

Virginia Railway Express
Recommended Budget for Fiscal Year 2016
and
Amended Budget for Fiscal Year 2015



December 19, 2014
Revised January 19, 2015



VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.

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Recommended Budget
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Mission Statement

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 comfortable commuter-oriented rail passenger service. VRE will contribute to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.

Goals for Fiscal Year

- Achieve at least a 50 percent operating ratio (cost recovery).
- Operate trains on time greater than 90 percent of time.
- Achieve at least 19,300 average daily ridership
- Strive to attain the following financial ratios over the course of the Six-Year Plan :
 - Debt service as a percent of annual budget not greater than 20%
 - Working capital reserves that are on average not less than 2 months of operating expenditures, with a goal of increasing to 3 months over a 10 year period
 - Percent of pay-as-you-go financing equal to a minimum of 20% of the total funded portion of the capital program over the term of the capital program
 - Risk management reserves equal to amounts imposed by the Commonwealth, currently set at \$10 million



Budget Assumptions

Major Assumptions in FY 2016 Budget:

1. Subsidy level of \$16,428,800; no increase from the FY 2015 subsidy
2. 4% fare increase is requested
3. State funding for operations is projected at \$8.1M. State recommends reducing FY 2016 projections by 10% of the FY 2015 award. The state capital match is tiered but the majority of the capital projects are budgeted at 16% of gross.
4. Average daily ridership of 19,300 assumes a 34 revenue train operation and an overall 36 train schedule
5. No fare increase is proposed. Fare revenue is budgeted at \$38.9M
6. Train Operations/Maintenance of Equipment contract costs are budgeted at a net increase of \$690k to reflect a CPI increase of 2% and the addition of one Fredericksburg line train for a full year (previously budgeted in FY 2015 for nine months).
7. Fuel cost projections are in the amount of \$5.3M, based on a cost per gallon of \$3.25
8. Included is \$16.7M of track access funding for total grants of 84% of costs

Sources by Jurisdiction:

Jurisdiction	FY 2015	FY 2016	Net	Percent
Fairfax County	\$ 4,852,953	\$ 4,847,284	\$ (5,669)	-0.1%
Fredericksburg	581,244	439,366	(141,878)	-24.4%
Manassas	686,944	766,491	79,547	11.6%
Manassas Park	401,762	576,699	174,937	43.5%
Prince William County	5,485,333	5,309,674	(175,659)	-3.2%
Stafford County	2,689,391	2,855,607	166,216	6.2%
Spotsylvania County	1,401,382	1,303,888	(97,494)	-7.0%
Alexandria	133,894	133,894	-	0.0%
Arlington	195,897	195,897	-	0.0%
Total	\$ 16,428,799	\$ 16,428,799	\$ -	



Source and Use of Funds

Fare Increase		4%
Subsidy Increase	\$	-
Number of Trains		34
Average Daily Ridership		19,300
Sources		
Fare Revenue	\$	38,890,000
Local Subsidy		16,428,800
Jurisdictions - Capital Programs		-
State Operating Grant		8,100,000
State Capital Grant used for Debt and Other		1,056,708
State Capital Grant used for Capital Programs		18,570,760
Federal/State Capital Funding for Track Access		14,019,600
Federal Capital Grant used for Debt and Other		5,803,543
Federal Capital Grant used for Capital Programs		23,362,200
Other Income		2,200,000
Total Sources	\$	128,431,611
Uses		
Operating Expenses	\$	75,401,741
Debt Service		6,714,870
Federal Capital Program		46,315,000
Operating Reserve and Other		-
Total Uses	\$	128,431,611

Six-Year Financial Plan

The final FY 2016 budget recommendation includes a six-year financial plan as required by the Master Agreement. The six-year financial plan was reviewed with the CAO Budget Task Force. The VRE capital planning process reflects current priorities identified by the Operations Board as well as long-term planning assumptions through 2040 as outlined in the System Plan.



<u>Jurisdictions</u>	[Col 1]	[Col 2]	[Col 3]	[Col 4]	[Col 5]	[Col 6]	[Col 6a]
	Population 2013 Update	Population %	Contributors' Potential Share of Net Costs %	Contributors' Potential Share of Net Costs \$	Contributors' Maximum Share of Net Costs		
Contributors:							
Alexandria	151,218	6.6580%	0.6659%	\$347,104		\$133,894	#DIV/0!
Arlington	227,146	10.0019%	1.0020%	\$521,388		\$195,897	#DIV/0!
Contributors' Total	378,364	16.660%					
	[Col 7]	[Col 8]	[Col 9]	[Col 10]	[Col 11]	[Col 12]	
	Population 2013 Update	Population %	Participants' Normalized % Population	October Survey Participants' AM Ridership	100 Weights- Participants' Ridership %	Participants' Aggregate % of Costs	
Participants:							
Fairfax County	1,116,897	49.18%	59.01%	2,099	23.12%	23.12%	
Fredericksburg	27,945	1.23%	1.48%	369	4.06%	4.06%	
Manassas	40,680	1.79%	2.15%	463	5.10%	5.10%	
Manassas Park	15,174	0.67%	0.80%	328	3.61%	3.61%	
Prince William County	431,258	18.99%	22.79%	2,910	32.05%	32.05%	
Stafford County	135,141	5.95%	7.14%	1,837	20.23%	20.23%	
Spotsylvania	125,555	5.53%	6.63%	1,075	11.84%	11.84%	
Participants' Total	1,892,660	83.34%	100.00%	9,080	100.00%	100.00%	
Population Total	2,271,024	100.00%					
Costs	[Col 12] (repeated)	[Col 13]	[Col 14]	[Col 15]	[Col 16]	[Col 17]	[Col 18]
	Participants' Aggregate %	Gross Costs \$	State Aid Interest & Misc Income \$	"System" Fare Revenue \$	Net Costs \$	Contributors' Payments Lesser of Col 6 or 4	Participants' Net Costs \$
Alexandria						\$133,894	
Arlington						\$195,897	
Fairfax County	23.12%	\$29,689,413	\$16,901,418	\$737,428			\$11,974,329
Fredericksburg	4.06%	\$5,213,577	\$2,967,955	\$128,495			\$2,102,739
Manassas	5.10%	\$6,549,000	\$3,728,177	\$162,665			\$2,641,342
Manassas Park	3.61%	\$4,636,397	\$2,639,382	\$115,159			\$1,869,951
Prince William County	32.05%	\$41,156,288	\$23,429,215	\$1,022,243			\$16,599,148
Stafford County	20.23%	\$25,979,233	\$14,789,309	\$645,274			\$10,477,940
Spotsylvania	11.84%	\$15,207,701	\$8,657,353	\$377,730			\$6,133,568
Total	100.00%	\$128,431,611	\$73,112,810	\$3,189,993	\$52,128,808	\$329,791	\$51,799,017
Subsidy Calculation	[Col 19]	[Col 20]	[Col 18] (repeated)	[Col 21]	[Col 22]	[Col 23]	[Col 24]
	Oct Survey Participants' Fare Revenue \$	Participants' Fare Revenue \$	Participants' Net Costs \$	Proposed FY 2016 Budget Based on 10/1/14 Survey	Actual FY2015 Subsidy	Net Change \$	Net Change %
Alexandria				\$133,894	\$133,894	\$0	0.00%
Arlington				\$195,897	\$195,897	\$0	0.00%
Fairfax County	19.964%	\$7,127,044	\$11,974,329	\$4,847,284	\$4,852,953	(\$5,669)	-0.12%
Fredericksburg	4.659%	\$1,663,373	\$2,102,739	\$439,266	\$581,244	(\$141,978)	-24.41%
Manassas	5.252%	\$1,874,851	\$2,641,342	\$766,491	\$686,944	\$79,547	11.58%
Manassas Park	3.623%	\$1,293,252	\$1,869,951	\$578,699	\$401,762	\$174,937	43.54%
Prince William County	31.623%	\$11,289,474	\$16,599,148	\$5,309,674	\$5,485,333	(\$175,659)	-3.20%
Stafford County	21.351%	\$7,622,333	\$10,477,940	\$2,855,607	\$2,689,391	\$166,216	6.18%
Spotsylvania	13.529%	\$4,829,680	\$6,133,568	\$1,303,888	\$1,401,382	(\$97,494)	-6.96%
Total	100.0000%	\$35,700,007	\$51,799,017	\$16,428,800	\$16,428,800	\$0	0.00%
Errors	[Col 25]						
Participants Residents' "System-wide"	35,700,007.08						
	3,189,992.92						
2016 \$	38,890,000.00		\$128,431,610.00				

FY16 Sources and Use - Revised

LEVEL OF SERVICE FOR FY16	34 trains	19,300 average daily riders	Loans	16,690,000	Amtrak	6,390,000
			Total Access Fees	16,690,000	NS	3,340,000
					CSX	6,960,000
					Total	16,690,000

USES OF FUNDS	SOURCES OF FUNDS										TOTAL
	FBI INCOME	INTEREST	MISC	LOCAL SUBSIDY	OTHER SOURCES	STATE OPERATING	STATE CAPITAL	STATE STP	OTHER	FEDERAL	
Operating Expenses	38,890,000	20,000	165,000	12,617,141	1,070,000	8,100,000	5,674,000	8,345,000	520,000	-	75,401,741
Non-Operating Expenses:	-	-	-	374,619	-	-	1,056,708	-	5,283,542	-	6,714,870
Operating Reserve	1,931,357	-	-	-	-	-	309,017	-	1,545,086	-	1,931,357
Debt Svc (Gallery IV) (11 Cabcars)	-	77,254	-	-	-	-	-	-	-	-	77,254
Debt Svc 60 Railcars (Local)	-	110,442	-	-	-	-	-	-	-	-	110,442
Debt Svc 60 Railcars (Fed/State/Local)	-	186,923	-	-	-	-	-	-	-	-	186,923
Non-Operating Summary	6,714,870	-	-	374,619	-	-	1,056,708	-	5,283,542	-	6,714,870
Total Expenses (Subtotal)	82,116,611	20,000	165,000	12,991,760	1,070,000	8,100,000	6,731,308	8,345,000	5,803,542	-	82,116,611
Capital Projects:	-	-	-	3,437,040	1,285,000	-	19,173,160	-	22,155,800	-	46,051,000
Facilities Infrastructure	5,420,000	-	-	216,800	945,000	-	867,200	-	4,336,000	-	5,420,000
Rolling Stock (New Railcars)*	23,625,000	-	-	-	-	-	16,065,000	-	6,615,000	-	23,625,000
Equipment Storage	3,406,000	-	-	136,240	-	-	544,960	-	2,724,800	-	3,406,000
Equipment Storage (add'l funding)	4,850,000	-	-	-	194,000	-	776,000	-	3,889,000	-	4,850,000
Life Cycle Maintenance	1,900,000	-	-	76,000	-	-	304,000	-	1,520,000	-	1,900,000
Security Enhancements	100,000	-	-	4,000	-	-	16,000	-	80,000	-	100,000
Transit Enhancements	100,000	-	-	4,000	-	-	16,000	-	80,000	-	100,000
APC - Trains	2,900,000	-	-	-	116,000	-	464,000	-	2,320,000	-	2,900,000
APC - Parking Lots	750,000	-	-	-	30,000	-	120,000	-	600,000	-	750,000
Capital Reserve Contribution	3,000,000	-	-	3,000,000	-	-	-	-	-	-	3,000,000
Capital Project Summary	46,051,000	-	-	3,437,040	1,285,000	-	19,173,160	-	22,155,800	-	46,051,000
CMAQ/REF	-	-	-	-	-	-	-	-	-	-	-
Lerion Platform	1,500,000	-	-	-	-	-	300,000	-	-	-	1,500,000
Rippon Platform	2,288,000	-	-	-	-	-	457,600	-	-	-	2,288,000
Brookfield/Leiland Second Platform	4,976,000	-	-	-	-	-	-	-	-	-	4,976,000
CMAQ Summary	8,764,000	-	-	-	-	-	757,600	-	8,006,400	-	8,764,000
TOTAL	136,931,611	20,000	165,000	16,428,800	2,355,000	-	8,100,000	26,662,068	27,959,342	-	136,931,611

FY15 subsidy surplus (deficit)	Soft Capital Projects			Program		Funding		State Amt	
	Debt Service 11 Cabcars	Access lease funding	Debt Service 60 Railcars	Local only	Fed/State/Local	Debt Service 60 Railcars	Fed/State/Local	Grant & Project Management	Subtotal
16,428,800	1,931,357	16,690,000	110,442	1,947,113	3,337	1,557,690	2,180,766	240,000	6,731,308
(0)	5,337	8,345,000	5,337	5,337	5,337	5,337	5,337	5,337	19,930,760
	1,545,086	8,345,000	1,557,690	2,180,766	2,180,766	2,180,766	2,180,766	240,000	26,662,068
	309,017	5,674,000	311,538	436,153	-	-	-	-	-
	30,162,200	19,930,760	44,310,742	-	-	-	-	-	-

VRE Fiscal Year 2016 Proposed Program Budget - Revised

	FY 2014 Amended	FY 2014 Actual	FY 2015 Budget	FY 2016 Proposed
Revenue:				
VRE - Non-Departmental				
Fare Revenue	36,600,000	37,093,478	36,900,000	36,890,000
Miscellaneous Revenue	166,000	197,915	165,000	165,000
Appropriation from Reserve	5,585,703	4,517,703	2,000,000	1,000,000
Jurisdictional Revenue	16,428,800	16,428,800	16,428,800	16,428,800
Other Revenue	30,500,000	2,637,808	5,508,800	1,275,000
State Operating Grant	10,585,975	16,428,516	10,300,000	8,100,000
Federal Grants - Operations and Debt	15,437,429	15,880,835	15,945,167	14,148,542
State Grants - Operations and Debt	6,631,344	14,570	3,949,133	6,731,308
Federal Grants - Capital Program	23,773,107	5,336,696	24,356,000	23,162,203
State Grants - Capital Program	1,472,605	183,262	12,421,400	19,833,797
Interest Income	15,300	28,056	15,300	20,000
Total Revenue	147,196,263	98,747,637	127,989,601	136,931,611
Expenditures:				
VRE - Non-Departmental				
Liability Insurance	4,400,000	3,933,978	4,200,000	3,950,000
Operating Reserve/Contingency	1,401,891	-	1,936,152	1,140,091
Capital Reserve	4,232,175	4,232,175	-	-
Other	-	88,099	2,000,000	-
VRE-Financing-Administration Fees	-	2,371	-	-
Total VRE - Non-Departmental	10,034,066	8,256,623	8,136,152	5,090,091
Executive Management				
Salaries/Fringes	475,000	532,157	506,000	814,000
Travel/Training/Employee Expenses	34,000	18,932	24,000	24,000
Board Member Expenses	3,000	4,394	3,000	15,000
Office Administration Expenses	-	166	227,000	115,000
Legal/Audit	75,000	77,455	75,000	75,000
Consulting/Professional/Other	33,000	15,782	52,000	52,000
Total Executive Management	620,000	648,886	887,000	1,096,000
Passenger Support Services				
Salaries/Fringes	270,000	299,867	277,000	-
Travel/Training/Employee Expenses	18,300	4,233	15,600	-
Administration	226,000	267,268	79,000	-
Office Professional Expenses	72,000	46,303	73,500	-
Total Passenger Support Services	586,300	617,671	445,100	-
Chief of Staff/Public Affairs				
Salaries/Fringes	342,000	340,370	372,000	365,000
Travel/Training/Employee Expenses	7,500	7,130	13,500	13,500
PR/Special Events/Consulting	150,500	160,529	55,500	90,500
Total Chief of Staff/Public Affairs	500,000	408,029	441,000	459,000
Marketing				
Salaries/Fringes	147,000	139,737	153,000	130,000
Travel/Training/Employee Expenses	12,125	4,243	13,500	13,200
Production/Media/Promotion/Other	250,000	148,688	260,000	235,000
Special Events/Other	6,000	3,170	23,500	21,000
Total Marketing	415,125	295,838	450,000	402,200
Program Development				
Salaries/Fringes	384,000	255,320	402,000	557,000
Travel/Training/Employee Expenses	7,000	5,698	6,900	12,100
Professional Services/Consulting/Other	488,750	306,320	541,225	899,400
Total Program Development	879,750	567,338	950,125	1,468,500
Operations and Communications				
Salaries/Fringes	451,000	450,723	469,750	760,000
Travel/Training/Employee Expenses	17,000	11,671	18,500	38,000
Printing/Admin/Other	30,000	122,879	45,000	165,000
Leases/Events	105,000	49,623	78,000	56,000
Professional Services	145,000	74,801	115,000	143,250
Ticket Stock/RAM Fare Collection	665,000	645,406	885,000	885,000
Total Customer Communications	1,413,000	1,365,103	1,611,250	2,047,250
Budget and Finance				
Salaries/Fringes	881,000	885,144	921,000	1,055,000
Travel/Training/Employee Expenses	9,500	12,333	9,500	11,500
Audit/Maint Service Agreements/Consulting	157,000	164,616	157,500	201,500
Retail Sales/TLC Commissions	1,495,000	1,493,186	1,440,000	1,495,000
Bank Discounts/Other	277,500	338,477	280,500	353,000
Total Budget and Finance	2,820,000	2,893,756	2,808,500	3,116,000
Communication and Info Tech				
Salaries/Fringes	230,000	247,271	246,000	408,000
Travel/Training/Employee Expenses	18,500	8,438	18,500	14,000
Computer Equipment/Software	250,000	169,005	175,000	210,000
Consulting/Communications	782,000	857,752	720,000	995,000
Total Communication and Info Tech	1,280,500	1,282,466	1,159,500	1,627,000

VRE Fiscal Year 2016 Proposed Program Budget - Revised

	FY 2014 Amended	FY 2014 Actual	FY 2015 Budget	FY 2016 Proposed
Engineering and Construction				
Salaries/Fringes	642,000	325,119	670,000	498,000
Travel/Training/Employee Expenses	26,000	7,480	23,500	24,000
Other Professional Services/Other Expenses	152,500	50,521	151,000	196,800
Total Construction and Construction	820,500	383,170	844,500	718,800
Facilities Maintenance				
Salaries/Fringes	119,000	127,878	151,000	159,000
Travel/Training/Employee Expenses	5,000	5,155	-	6,400
Office/Other Professional Service	20,500	5,433	11,000	246,000
Station Electricity/Utilities/Taxes	614,500	935,111	833,000	655,500
Repairs and Maintenance	2,758,000	2,228,818	2,900,000	3,250,000
Total Facilities Maintenance	3,517,000	3,302,395	3,695,000	4,316,900
Procurement and Contract Admin				
Salaries/Fringes	312,000	352,556	348,000	451,000
Travel/Training/Employee Expenses	5,500	2,426	5,500	8,000
Total Procurement and Contract Admin	317,500	354,982	353,500	459,000
Equipment Operations				
Salaries/Fringes	572,000	626,922	873,000	891,000
Travel/Training/Employee Expenses	39,000	21,151	49,000	63,000
Consulting/Admin/Warehouse Management	90,000	94,796	120,000	92,500
Equipment/Warehouse Leases	-	-	821,000	-
Utilities	1,134,000	940,909	1,091,000	1,095,000
Diesel Fuel	5,600,000	4,716,851	5,932,250	5,310,000
Repairs and Maintenance	3,895,000	2,942,792	2,950,000	3,725,000
Total Equipment Operations	11,330,000	9,343,421	11,836,250	11,176,500
Safety and Security				
Salaries/Fringes	116,000	127,058	125,000	215,000
Travel/Training/Employee Expenses	6,500	5,128	11,300	17,500
Office/Other Professional Services	126,000	127,116	140,000	183,000
Yard/Station Security	275,000	409,433	310,000	415,000
Total Safety and Security	523,500	668,735	586,300	830,500
PRTC				
Professional Services	102,000	88,320	104,000	104,000
Total PRTC	102,000	88,320	104,000	104,000
NVTC				
Professional Services	80,000	80,000	80,000	80,000
Total NVTC	80,000	80,000	80,000	80,000
Train Operations				
Contract Operations and Maintenance	14,639,128	14,210,422	15,013,389	15,060,000
Total Train Operations	14,639,128	14,210,422	15,013,389	15,060,000
Amtrak				
Contract Operations and Maintenance	4,459,000	4,242,926	4,582,942	4,640,000
Total Amtrak	4,459,000	4,242,926	4,582,942	4,640,000
Maintenance of Equipment				
Maintenance of Equipment	4,401,320	4,150,665	5,227,725	5,871,000
Total Maintenance of Equipment	4,401,320	4,150,665	5,227,725	5,871,000
Amtrak Access Fees				
Access Fees	5,660,000	5,515,779	6,000,000	6,390,000
Total Amtrak Access Fees	5,660,000	5,515,779	6,000,000	6,390,000
Norfolk Southern				
Access Fees	2,491,552	2,470,224	2,590,000	2,720,000
Contract Operations and Maintenance	598,448	578,448	620,000	620,000
Total Norfolk Southern	3,090,000	3,048,672	3,210,000	3,340,000
CSXT				
Access Fees	5,170,000	5,195,130	5,890,500	6,450,000
Contract Operations and Maintenance	480,000	506,863	500,000	510,000
Total CSXT	5,650,000	5,701,993	6,390,500	6,960,000
CIP Expenditures				
CIP Expenditures	60,413,015	-	46,410,000	54,815,000
Total CIP Expenditures	60,413,015	-	46,410,000	54,815,000
CIP VRE - Non-Departmental				
Allowance for Doubtful Accounts	50,000	810	50,000	50,000
Debt Service	13,594,559	13,618,423	6,714,870	6,714,870
Total CIP VRE - Non-Departmental	13,644,559	13,619,233	6,764,870	6,764,870
Total Expenditures	147,195,263	81,036,423	127,969,601	136,931,611

Capital Improvement Program

Fiscal Year 2016



December 19, 2014
Revised January 14, 2015



VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.

Introduction

The FY 2016 Virginia Railway Express Capital Improvement Program (CIP) is an integrated set of projects and programs that will improve passenger safety and operational efficiency, maintain the system in a state of good repair, and expand capacity. The multi-year CIP includes both *programmed* and *unprogrammed* projects.

- ***Programmed*** projects include those that are funded through federal formula grants received annually by VRE; through state funding in accordance with the Six-Year Improvement Program (SYIP); through already allocated funds from other entities, such as NVRTA or FAMPO; or through other expected sources.
- ***Unprogrammed*** projects are those that are pending a discretionary allocation by a funding authority or for which a funding source has not yet been identified.

Description of CIP

The VRE Capital Improvement Program is designed to maintain VRE passenger equipment and facilities in a state of good repair and to accommodate growth within adopted service and safety standards. Items listed in the CIP fall into one of the following categories:

- The acquisition of land for a public purpose.
- The construction or purchase of an asset of significant size, including rolling stock and other equipment, facilities, railroad infrastructure and automated systems.
- Rehabilitation or major repair to all or part of a major facility, piece of equipment, or other asset, beyond the level considered as routine annual maintenance.
- Any specific planning, engineering, design work or grant and project management costs related to an individual project falling within the first three categories.
- Any ongoing debt payments related to projects falling within the first three categories.
- Any long-term grant funded projects for which inclusion in the CIP is considered appropriate.



Priorities: Projects included in the CIP are prioritized with an emphasis on passenger safety, regulatory requirements, and maintaining current equipment and facilities in a state of good repair. In addition, expansion projects are selected in accordance with VRE's System Plan 2040.

Board/Commission Approval: Once the CIP has been developed, it is forwarded as part of the budget to the Operations Board. With their approval, the package goes to the Commissions for final authorization. The VRE budget process begins in the summer, with approval by the Operations Board in December and Commissions in January. Grant applications for the next fiscal year are prepared based on the approved CIP.

Project Information: Detailed project information is provided, including a summary of funding sources for each project. FY15 funding reflects the amended budget for that year. Any **unprogrammed** funding is specifically identified. Administrative and reoccurring projects are grouped together. Any NVTAs funded projects submitted for FY 2014 - FY 2016 and not yet approved are shown as unprogrammed.

Prior Year Projects: Projects fully funded in prior years are reported in the CIP until all work on the project is completed.

Summary Information: Summary information for the entire CIP and for selected funding sources is provided on the ensuing pages.



FY 2015 - FY 2021 CIP Project Totals

FY 2015 - FY 2021 CIP Project Totals

Projects	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Track and Signal Improvements:									
Access Fees	14,400,000	15,602,500	16,690,000	17,357,600	18,051,904	18,773,980	19,524,939	20,305,917	140,706,860
CSX-Fredericksburg Line Third Track	-	-	-	-	-	-	-	72,000,000	72,000,000
L'Enfant Storage Track	4,283,629	-	-	-	-	-	-	-	4,283,629
Long Bridge Expansion	-	300,000	-	-	-	-	-	11,700,000	12,000,000
Positive Train Control	8,553,000	2,000,000	-	-	-	-	-	-	10,553,000
	-	-	-	-	-	-	-	-	-
Rolling Stock									
14 Expansion Railcars	3,520,000	11,605,000	23,625,000	-	-	-	-	-	36,750,000
15 Replacement Railcars	38,514,693	-	-	-	-	-	-	-	38,514,693
APC - Passenger	-	-	2,900,000	-	-	-	-	-	2,900,000
Equipment Life-Cycle Maint	-	-	1,900,000	4,900,000	4,800,000	3,400,000	4,600,000	4,455,000	24,055,000
Locomotives/Railcars (Expansion)	-	-	-	-	-	-	-	-	84,000,000
	-	-	-	-	-	-	-	-	-
Yard Improvements									
Equipment storage	3,350,000	5,250,000	8,256,000	8,850,000	8,850,000	6,700,000	4,700,000	55,000,000	102,956,000
Maintenance Facility	5,401,000	17,099,000	-	-	-	-	-	-	22,500,000
Trainwash Facilities	908,000	-	-	-	-	-	-	4,092,000	5,000,000
	-	-	-	-	-	-	-	-	-
Stations and Parking									
Alexandria Station	10,021,865	7,400,000	-	-	-	-	-	-	17,421,865
APC - Parking	-	-	750,000	-	-	-	-	-	750,000
Backlick Station	-	-	-	-	-	-	-	30,000,000	30,000,000
Broad Run Station	3,420,000	-	-	-	-	5,248,282	4,330,000	11,421,718	24,420,000
Brooks/Leeland	-	2,463,000	4,976,299	5,374,402	4,976,299	-	-	4,000,000	21,790,000
Burke Station	-	-	-	-	-	-	-	8,000,000	8,000,000
Crystal City Station	-	2,000,000	-	-	-	-	-	-	2,000,000
Facilities Infrastructure renewal	500,000	946,000	5,420,000	4,245,000	4,345,000	5,745,000	4,545,000	4,690,000	30,436,000
Franconia Springfield Station	-	13,000,000	-	-	-	-	-	-	13,000,000
Fredericksburg Station	-	-	-	550,284	338,284	-	366,633	28,744,799	30,000,000
Lorton Station	12,720,000	2,000,000	1,500,000	1,920,000	500,000	-	-	-	16,640,000
Manassas Park Station	-	39,000,000	-	-	-	-	-	8,000,000	47,000,000
Quantico Station	-	-	-	-	-	-	-	30,900,000	30,900,000
Rippon Station	-	30,344,863	2,287,853	2,000,000	2,000,000	819	-	-	35,633,535
Rolling Road Station	2,000,000	-	-	-	-	-	-	15,500,000	17,500,000
Security Cameras	-	500,000	-	-	-	-	-	3,407,000	3,907,000
	-	-	-	-	-	-	-	-	-
Debt/Studies/Other									
Associated transit improvements	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	800,000
Capital reserve	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	21,000,000
Core Capacity/Project Development	-	550,000	330,000	350,000	443,000	3,150,000	5,150,000	-	9,973,000
Debt service - 11 cab cars	1,932,000	1,932,000	1,932,000	1,932,000	1,932,000	1,932,000	1,932,000	1,932,000	15,456,000
Debt service - 60 cars	4,755,873	4,783,442	4,783,442	4,783,442	4,783,442	4,783,442	4,783,442	4,783,442	38,239,965
Enhancement grant - security	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	800,000
Gainesville - Haymarket	4,285,714	-	-	-	-	-	-	292,000,000	296,285,714
Grant and project management	662,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000	5,212,000
	-	-	-	-	-	-	-	-	-
TOTAL	117,427,762	120,625,805	79,200,594	57,112,728	55,869,929	53,583,523	53,782,014	656,781,896	1,394,384,253



FY 2015 - FY 2021 Federal Formula Funding

FY 2016 - FY 2021 Federal Formula Funding

Projects	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Track and Signal Improvements:									
Access Fees									-
CDX-Fredericksburg Line Third Track									-
LEnfant Storage Track	3,426,895	-	-	-	-	-	-	-	3,426,895
Long Bridge Expansion									-
Positive Train Control	6,842,400	1,600,000	-	-	-	-	-	-	8,442,400
									-
Rolling Stock									
14 Expansion Railcars	1,520,000	1,780,000	6,615,000	-	-	-	-	-	9,895,000
15 Replacement Railcars	15,905,612	-	-	-	-	-	-	-	15,905,612
APC - Passenger	-	-	2,320,000	-	-	-	-	-	2,320,000
Equipment Life-Cycle Maint	-	-	1,520,000	3,920,000	3,840,000	2,720,000	3,680,000	3,564,000	19,244,000
Locomotives/Railcars (Expansion)									-
									-
Yard Improvements									
Equipment storage	2,680,000	4,200,000	6,604,800	7,880,000	7,880,000	5,360,000	3,760,000	7,880,000	46,244,800
Maintenance facility	4,320,800	11,679,200	-	-	-	-	-	-	18,000,000
Trainwash Facilities	726,400	-	-	-	-	-	-	-	726,400
									-
Stations and Parking									
Alexandria Station	-	320,000	-	-	-	-	-	-	320,000
APC - Parking	-	-	600,000	-	-	-	-	-	600,000
Barklick Station	-	-	-	-	-	-	-	-	-
Broad Run Station	-	-	-	-	-	-	-	-	-
Brooke/LeeLund	-	-	-	-	-	-	-	-	-
Burke Station	-	-	-	-	-	-	-	-	-
Crystal City Station	-	-	-	-	-	-	-	-	-
Facilities infrastructure renewal	400,000	756,800	4,336,000	3,396,000	3,476,000	4,596,000	3,636,000	3,752,000	24,348,800
Franconia Springfield Station	-	-	-	-	-	-	-	-	-
Fredericksburg Station	-	-	-	-	-	-	-	-	-
Lorton Station	-	-	-	-	-	-	-	-	-
Manassas Park Station	-	-	-	-	-	-	-	-	-
Quantico Station	-	-	-	-	-	-	-	-	-
Rippon Station	-	-	-	-	-	-	-	-	-
Rolling Road Station	-	-	-	-	-	-	-	-	-
Security Cameras	-	-	-	-	-	-	-	-	-
									-
Debt/Studies/Other									
Associated transit improvements	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	640,000
Capital reserve	-	-	-	-	-	-	-	-	-
Core Capacity/Project Development	-	-	-	-	-	2,520,000	4,120,000	-	6,640,000
Debt service - 11 cab cars	1,545,600	1,545,600	1,545,600	1,545,600	1,545,600	1,545,600	1,545,600	1,545,600	12,364,800
Debt service - 60 cars	3,738,343	3,738,400	3,738,400	3,738,400	3,738,400	3,738,400	3,738,400	3,738,400	29,885,143
Enhancement grant - security	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	640,000
Gainessville - Haymarket									-
Grant and project management	529,600	520,000	520,000	520,000	520,000	520,000	520,000	520,000	4,169,600
									-
TOTAL	41,773,650	28,280,000	27,959,800	21,160,000	21,160,000	21,160,000	21,160,000	21,160,000	203,813,450

Note: Most federal fund projects shown at 80% of project cost; state and local match not included

NOTE: Federal funds shown at 80% of project cost; state and local match not included.



VIRGINIA RAILWAY EXPRESS
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FY 2015 - FY 2021 State Funding

FY 2016 - FY 2021 State Funding

Projects	Prior to								TOTAL
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		
Access Fees	2,613,600	5,304,850	5,674,600	5,901,564	6,137,647	6,383,151	6,636,479	6,904,019	45,557,933
CDX-Fredericksburg Line Third Track									-
L'Enfant Storage Track	243,899	-	-	-	-	-	-	-	243,899
Long Bridge Expansion									-
Positive Train Control	916,850	320,000	-	-	-	-	-	-	1,236,850
Rolling Stock									
14 Expansion Railcars	-	8,925,000	16,065,000	-	-	-	-	-	24,990,000
15 Replacement Railcars	10,220,381	-	-	-	-	-	-	-	10,220,381
APC - Passenger	-	-	464,000	-	-	-	-	-	464,000
Equipment Life-Cycle Maint	-	-	304,000	784,000	768,000	544,000	736,000	712,800	3,848,800
Locomotives/Railcars (Expansion)									-
Yard Improvements									
Equipment storage	-	840,000	1,320,960	1,576,000	1,576,000	1,072,000	752,000	1,576,000	8,712,960
Maintenance facility	864,160	2,735,840	-	-	-	-	-	-	3,600,000
Trainwash facilities	90,800	-	-	-	-	-	-	-	90,800
Stations and Parking									
Alexandria Station	-	64,000	-	-	-	-	-	-	64,000
APC - Parking	-	-	120,000	-	-	-	-	-	120,000
Backlick Station									-
Broad Run Station	-	-	-	-	-	-	-	-	-
Brooke/Lesland	-	2,463,000	4,976,299	5,174,402	4,976,299	-	-	-	17,796,000
Burke Station	-	-	-	-	-	-	-	-	-
Crystal City Station	-	-	-	-	-	-	-	-	-
Facilities infrastructure renewal	55,000	151,160	867,200	679,200	695,200	918,200	727,200	750,400	4,844,760
Franconia Springfield Station	-	-	-	-	-	-	-	-	-
Fredericksburg Station									-
Lorton Station	1,520,000	400,000	300,000	384,000	100,000	-	-	-	2,704,000
Manassas Park Station*									-
Quantico Station	-	-	-	-	-	-	-	-	-
Wiggon Station	-	-	-	-	-	-	-	-	-
Rolling Road Station									-
Security Cameras	-	-	-	-	-	-	-	-	-
Debt/Studies/Other									
Associated transit improvements	-	16,000	16,000	16,000	16,000	16,000	16,000	16,000	112,000
Capital Reserve									-
Core Capacity/Project Development	-	125,000	-	-	-	504,000	824,000	-	1,453,000
Debt service - 11 rail cars	212,520	309,120	309,120	309,120	309,120	309,120	309,120	309,120	2,176,360
Debt service - 60 cars	571,740	765,351	765,351	765,351	765,351	765,351	765,351	765,351	5,929,195
Enhancement grant - security	-	16,000	16,000	16,000	16,000	16,000	16,000	16,000	112,000
Gainesville - Haymarket	2,785,714	-	-	-	-	-	-	-	2,785,714
Grant and project management	72,820	104,000	104,000	104,000	104,000	104,000	104,000	104,000	800,820
TOTAL	20,167,485	22,539,521	31,302,530	35,909,657	35,463,617	30,632,824	30,888,150	31,153,689	138,057,472

NOTE: State capital funding based on three-tier structure of with a minimum local contribution of 4%.



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FY 2015 - FY 2021 Local/Other Funding

Projects	FY 2015 - FY 2021 Local/Other Funds								TOTAL
	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	
Track and Signal Improvements:									
Access Fees	2,138,400	2,496,400	2,670,400	2,777,216	2,888,305	3,003,837	3,123,990	3,248,950	22,847,898
CSX-Fredericksburg Line Third Track	-	-	-	-	-	-	-	-	-
L'Enfant Storage Track	612,824	-	-	-	-	-	-	-	612,824
Long Bridge Expansion	-	300,000	-	-	-	-	-	-	300,000
Positive Train Control	793,750	80,000	-	-	-	-	-	-	873,750
	-	-	-	-	-	-	-	-	-
Rolling Stock									
14 Expansion Railcars	-	920,000	945,000	-	-	-	-	-	1,865,000
15 Replacement Railcars	4,148,700	-	-	-	-	-	-	-	4,148,700
APC - Passenger	-	-	116,000	-	-	-	-	-	116,000
Equipment Life Cycle Maint	-	-	76,000	196,000	192,000	136,000	184,000	178,200	862,200
Locomotives/Railcars (Expansion)	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Yard Improvements									
Equipment storage	620,000	210,000	330,340	394,000	394,000	268,000	188,000	394,000	2,848,240
Maintenance Facility	216,040	683,960	-	-	-	-	-	-	900,000
Trainwash Facilities	90,800	-	-	-	-	-	-	-	90,800
	-	-	-	-	-	-	-	-	-
Stations and Parking									
Alexandria Station	8,721,865	18,000	-	-	-	-	-	-	8,739,865
APC - Parking	-	-	30,000	-	-	-	-	-	30,000
Backlick Station	-	-	-	-	-	-	-	-	-
Broad Run Station	-	-	-	-	-	-	-	-	-
Brouse/Levland	-	-	-	-	-	-	-	-	-
Burke Station	-	-	-	-	-	-	-	-	-
Crystal City Station	-	-	-	-	-	-	-	-	-
Facilities Infrastructure renewal	45,000	37,840	216,800	169,800	173,800	229,800	181,800	187,600	1,342,440
Franconia Springfield Station	-	-	-	-	-	-	-	-	-
Fredericksburg Station	-	-	-	-	-	-	-	-	-
Gorton Station	300,000	-	-	-	-	-	-	-	300,000
Manassas Park Station	-	-	-	-	-	-	-	-	-
Quantico Station	-	-	-	-	-	-	-	-	-
Rippon Station	-	-	-	-	-	-	-	-	-
Rolling Road Station	-	-	-	-	-	-	-	-	-
Security Cameras	-	500,000	-	-	-	-	-	-	500,000
	-	-	-	-	-	-	-	-	-
Debt/Studies/Other									
Associated transit improvements	20,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	48,000
Capital reserve	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	21,000,000
Core Capacity/Project Development	-	425,000	330,000	390,000	443,000	526,000	206,000	-	1,880,000
Debt service - 11 cab cars	173,880	77,280	77,280	77,280	77,280	77,280	77,280	77,280	714,840
Debt service - 60 cars	467,788	279,691	279,691	279,691	279,691	279,691	279,691	279,691	2,425,626
Enhancement grant - security	20,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	48,000
Gainesville - Haymarket	-	-	-	-	-	-	-	-	-
Grant and project management	58,580	26,000	26,000	26,000	26,000	26,000	26,000	26,000	241,580
	-	-	-	-	-	-	-	-	-
TOTAL	18,478,627	9,060,171	8,305,411	7,277,987	7,482,076	7,154,608	7,274,762	7,389,721	72,283,864



FY 2015 - FY 2021 CMAQ/STP/RSTP Funding

Projects	FY 2015 - FY 2021 CMAQ/STP/RSTP Funding								TOTAL
	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	
Track and Signal Improvements:									
Access Fees	3,648,000	7,801,250	8,345,000	8,678,800	9,025,952	9,386,980	9,762,470	10,152,968	72,801,430
CDX-Fredericksburg Line Third Track									-
L'Infant Storage Track									-
Long Bridge Expansion									-
Positive Train Control									-
									-
Rolling Stock									
APC - Passenger									-
Equipment Life-Cycle Maint									-
Locomotives/Railcars (Expansion)									-
14 Expansion Railcars									-
15 Replacement Railcars	8,240,000								8,240,000
									-
Yard Improvements									
Equipment storage									-
Maintenance facility									-
Trainwash Facilities									-
									-
Stations and Parking									
Alexandria Station									-
APC - Parking									-
Backlick Station									-
Broad Run Station	3,420,000					5,248,282	4,330,000		12,998,282
Brooks/Leeland									-
Burke Station									-
Crystal City Station									-
Facilities infrastructure renewal									-
Franconia Springfield Station									-
Fredericksburg Station				550,284	338,284		366,633		1,255,201
Lorton Station	3,000,000	3,600,000	3,200,000	3,536,000	400,000				7,736,000
Manassas Park Station									-
Quantico Station								1,700,000	1,700,000
Rippon Station		344,863	2,287,853	2,000,000	2,000,000	819			6,633,535
Rolling Road Station	2,000,000								2,000,000
Security Cameras									-
									-
Debt/Studies/Other									
Associated transit improvements									-
Capital reserve									-
Core Capacity/Project Development									-
Debt service - 11 cab cars									-
Debt service - 60 cars									-
Enhancement grant - security									-
Gainesville - Haymarket									-
Grant and project management									-
									-
TOTAL	26,308,000	9,746,113	11,832,853	12,765,084	11,764,236	14,636,092	14,469,103	11,852,968	113,364,448

NOTE: CMAQ/RSTP funds shown at 80% of project cost; state match funds not included.
Access fee funding shown at 50% of project cost; state and local match funds not included.



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FY 2015 - FY 2021 NVTA Funding

FY 2016 - FY 2021 NVTA Funding

Projects	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Track and Signal Improvements:								
Access Fees								-
CSX-Fredericksburg Line Third Track								-
U-Traint Storage Track	-	-	-	-	-	-	-	-
Long Bridge Expansion								-
Positive Train Control								-
								-
Rolling Stock								
APC - Passenger								-
Equipment Life-Cycle Maint								-
Locomotives/Railcars (Expansion)								-
34 Expansion Railcars	-	-	-	-	-	-	-	-
15 Replacement Railcars								-
								-
Yard Improvements								
Equipment storage								-
Maintenance facility								-
Trainwash Facilities								-
								-
Stations and Parking								
Alexandria Station	1,300,000							1,300,000
APC - Parking								-
Barkick								-
Broad Run parking expansion								-
Brooke/Leland								-
Burke	-							-
Crystal City	-	-	-	-	-	-	-	-
Facilities infrastructure renewal								-
Franconia/Springfield								-
Fredericksburg								-
Lorton Station	7,900,000	-	-	-	-	-	-	7,900,000
Manassas Park	-							-
Quantico								-
Rolling Road								-
Rippon Station	-							-
Security Cameras	-	-	-	-	-	-	-	-
								-
Debt/Studies/Other								
Associated transit improvements								-
Capital reserve								-
Core Capacity/Project Development								-
Debt service - 11 cab cars								-
Debt service - 60 cars								-
Enhancement grant - security								-
Gaineville - Haymarket	1,500,000	-	-	-	-	-	-	1,500,000
Grant and project management								-
								-
TOTAL	10,700,000	-	-	-	-	-	-	10,700,000

NOTE: Includes only projects programmed by NVTA.



VIRGINIA RAILWAY EXPRESS
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FY 2015 - FY 2021 Unprogrammed

FY 2015 - FY 2021 Unprogrammed

Projects	Prior to	FY 2015 - FY 2021 Unprogrammed							TOTAL
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	
Track and Signal Improvements:									
Access Fees									-
CSX-Fredericksburg Line Third Track		-	-	-	-	-	-	72,000,000	72,000,000
L'Infant Storage Track	-	-	-	-	-	-	-	-	-
Long Bridge Expansion	-	-	-	-	-	-	-	11,700,000	11,700,000
Positive Train Control									-
									-
Rolling Stock									
14 Expansion Railcars									-
15 Replacement Railcars									-
APC - Passenger		-	-	-	-	-	-	-	-
Equipment Life-Cycle Maint									-
Locomotives/Railcars (Expansion)	-	-	-	-	-	-	-	84,000,000	84,000,000
									-
Yard Improvements									
Equipment storage		-	-	-	-	-	-	45,150,000	45,150,000
Maintenance facility									-
Trainwash Facilities	-	-	-	-	-	-	-	4,092,000	4,092,000
									-
Stations and Parking									
Alexandria Station		7,000,000	-	-	-	-	-	-	7,000,000
APC - Parking		-	-	-	-	-	-	-	-
Backlick	-	-	-	-	-	-	-	10,000,000	10,000,000
Broad Run parking expansion		-	-	-	-	-	-	11,421,718	11,421,718
Brooke/Levland		-	-	-	-	-	-	4,000,000	4,000,000
Burke		-	-	-	-	-	-	8,000,000	8,000,000
Crystal City	-	2,000,000	-	-	-	-	-	-	2,000,000
Facilities Infrastructure renewal									-
Franconia Springfield		13,000,000	-	-	-	-	-	-	13,000,000
Fredericksburg	-	-	-	-	-	-	-	28,744,799	28,744,799
Lorton Station									-
Manassas Park		19,000,000	-	-	-	-	-	8,000,000	27,000,000
Quantico	-	-	-	-	-	-	-	9,200,000	9,200,000
Rippon Station	-	10,000,000	-	-	-	-	-	-	10,000,000
Rolling Road		-	-	-	-	-	-	15,500,000	15,500,000
Security Cameras	-	-	-	-	-	-	-	1,407,000	1,407,000
									-
Debt/Studies/Other									
Associate Transit Improvements									-
Capital reserve									-
Core Capacity/Project Development									-
Debt service - 11 cab cars									-
Debt service - 40 cars									-
Enhancement grant - security									-
Gainesville - Haymarket	-	-	-	-	-	-	-	292,000,000	292,000,000
Grant and project management									-
									-
TOTAL		51,000,000						605,215,517	656,215,517

NOTE: Includes NVTA submission for FY14-FY16 (shown in FY15); projects for possible inclusion in future submissions to NVTA (shown in FY21); and projects for which some or all funding has not been identified (shown in FY21).



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CIP Project Information

Part I - Track and Signal Improvements

Project: Track Access Fees

Description of Project: This project provides funding for the annual cost of accessing tracks and other infrastructure owned by the VRE host railroads. Grant funding is estimated on 84% of costs; 50% federal STP funding allocated through the state and 34% state capital match. *FY16 budgeted cost is \$16.7M.*

Funding Sources:

Project Name: Track Access Fees

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
SSFP/RSTP/CMAQ	9,648,000	7,801,750	8,345,000	8,678,800	9,025,952	9,386,990	9,762,470	10,152,968	72,801,430
State Mass Transit funds	2,613,600	5,304,850	5,674,600	5,901,584	6,137,647	6,383,153	6,638,479	6,904,029	45,557,933
VRE - subsidy match	2,138,400	2,496,400	2,670,400	2,777,216	2,888,305	3,003,837	3,123,990	3,248,950	22,347,498
TOTAL	14,400,000	15,602,900	16,690,000	17,357,600	18,051,904	18,773,980	19,524,939	20,305,937	140,706,860

Project: CSX – Fredericksburg Line Third Track

Description of Project: This project includes design and construction of remaining third track segments, signals, bridges and other track infrastructure to extend the three track railroad for the VRE Fredericksburg Line and CSX rail corridor from just south of Alexandria to Fredericksburg. This funding is specifically for the Franconia/Springfield to Woodbridge corridor. A third track is in place or under construction between the VRE L'Enfant station (CP Virginia) and Alexandria (excluding the Long Bridge), from Powell's Creek to Arkendale, and from Fredericksburg to Crossroads. Funding could be from NVTA, REF or other sources.

Funding Sources:

Project Name: CSX-Fredericksburg Line Third Track

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
NVTA regional funds								72,000,000	72,000,000
TOTAL	-	-	-	-	-	-	-	72,000,000	72,000,000

NOTE: Project is a candidate for a future request for jurisdictional funds through NVTA and REF. Funding is currently unprogrammed.



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Project: CSX – L'Enfant

Description of Project: Mid-day train storage is at capacity at the Ivy City yard. In order to expand service, alternative storage is required. Funding is provided to complete the storage track near the L'Enfant station. Funding will allow a second ingress/egress and signalization of the storage track.

Funding Sources:

Project Name: *L'Enfant Storage Track*

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal formula funds	3,426,895								3,426,895
State Mass Transit funds	243,899								243,899
VRE - subsidy match	612,824								612,824
TOTAL	4,283,619	-	-	-	-	-	-	-	4,283,619

Project: CSX – Long Bridge Expansion

Description of Project: This project includes preliminary engineering of an expanded bridge crossing over the Potomac River. A new 2-track bridge structure is proposed plus upgrades to the existing bridge structure.

Funding Sources:

Project Name: *Long Bridge Expansion*

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Other		300,000							300,000
No funding identified								11,700,000	11,700,000
TOTAL	-	300,000	-	-	-	-	-	11,700,000	12,000,000



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Project: Positive Train Control (PTC)

Description of Project: The implementation of Positive Train Control (PTC) is mandated by the Rail Safety Improvement Act of 2008. The regulation mandates installation of a collision avoidance system which will overlay existing systems to monitor and control train movements to provide increased safety for passenger rail by December 31, 2015. VRE's project was developed in conjunction with the implementation of this mandate by the host railroads.

Funding Sources:

Project Name: Positive Train Control

Sources of funds:	Prior to		FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
	FY 2015	FY 2015							
Federal formula funds	6,842,400	1,600,000							8,442,400
State Mass Transit funds	916,850	320,000							1,236,850
VRE - subsidy match	793,750	80,000							873,750
TOTAL	8,553,000	2,000,000	-	-	-	-	-	-	10,553,000

Part II – Rolling Stock

Project: Rolling Stock – 14 Expansion Railcars

Description of Project: Purchase of five railcars in FY 2015 and nine railcars in FY 2016 is for the short-term expansion of service (by FY2018) by providing rail cars for an additional Fredericksburg line train and for lengthening of other consists. *FY16 budgeted cost is \$23.6M.*

Funding Sources:

Project Name: 14 Expansion Railcars

Sources of funds:	Prior to		FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
	FY 2015	FY 2015							
Federal formula funds - 5307	1,520,000	1,760,000	6,615,000						9,895,000
State Mass Transit funds		8,925,000	16,065,000						24,990,000
VRE - subsidy match		88,000							88,000
Other		832,000	945,000						1,777,000
TOTAL	1,520,000	11,605,000	23,625,000	-	-	-	-	-	36,750,000



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Project: Rolling Stock – 15 Replacement Railcars

Description of Project: Purchase of 15 Gallery railcars to complete the replacement of all legacy rolling stock. Eight railcars were received in FY 2015 and the remaining seven cars have been ordered. Funding dates back to FY 2012.

Funding Sources:

Project Name: 15 Replacement Railcars

Sources of funds:	Prior to	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
	FY 2015								
Federal formula funds -5309	6,416,000								6,416,000
Federal formula funds -5337	9,489,612								9,489,612
CMAQ/RSTP	8,240,000								8,240,000
State Mass Transit funds	10,220,381								10,220,381
VRE - subsidy match	1,167,460								1,167,460
VRE - capital reserve	2,981,240								2,981,240
TOTAL	38,514,693	-	-	-	-	-	-	-	38,514,693

Project: Automatic Passenger Counters - Passengers - Revised

Description of Project: Currently, passenger counts are performed manually by train conductors each morning and evening to comply with National Transit Database (NTD) and internal VRE reporting needs. This project will allow for automatic passenger counts as the riders board and detrain at each station. Installation of the passenger counters will also allow gathering of additional passenger information for use in planning and operational analyses. *FY16 budgeted cost is \$2.9M.*

Funding Sources:

Project Name: Automatic Passenger Counters - Passenger

Sources of funds:	Prior to	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
	FY 2015								
Federal formula funds -5307			2,320,000	-					2,320,000
State Mass Transit funds			464,000	-					464,000
Other			116,000						116,000
TOTAL	-	-	2,900,000	-	-	-	-	-	2,900,000



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Project: Equipment Life-Cycle Maintenance

Description of Project: Project provides funding for the major life-cycle repair and overhaul costs for VRE's rolling stock to assure that all equipment is maintained in a state of good repair in accordance with VRE's Transit Asset Management program. *FY16 budgeted cost is \$1.9M.*

Funding Sources:

Project Name: *Equipment Life Cycle*

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal formula funds -5337			1,520,000	3,920,000	3,840,000	2,720,000	3,680,000	3,564,000	19,244,000
State Mass Transit funds		-	304,000	784,000	768,000	544,000	736,000	712,800	3,848,800
VRE - subsidy match		-	76,000	196,000	192,000	136,000	184,000	178,200	962,200
TOTAL	-	-	1,900,000	4,900,000	4,800,000	3,400,000	4,600,000	4,455,000	24,055,000

Project: Rolling Stock - Locomotives/Railcars (Expansion)

Description of Project: Purchase of five locomotives and 18 railcars for the expansion of VRE service including rolling stock needed for the Gainesville/Haymarket line.

Funding Sources:

Project Name: *Expansion Railcars and Locomotives for Gainesville/Haymarket*

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
NVTA regional funds								84,000,000	84,000,000
TOTAL	-	-	-	-	-	-	-	84,000,000	84,000,000

NOTE: Project is a candidate for a future request for jurisdictional funds through NVTA. Funding is currently unprogrammed.



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Part III – Yard Improvements

Project: Equipment Storage - Revised

Description of Project: The project allows for exploring possible locations for mid-day storage for rail equipment away from the Ivy City Coach yard and to maximize the use of the current facilities. Projects in future years will address further realignment at Virginia yards to accommodate Phase II of the System Plan and realignment of mid-day storage facilities. **\$45M** is projected for FY21 for additional storage at all three yards for 18 expansion railcars and five expansion locomotives. **FY16 budgeted cost is \$8.3M.**

Funding Sources:

Project Name: *Equipment Storage*

Sources of funds:	Prior to									TOTAL
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		
Federal formula funds -5307	2,680,000	4,200,000	6,604,800	7,880,000	7,880,000	5,360,000	3,760,000	7,880,000		46,244,800
State Mass Transit funds		840,000	1,320,960	1,576,000	1,576,000	1,072,000	752,000	1,576,000		8,712,960
VRE - subsidy match	670,000	210,000	136,240	394,000	394,000	268,000	188,000	394,000		2,654,240
Other			194,000							194,000
No funding identified								45,150,000		45,150,000
TOTAL	3,350,000	5,250,000	8,256,000	9,850,000	9,850,000	6,700,000	4,700,000	55,000,000		102,956,000

Project: Maintenance Facility

Description of Project: Design and construct rolling stock equipment maintenance facility improvements in order to carry out those components of the life - cycle maintenance program that can be most efficiently accomplished at the VRE yards. Project includes constructing additional shop space with overhead cranes, wheel and axle drop table and wheel truing.

Funding Sources:

Project Name: *Maintenance Facility*

Sources of funds:	Prior to									TOTAL
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		
Federal formula funds -5307		240,000								240,000
Federal formula funds -5337	4,320,800	13,439,200								17,760,000
State Mass Transit funds	864,360	2,735,840								3,600,000
VRE - subsidy match	216,040	683,960								900,000
TOTAL	5,401,000	17,099,000								22,500,000



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Project: Train Wash Facility

Description of Project: This project is for the design and construction of a train wash facility at the Broad Run yard (unfunded) and for upgrades to the facility at the Crossroads yard (funded).

Funding Sources:

Project Name: Train Wash Facilities

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal formula funds	726,400								726,400
State Mass Transit funds	90,800								90,800
VRE - subsidy match	90,800								90,800
No funding identified								4,092,000	4,092,000
TOTAL	908,000	-	-	-	-	-	-	4,092,000	5,000,000

Part IV – Stations and Parking

Project: Alexandria Station and Tunnel Improvements

Description of Project: Phase One includes the design and construction of a pedestrian tunnel between the VRE/Amtrak station and the Metro station in Alexandria (\$10.02M in FY15 and prior); modification of the west side platform to service trains from both sides (\$400k in FY15); and modification of the Slaters Lane railroad crossover to enable trains to enhance capacity and improve operating flexibility and for other operational enhancements (\$7.0M). The Slaters Lane crossover is addressed in Addendum B to the Corridor Improvement Project MOU between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014).

Funding Sources:

Project Name: Alexandria Station and Tunnel Improvements

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal formula funds		320,000							320,000
State Mass Transit funds		64,000							64,000
NVTA regional funds	1,300,000	7,000,000							8,300,000
VRE - subsidy match		16,000							16,000
Other - VDOT LAP (Federal)	8,721,865								8,721,865
TOTAL	10,021,865	7,400,000	-	-	-	-	-	-	17,421,865

NOTE: \$7M in FY15 for the Slaters Lane crossover submitted to NVTA for FY14-FY16 funding and not yet approved.



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Project: Automatic Passenger Counters - Parking - *Revised*

Description of Project: Currently, passenger vehicle counts are performed manually to determine parking lot utilization. This project will allow for automatic passenger counters at each station which will allow staff to obtain more accurate information as well as gather additional information on parking movements for use in ridership and operations analyses. *FY16 budgeted cost is \$750k.*

Funding Sources:

Project Name: Automatic Passenger Counters - Parking

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal formula funds -5307			600,000	-					600,000
State Mass Transit funds			120,000	-					120,000
Other			30,000						30,000
TOTAL	-	-	750,000	-	-	-	-	-	750,000

Project: Backlick Station

Description of Project: The station currently has a platform which will accommodate a five-car train set for boarding and detraining. This project provides for a 250 foot platform extension to accommodate an eight-car train set and a second platform across from the current platform to expand station capacity and operational flexibility.

Funding Sources:

Project Name: Backlick Station

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
NVTA regional funds				-				8,000,000	8,000,000
No funding identified								2,000,000	2,000,000
TOTAL	-	-	-	-	-	-	-	10,000,000	10,000,000

NOTE: Second platform project (\$8M) is a candidate for a future request for jurisdictional funds through NVTA. Funding is currently unprogrammed.



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Project: Broad Run Station

Description of Project: Parking at the Broad Run station is currently at capacity. Design and construction of an 800 space parking garage at the Broad Run VRE station is proposed. CMAQ funds and associated state match are currently being used for project design.

Funding Sources:

Project Name: **Broad Run Station**

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
CMAQ/RSTP	2,736,000	-	-	-	-	4,198,626	3,464,000	-	10,398,626
State CMAQ/RSTP match	684,000	-	-	-	-	1,049,656	866,000	-	2,599,656
No funding identified								11,421,718	11,421,718
TOTAL	3,420,000	-	-	-	-	5,248,282	4,330,000	11,421,718	24,420,000

Project: Platform Improvements – Brooke/Leeland Platforms - *Revised*

Description of Project: This project includes funding for design and construction of second platforms and platform extensions at Brooke and Leeland stations to expand capacity and operational flexibility. Second platform improvements at the Brooke and Leeland stations are addressed in Addendum B to the Corridor Improvement Project MOU between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014). The two stations currently each have a platform which will accommodate a five-car train set for boarding and detraining. This project also includes a 250 foot platform extension at each station to accommodate eight-car train sets, currently unfunded. CMAQ funds will be sought for the platform extensions. *FY16 budgeted cost is \$5.0M.*

Funding Sources:

Project Name: **Brooke/Leeland Platform Improvements**

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
State REF		2,463,000	4,976,299	5,374,402	4,976,299	-			17,790,000
No funding identified								4,000,000	4,000,000
TOTAL	-	2,463,000	4,976,299	5,374,402	4,976,299	-	-	4,000,000	21,790,000



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Project: Burke Centre Station

Description of Project: This project is for design and construction of a second platform to expand capacity and operational flexibility.

Funding Sources:

Project Name: Burke Centre Station

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
NVTA regional funds								8,000,000	8,000,000
TOTAL	-	-	-	-	-	-	-	8,000,000	8,000,000

NOTE: Project is a candidate for a future request for jurisdictional funds through NVTA. Funding is currently unprogrammed.

Project: Crystal City Station

Description of Project: This funding will evaluate, design and construct improvements to the station to provide possible solutions for the overcrowding issues during the evening rush. A feasibility study will also be conducted to identify station improvements necessary to support long-term VRE service expansion, including proposed bi-directional service.

Funding Sources:

Project Name: Crystal City Station

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
NVTA regional funds		2,000,000							2,000,000
TOTAL	-	2,000,000	-	-	-	-	-	-	2,000,000

NOTE: \$2M submitted to NVTA for FY14-FY16 funding and not yet approved



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Project: Facilities Infrastructure Renewal

Description of Project: As the VRE facilities age, there is an increasing need for repairs and improvements to maintain these assets in a State of Good Repair (SGR). An independent evaluation of all station, maintenance and storage facilities was conducted, in accordance with VRE's Transit Asset Management program, in order to establish maintenance, rehabilitation and replacement cycles and priorities. Major projects currently anticipated in the FY16 budget include rehabilitation of the Franconia Springfield (\$1.2M) and Rippon elevators (\$720k), replacement of tactile strips at all stations (\$1.0M), canopy replacements (\$700k), Fredericksburg station platform and concrete rehabilitation (\$1.2M), and other projects (\$600k). *FY16 budgeted cost is \$5.4M.*

Funding Sources:

Project Name: *Facilities Infrastructure Renewal*

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal formula funds -5337	400,000	756,800	4,336,000	3,396,000	3,476,000	4,596,000	3,636,000	3,752,000	24,348,800
State Mass Transit funds	55,000	151,360	867,200	679,200	695,200	919,200	727,200	750,400	4,844,760
VRE - subsidy match	45,000	37,840	216,800	169,800	173,800	229,800	181,800	187,600	1,242,440
TOTAL	500,000	946,000	5,420,000	4,245,000	4,345,000	5,745,000	4,545,000	4,690,000	30,436,000

Project: Franconia Springfield Station

Description of Project: Station improvements include a \$5M metro side extension, plus \$8M for modification and extension of the east-side platform to an island configuration. The \$8M represents platform elements previously included in the Franconia/Springfield to Woodbridge third track project.

Funding Sources:

Project Name: *Franconia Springfield Station*

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
NVTA regional funds		13,000,000							13,000,000
TOTAL	-	13,000,000	-	-	-	-	-	-	13,000,000

NOTE: \$13M submitted to NVTA for FY14-FY16 funding and not yet approved



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Project: Fredericksburg Station

Description of Project: Parking at the Fredericksburg station is constantly over capacity. This project provides for parking expansion through construction of a parking structure. A parking demand study is proposed as an initial step to determine station parking requirements following the opening of the Spotsylvania station.

Funding Sources:

Project Name: *Fredericksburg Station*

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
CMAQ/RSTP		-	-	440,227	270,627	-	293,306		1,004,161
State CMAQ/RSTP match		-	-	110,057	67,657	-	73,327		251,040
No funding identified				-				28,744,799	28,744,799
TOTAL	-	-	-	550,284	338,284	-	366,633	28,744,799	30,000,000

Project: Lorton Station

Description of Project: Design and construction of a platform extension and a second platform at the Lorton VRE station to expand capacity and operational flexibility. Funding is from a combination of both CMAQ (with associated state match) and jurisdictional funds through NVTA. The second platform improvements are addressed in Addendum B to the Corridor Improvement Project MOU Between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014). *FY16 budgeted cost is \$1.5M.*

Funding Sources:

Project Name: *Lorton Station*

Sources of funds:	Prior to								
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	
CMAQ/RSTP	3,000,000	1,600,000	1,200,000	1,536,000	400,000				7,736,000
State Mass Transit funds	770,000								770,000
State CMAQ/RSTP match	750,000	400,000	300,000	384,000	100,000				1,934,000
NVTA regional funds	2,900,000								2,900,000
Jurisdictional funds	300,000								300,000
TOTAL	12,720,000	2,000,000	1,500,000	1,920,000	500,000	-	-	-	18,640,000



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Project: Manassas Park Station

Description of Project: Design and construction of a 500 space parking garage on the north/City Hall side of the railroad tracks. A pedestrian connection between the new parking facility and station is also included. The parking expansion will increase the number of available parking spaces to 1,100, which is the estimated long-range parking demand. This project also includes construction of a second platform across from the current platform to expand station capacity and operational flexibility.

Funding Sources:

Project Name: Manassas Park Station

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
NVTA regional funds		19,000,000						8,000,000	27,000,000
TOTAL	-	19,000,000	-	-	-	-	-	8,000,000	27,000,000

NOTE: \$19M for parking expansion and pedestrian improvements submitted to NVTA for FY14-FY16 funding and not yet approved. The \$8M second platform project is a candidate for a future request for jurisdictional funds through NVTA.

Project: Quantico Station

Description of Project: This funding provides for the planning, design and construction of improvements at the station, which will address the expansion of the existing platform pedestrian access improvements and parking expansion. Improvements will be coordinated with the Arkendale to Powell's Creek third track project, including reconstruction of the west side platform, being implemented by the Commonwealth and CSX.

Funding Sources:

Project Name: Quantico Station

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
CMAQ/RSTP		-					-	3,360,000	3,360,000
State CMAQ/RSTP match		-					-	340,000	340,000
Other - State IPROC								5,900,000	5,900,000
No funding identified								3,300,000	3,300,000
TOTAL	-	-	-	-	-	-	-	10,900,000	10,900,000

May apply for possible future funding from IPROC



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Project: Rippon Station

Description of Project: This project is for the design and construction of platform extension and second platform to expand capacity and operational flexibility. The second platform improvements are addressed in Addendum B to the Corridor Improvement Project MOU between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014). *FY16 budgeted cost is \$2.3M.*

Funding Sources:

Project Name: Rippon

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
CMAQ/RSTP	-	275,890	1,830,282	1,600,000	1,600,000	655	-	-	5,306,828
State CMAQ/RSTP match	-	68,979	457,571	400,000	400,000	164	-	-	1,326,707
NVTA regional funds	-	10,000,000	-	-	-	-	-	-	10,000,000
TOTAL	-	10,344,869	2,287,853	2,000,000	2,000,000	819	-	-	16,633,535

NOTE: \$10M for second platform submitted to NVTA for FY14-FY16 funding and not yet approved.

Project: Rolling Road Station

Description of Project: Design and construction of a 300 space parking structure at the Rolling Road VRE station. The project is currently being studied by Fairfax County.

Funding Sources:

Project Name: Rolling Road Station

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
CMAQ/RSTP	1,600,000	-	-	-	-	-	-	-	1,600,000
State CMAQ/RSTP match	400,000	-	-	-	-	-	-	-	400,000
NVTA regional funds	-	-	-	-	-	-	-	15,500,000	15,500,000
TOTAL	2,000,000	-	-	-	-	-	-	15,500,000	17,500,000

NOTE: Project is a candidate for a future request for jurisdictional funds through NVTA. Funding is currently unprogrammed.



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Project: Security Cameras

Description of Project: Security cameras are scheduled to be installed at all stations and rail yards. \$500k will provide a portion of the funding for security camera installation at the Broad Run and Crossroads yard. The amount needed to complete the yard cameras is \$370k. Additional future funding would provide for cameras additional station cameras and for replacement/upgrades to current cameras and infrastructure.

Funding Sources:

Project Name: Security Cameras

Sources of funds:	Prior to									TOTAL
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		
VRE - operating budget		500,000								500,000
No funding identified								1,407,000		1,407,000
TOTAL	-	500,000	-	-	-	-	-	1,407,000		1,907,000

Part V – Studies and Other

Project: Capital Reserve

Description of Project: Commitment of additional funds to the capital reserve, to be used to complete projects, provide local match in order to take advantage of grant opportunities and to fund initial costs to support major grant proposals. *FY16 budgeted cost is \$3.0M.*

Funding Sources:

Project Name: Capital Reserve

Sources of funds:	Prior to									TOTAL
	FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		
VRE - operating budget		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	21,000,000
TOTAL	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	21,000,000



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Project: Core Capacity/Project Development

Description of Project: Project will provide funding for planning and engineering analysis required to advance system investments recommended in the System Plan, especially to support a future federal Core Capacity application or for funding from other sources such as the Rail Enhancement Fund or jurisdictional funding through NVT. Current projects include one-time professional services in the Project Development department such as the Long Bridge NEPA study match contribution, VRE system core capacity analyses, grant development and other design services.

Funding Sources:

Project Name: Core Capacity Projects/Project Development

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal formula funds -5307			-			2,520,000	4,120,000		6,640,000
State Mass Transit funds		125,000	-	-	-	504,000	824,000		1,453,000
VRE - subsidy match		-	-	-	-	126,000	206,000		332,000
Other		475,000	330,000	350,000	443,000				1,548,000
TOTAL	-	590,000	330,000	350,000	443,000	3,150,000	5,150,000	-	9,973,000

NOTE: Funding is provided from local sources unless indicated.

Project: Gainesville/Haymarket

Description of Project: Prior year funding will continue planning and project development for the proposed Gainesville/Haymarket extension, including review of potential ridership demand and rail and station infrastructure needed to complete the extension and the advancement of NEPA and PE. The impact of the extension on system-wide capacity will also be assessed. Future funding will advance the project through final design and construction.

Funding Sources:

Project Name: Gainesville Haymarket Extension

Sources of funds:	Prior to FY 2015	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
State REF	2,785,714								2,785,714
NVTA regional funds	1,500,000								1,500,000
No funding identified								292,000,000	292,000,000
TOTAL	4,285,714	-	-	-	-	-	-	292,000,000	296,285,714



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Administrative and Reoccurring Projects

1. Grant and Project Management – funding allocated to this project supports staff project management and grant administration for capital projects supported with federal funding . **Annual allocation is \$650,000.**
2. Associated Transit Improvements – grantees receiving federal 5307 funds must certify that at least 1% of funding received each fiscal year is being used for associated transit improvement projects. VRE's primary use of this funding is for pedestrian improvements, electronic customer communications and station and equipment signage. **Annual allocation is \$100,000.**
3. Security Enhancements – grantees receiving federal 5307 funds must certify that at least 1% of funding received each fiscal year is being used for transit security projects. Projects include improvements to station lighting and security, systems safety consulting, and security drills with first responders. **Annual allocation is \$100,000.**
4. Debt Repayment (11 replacement cab cars) – finance payments on the 11 bi-level Gallery cab cars VRE purchased in 2006. **Annual payment is \$1,932,000.**
5. Debt Repayment (60 replacement railcars) – finance payments on the 50 bi-level Gallery railcars VRE purchased in 2006 and 2008. **Annual payment is \$4,783,000.**



Assumptions for Six Year Financial Forecast

1. Operating ratio maintained at 50% or higher
2. Level of Service
 - a. 34 trains for FY 2016
 - b. 34 trains for FY 2017
 - c. 34 trains for FY 2018
 - d. 34 trains for FY 2019
 - e. 34 trains for FY 2020
 - f. 34 trains for FY 2021
3. Operating Costs
 - a. Increase in base costs varies by year, based on annual ridership increase
 - b. Keolis, Amtrak, fuel, track leases and debt service tracked separately
4. Fare Revenue
 - a. Increased 4% in FY 2016 and 5% in FY 2018 and FY 2020
5. Other Revenue:
 - a. Interest income increases at 0% per year
 - b. Other income increases 0% per year
6. Grant Income:
 - a. Access lease funding equal to 84% of access lease expenses - assumes Commonwealth to fund track access lease cost for all additional trains
 - b. Federal capital program is shown as in six year CIP
 - i. Level funding compared from FY 2015 - FY 2021
 - c. State operating based on grant with a 3% annual increase
 - d. State capital grant matched at 16% in FY 2016 - FY 2021 with exception of track access fees and state-only projects
7. Local Subsidy:
 - a. No increase in FY 2016, FY 2018 - FY2021
 - b. 5% increase in FY 2017



FY16 Six Year Financial Forecast

Description	FY15	FY16	FY17	FY18	FY19	FY20	FY21	Comments
Number of Trains	34	34	34	34	34	34	34	
Manassas Line	18	18	18	18	18	18	18	
Fredricksburg Line	16	16	16	16	16	16	16	
Average Daily Ridership	19,200	19,300	20,100	20,800	21,400	21,800	22,200	
Average Fare Price	7.60	8.00	8.00	8.40	8.40	8.62	8.82	5% FY16; FY20
Potential Operating Ratio	50%	52%	52%	55%	55%	57%	56%	
Use of Funds for Operations								
Net Operating Expenses	23,751,395	23,880,741	23,527,164	24,232,979	24,959,968	25,708,767	26,480,030	
Budgeted Operating Reserves	554,533	0	84,358	289,465	278,253	287,332	296,713	17% reserve
Insurance	4,200,000	3,950,000	4,350,000	4,450,000	4,500,000	4,750,000	4,850,000	
Amtrak	4,582,942	4,640,000	4,825,600	5,018,624	5,219,369	5,428,144	5,645,269	
Contracted Train Operations	20,241,112	15,080,000	15,511,800	15,977,154	16,456,469	16,950,183	17,458,668	
Maintenance of Equipment	5,932,250	5,871,000	6,047,130	6,228,544	6,415,400	6,607,862	6,806,098	
Fuel	15,602,500	16,690,000	17,360,000	18,050,000	18,770,000	19,520,000	20,310,000	
Track Lease Expense	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	
Debt Service	81,579,601	82,116,611	83,943,321	85,684,931	89,387,356	92,179,086	95,022,075	
Total Operating Costs								
Sources of Funds For Operations								
Fare Revenue	36,900,000	38,890,000	40,500,000	44,000,000	45,300,000	48,400,000	49,300,000	
Interest Income	15,300	20,000	20,000	20,000	20,000	20,000	20,000	
Other Income	405,000	165,000	165,000	165,000	165,000	165,000	165,000	
Other	7,568,800	1,070,000						Operating reserve transfer
State Operating Grant	10,300,000	8,100,000	8,343,000	8,593,290	8,851,089	9,116,621	9,390,120	
State Capital Grant	3,700,133	6,731,308	6,959,108	7,193,708	6,910,154	7,165,154	7,433,754	
Federal Grants:								
Track Access Lease Funding	10,141,625	8,345,000	8,680,000	9,025,000	9,385,000	9,760,000	10,155,000	
Federal Operating Funds (Debt service & loans)	5,283,542	5,283,542	5,283,542	5,283,542	5,283,542	5,283,542	5,283,542	Includes debt service and soft capital revenue
Other Federal Revenues	520,000	520,000	520,000	520,000	520,000	520,000	520,000	
Total Operating Revenues	74,783,401	69,124,851	70,470,651	74,800,541	76,434,765	80,430,318	82,267,417	
Surplus/(Deficit) for Operations	(6,798,200)	(12,991,760)	(13,472,670)	(11,884,360)	(12,952,570)	(11,748,768)	(12,754,658)	
Local Subsidy	16,428,800	16,428,800	17,250,240	17,250,240	17,250,240	17,250,240	17,250,240	5% FY17
Net subsidy available for capital match	9,632,600	3,437,040	3,777,570	5,365,850	4,297,670	5,501,472	4,495,582	
Use of Funds for Capital Program								
Capital Cost Base Program	46,410,000	46,315,000	32,089,000	30,009,000	28,264,000	26,495,000	23,895,000	
Total Capital Program Costs	46,410,000	46,315,000	32,089,000	30,009,000	28,264,000	26,495,000	23,895,000	
Sources of Funds for Capital Program								
Federal Grants:								
Federal funding - Track Access	60%	60%	80%	60%	60%	60%	60%	
Matching Funds	65%	50%	50%	50%	50%	50%	50%	
State Capital Grants - non-federal costs	12,421,400	18,570,760	3,965,200	3,638,800	4,285,000	3,931,200	3,411,200	
Local/Other Funds	9,632,600	3,437,040	3,777,570	5,365,850	4,297,670	5,501,472	4,495,582	
Net local subsidy available for capital match	46,410,001	46,315,001	32,048,770	31,607,650	28,793,670	28,228,672	24,622,782	
Total Sources of Funding for Capital Program								
Additional funds required to fund Operations and Capital:	0	(0)	9,770	1,598,050	529,670	1,733,672	727,782	
Cumulative Total to Fully Fund Ops and Cap	0	(0)	9,770	1,607,820	2,137,490	3,871,361	4,599,143	

Note: Capital Program does not include debt service

Debt and Financial Ratios

Strive to attain the following financial ratios over the course of the Six-Year Plan:

- Operating cost ratio higher than 50%
- Debt service as a percent of annual budget not greater than 20%
- Working capital reserves that are on average not less than 2 months of operating expenditures, with a goal of increasing to 3 months over a 10 year period
- Percent of pay-as-you-go financing equal to a minimum of 20% of the total funded portion of the capital program over the term of the capital program

Description	FY16	FY17	FY18	FY19	FY 20	FY 21
<i>Operating cost ratio (cost recovery) higher than 50%</i>						
<i>Projected</i>	52%	52%	55%	55%	57%	56%
<i>Debt service limited to 20% of annual operating costs:</i>						
Total operating costs	82,116,611	83,943,321	86,684,931	89,387,356	92,179,086	95,022,075
Existing annual debt service cost	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870
Existing debt service as a % of operating costs	8.2%	8.0%	7.7%	7.5%	7.3%	7.1%
<i>Working capital reserves not less than 2 months and goal of 3 months by 2023</i>						
<i>Number of months</i>	2.6	2.5	2.5	2.4	2.4	2.4
<i>PAYGO equal to a minimum of 20% of the funded portion of the CIP over the 6-year period:</i>						
Funded portion of CIP	46,315,000	32,039,000	30,009,000	28,264,000	26,495,000	23,895,000
PAYGO %	100%	100%	100%	100%	100%	100%



Virginia Railway Express
Amended Fiscal Year 2015 Budget

December 19, 2014



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Amended Budget Assumptions for FY 2015

Revenue

- The state operating grant is decreased by \$1.6M to reflect the lower grant award
- Decrease to federal funds of \$2.3M and increase to state funds of \$2.6M to reflect revision in federal/state funding for track access
- Decrease in fare revenue due to both postponement of the Fredericksburg line train (\$238k) and reduction in the state participation for the Step-up subsidy (\$120k) for a total of \$358k

Expenses

- Train Operations, Track Access, and Equipment Operations decreased by \$1.4M due to revising the start date of the Fredericksburg line train
- Facilities increased by \$550k due to office expansion (rental costs of additional office space plus improvements to the communications room)
- Safety and Security costs increased by \$150k for Broad Run station foliage removal in accordance with the recommendation of the Threat and Vulnerability Assessment and for 24/7 security coverage at the train yards
- Decrease in Contingency by \$450k
- Funding for FY 2016 additional positions added for three months in FY 2015 for a total cost of \$82k, which is funded from contingency

Capital Program

- Capital projects increased by \$8k. Major revisions include:
 - Security cameras: \$500k
 - Decrease of Project Development funds: \$452k

Use of FY 2014 Surplus

- \$1.1M for expanding office space in Alexandria and security cameras for both stations and yards in the FY 2015 amended budget
- \$1.3M for the local match for the nine expansion railcars (\$945k), Equipment Storage (\$194k), and APC (\$146k) in the FY 2016 budget
- \$1.1M for programmed one-time expenses in FY 2016, primarily in Project Development
- \$4.4M additional surplus to be contributed to the capital reserve



VRE Fiscal Year 2015 Proposed Amended Budget

	<u>FY 2015 Budget</u>	<u>FY 2015 Amended</u>	<u>Changes</u>
Revenue:			
VRE - Non-Departmental			
Fare Revenue	36,900,000	36,662,000	(238,000)
Miscellaneous Revenue	165,000	165,000	-
Appropriation from Reserve	2,000,000	2,677,000	677,000
Jurisdictional Revenue	16,428,800	16,428,800	-
Other Revenue	5,508,800	2,832,000	(2,676,800)
State Operating Grant	10,300,000	8,700,000	(1,600,000)
Federal Grants - Operations and Debt	15,945,167	13,489,542	(2,455,625)
State Grants - Operations and Debt	3,949,133	6,403,188	2,454,055
Federal Grants - Capital Program	24,356,000	25,876,000	1,520,000
State Grants - Capital Program	12,421,400	13,538,200	1,116,800
Interest Income	15,300	15,300	-
Total Revenue	<u>127,989,601</u>	<u>126,787,031</u>	<u>(1,202,570)</u>
Expenditures:			
VRE - Non-Departmental			
Liability Insurance	4,200,000	4,200,000	-
Operating Reserve/Contingency	1,936,152	1,324,082	(612,070)
Other	2,000,000	2,000,000	-
VRE-Financing-Administration Fees	-	-	-
Total VRE - Non-Departmental	<u>8,136,152</u>	<u>7,524,082</u>	<u>(612,070)</u>
Executive Management			
Salaries/Fringes	506,000	506,000	-
Travel/Training/Employee Expenses	24,000	24,000	-
Board Member Expenses	3,000	3,000	-
Legal/Audit	75,000	75,000	-
Consulting/Professional/Other	279,000	279,000	-
Total Executive Management	<u>887,000</u>	<u>887,000</u>	<u>-</u>
Passenger Support Services			
Salaries/Fringes	277,000	277,000	-
Travel/Training/Employee Expenses	15,600	15,600	-
Communication/Other	79,000	79,000	-
Office Administration Expenses	73,500	73,500	-
Total Passenger Support Services	<u>445,100</u>	<u>445,100</u>	<u>-</u>
Chief of Staff/Public Affairs			
Salaries/Fringes	372,000	372,000	-
Travel/Training/Employee Expenses	13,500	13,500	-
PR/Special Events/Consulting	55,500	55,500	-
Total Chief of Staff/Public Affairs	<u>441,000</u>	<u>441,000</u>	<u>-</u>

VRE Fiscal Year 2015 Proposed Amended Budget

	FY 2015 Budget	FY 2015 Amended	Changes
Marketing			
Salaries/Fringes	153,000	153,000	-
Travel/Training/Employee Expenses	3,000	3,000	-
Production/Media/Promotion/Other	260,000	260,000	-
Special Events/Other	34,000	34,000	-
Total Marketing	<u>450,000</u>	<u>450,000</u>	<u>-</u>
Planning			
Salaries/Fringes	402,000	402,000	-
Travel/Training/Employee Expenses	6,900	6,900	-
Professional Services/Consulting/Other	541,225	541,225	-
Total Planning	<u>950,125</u>	<u>950,125</u>	<u>-</u>
Operations and Communications			
Salaries/Fringes	469,750	469,750	-
Travel/Training/Employee Expenses	18,500	18,500	-
Printing/Admin/Other	238,000	238,000	-
Ticket Stock/R&M Fare Collection	885,000	885,000	-
Total Customer Communications	<u>1,611,250</u>	<u>1,611,250</u>	<u>-</u>
Budget and Finance			
Salaries/Fringes	921,000	950,000	29,000
Travel/Training/Employee Expenses	9,500	9,500	-
Audit/Maint Service Agreements/Consulting	157,000	157,000	-
Retail Sales/TLC Commissions	1,440,000	1,440,000	-
Bank Discounts/Other	281,000	281,000	-
Total Budget and Finance	<u>2,808,500</u>	<u>2,837,500</u>	<u>29,000</u>
Communication and Info Tech			
Salaries/Fringes	246,000	246,000	-
Travel/Training/Employee Expenses	18,500	18,500	-
Computer Equipment/Software	175,000	175,000	-
Consulting/Communications	720,000	720,000	-
Total Communication and Info Tech	<u>1,159,500</u>	<u>1,159,500</u>	<u>-</u>
Engineering and Capital Projects			
Salaries/Fringes	670,000	670,000	-
Travel/Training/Employee Expenses	23,500	23,500	-
Other Professional Services/Other Expenses	151,000	151,000	-
Total Construction and Cap Proj	<u>844,500</u>	<u>844,500</u>	<u>-</u>
Facilities Maintenance			
Salaries/Fringes	151,000	151,000	-
Travel/Training/Employee Expenses	-	-	-
Office/Other Professional Service	11,000	558,000	547,000
Station Electricity/Utilities/Taxes	628,000	628,000	-
Repairs and Maintenance	2,905,000	2,905,000	-
Total Facilities Maintenance	<u>3,695,000</u>	<u>4,242,000</u>	<u>547,000</u>

VRE Fiscal Year 2015 Proposed Amended Budget

	<u>FY 2015 Budget</u>	<u>FY 2015 Amended</u>	<u>Changes</u>
Purchasing and Contract Admin			
Salaries/Fringes	348,000	377,000	29,000
Travel/Training/Employee Expenses	5,500	5,500	-
Total Purchasing and Contract Admin	<u>353,500</u>	<u>382,500</u>	<u>29,000</u>
Equipment Operations			
Salaries/Fringes	873,000	873,000	-
Travel/Training/Employee Expenses	49,000	49,000	-
Consulting/Admin/Management/Vehicle Exp	120,000	170,000	50,000
Equipment/Warehouse Leases	821,000	-	(821,000)
Utilities	1,091,000	1,091,000	-
Diesel Fuel	5,932,250	5,821,000	(111,250)
Repairs and Maintenance - Rolling Stock	2,950,000	2,900,000	(50,000)
Total Equipment Operations	<u>11,836,250</u>	<u>10,904,000</u>	<u>(932,250)</u>
Safety and Security			
Salaries/Fringes	125,000	149,000	24,000
Travel/Training/Employee Expenses	11,300	11,300	-
Office/Other Professional Services	80,000	155,000	75,000
Yard/Station Security	370,000	442,000	72,000
Total Safety and Security	<u>586,300</u>	<u>757,300</u>	<u>171,000</u>
PRTC			
Professional Services	104,000	104,000	-
Total PRTC	<u>104,000</u>	<u>104,000</u>	<u>-</u>
NVTC			
Professional Services	80,000	80,000	-
Total NVTC	<u>80,000</u>	<u>80,000</u>	<u>-</u>
Train Operations/Maint of Equipment			
Contract Operations and Maintenance	20,241,112	20,029,362	(211,750)
Total Keolis	<u>20,241,112</u>	<u>20,029,362</u>	<u>(211,750)</u>
Amtrak			
Contract Operations and Maintenance	4,582,942	4,582,942	-
Total Amtrak	<u>4,582,942</u>	<u>4,582,942</u>	<u>-</u>
Amtrak Access Fees			
Access Fees	6,000,000	5,928,000	(72,000)
Total Amtrak Access Fees	<u>6,000,000</u>	<u>5,928,000</u>	<u>(72,000)</u>
Norfolk Southern			
Access Fees	2,590,000	2,590,000	-
Contract Operations and Maintenance	620,000	620,000	-
Total Norfolk Southern	<u>3,210,000</u>	<u>3,210,000</u>	<u>-</u>

VRE Fiscal Year 2015 Proposed Amended Budget

	<u>FY 2015 Budget</u>	<u>FY 2015 Amended</u>	<u>Changes</u>
CSXT			
Access Fees	5,892,500	5,734,000	(158,500)
Contract Operations and Maintenance	500,000	500,000	-
Total CSXT	<u>6,392,500</u>	<u>6,234,000</u>	<u>(158,500)</u>
CIP Expenditures			
CIP Expenditures	46,410,000	46,418,000	8,000
Total CIP Expenditures	<u>46,410,000</u>	<u>46,418,000</u>	<u>8,000</u>
CIP VRE - Non-Departmental			
Allowance for Doubtful Accounts	50,000	50,000	-
Debt Service	6,714,870	6,714,870	-
Total CIP VRE - Non-Departmental	<u>6,764,870</u>	<u>6,764,870</u>	<u>-</u>
Total Expenditures	<u>127,989,601</u>	<u>126,787,031</u>	<u>(1,202,570)</u>