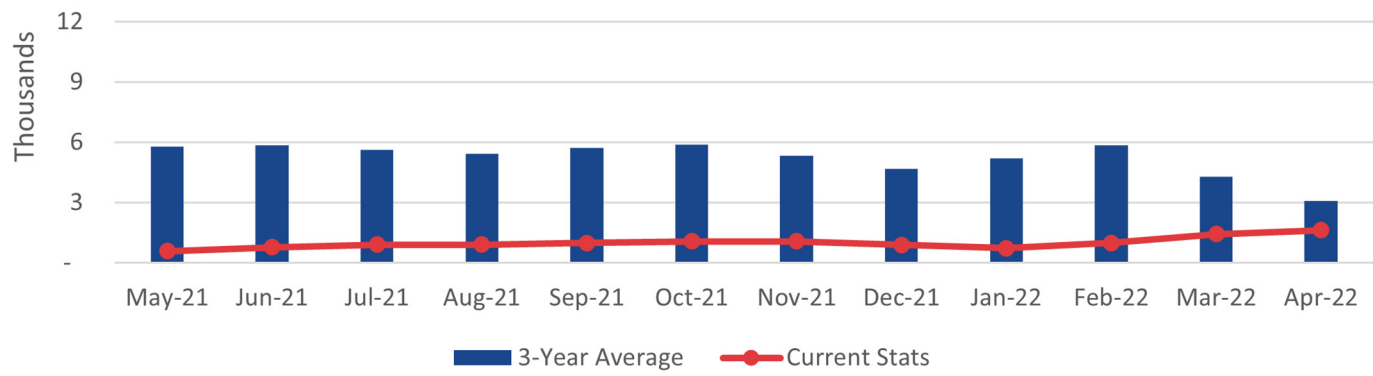
## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE



## RIDERSHIP UPDATES

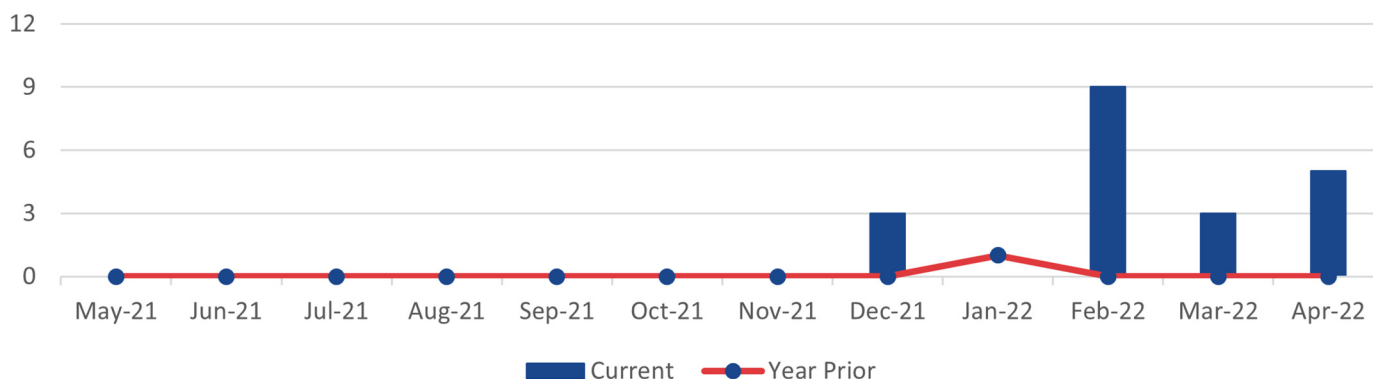
Average daily ridership in April was 4,366.  
There were 21 service days.

Ridership in April continued to climb as the return to the office ramps up.

	April 2022	March 2022	April 2021
Monthly Ridership	91,682	89,455	32,956
Average Daily Ridership	4,366	3,889	1,498
Full Service Days	21	23	0
"S" Service Days	0	0	22

## SUMMONSES ISSUED

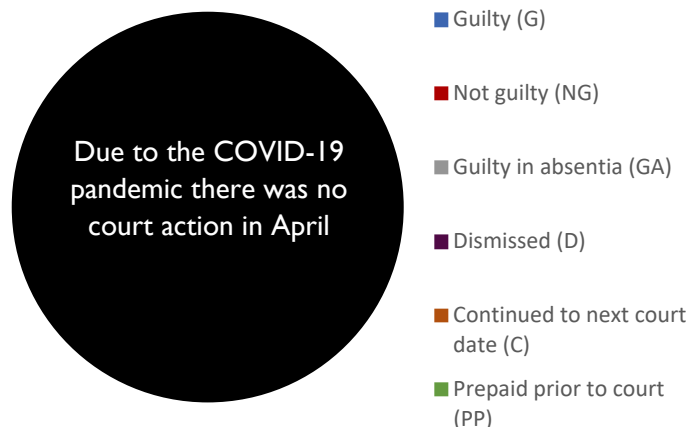
### VRE SYSTEM



## SUMMONSES WAIVED OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
<b>Total Waived</b>	<b>0</b>

## MONTHLY SUMMONSES COURT ACTION



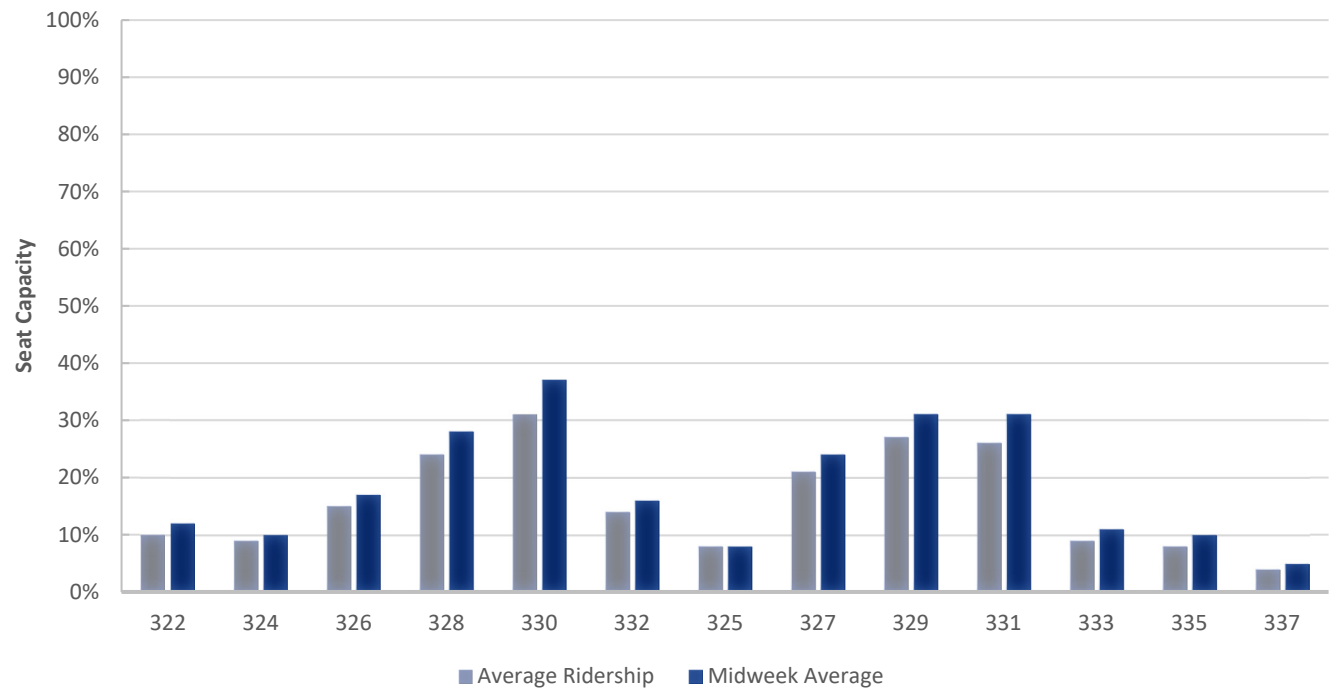


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

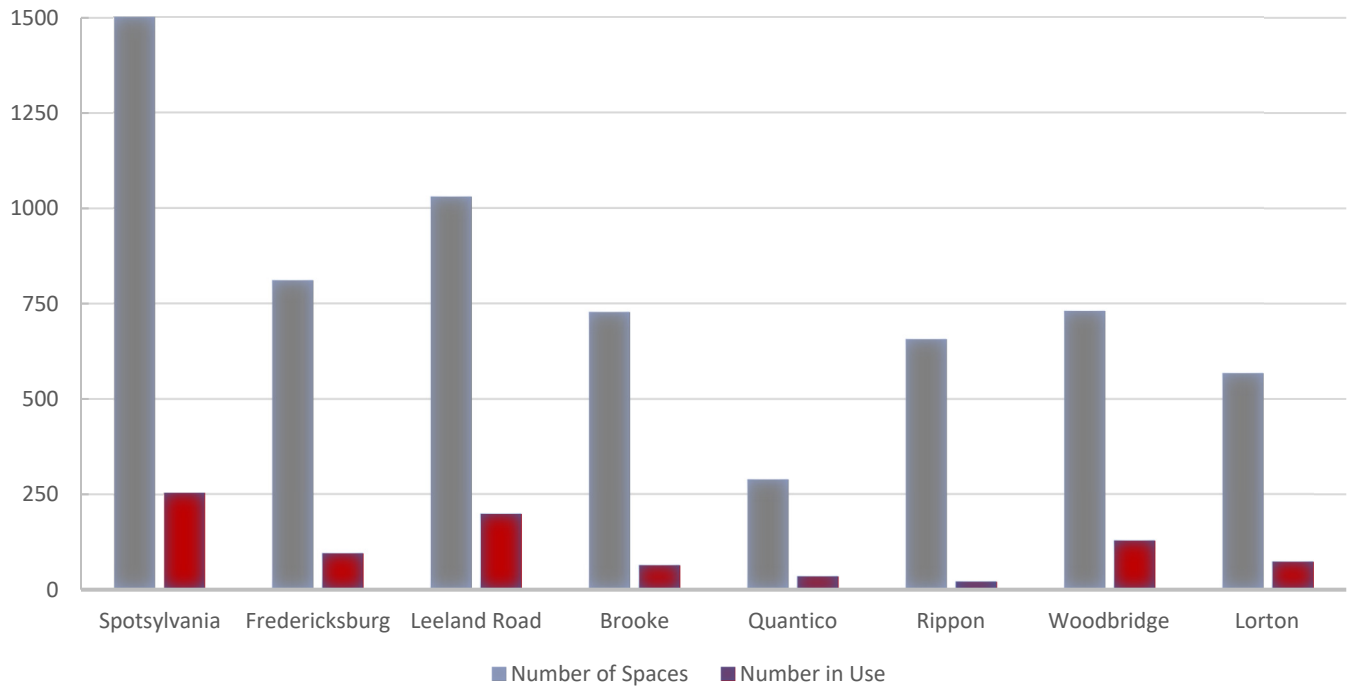


## MANASSAS LINE

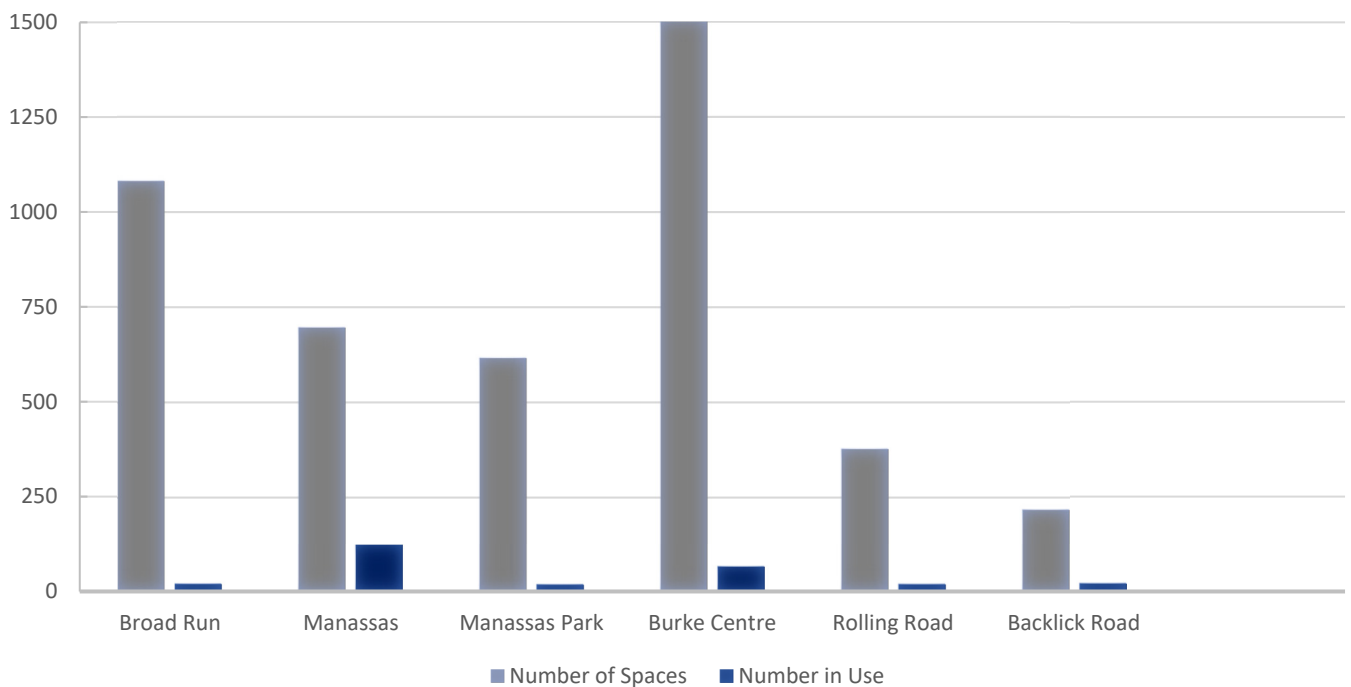


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE



## FINANCIAL REPORT – MARCH 2022

Fare revenue through the first three quarters of FY 2022 (March 2022) is approximately \$1.1 million below the amended budget (an unfavorable variance of -13%) and is 30% above the same period in FY 2021.

The coronavirus (COVID-19) pandemic continues to have a significant negative impact on VRE ridership. Ridership has remained well below pre-pandemic levels during the first nine months of FY 2022, with average daily ridership of 2,083 in January, 2,785 in February and 3,889 in March, as compared to average daily ridership of 18,692 in February 2020 (the last full month not affected by the pandemic). We expect to report significant ridership and revenue impacts related to the pandemic throughout the remainder of FY 2022 and beyond.

The operating ratio through the end of March 2022 is 12%, which is below VRE's amended budgeted operating ratio of 13% for the full twelve months of the fiscal year. VRE is normally required to budget a minimum operating ratio of 50%, but this requirement has been waived for FY 2022 because of the pandemic.

A summary of the FY 2022 financial results through March follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2022 Operating Budget Report Month Ended March 31, 2022							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY22 BUDGET
<b>Operating Revenue</b>							
Passenger Ticket Revenue	1,009,266	985,532	7,005,210	8,055,651	(1,050,441)	-13.0%	10,798,000
Other Operating Revenue	-	27,381	90,200	223,810	(133,610)	-59.7%	300,000
<b>Subtotal Operating Revenue</b>	<b>1,009,266</b>	<b>1,012,913</b>	<b>7,095,410</b>	<b>8,279,460</b>	<b>(1,184,051)</b>	<b>-14.3%</b>	<b>11,098,000</b>
Jurisdictional Subsidy (1)	-	-	343,997	343,997	-	0.0%	343,997
Federal/State/Other Jurisdictional Subsidy	1,585,122	1,585,122	14,096,657	14,096,657	-	0.0%	18,677,079
Appropriation from Reserve/Other Income	3,803,728	4,765,409	41,198,247	46,119,042	(4,920,794)	-10.7%	59,379,311
Interest Income	19,154	9,127	68,754	74,603	(5,849)	-7.8%	100,000
<b>Total Operating Revenue</b>	<b>6,417,270</b>	<b>7,372,571</b>	<b>62,803,065</b>	<b>68,913,759</b>	<b>(6,110,694)</b>	<b>-8.9%</b>	<b>89,598,387</b>
<b>Operating Expenses</b>							
Departmental Operating Expenses	6,014,915	6,867,312	59,454,765	64,009,481	4,554,717	7.1%	83,376,189
Debt Service	518,516	518,516	4,666,648	4,666,648	-	0.0%	6,222,198
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	-
<b>Total Operating Expenses</b>	<b>6,533,431</b>	<b>7,385,829</b>	<b>64,121,413</b>	<b>68,676,129</b>	<b>4,554,717</b>	<b>6.6%</b>	<b>89,598,387</b>
<b>Net income (loss) from Operations</b>	<b>(116,161)</b>	<b>(13,257)</b>	<b>(1,318,348)</b>	<b>237,630</b>	<b>(1,555,977)</b>		<b>-</b>
<b>Operating Ratio</b>							
			<b>12%</b>	<b>13%</b>	<b>Budgeted Goal</b>	<b>13% 50%</b>	

(1) Total jurisdictional subsidy is \$4,756,658. Portion shown as budgeted and actual are attributed to Operating Fund only.

# INVESTMENT REPORT – MARCH 2022

## VRE Investment Portfolio As of March 31, 2022

Investment Type	Institution	Amount	Comments	Rate
Checking Account	PNC	\$ 4,497,283	Operating checking account	0.00%
LGIP (Local Government Investment Pool)	LGIP	\$ 37,949,841	Operating and capital reserve	0.24%
LGIP (Local Government Investment Pool)	LGIP	\$ 2,531,839	Proceeds from Woodbridge K&R Lot & RRIF CRP	0.24%
LGIP (Local Government Investment Pool)	LGIP	\$ 56,787	Revolving account for small liability claims	0.24%
LGIP (Local Government Investment Pool)	LGIP	\$ 52,997,035	Commuter Rail Operating and Capital (C-ROC) Fund	0.24%
VRA Debt Service Reserve Fund	U.S. BANK	\$ 1,987,478	VRA Bond Payable - Debt service reserve fund	Var.Rate
Insurance Trust Fund	DRM	\$ 10,062,394	Minimum required balance of \$10 million	0.23%
<b>Total portfolio</b>		<b>\$ 110,082,658</b>		

### Notes:

PNC contract allows for earnings credit of 0.35% on average monthly balance as an offset to banking service costs. Earnings credit through March was 0.14%.

LGIP account earnings calculated based on the monthly average balance.

VRA Debt Service Reserve interest earnings are at multiple variable rates applicable to individual investments held by the money market fund.

Insurance trust fund rate based on interest earned through three quarters and annualized to the full fiscal year.

### Percentage of portfolio:

Checking-PNC	4.1%
LGIP	85.0%
VRA Debt Service Reserve	1.8%
Insurance trust fund	9.1%





# COMMUTER RAIL OPERATING AND CAPITAL (C-ROC) FUND QUARTERLY REPORT

## Background

Dedicated C-ROC funding for VRE began on July 1, 2018. The C-ROC Fund receives \$15 million annually (\$1.25 million monthly) from fuel taxes collected in the NVTC and PRTC regions. C-ROC funds are received from the Department of Motor Vehicles (DMV) and are held by NVTC for VRE in a separate account, in accordance with §33.2-1525.A of the Code of Virginia. The VRE Operations Board and Commissions approve the projects that are to be funded in whole or in part by the C-ROC, and VRE provides a quarterly report on the C-ROC Fund, including disbursements received, amounts expended, the purpose of the expenditures, and investment and interest earnings.

## C-ROC Fund as of March 31, 2022

A summary of the C-ROC Fund through the third quarter of FY 2022 is presented below. Due to lags in the determination of total fuel tax revenue by DMV and the transfer of funds from DMV to NVTC/VRE, total C-ROC funds received may be less than total funds earned.

### **C-ROC Fund as of March 31, 2022**

Period	Funds Earned	Funds Received	Interest Earned	Expenditures	C-ROC Account Balance (LGIP)
FY 2022 (Jul-Mar)	\$11,250,000	\$7,500,000	\$35,699	\$0	
<b>Life to Date (sum of all periods)</b>	<b>\$56,250,000</b>	<b>\$52,500,000</b>	<b>\$497,035</b>	<b>\$0</b>	<b>\$52,997,035</b>

The VRE Operations Board and the Commissions have approved the commitment of \$45 million in CROC funding to key capital projects – \$30 million for the L’Enfant Station and Fourth Track project and \$15 million for the Crystal City Station Improvements project. This commitment reflects three years of projected C-ROC funding (FY 2019 through FY 2021), and expenditures will be reflected above when construction commences on these projects.

VRE has also committed to using C-ROC funds to support the Transforming Rail in Virginia (TRV) program. A Funding Agreement was executed in March 2021 between the Commissions and the Virginia Passenger Rail Authority which includes provisions for the Commissions to fund a portion of the TRV Program’s “Planned Improvements” as well as the purchase of real property for right-of-way acquired by the Commonwealth from CSX Transportation (CSXT). The Commissions will utilize C-ROC funds for both a debt issuance and on a pay-as-you-go (PAYGO) basis as the source of the funding commitment. Sale and issuance of the CROC-backed debt is expected in the second half of FY 2022.

## FY 2022 YEAR-END FINANCIAL FORECAST

Each quarter, the VRE Operations Board receives a summary of year-to-date operating revenues and expenses relative to budget. At the midpoint of the fiscal year, an amended budget is prepared for Operations Board approval based on actual results as of that date. This FY 2022 year-end forecast of revenues and expenses is based on the amended budget approved by the Operations Board in December 2021.

Based on revenues and expenses to date, as well as projected activity over the final three months of the fiscal year, the net operating position for FY 2022 is forecasted at \$0.0 million (i.e., no surplus or deficit). This includes projections based upon the effects of the COVID-19 pandemic on VRE and the projected use of Federal pandemic relief funds to replace lost passenger revenues. The primary drivers of the forecasted year-end variance are described below.

### **Total Revenues – \$4.8 million negative variance**

- Fare Revenue for FY 2022 is forecast at \$10.0 million, approximately \$0.8 million (or 8%) below the amended budget level. Ridership continues to be negatively affected by the COVID-19 pandemic and the delayed return to the office of many employees, particularly at federal agencies. However, ridership has been growing steadily in the spring of 2022, and fare revenue was over \$1 million in March, a positive indicator for the remaining three months.
- Federal and State Revenue is forecast to be above budget by \$8.1 million or 30%, as a result of additional one-time state operating assistance that is being provided by DRPT. This additional assistance will offset planned draws from VRE's CARES Act funding.
- Federal Relief Fund Revenue (CARES Act) and Other Revenues (which includes leases, advertising, interest on investments, and other internal and external non-fare sources) are projected to be below budget by \$12.1 million or 25%. Interest earnings are below budget due to lower interest rates, and advertising and lease revenues are also under budget for the year as a result of the pandemic. However, the variance is primarily due to lower than budgeted CARES Act relief funding, which in turn is due to (a) additional state operating assistance and (b) lower than budgeted operating expenses.

### **Total Expenses – \$4.8 million positive variance**

- Total expenses for FY 2022 – including liability and property insurance (categorized as a Non-Operating expense) and existing Debt Service – are forecast to be \$4.8 million below budget at year end. With the continued slow recovery of ridership, VRE departments have been monitoring expenses closely and deferring non-critical activities in order to slow the required drawdown of federal pandemic relief funds.
- Two areas where expenditures have most significantly exceeded expectations are outside of VRE control, however – winter weather and diesel fuel prices. Facilities Maintenance is forecast to finish the year above budget by approximately \$0.3 million due primarily to higher custodial and snow removal costs, as well as additional expenses for office maintenance. Diesel fuel costs have also increased substantially as the year has progressed due to both domestic and international market effects. Diesel fuel is forecast to finish the approximately \$0.5 million above the already amended budget level.

- Most other operating areas within VRE are forecast to finish the year below budget. In particular, Amtrak access fees should end below budget by approximately \$0.8 million as a result of additional federal aid to Amtrak offsetting costs allocated to VRE; Information Technology is projected at \$0.5 million below budget due to reduced purchases of software and hardware (in part due to supply disruptions); and Maintenance of Equipment by Keolis is forecast to finish at \$0.6 million below budget due to reduced task order repairs, lower incentive payments, and positions that were not filled.

As noted during the adoption of the FY 2023 budget, VRE has sufficient federal pandemic relief funds to backfill continued reductions in passenger fare revenues during FY 2023 and ensure that there is no operating deficit at year end. These funds are available not only from the CARES Act, but also from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA).

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

<b>FY22 Year End Operating Budget Projection (in millions)</b>				
<b>Description</b>	<b>Revised Budget</b>	<b>Current Estimate</b>	<b>Variance</b>	<b>%</b>
Fare Revenue	\$10.8	\$10.0	(\$0.8)	-7.9%
Local Subsidy*	0.3	0.3	0.0	0.0%
Fed/State Revenue	18.7	26.8	8.1	30.3%
Fed Relief Funds/Other Rev.	59.8	47.7	(12.1)	-25.4%
<b>Total Revenue</b>	<b>\$89.6</b>	<b>\$84.8</b>	<b>(\$4.8)</b>	<b>-5.7%</b>
Operating Expenses	\$76.2	\$71.4	\$4.8	6.8%
Non-Operating Expenses	7.2	7.2	(0.0)	-0.7%
Debt Service	6.2	6.2	0.0	0.0%
Contribution to Op. Reserve	0.0	0.0	0.0	0.0%
<b>Total Expenses</b>	<b>\$89.6</b>	<b>\$84.8</b>	<b>\$4.8</b>	<b>5.4%</b>
<b>Net Income (Loss)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	
(1) Total jurisdictional subsidy is \$4,756,658. Portion shown as budgeted and actual are attributed to Operating Fund only.				

## FACILITIES UPDATE

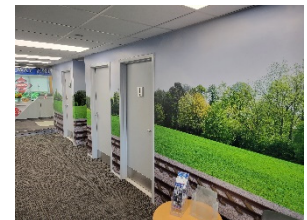
The following is a status update of VRE facilities projects.

### Completed projects:

1. Installation of VRE station-themed wall graphics in Alexandria headquarters elevator lobby
2. Installation of air purifiers at Alexandria headquarters
3. Replacement of existing yard lighting with LED lighting at Crossroads MASF and Broad Run MASF
4. Issuance of purchase order for waste and recycling receptacles for platforms at various stations
5. Installation of additional bicycle parking at various stations



Station-themed wall graphics in Alexandria headquarters lobby



Station-themed wall graphics in Alexandria headquarters lobby

### Projects scheduled to be completed this quarter:

1. Replacement of existing platform and canopy lighting with LED lighting at Manassas Park station
2. Replacement of windscreen plexiglass panels at Rippon station
3. Installation of air purifiers at Fredericksburg office, Crossroads MASF and Broad Run MASF buildings
4. Fabrication of pathfinder signage for Fredericksburg and Spotsylvania stations, for subsequent installation by VDOT

### Projects scheduled to be initiated this quarter:

1. Minor repair of concrete at Alexandria station
2. Replacement of roof over King Street stairwell at Alexandria station
3. Minor repair of structural concrete at Woodbridge station parking garage, pending permit issuance
4. Modernization of east elevator at Woodbridge station
5. Replacement of existing lighting with LED lighting at Fredericksburg Lot G
6. Replacement of fluorescent lighting with LED lighting at Fredericksburg office
7. Repair of platform sealer delamination at Spotsylvania station
8. Repair of concrete stairs at Burke Centre station
9. Replacement of existing lighting with LED lighting at Manassas station parking garage
10. Painting of Crystal City, Alexandria, Rippon, Leeland Road, Backlick Road, and Burke Centre stations



Ongoing projects:

1. Procurement of construction contract for L'Enfant Station Waiting Area, pending permit issuance
2. Overhaul of emergency generators at Woodbridge and Manassas stations, Alexandria headquarters and Fredericksburg office
3. Minor repair of bridge structural concrete at Rippon and Brooke stations
4. Construction and installation of temporary timber pedestrian crossings at Backlick Road, Rolling Road, Burke Centre and Manassas Park stations, to accommodate Norfolk Southern track maintenance

## UPCOMING PROCUREMENTS

1. Renewal of locomotive head end power engine systems
2. Program management consulting services
3. Modernization of VRE Woodbridge Station east elevator
4. Forklift trucks
5. Passenger car wheelchair lift assemblies
6. Purchase of LED light fixtures
7. Variable Messaging System replacement
8. Tactile strip replacements
9. Construction Manager / General Contractor for the Alexandria Station improvements project
10. Broad Run and Crossroads security camera system power and network infrastructure upgrade
11. Station security camera upgrade

# CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Alexandria Station Improvements	Passenger safety will be improved by replacing an at-grade pedestrian track crossing with elevators to connect the two platforms. The elevators and the current and proposed stairs, will connect to the existing tunnel between the two platforms. Adjustments to platform elevation will eliminate the need for step-boxes to access VRE and Amtrak trains. The center platform will be widened and lengthened to accommodate trains on both tracks.	Final Design	\$ 30,975,014.00	Permit coordination ongoing with the City of Alexandria. (Apr. & May 2022)
Broad Run Expansion	To accommodate forecasted ridership growth and increase service reliability, improvements are needed at both the Maintenance and Storage Facility (MSF) and station. An enlarged MSF can store longer trains and additional equipment. That requires shifting the existing platform and adding a pedestrian tunnel between the platform and existing and proposed parking lots. A second, 600-space lot and third main track will be constructed.	Final Design	\$ 137,230,000.00	30% redesign continues. Fieldwork progressing. Geotechnical borings ongoing (Apr. & May 2022)
Brooke Station Improvements	Design and construction of a platform extension up to 700 feet to accommodate full-length VRE trains.	Development	\$ 9,284,208.00	VRE has reengaged this project and returned it to the CIP Budget for future years. Project schedule updates pending input from various stakeholders. (Mar. & Apr. 2022)
Crossroads MSF - Storage Expansion, Short-term	The project constructs additional storage tracks at the Crossroads Maintenance and Storage Facility (MSF) adjacent to the existing facility.	Development	\$ 8,365,765.00	SMART SCALE funding for this project is allocated in FY 2022 and 2023. A funding ageement is pending. (Apr. & May 2022)
Crystal City Station Improvements	Improved station access and service reliability will result from a new station. The platform at the relocated station will allow for the simultaneous boarding of two full-length trains. The station's design will accommodate a future pedestrian/bicycle connection between the station and the airport.	Development	\$ 50,114,624.00	Stakeholder coordination continues for the implementation of the phased design and construction approach (May 2022) Met with CC2DCA to discuss station details and how their alternative 7D would interact with our design. (Apr. 2022)
Facilities Design Guidelines Update	Update to the 2019 VRE Facility Design Guidelines.	Final Design	\$ 80,000.00	Reviewing consultant's initial draft of Guidelines text. Drawing updates anticipated back later this month (May 2022) Comments on draft drawing sent to HDR to address in next update (Apr. 2022).
Franconia-Springfield Station Improvements	Extended platforms will be able to accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. The longer platforms will increase operational flexibility and capacity. The design will allow for a future third mainline track.	Final Design	\$ 13,000,000.00	In process of issuing a task order to design a pedestrian tunnel. Apr. & May 2022)

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Fredericksburg Station Rehabilitation	The rehabilitation of platforms, stairs and bridges will improve passenger safety and better accommodate the boarding and disembarking of riders from VRE and Amtrak trains. New stairs will allow passengers to move between the platform and a parking lot without crossing the street at grade level. New signage, sidewalks, lighting and paint are included, as is installation of a low-clearance warning sign to a bridge that has experienced numerous vehicle strikes.	Final Design	\$ 3,000,000.00	Invitation for bids package complete; agreements finalized. (May 2022) Invitation for bids package complete; finalizing agreements. (Apr. 2022)
HQ Office Renovations	The project will improve employee safety and security and maximize workspace efficiency at VRE Headquarters, and will include modifications to kitchen, supply room, mail room, bathroom/shower, office and cubicle areas in the north and south wings. The east wing will be modified to include additional offices.	Construction	\$ 250,000.00	Elevator lobby wall graphics installed (May 2022) Replacement of existing light fixtures with new LED light fixtures completed (Apr. 2022)
Leeland Road Parking Improvements	This project will expand the surface parking lot at the Leeland Road station by approximately 225 spaces to accommodate future demand.	Development	\$ 5,519,178.00	The project is funded through Virginia SMART SCALE. Funding is allocated for FY20 and 22. A funding agreement is pending. (Apr. & May 2022)
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$ 6,736,091.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Apr. & May 2022)
L'Enfant Station Waiting Area	The existing platform at the L'Enfant station experiences overcrowding during the evening service period. The proposed project will create an additional paved area behind the existing platform, currently landscaped with shrubs and grass, for riders to wait for trains or to bypass riders waiting on the platform.	Final Design	\$ 350,000.00	Consutant preparing response to minor review comments from District DOEE (May 2022) Paid plan review fees for District DOEE sediment control and stormwater permit applications. (Apr. 2022)
L'Enfant Track and Station Improvements	Expansion of the VRE L'Enfant Station to provide two platform edges and serve full-length trains. Add a new mainline track between LE and VA interlockings.	Development	\$ 79,980,000.00	A property boundary and topographical survey is underway. Alternatives analysis and concept design to define a preferred alternative initiated. (Apr. & May2022)

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility	Featuring 33,000 square feet of maintenance space, the LOU will allow VRE to cost-effectively maintain rolling stock, as well as systems and components, in a state of good repair. It will optimize maintenance and reduce costs by allowing the in-house replacement of items before they fail. The LOU will house two tracks that can hold up to four cars at one time and be equipped with a drop table and wheel truing machine. To maintain storage capacity within Crossroads Yard three new tracks are being constructed to provide enhanced flexibility to our operations crews for train movements and storage.	Construction	\$ 52,183,632.00	Installation of sub-floor utilities continues with concrete placement for the 38,000sf shop floor anticipated to begin in June. (May 2022) Subgrade concrete work on drop table through pit and stairs along with wheel truing machine pit nearing completion. Site permit amendment approval expected within weeks. (Apr. 2022)
Manassas Park Parking Expansion	A new garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of the City Center Redevelopment District, the proposed transit-accessible high-density mixed-use town center of Manassas Park.	Final Design	\$ 25,983,000.00	Site plan second submission made to the city. Building plan review comments being address (May 2022) Site plan second submission made to the city. Building plan review initiated (Apr. 2022)
Manassas Station Improvements	The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. Alternatives to increase the platform length to enable boarding and alighting from all passenger cars will be evaluated.	Development	\$ 9,125,000.00	This project is funded with I-66 OTB funding. Initiation of project planning pending completion of a Force Account Addendum with Norfolk Southern Railway. (Apr. & May 2022)
New York Avenue Midday Storage Facility	This new facility will store trains currently located in Amtrak's Ivy City coach yard, as Amtrak now has need for the storage tracks. The New York Avenue site, which is proximate to Washington Union Station, will be able to accommodate additional VRE trains.	Development	\$ 89,666,508.00	Coordination continues with Amtrak to establish design support agreement(May 2022) Amtrak permit renewal received which includes expanded areas of survey in Ivy City Coach Yard (Apr. 2022)
Potomac Shores Station	This new station, in a master-planned community in Prince William County, is being funded, designed, and constructed by the developer of Potomac Shores in consultation with VRE and other stakeholders. The station will be just a short walk from the town center. A new side platform will be constructed which is designed to be converted into an island platform in the future when the 3rd track is added to corridor operations.	Final Design	\$ -	VPRA, CSX and VRE comments being incorporated into 100% plans for final review cycle. Geotech concerns and excess spoil locations being coordinated. (May 2022) CSX and VRE comments being incorporated into final 100% plans for final construction docs for final review/comments cycle (Apr. 2022)



CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Quantico Station Improvements	Service and safety will be enhanced through the construction of a new center platform, ADA-compliant pedestrian bridges, existing platform extension, and third track. These improvements will allow the station to accommodate additional passengers and more frequent and longer trains and operations flexibility with three boardable platform edges.	Construction	\$ 23,973,061.00	Retaining Wall H pile installation continues. Mat slab installation at all 3 towers to start mid-May. Platform installation forthcoming mat slabs (May 2022) Retaining Wall H pile installation started. Platform installation proceeding at all three towers. Island platform drainage installation and canopy footings proceeding. (Apr. 2022)
Rippon Station Improvements	Extend existing platform with a second pedestrian overpass.	Development	\$ 16,634,794.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Apr. & May 2022)
Rolling Road Station Improvements	An extended platform will accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. Rehabilitation and repair of the existing platform, replacement of stairs and the existing canopy roof, and an upgrade of the lighting and communication systems are planned.	Construction	\$ 5,000,000.00	New canopy steel and handrails have been installed. New light poles and speakers have been installed. Painting and tactile installation ongoing (May 2022) Stair #1 has been installed. Waiting on handrails to open the stairs. New canopy steel is installed. New light poles being installed (Apr. 2022)

For more information about VRE capital projects, visit <https://projects.vre.org/list>



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