

CEO REPORT

MAY 2018

Item 6-A

June 7, 2018

PRTC Regular Meeting



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 2018

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RIDE MAGAZINE, MAY 2018 ISSUE 26



VIRGINIA RAILWAY EXPRESS
A better way. A better life.



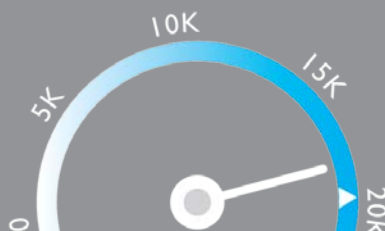
SUCCESS AT A GLANCE

Data provided reflects March 2018 information.



PARKING
UTILIZATION

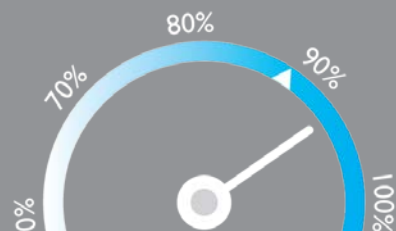
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY
RIDERSHIP

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

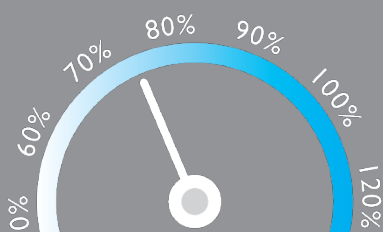
▲ Same month, previous year.



ON-TIME PERFORMANCE

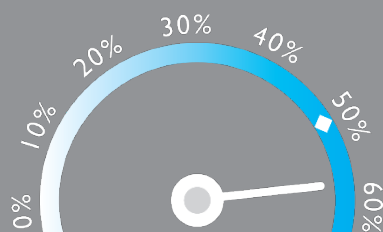
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

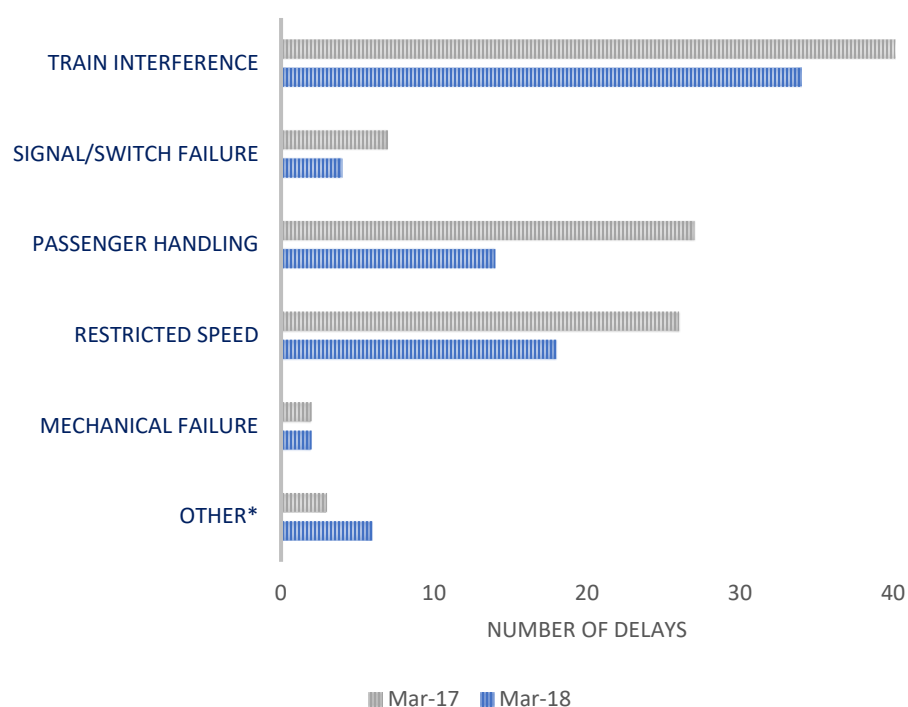
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	March 2018	February 2018	March 2017
Manassas Line	96%	96%	93%
Fredericksburg Line	89%	95%	85%
System Wide	92%	95%	89%

REASONS FOR DELAYS



VRE operated 624 trains in March.

Our on-time rate for March was 92%.

Forty-seven of the trains arrived more than five minutes late to their final destinations. Thirteen of those late trains were on the Manassas Line and thirty-four of those late trains were on the Fredericksburg Line.

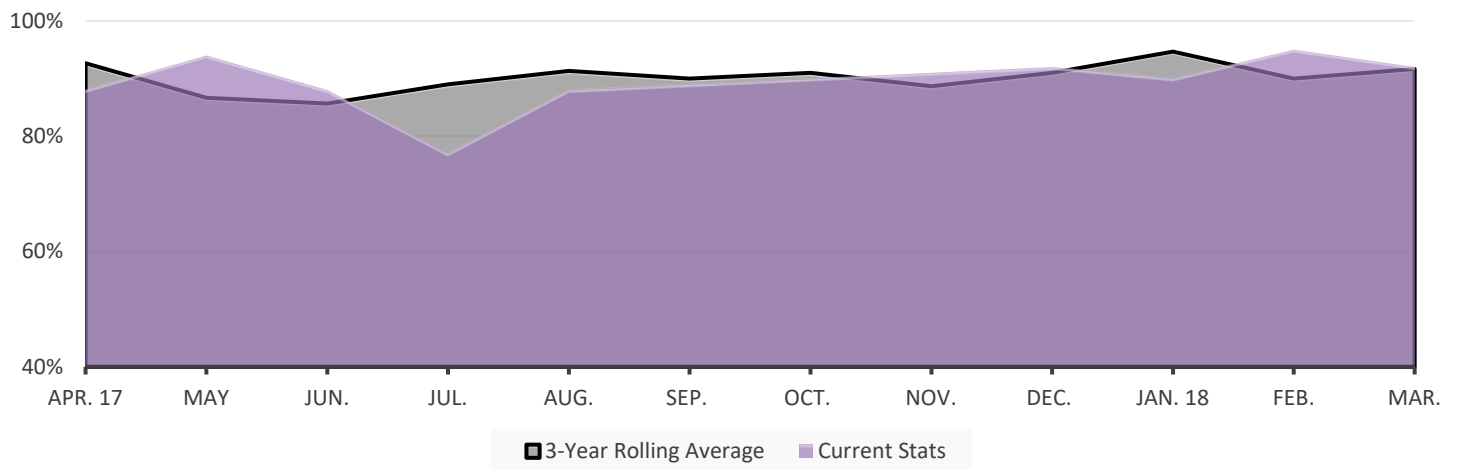
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

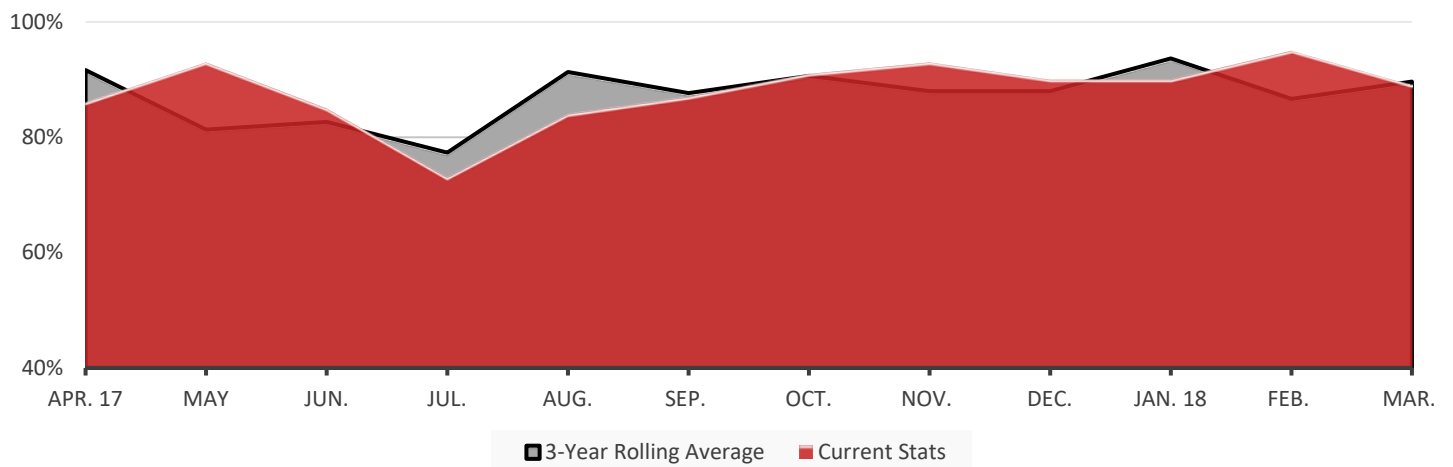
	System Wide			Fredericksburg Line			Manassas Line		
	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.
Total late trains	68	28	47	35	16	34	33	12	13
Average minutes late	25	13	20	14	16	27	35	9	13
Number over 30 minutes	6	2	6	2	2	5	4	0	1
Heat restriction days / total days	0/21	0/19	0/20						

ON-TIME PERFORMANCE

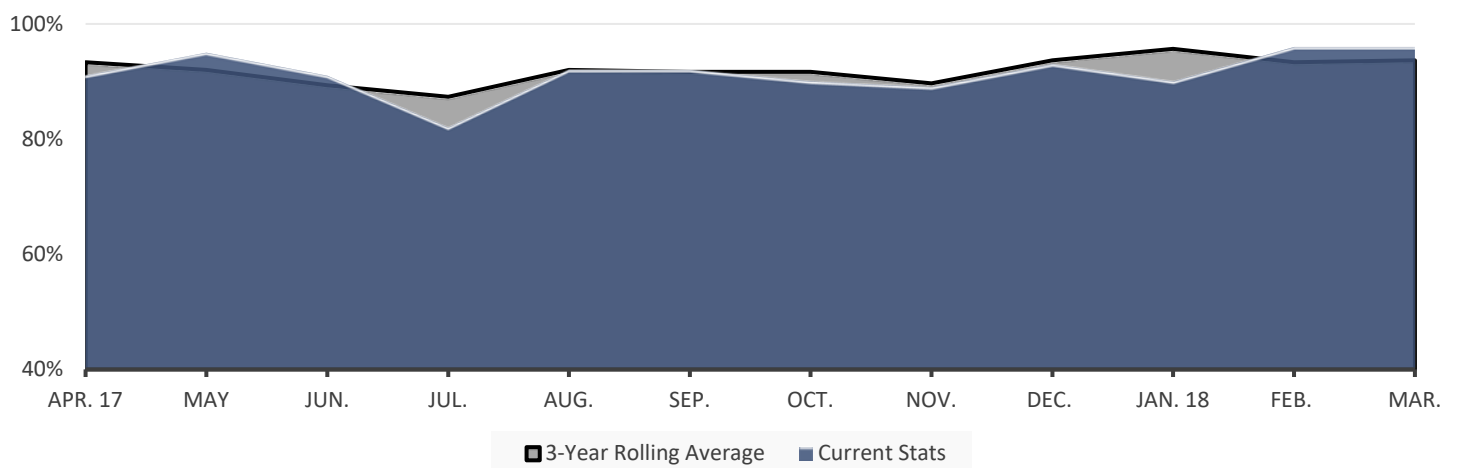
VRE SYSTEM



FREDERICKSBURG LINE

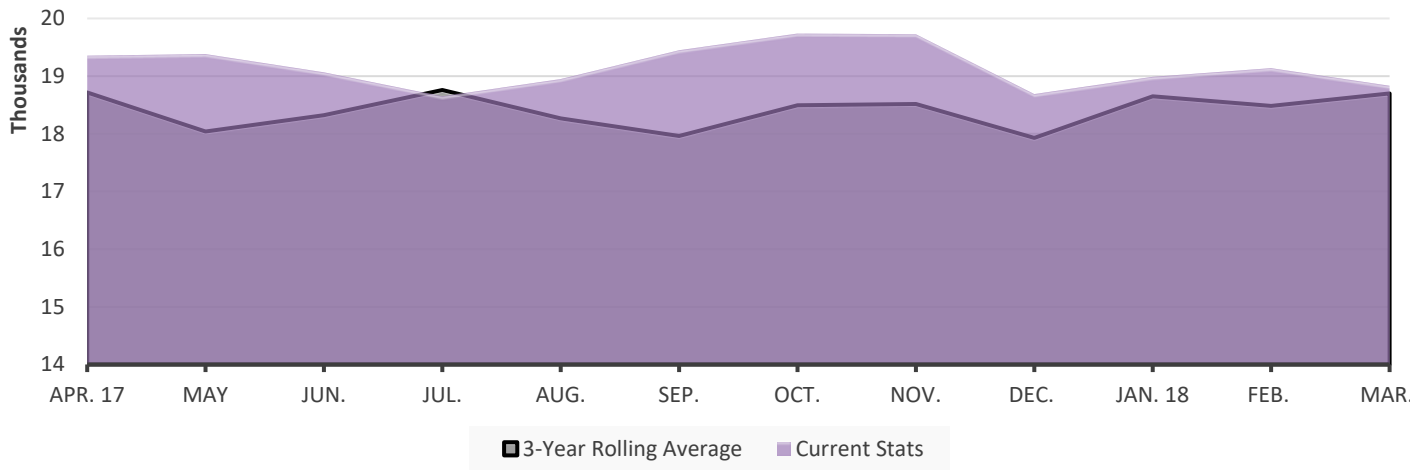


MANASSAS LINE

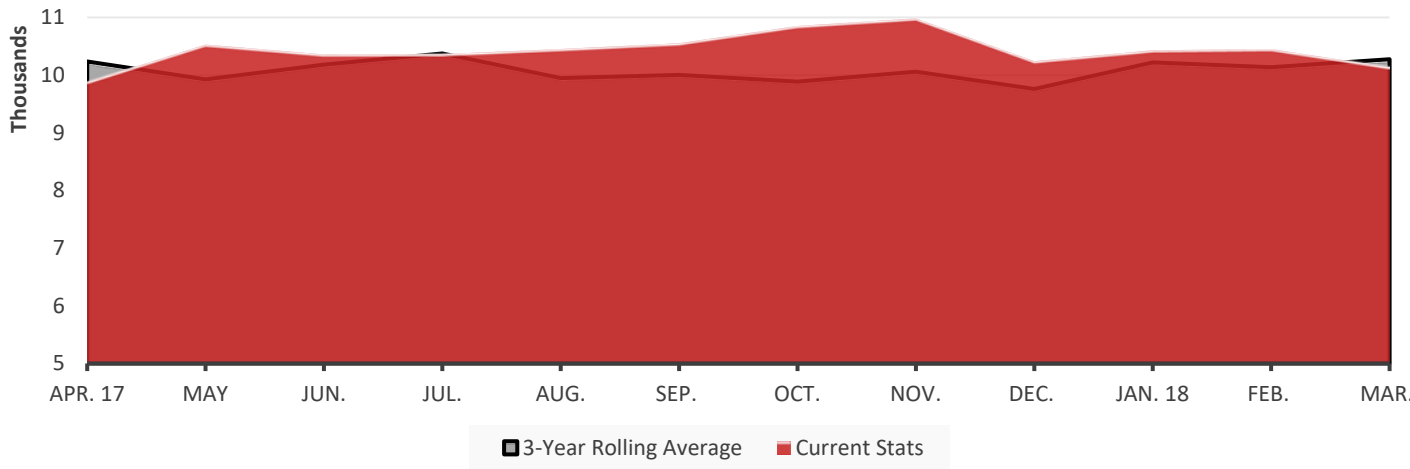


AVERAGE DAILY RIDERSHIP

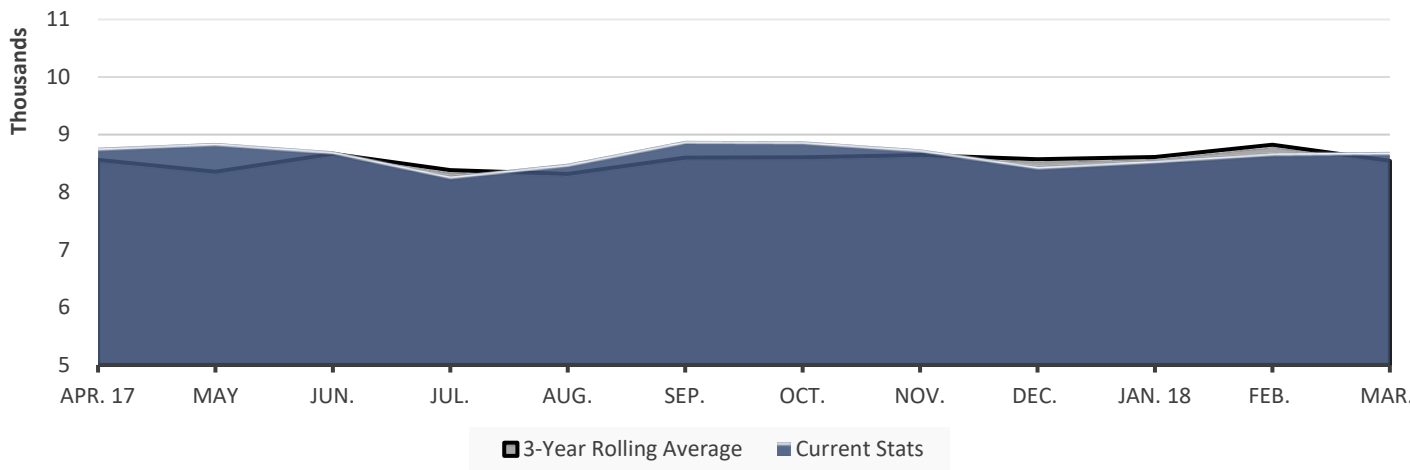
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



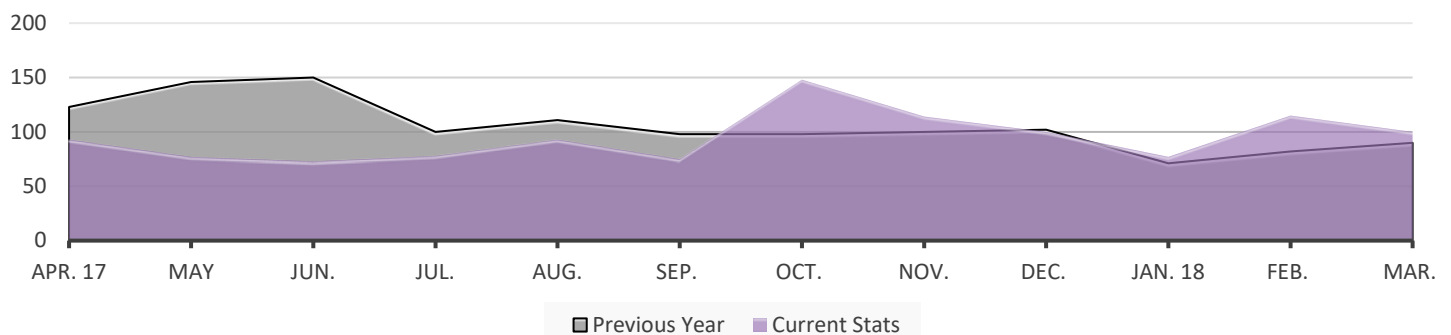
RIDERSHIP UPDATES

Average daily ridership (ADR) in March was approximately 18,800.

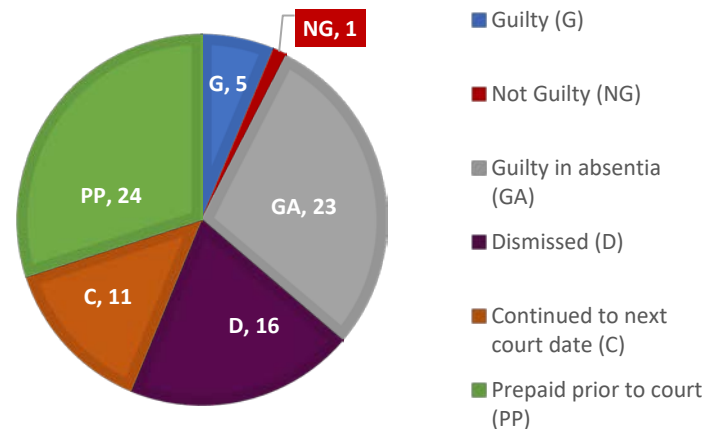
	March 2018	February 2018	March 2017
Monthly Ridership	382,411	363,591	435,471
Average Daily Ridership	18,835	19,136	19,794
Full Service Days	20	19	22
"S" Service Days	0	0	1

SUMMONSES ISSUED

VRE SYSTEM

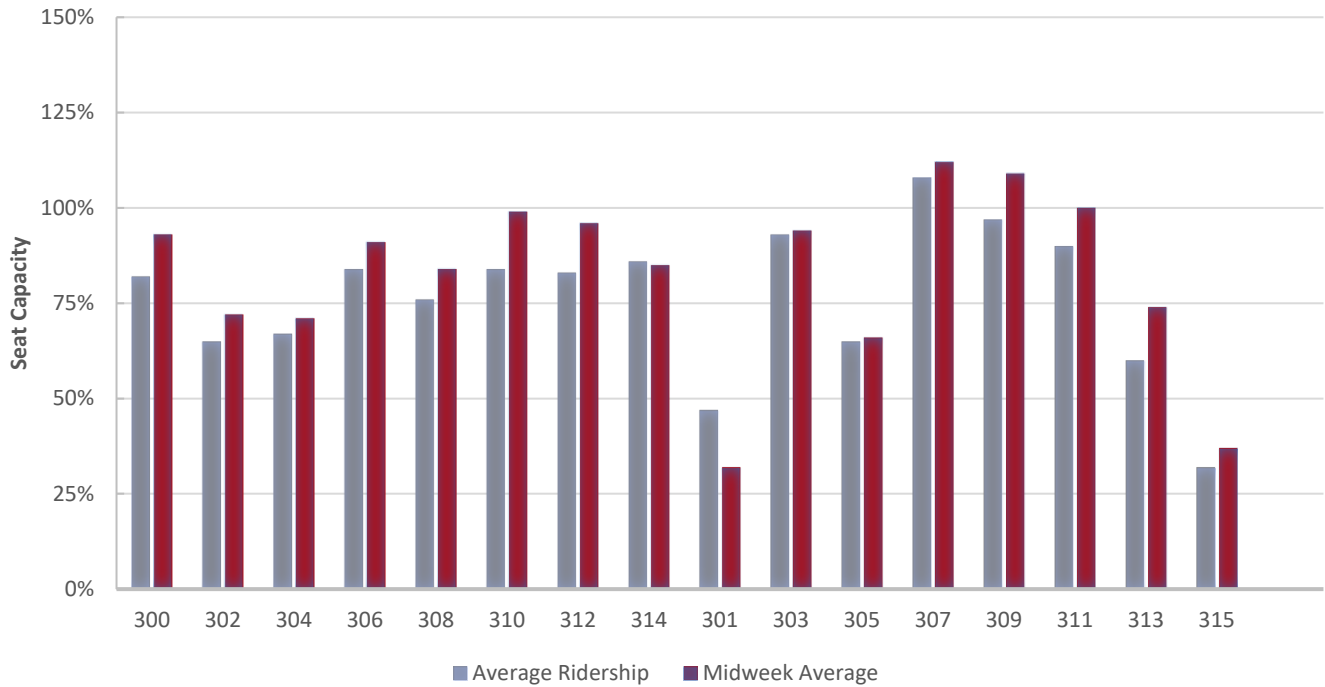
SUMMONSES WAIVED
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	67
One-time courtesy	13
Per the request of the conductor	11
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	91

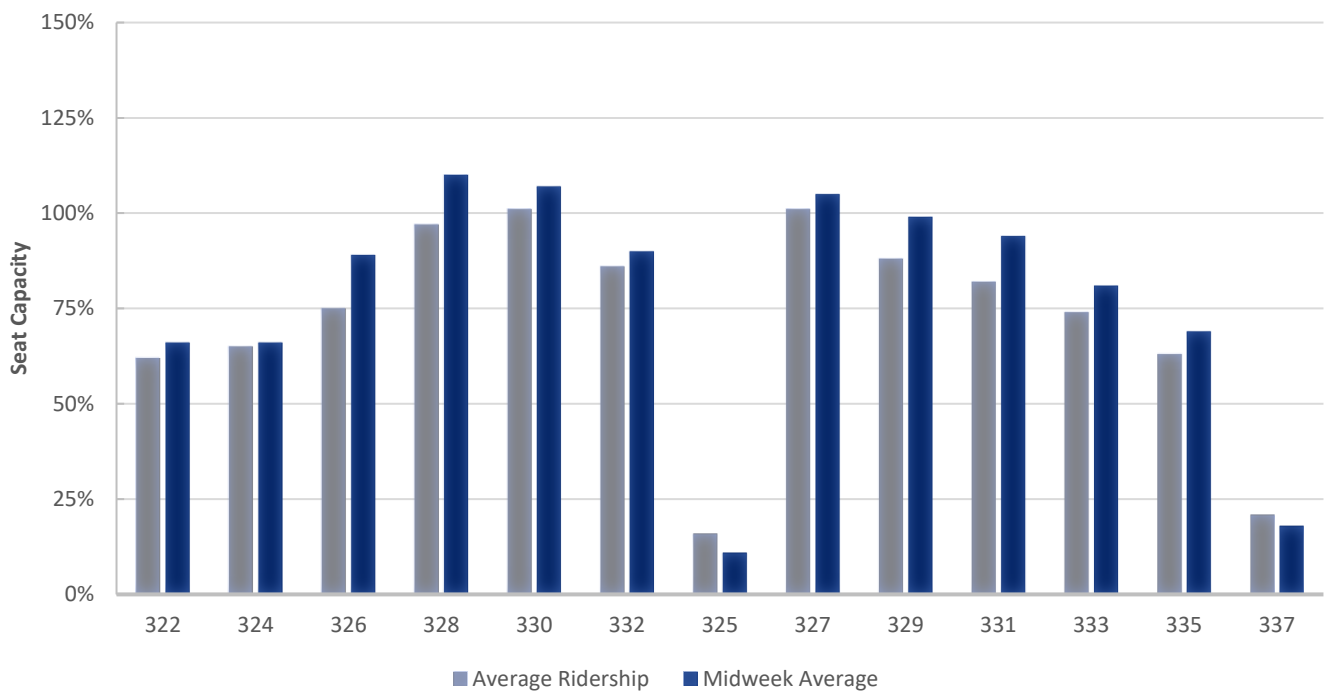
MONTHLY SUMMONSES
COURT ACTION

TRAIN UTILIZATION

FREDERICKSBURG LINE

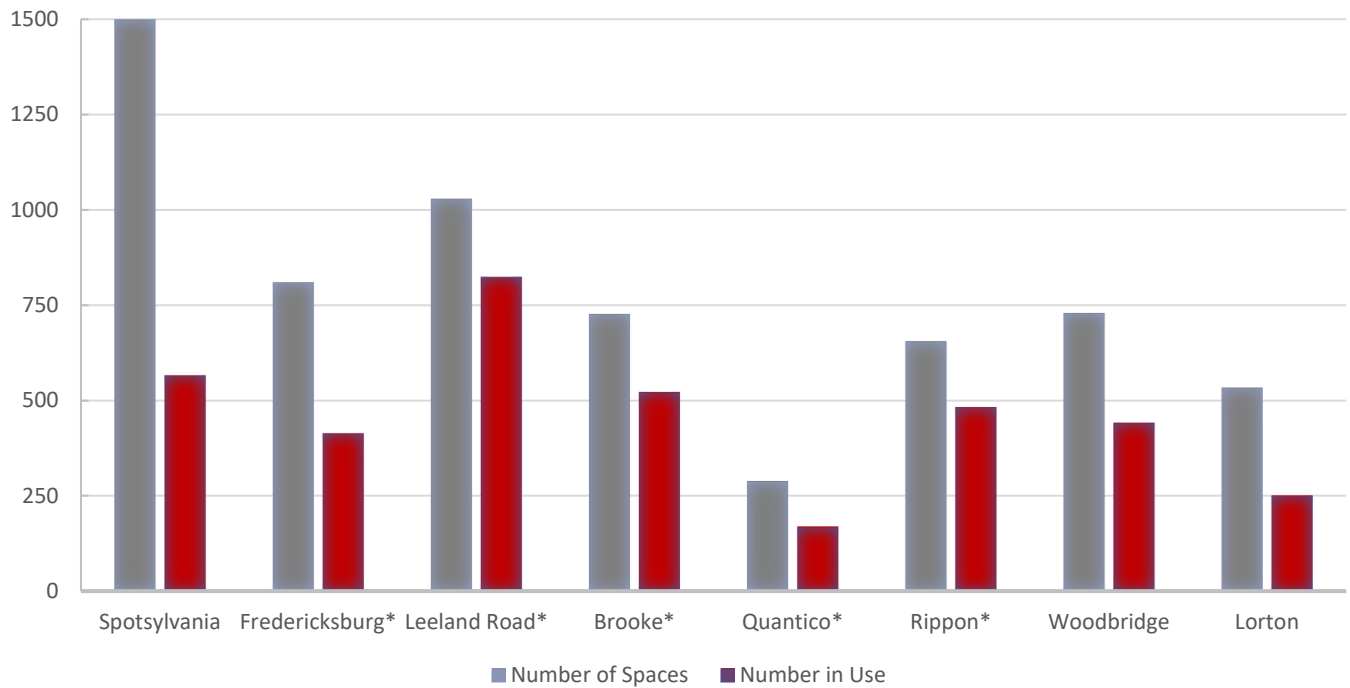


MANASSAS LINE

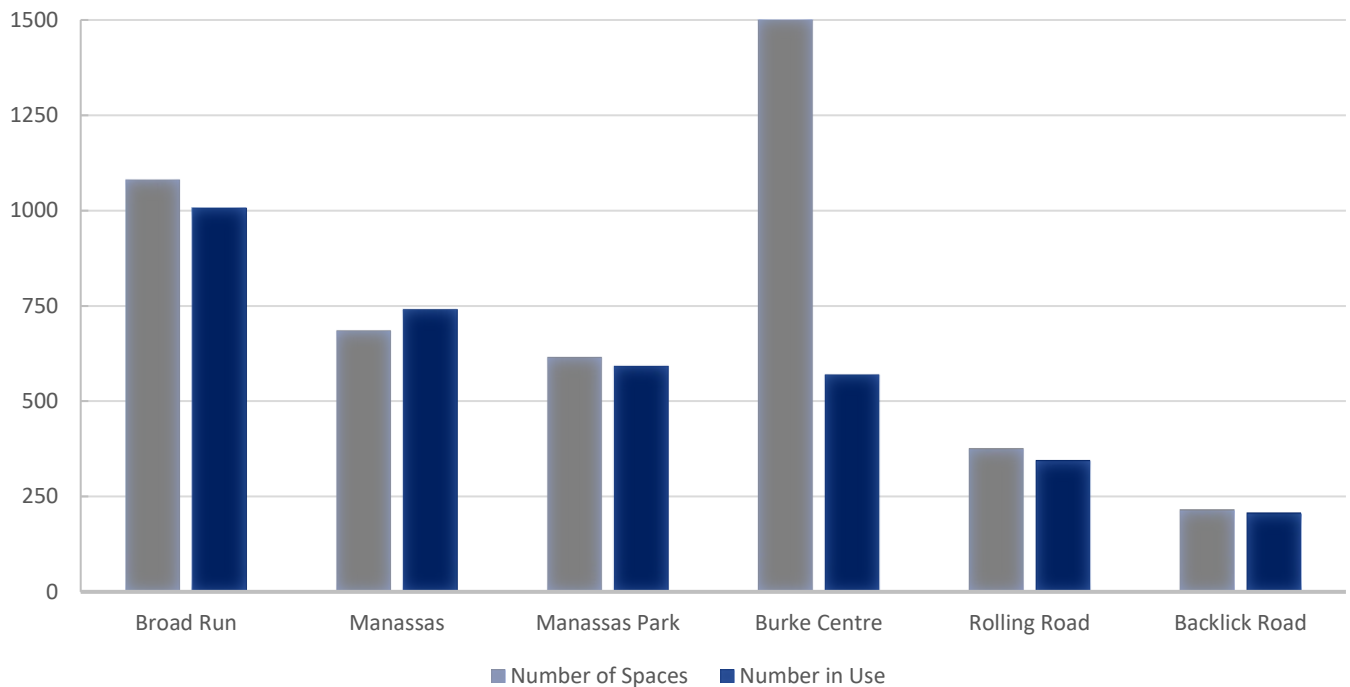


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first nine months of FY 2018 is \$1.50 million above budget (a favorable variance of 5.0%) and is up 0.1% compared to the same period in FY 2017.

The operating ratio through March is 58%. VRE's budgeted operating ratio for the full twelve months of FY 2018 is 50%.

A summary of the FY 2018 financial results through March follows, including information on the major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2018 Operating Budget Report Month Ended March 31, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY18 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,477,009	3,562,684	31,628,441	30,120,877	1,507,564	5.0%	40,485,050
Other Operating Revenue	1,904	19,800	198,395	167,400	30,995	18.5%	225,000
Subtotal Operating Revenue	3,478,913	3,582,484	31,826,837	30,288,277	1,538,560	5.1%	40,710,050
Jurisdictional Subsidy (1)	-	-	17,250,240	17,250,240	-	0.0%	12,875,140
Federal/State/Other Jurisdictional Subsidy	2,602,635	2,628,501	23,140,476	23,193,807	(53,331)	-0.2%	30,731,253
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	955,000
Interest Income	54,618	6,600	422,220	55,800	366,420	656.7%	75,000
Total Operating Revenue	6,136,166	6,217,585	72,639,773	70,788,125	1,851,649	2.6%	85,346,443
Operating Expenses							
Departmental Operating Expenses	5,896,675	6,527,882	55,140,085	58,449,860	3,309,775	5.7%	78,595,573
Debt Service	559,753	559,573	5,037,936	5,036,153	(1,784)	0.0%	6,714,870
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	36,000
Total Operating Expenses	6,456,428	7,087,455	60,178,021	63,486,013	3,307,991	5.2%	85,346,443
Net income (loss) from Operations	(320,262)	(869,870)	12,461,752	7,302,112	5,159,640	0.0%	-
Operating Ratio							
			58%	52%		Goal	50%

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

VRE Investment Portfolio
As of March 31, 2018

Investment Type	Institution	Amount	Comments	Rate
Checking Account	PNC	\$ 6,727,633	Operating checking account	0.00%
LGIP (Local Government Investment Pool)	LGIP	\$ 37,965,218	Operating and Capital Reserves	1.65%
LGIP (Local Government Investment Pool)	LGIP	\$ 1,088,997	Proceeds from Woodbridge Kiss & Ride Lot	1.65%
LGIP (Local Government Investment Pool)	LGIP	\$ 54,171	Revolving account for small liability claims	1.65%
Insurance Trust Fund	DRM	\$ 10,414,145	Minimum required balance of \$10 million	0.82%
Total Portfolio		\$ 56,250,165		

Notes:

PNC contract allows for earnings credit of 0.35% on average monthly balance as an offset to banking service costs; credit earnings through March were 0.17%

LGIP earnings calculated based on the monthly average balance

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

Percentage of Portfolio:

Checking-PNC	12.0%
LGIP	69.5%
Insurance Trust Fund	18.5%

FY 2018 YEAR-END FINANCIAL FORECAST

Each month, the VRE Operations Board receives financial information summarizing year-to-date operating revenues and expenses relative to budget. At the midpoint of the fiscal year, an amended budget is prepared for Board approval based on actual results as of that date. This FY 2018 year-end forecast of revenues and expenses is based on the amended budget presented to the Board in December 2017.

The operating net position for FY 2018 is forecast at a surplus of \$6.6 million. Approximately \$0.3 million of this surplus is associated with unspent project expenses that may be carried forward into the next year, as described below.

Operating Revenues – \$2.4 million positive variance

- Fare Revenue is forecast at \$42.5 million for the year, an increase of \$2.0 million or 4.8% over budget. Ridership and revenue projections for FY 2018 were conservative due to uncertainty over the impacts of the completion of the WMATA SafeTrack program, but VRE ridership has remained stable, leading to higher revenue.
- Other Revenue is forecast to be above budget by \$0.5 million or 27%, primarily due to rising interest rates resulting in greater interest earnings on VRE's reserves.
- Federal and State Revenue is forecast to be below budget by \$0.1 million or 0.3%, primarily due to slightly lower than expected grant and project management reimbursement.

Operating Expenses – \$3.2 million positive variance

- The largest single expense variance is in Diesel Fuel, which was budgeted at \$4.8 million and is forecast to be under budget by \$1.0 million. Fuel price increases that were expected in FY 2018 did not materialize, and VRE has already reduced its fuel price projections in the approved FY 2019 budget.
- All other operating expenses are forecast to be under budget by \$2.2 million, or 3.4% of budgeted operating expenditures:
 - Information Technology costs are forecast to be \$0.7 million below budget. This includes unspent amounts for Other Professional Services of \$0.2 million related to a revised schedule for the SharePoint project. The unspent funds may be carried forward into FY 2019. Total projected savings for Hardware/Software Maintenance is \$0.4 million, related to the development of several ongoing IT projects.
 - Total projected savings for Facilities Maintenance is projected to be \$0.6 million, primarily due to projected savings in Non-Routine Yard Maintenance and in Non-Routine Station/Facility Maintenance and Office Maintenance. Unspent funds of \$0.1 million may be carried forward into FY 2019 for the VRE office renovation.
 - Executive Management costs are projected to be \$0.4 million under budget, primarily due to lower expenditures on Legal Fees (under budget by \$0.3 million).
 - Total projected savings for salary and fringe benefits in the Chief of Staff and Project Implementation divisions is \$0.3 million due to staffing vacancies.
 - Other net departmental savings are projected at \$0.2 million, chiefly in Marketing and Safety and Security.

Non-Operating Expenses – \$1.0 million positive variance

Certain 'non-operating' expenses that are not part of the Capital Improvement Program (CIP) are also included in the year-end operating forecast. The forecast of \$1.0 million combined positive variance on these items includes unspent contingency of \$0.7 million, unused Bad Debt expense of \$50,000, and Insurance expenses under budget by \$0.3 million.

A recommendation on the use of the projected surplus will be presented as part of the Proposed FY 2020 Budget in December 2018. Preliminary uses for the projected surplus are to carry forward \$0.3 million into the FY 2019 budget for uncompleted projects, to fund one-time items in FY 2020, and to increase the Capital Reserve.

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

FY2018 Year-End Operating Budget Forecast (in millions)				
Description	Revised Budget	Year-End Forecast	Variance	%
Fare Revenue	\$40.5	\$42.5	\$2.0	4.8%
Local Subsidy*	12.9	12.9	0.0	0.0%
Fed/State Revenue	30.7	30.6	-0.1	-0.3%
Other Revenue	1.3	1.7	0.5	27.4%
Total Revenue	\$85.3	\$87.8	\$2.4	2.7%
Operating Expenses	\$73.9	\$70.7	\$3.2	4.6%
Non-Operating Expenses	4.7	3.7	1.0	26.8%
Debt Service	6.7	6.7	0.0	0.0%
Contribution to Reserve	0.0	0.0	0.0	0.0%
Total Expenses	\$85.3	\$81.1	\$4.2	4.9%
Net Income (Loss)	\$0.0	\$6.6	\$6.6	

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

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Removal of vegetation along north edge of L'Enfant storage track
2. Replacement of light poles and fixtures at Manassas Station platforms and canopies

Projects scheduled to be completed this quarter:

1. Repairs to fascia and soffit at Woodbridge Station east building
2. Replacement of ADA parking signage at Brooke and Leeland Road Stations
3. Repairs to concrete and erosion control on ADA ramp and stairs at Leeland Road Station
4. Upgrades to electrical power supply for new communication cabinet at Burke Centre Station
5. Repairs to platform concrete at Manassas Station
6. Replacement of light fixtures at Manassas Station depot
7. Repainting of platform warning messages at Broad Run Station
8. Cleaning of HVAC ductwork at Alexandria Headquarters, Woodbridge Station vendor spaces, Quantico Station, Fredericksburg office, and Crossroads and Broad Run storage yard buildings

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Replacement of tactile warning strip at L'Enfant Station
3. Replacement of signage at Franconia-Springfield and Fredericksburg Stations
4. Painting of Franconia-Springfield Station
5. Continuation of painting of Woodbridge Station
6. Replacement of light poles and fixtures at Fredericksburg Station



Trees and Brush Cleared for L'Enfant Storage Track Project



Platform Warning Messages to be Repainted at Broad Run Station

7. Repairs to platform lighting and communications conduits at Manassas Park Station
8. Replacement of parking lot signage at various stations
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
10. Repairs to pavement and striping at Crossroads and Broad Run yards
11. Renovations to Alexandria Headquarters (leased Suite 201, adjacent to current VRE offices)
12. Replacement of parking lot entrance signs at majority of stations
13. Replacement of waste and recycling receptacles throughout VRE system

Ongoing projects:

1. Development of specifications for modernization of Woodbridge Station east elevator
2. Development of IFB for Canopy Roof Replacement at the Backlick Road Station and second station (TBD)
3. Repairs to pavement and striping at Franconia-Springfield, Rippon, Quantico and Leeland Road Stations and parking lot G in Fredericksburg

UPCOMING PROCUREMENTS

Scope of Work Pending:

- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- 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
- Seat Bottoms for Passenger Cars
- Automated Electric Motor Parking Brake Systems
- Facility Security Services
- Railcar End Body Door Diaphragm Kits
- Construction of Benchmark Road Slope Stabilization
- Construction of Rolling Road Platform Extension

CAPITAL PROJECTS UPDATES

AS OF APRIL 6TH, 2018

Broad Run Expansion Study (BRX)

- Participated in Project Management Team (PMT) meeting on March 7th
- Participated in cost estimate format reviews on March 12th and March 15th
- Continued finalizing conceptual design details and preliminary evaluation of parking alternatives and other design elements
- Participated in Federal Transit Administration (FTA) coordination meeting on March 19th
- Participated in workshop planning meeting on March 19th
- Participated in a conference call on March 12th with AECOM to discuss the approach of the different parts of the cost estimate
- Forwarded two approved-for-payment invoices from Continental Field Services through VHB's General Planning Contract Task Order to VRE Manager of Project Development
- Discussed property mosaic with Continental Field Services
- Requested base map for Continental Field Services to use from AECOM which was delivered March 6th and then forwarded to Continental Field Services
- Spoke to Prince William County staff regarding the Route 28 project
- Participated in internal review with VRE Chief Executive Officer (CEO) on March 22nd
- Participated in calls on project on March 21st and March 23rd with team
- Participated in catch-up meeting with VRE Manager of Project Development on March 23rd
- Participated in a conference call on March 30th with AECOM on cost estimate for additional work
- Reviewed meeting notes from March 19th conference call with FTA and forwarded to VRE Manager of Project Development
- Reviewed meeting notes from March 19th conference call on parking proposals and forwarded to VRE Manager of Project Development
- Reviewed meeting notes from March 2nd PMT meeting/conference call and forwarded to VRE Manager of Project Development
- Participated in a conference call with Prince William County transportation staff on April 2nd to discuss adjacent proposed County roadway projects and Route 28 expansion for which the design builder has received NTP
- Participated in the bi-weekly PMT meeting on April 4th
- Met with Continental Field Services and discussed property issues on April 4th
- Participated in conference call with VRE Manager of Project Development and K & J Consultants about Safety and Security analysis for project

System Plan 2040 Update

- Completed Task Order (TO) scope of work, TO forms, and Independent Cost Estimate (ICE)

FY18 National Transit Database 100 Percent Survey

- TO approved on March 16th by VRE Operations Board
- TO signed and Notice to Proceed (NTP) issued on March 22nd
- Kick-off meeting held on March 29th

Constrained Long Range Plan (CLRP) Update/Quadrennial CLRP Financial Analysis

- Coordinate development of CLRP project forms for SmartScale-funded, I-66 Outside the Beltway (OTB) Concession Payment funded VRE projects with Virginia Department of Transportation (VDOT)

Midday Storage Replacement Facility

- Reviewed draft Categorical Exclusion (CE) with additional traffic and cultural resource analysis requested by FTA
- Participated and led discussion on March 30th with District of Columbia State Historic Preservation Office (SHPO) with respect to cultural resources issues

Rolling Road Platform Extension

- Participated in field visit with VRE Chief Engineer and VRE Project Manager on March 29th
- Finalized TO for Construction Management (CM) activities

Crossroads Real Estate Acquisition

- Prepared and submitted offer package to VRE Legal on February 8th

Long Bridge Expansion Study

- Provided contact information for Threat and Vulnerability Assessment analysis to consultant team
- Draft Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments received and forwarded for Legal review

Southeast High Speed Rail Corridor (DC2RVA) Coordination

- Participated in coordination call with DRPT and the consultant team on March 27th

Washington Union Station Project Environmental Impact Statement (EIS)

- Provided comments to Amtrak on 90 percent drawings

Lorton Platform Extension

- Final invoice for Hammerhead processed and paid in March

Quantico Station Improvements

- 90 percent design for station and 90 percent design for site, civil, drainage, track, and retaining wall in vicinity of station continue to be reviewed and commented on by stakeholders
- Utility location and potential conflicts coordinated on site through CSXT, Marine Corps Base Quantico (MCBQ), and other existing utilities and one call systems
- FRA and FTA review of temporary platform in progress
- Progress calls held March 15th and March 29th

Franconia-Springfield Station Improvements

- 30 percent plan revisions pending final emergency egress and American with Disabilities Act (ADA) access decisions by VRE, as well as design review comments by CSXT engineering and operations staff

Lorton Station Improvements (Second Platform)

- 30 percent plan revisions pending final emergency egress and ADA access decisions by VRE, as well as design review comments by CSXT engineering and operations staff

Rippon Station Improvements

- Continued development of 30 percent plans and environmental documents

Leeland Road Station Improvements

- Continued development of 30 percent plans and environmental documents

Brooke Station Improvements

- Continued development of 30 percent plans and environmental documents

Alexandria Pedestrian Tunnel Project

- Reviewed and revised list of assumptions
- Participated in conference call on March 13th with Gannett Fleming (GF) to review plans received and additional information required from GF
- Review comparison matrix provided by GF
- Corresponded with GF about baggage cart and size; forwarded information to Amtrak for confirmation
- Reviewed GF-prepared study report components and cost estimate
- Participated in VRE internal meeting to review report and cost estimates from GF
- Participated in conference call on March 22nd with GF
- Received revisions to GF-prepared study plans, report components and cost estimate from GF on April 6th

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Reviewed draft LOU Preliminary Hazard Analyses (PHAs) sent by Kensington Consulting on March 5th
- Coordinated with Kensington Consulting for Office of Development (OoD) Safety Awareness training on March 30th
- Revised CM Request for Proposals (RFP) and sent back to procurement/contracts department
- Provided additional comments to VRE procurement/contracts on LOU CM
- Discussed Kensington Consulting Hazard report with VRE Chief Safety, Security & Compliance Officer
- Identified CSXT property easement/agreement for April Board meeting
- Received comments from Michael Baker International about Crossroads Yard drainage
- Reviewed draft Lease Agreement with CSXT language and attachments and provided comments to VRE Chief Operating Officer (COO)
- Received draft Preliminary Hazard Analysis (PHA) and Draft Criteria Conformance Checklist (DCCC) from K&J Consultants

L'Enfant (North) Storage Track Wayside Power

- Power connection to test train made on March 16th
- Met with staff from VRE Contracts Department to discuss contract close-out
- Discussed close-out with C3M Power, LLC
- Finalized TO change order proposal request, and procurement sent to HDR
- Prepared required forms for VRE procurement to process contract amendment

L'Enfant (South) Storage Track Wayside Power

- Received and processed invoice from HDR
- Contacted Pepco regarding two additional items including plan reviews; requested meeting on April 3rd
- Contacted HDR regarding Pepco changes and meeting on April 3rd
- Discussed agreement with CSXT for this project and agreed to revision of the current agreement
- Visited site with VRE Chief Engineer prior to meeting with Pepco and HDR on April 3rd
- Contacted CSXT for dates to schedule a meeting about the wayside power and trees that CSXT needs to place in same area

Slaters Lane/Alexandria Track 1 Access

- One outstanding progress report was passed through from CSXT to Northern Virginia Transportation Authority (NVTA); no additional progress reports are due
- Requested final design plans reported to have been completed in May 2017

Manassas Park Station Parking Expansion

- Spoke with VHB regarding the outstanding items from Phase A and preparation of a scope of work for Phase B
- Attended review meeting with City of Manassas Park and VHB to review Traffic Impact Analysis (TIA) and 30 percent plan comments
- Reviewed, revised and distributed meeting minutes from the meeting with the City of Manassas Park
- Discussed close-out items of Phase A with VRE Planning Program Administrator
- Drafted scope for Phase B design and limited construction services
- Conducted conference call with VHB on April 6th

Projects Progress Report to Follow

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Alexandria Station Improvements	Pedestrian tunnel to METRO and eliminate at-grade track crossing.	◆	◆	◆	N/A	●	
	Modify Slaters Lane Interlocking for passenger trains on Track #1.	◆	◆	◆	N/A	●	
	Extend and widen 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	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		
L'Enfant Track and Station Improvements	Replace existing platform with wider, longer island platform. Add fourth track (VA-LE)	◆			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" program¹Total project cost estimate in adopted FY2018 CIP Budget² Does not include minor (< \$50,000) operating expenditures

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

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION			STATUS
	Funded	Unfunded	Authorized		Percent	Date		
10,021,865	10,021,865	-	1,814,559	1,534,387	70%	3rd QTR 2020	●	60% design complete. Investigating alternative construction strategies.
7,000,000	7,000,000	-	467,500	90,749	30%	3rd QTR 2018	●	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	-	*	313,129	20%	2nd QTR 2020	●	Preliminary engineering is anticipated to be complete in 2nd QTR 2018.
16,150,000	16,150,000	-	*	336,243	20%	2nd QTR 2020	●	Preliminary engineering is anticipated to be complete in 2nd QTR 2018.
16,632,716	16,632,716	-	*	231,125	20%	4th QTR 2021	●	Preliminary engineering is anticipated to be complete in 3rd QTR 2018.
No costs for VRE. Private developer providing station.					10%	TBD	●	Design resumed after resolution of DRPT/CSXT/FRA track project issues.
9,500,000	9,500,000	574,706	-	-	30%	TBD	●	Completion of FD & construction pending execution of IPROC grant by DRPT.
21,334,506	21,334,506	-	*	220,914	20%	4th QTR 2021	●	Completion of PD & EC pending execution of REF grant by DRPT.
14,336,156	14,336,156	-	*	179,310	20%	4th QTR 2021	●	Completion of PD & EC pending execution of REF grant by DRPT.
19,600,000	2,500,000	17,100,000	665,785	601,176	25%	2nd QTR 2018	●	30% design plans received and under review.
2,000,000	2,000,000	-	442,900	224,030	20%	3rd QTR 2020	●	60% design plans under review by NS.
21,160,000	400,000	20,760,000	370,285	360,747	10%	2nd QTR 2023	●	Completion of PD & EC pending execution of REF grant by DRPT.
68,600,000	2,980,000	65,620,000	-	45,139	10%	2nd QTR 2023	●	Completion of planning, PD & EC pending execution of REF grant by DRPT.

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

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.	◆	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	◆	●











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STATUS: ◆ Completed ● Underway ■ On Hold

¹ Total project cost estimate in adopted FY2018 CIP Budget

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

Total ¹	ESTIMATED COSTS (\$)				COMPLETION			STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date		
32,500,000	32,500,000	-	33,285,519	30,578,003	100%	4th QTR 2015		Close-out pending repair of storm damage to embankment.
4,398,996	4,398,996	-	4,398,996	3,272,713	100%	4th QTR 2017		Wayside power installation complete. Track and signals in service.
3,965,000	3,965,000	-	2,937,323	3,045,774	50%	3rd QTR 2017		Power design under review by CSXT & Pepco. Track and signals in service.
38,146,323	38,146,323	-	3,176,039	3,156,717	30%	TBD		Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	2,950,000	90%	TBD		Property appraisal underway, followed by review by FTA.
88,800,000	88,800,000	-	3,588,305	993,204	15%	4th QTR 2018		Progress delayed pending Amtrak approval of site access for survey.
75,264,693	75,264,693	-	69,457,809	36,994,353	95%	4th QTR 2020		All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,472,954	80%	4th QTR 2018		Onboard installations ongoing.
617,791,163	5,885,163	611,906,000	5,483,720	2,905,615	15%	3rd QTR 2022		Focus on capacity improvements on existing Broad Run complex.
3,510,307	3,510,307	-	3,510,627	1,950,757	55%	2nd QTR 2018		Integration with S&B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold.



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