

# VIRGINIA RAILWAY EXPRESS

Recommended Budget for Fiscal Year 2019

Amended Budget for Fiscal Year 2018

Six-Year Financial Forecast &  
Capital Improvement Program

December 15, 2017





VIRGINIA RAILWAY EXPRESS

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## Introduction

The Virginia Railway Express (VRE) is the commuter rail service jointly owned and operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC). NVTC and PRTC are political subdivisions of the Commonwealth of Virginia. VRE was created in 1989 under the terms of a Master Agreement signed by the two Commissions and the local jurisdictions that participate in or contribute to the operation of the commuter rail service.

The VRE Operating and Capital Budget is developed annually in accordance with the VRE Master Agreement and includes estimated operating and capital revenue and expenses for the next fiscal year. In addition, the six-year Capital Improvement Program (CIP) provides projections of capital funding and outlays for future years. The Six-Year Financial Forecast, which is also required by the Master Agreement, combines the impact of future service plans and revenue and expense projections for all activities during the FY 2019 to FY 2024 period. The preliminary FY 2019 VRE Operating and Capital Budget was initially prepared for review at the September 2017 VRE Operations Board meeting. The proposed budget was reviewed and discussed at subsequent meetings of the VRE Operations Board, the Chief Administrative Officers (CAO) Taskforce, and the Capital Committee of the Operations Board, before its presentation to the Operations Board in December and the Commissions in January.

The VRE budget uses accrual accounting for major revenue and expense items; for example, transactions such as access fees are recorded for the month due, rather than for the month paid, and related grant revenue is recorded when earned rather than when received. However, the budget is developed on a cash basis for other items, such as payment of principal on outstanding debt, in order to fully capture annual resource needs. The VRE financial statements use the full accrual basis of accounting.

The FY 2019 VRE Budget has been developed to meet existing operational requirements and in accordance with the VRE Mission Statement of providing safe, cost effective, and reliable commuter-oriented rail passenger service. The VRE Budget and CIP is also developed in accordance with the Financial and Debt Management Principles adopted by the Commissions in November 2013, detailed later in this document.

The Recommended FY 2019 Operating and Capital Budget totals \$149.5 million. The budget projects average daily ridership of 19,000 passengers which results in a total of \$42.4 million in fare revenue. The budget contains no general



fare increase, but the cost to the rider of an Amtrak Step-Up ticket will rise by \$1.00 per ticket. The jurisdictional subsidy of \$17,767,748 reflects a 3% increase from FY 2018. Staff have worked diligently to limit or eliminate operating cost increases wherever possible, and departmental expenses have been reviewed and evaluated to ensure appropriateness while ensuring VRE achieves its safety and operational goals. Contractual increases, such as railway and station access fees, train operations and maintenance of equipment are projected to be low to moderate for FY 2019, and diesel fuel costs are projected to remain consistent with recent price trends. Contractual increases to the access agreements and train operations and maintenance contracts are the primary reasons for cost increases in the FY 2019 operating budget.

In FY 2016, VRE completed a long-term Financial Plan that reviewed the revenues and costs associated with various service scenarios over a twenty-five year period. The conclusion of this forecast was that existing sources of revenue are inadequate to meet the system's needs over time, even for the operation of the existing level of service, with further funding needed for service expansion to meet the growth in the region.

The FY 2019 to FY 2024 CIP illustrates these funding challenges for VRE, since currently identified funding falls short of the system's capital needs. The ongoing uncertainty of available levels of future State funding for capital needs has further exacerbated these challenges. Projects included in the CIP are prioritized with an emphasis on regulatory requirements, the maintenance of equipment and facilities to support current service levels, and provisions for passenger safety. Although projects in these categories are shown as fully funded in the CIP, VRE will have significant difficulties in meeting federal grant match requirements at the currently projected level of State assistance.

An ongoing VRE priority for FY 2019 is to continue to work with our local, state and other partners on securing additional and dedicated funding for the commuter rail system. Concurrently, VRE will focus the organization on maximizing ridership, maintaining our critical infrastructure, and providing a safe and effective transportation option for the region.









## 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 2019

- Achieve at least a 50 percent operating ratio (cost recovery).
- Operate trains on time greater than 90 percent of time.
- Achieve at least 19,000 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



# Financial and Debt Management Principles

## (Adopted November 7, 2013)

The purpose of this document is to formalize financial and debt management principles for the Virginia Railway Express (VRE), the commuter rail service jointly owned and operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC), together referred to as the Commissions. In accordance with the Master Agreement that established VRE, any bonds or notes issued to support the commuter rail operation will be issued in the name of NVTC, with the concurrence of both Commissions and all member jurisdictions. This Statement of Financial and Debt Management Principles confirms the commitment of VRE's Operations Board, the Commissions, and the management and staff of VRE to adhere to sound financial and debt management practices in the conduct of VRE's business.

1. Any debt or financing arrangement issued in support of VRE projects must be in full compliance with all applicable provisions of the Commonwealth of Virginia statutes, federal laws and the VRE Master Agreement.
2. Any long term debt issued in support of VRE projects will be included in VRE's Capital Improvement Program and Six Year Financial Forecast and debt will only be issued for approved capital projects. Prior to issuance, VRE will forecast the long-term impact of such debt on the use of federal formula funds, the impact on VRE's six year plan, the annual contributions required from its member jurisdictions over the term of the debt, and to test compliance with the financial ratios described below.
3. VRE strives to attain the following financial ratios over its Six Year Plan:
  - a. A fare box recovery ratio not lower than 50% of operating expenses.
  - b. Debt service as a percent of annual budget not greater than 20%.
  - c. 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.
  - d. 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.
  - e. Risk management reserves equal to amounts imposed by the Commonwealth. Currently the risk management reserve requirement is \$10 million.

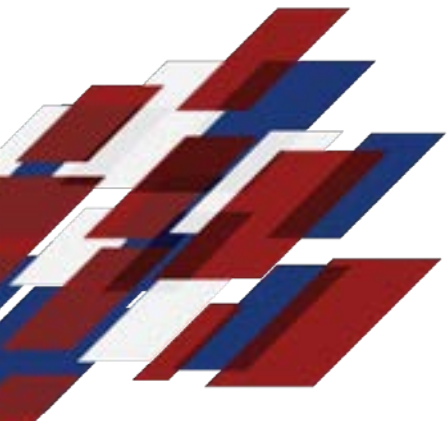


4. VRE will match one time revenue with one time expenditures to avoid creating structural imbalance in its annual budgets.
5. Projects included in VRE's Capital Improvement Program will be prioritized with emphasis on regulatory requirements, the maintenance of equipment and facilities to support current service levels, and provisions for passenger safety.
6. The capital reserve will be maintained through the contribution of surplus funds generated from operations and from other sources in order to provide the necessary match funds to take advantage of grant funding opportunities and to complete advantageous capital projects.
7. VRE will maintain an asset management plan for all major capital assets which will identify operating, maintenance and renewal costs over the life of the asset. If a reliable source of funding is not expected to be available to meet peak needs when they occur, a sinking fund will be established for this purpose. The annual budget and Capital Improvement Program will include the life-cycle cost impact of each project in the CIP.
8. VRE will maintain access to external liquidity sources, such as a line of credit, because of the heavy reliance on funding from other parties. This short term borrowing will only be used with the approval of the Operations Board and when the source of repayment has been identified.
9. Debt that supports VRE projects will be amortized for a period not to exceed the useful life of the assets being financed.
10. For any publicly sold debt to support VRE projects:
  - a. Debt service funds will be established at the time of issuance and contributions will be made on a monthly basis so that amounts are available to ensure timely payment of principal and interest when due.
  - b. A debt service reserve fund will be established (as needed by the revenue bond structure or for credit purposes) to provide a cushion of funding for the debt obligations. Such funds will be sized to equal maximum annual debt service, subject to limitations imposed by the IRS for funding of such reserves.
  - c. The bond structure will be sufficient to secure a rating in the A category or better.
11. The debt service structure that supports VRE projects will be developed and maintained to achieve strong credit ratings while addressing the overall revenue constraints and capacity of VRE. Total principal and interest



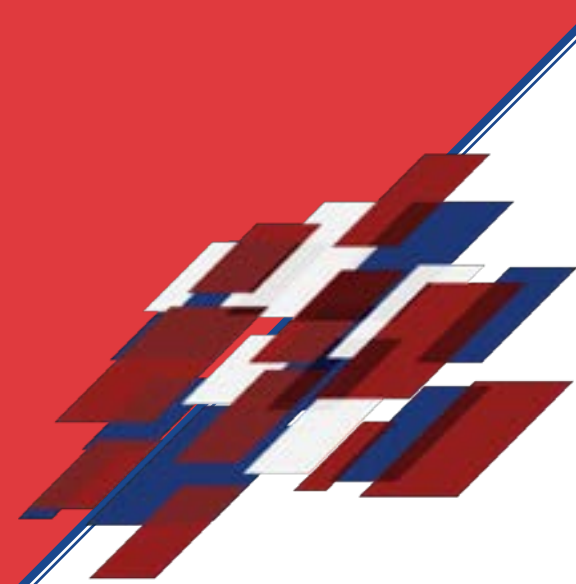
payments for any borrowing will be structured to create level debt service in aggregate for VRE. Alternatively, VRE may use a more rapid repayment structure, such as equal annual principal payments. The use of back loaded principal repayment, bullet and balloon maturities will be avoided, except to achieve overall level aggregate debt service or to match anticipated one time revenues.

12. As needed, VRE will establish and maintain a separate set of post issuance policies and procedures for managing any required disclosure, tax or other legal requirements.
13. The use of variable rate debt is discouraged, except under unusual circumstances. However, should it be found to be in VRE's best interest to use this mechanism, the Operations Board and Commissions will first establish appropriate policies and procedures.





# Fiscal Year 2019 Budget



# FY 2019 Budget Assumptions & Summary

The FY 2019 Budget totals \$149.5 million. FY 2019 operating budget expenses of \$88.5 million exceed the prior year amount by \$3.5 million, with projected revenue increases netting out against increased operating expenses, primarily contractual railroad access, train operations and maintenance cost increases. Major assumptions are as follows:

- Subsidy level of \$17,767,748, a 3% increase from the FY 2018 subsidy.
- No general fare increase. Fare revenue budgeted at \$42.4 million based on a projected average daily ridership of 19,000. This assumes a 32 revenue train operation and an overall 32 train schedule.
- Increased cost to VRE of \$1.00/ticket sold for the Amtrak Step-Up program, which is passed on as an increase of \$1.00/ticket to the rider for the Step-Up Ticket.
- State funding for operations is projected at \$9.5 million, a slight projected decrease of the amount received in FY 2018, and \$0.5 million less than in the approved FY 2018 budget.
- Fuel cost projected at \$4.3 million, based on a cost per gallon of \$2.50 and projected usage of 1.7 million gallons.
- Track access costs at \$17.9 million, based on estimated or actual contractual amounts. Grant funding from all sources for track access costs at 84%, or \$15.0 million; equal to the percentage level provided in FY 2018.
- Addition of one (1) FTE Employee to the Finance and Human Resources division with a net cost of \$85,000.
- Required contractual increases for train operations and maintenance of equipment budgeted at a net increase of \$1.0 million reflecting projected cost revisions and a CPI increase of 2.0%.
- Operating contingency at 2.0% of the operating budget, an increase of 0.1% (\$183,000) from FY 2018.
- Other notable operating expense increases include Project Management and Design Standards manuals (\$240,000), Ticket Sales Commissions (\$150,000) and Bank Discounts (\$150,000) related to fare revenue projections.
- Prior year funding of \$990,000 for one-time expenditures in FY 2019, for Positive Train Control start-up costs (\$300,000), painting and non-routine maintenance of VRE stations (\$300,000), Project Implementation Project Management and Design Standards manuals (\$240,000), and furniture/fixtures for the Life-Cycle Overhaul and Upgrade Facility (\$150,000).
- Federal 5307 (Urbanized Area) and 5337 (State of Good Repair) funding of \$29.1 million, \$0.1 million less than in the approved FY 2018 budget.
- Tiered capital matching funds from the State of the non-federal share for new projects. Most projects budgeted at 16% match, with 34% (Tier 2) funding requested from the state for the Midday Storage, Life-Cycle Overhaul and Upgrade Facility and Washington Union Station improvement projects.
- Contribution to the Capital Reserve of \$3 million, with \$3.6 million allocated from the Reserve balance for FY 2019 capital projects.



## FY 2019 Subsidy by Jurisdiction

The FY 2019 budget includes a 3% increase in the total jurisdictional subsidy amount. Every October a survey of VRE riders is done to calculate the subsidy allocation by jurisdiction. The projected FY 2019 jurisdictional subsidy, which reflects the most recent October 2017 ridership survey results, is as follows:

Jurisdiction	FY 2017		FY 2018		FY 2019		Change FY17 to FY19		Change FY18 to FY19	
	Subsidy	Percent	Subsidy	Percent	Subsidy	Percent	Net +/-	% Change	Net +/-	% Change
Fairfax County	\$5,160,910	30%	\$6,099,300	35%	\$5,385,794	30%	\$224,884	4.36%	(\$713,506)	-11.70%
Prince William County	5,968,406	35%	5,363,372	31%	6,183,745	35%	215,339	3.61%	820,373	15.30%
Stafford County	2,647,222	15%	2,344,514	14%	2,475,127	14%	(172,095)	-6.50%	130,613	5.57%
Spotsylvania County	1,382,749	8%	1,520,191	9%	1,632,635	9%	249,886	18.07%	112,444	7.40%
Manassas	749,371	4%	684,586	4%	785,898	4%	36,527	4.87%	101,312	14.80%
Manassas Park	511,777	3%	474,718	3%	511,311	3%	(466)	-0.09%	36,593	7.71%
Fredericksburg	483,524	3%	417,278	2%	436,568	2%	(46,956)	-9.71%	19,290	4.62%
Arlington	205,692	1%	205,692	1%	211,863	1%	6,171	3.00%	6,171	3.00%
Alexandria	140,589	1%	140,589	1%	144,807	1%	4,218	3.00%	4,218	3.00%
	\$17,250,240	100%	\$17,250,240	100%	\$17,767,748	100%	\$517,508	3.00%	\$517,508	3.00%

Jurisdiction	October 2015		October 2016		October 2017		Change Oct. 15 to Oct. 17		Change Oct. 16 to Oct. 17	
	Riders	Percent	Riders	Percent	Riders	Percent	Net +/-	% Change	Net +/-	% Change
Fairfax County	2,163	22%	2,777	27%	2,122	22%	(41)	-1.90%	(655)	-23.60%
Prince William County	3,095	32%	3,061	29%	2,995	31%	(100)	-3.24%	(66)	-2.15%
Stafford County	1,603	17%	1,610	15%	1,517	16%	(86)	-5.36%	(93)	-5.77%
Spotsylvania County	990	10%	1,183	11%	1,159	12%	169	17.09%	(24)	-2.06%
Manassas	428	4%	418	4%	416	4%	(12)	-2.79%	(2)	-0.41%
Manassas Park	280	3%	294	3%	264	3%	(16)	-5.67%	(30)	-10.15%
Fredericksburg	359	4%	337	3%	359	4%	(0)	-0.09%	22	6.44%
Other	777	8%	778	7%	759	8%	(18)	-2.32%	(19)	-2.44%
	9,695	100%	10,458	100%	9,591	100%	(104)	-1.08%	(867)	-8.29%



FY 2019 Summary Recommended Budget				
Category	Approved FY 2018		Recommended FY 2019	
	FY2018 Operating	FY2018 Capital	FY2019 Operating	FY2019 Capital
<b>Revenue:</b>				
Fare Revenue	39,845,400		42,400,000	
Miscellaneous Revenue	225,000		225,000	
Jurisdictional Subsidy	12,874,980	4,375,260	13,336,628	4,431,120
Other Sources (Use of Prev. Surplus)	955,000	-	990,000	-
Federal/State Subsidy - Operating	31,005,851		31,371,051	
Federal/State Subsidy - Capital		43,547,331		52,961,395
Operating/Capital Reserves	-	500,000	-	3,550,000
Interest Income	75,000		200,000	
<b>Total Revenue</b>	<b>84,981,231</b>	<b>48,422,591</b>	<b>88,522,679</b>	<b>60,942,515</b>
<b>Operating/Non-Operating Expenses:</b>				
Non-Departmental Operating	5,395,008		5,588,236	
Executive Management	1,452,300		1,595,500	
Chief of Staff	1,175,500		707,500	
Marketing (Merged into Chief of Staff in FY18)	-		456,500	
Finance and Human Resources	3,672,500		4,148,500	
Purchasing and Contract Administration	515,920		541,920	
Project Development	1,069,250		1,206,900	
Project Implementation	945,200		1,238,200	
Rail Operations	1,886,000		2,102,000	
Information Technology	2,316,333		2,175,803	
Facilities Maintenance	4,590,950		4,453,750	
Mechanical Operations	10,723,400		10,630,000	
System Safety & Security	1,256,500		1,489,500	
PRTC	104,000		104,000	
NVTC	90,000		90,000	
Train Operations	15,416,000		15,718,000	
Maintenance of Equipment	6,360,500		7,020,500	
Amtrak	4,407,000		4,621,000	
Amtrak Access Fees	6,600,000		6,690,000	
Norfolk Southern Access Fees	2,940,000		3,150,000	
CSX Access Fees	7,300,000		8,030,000	
<b>Total Operating/Non-Operating Expenses</b>	<b>78,216,361</b>	<b>-</b>	<b>81,757,809</b>	<b>-</b>
CIP Expenditures		48,422,591		60,942,515
Debt Service/Allowance for Doubtful Accts	6,764,870		6,764,870	
<b>Total CIP and Other Expenditures</b>	<b>6,764,870</b>	<b>48,422,591</b>	<b>6,764,870</b>	<b>60,942,515</b>
<b>Grand Total Expenses</b>	<b>84,981,231</b>	<b>48,422,591</b>	<b>88,522,679</b>	<b>60,942,515</b>





**FY 2019 Sources and Uses**

LEVEL OF SERVICE FOR FY 2019      82 trains      19,000 Average Daily Riders

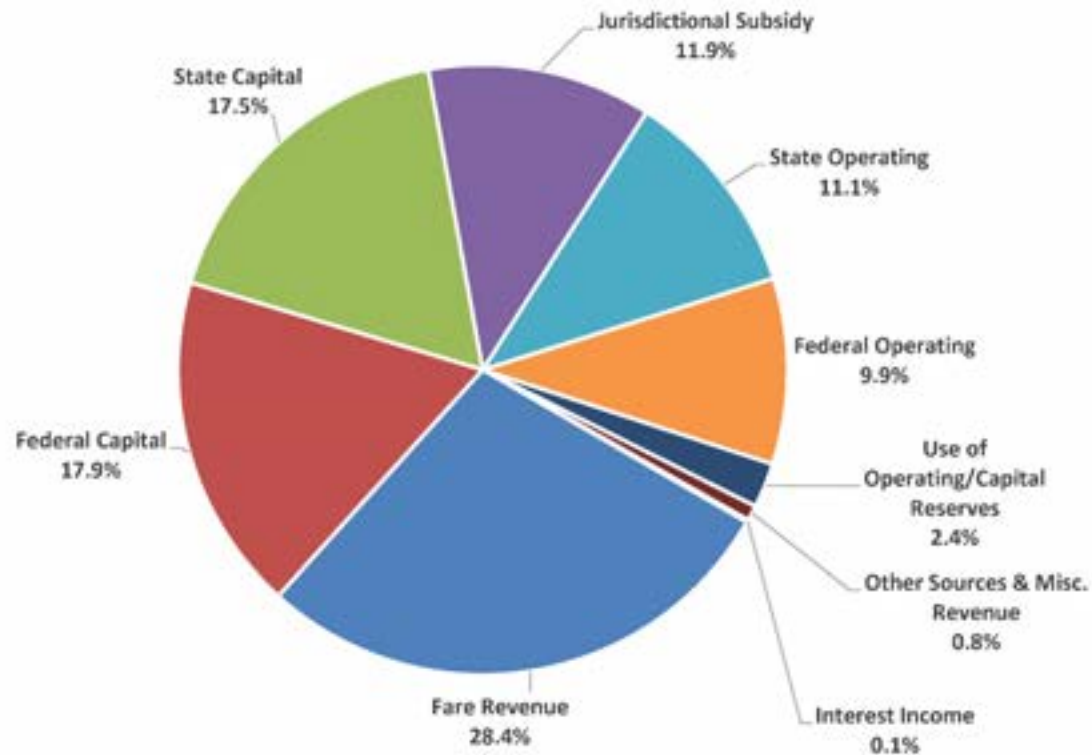
Leases	17,870,000	Amtrak	6,690,000
Total Access Fees	<u>17,870,000</u>	NS	3,150,000
		CSX	8,090,000
		Total	<u>17,870,000</u>

	USES OF FUNDS	SOURCES OF FUNDS											TOTAL
		STATE						FEDERAL					
		FARE INCOME	INTEREST	MISC	LOCAL SUBSIDY	OTHER SOURCES	OTHER SOURCES	STATE OPERATING	STATE CAPITAL	STATE STP	5307/5337	OTHER	
<b>Operating Expenses</b>	<b>81,761,809</b>	<b>42,400,000</b>	<b>200,000</b>	<b>225,000</b>	<b>12,916,009</b>	<b>990,000</b>	<b>-</b>	<b>9,500,000</b>	<b>6,075,800</b>	<b>8,935,000</b>	<b>520,000</b>	<b>-</b>	<b>81,761,809</b>
<b>Non-Operating Expenses:</b>													
Operating Reserve	46,000				46,000								46,000
Debt Svc (Gallery IV) (11 Cabcars)	1,931,357				77,254				309,017		1,545,086		1,931,357
Debt Svc 60 Railcars (Local)	110,442				110,442								110,442
Debt Svc 60 Railcars (Fed/State/Local)	4,673,071				186,923				747,691		3,738,457		4,673,071
<b>Non-Operating Summary</b>	<b>6,760,870</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>420,619</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,056,708</b>	<b>-</b>	<b>5,283,543</b>	<b>-</b>	<b>6,760,870</b>
<b>Total Expenses (Subtotal)</b>	<b>88,522,679</b>	<b>42,400,000</b>	<b>200,000</b>	<b>225,000</b>	<b>13,336,628</b>	<b>990,000</b>	<b>-</b>	<b>9,500,000</b>	<b>7,132,508</b>	<b>8,935,000</b>	<b>5,803,543</b>	<b>-</b>	<b>88,522,679</b>
<b>Capital Projects:</b>													
Facilities Asset Management Program	2,495,000				99,800				899,200		1,996,000		2,495,000
Equipment Storage Projects	21,770,701				870,828				7,402,038		13,497,835		21,770,701
Life-Cycle Overhaul and Upgrade Facility	2,987,308				119,492				1,015,685		1,852,132		2,987,308
Equipment Asset Management Program	3,420,000				136,800				547,200		2,736,000		3,420,000
Security Enhancements	100,000				4,200				16,800		84,000		100,000
Washington Union Station Improvements	5,000,000				200,000				1,700,000		3,100,000		5,000,000
ERP System Implementation	2,550,000					2,550,000							2,550,000
TRIP System/VMS Upgrade	1,000,000					1,000,000							1,000,000
Capital Reserve	3,000,000				3,000,000								3,000,000
<b>Capital Project Summary</b>	<b>42,328,010</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,431,120</b>	<b>3,550,000</b>	<b>-</b>	<b>-</b>	<b>11,080,923</b>	<b>-</b>	<b>21,265,966</b>	<b>-</b>	<b>42,328,010</b>
<b>CMAQ/REF/IPROC</b>													
Broad Run Expansion (CMAQ)	4,384,505								876,901		3,507,604		4,384,505
Quantico Station Improvements (SmartScale)	2,000,000								2,000,000				2,000,000
Alexandria Pedestrian Tunnel (SmartScale)	5,330,000								5,330,000				5,330,000
Fleet Expansion Coaches (SmartScale)	2,000,000								2,000,000				2,000,000
Brooke Platforms (REF)	2,450,000								2,450,000				2,450,000
Leeland Road Platforms (REF)	2,450,000								2,450,000				2,450,000
<b>Summary</b>	<b>18,614,505</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,106,901</b>	<b>-</b>	<b>3,507,604</b>	<b>-</b>	<b>18,614,505</b>
<b>TOTAL</b>	<b>149,465,194</b>	<b>42,400,000</b>	<b>200,000</b>	<b>225,000</b>	<b>17,767,748</b>	<b>4,540,000</b>	<b>-</b>	<b>9,500,000</b>	<b>33,320,333</b>	<b>8,935,000</b>	<b>29,069,509</b>	<b>3,507,604</b>	<b>149,465,194</b>

	Program	Funding	Federal Amt	State Amt
Soft Capital Projects				
Debt Service 11 Cabcars	5337	1,931,357	1,545,086	309,017
Access lease funding (50%/34%)	537P/State	17,870,000	8,935,000	6,075,800
Local only Debt Service 60 Railcars		110,442	-	-
Fed/State/Local Debt Service 60 Railcars	5337	2,725,958	2,180,766	496,153
Fed/State/Local Debt Service 60 Railcars	5307	1,947,113	1,557,690	311,588
Grant & Project Management	5307	650,000	520,000	-
Subtotal		25,234,870		7,132,508
Capital Projects/Remarks		60,942,515	26,773,570	26,187,824
Federal Cap Program		86,177,385	41,511,113	33,320,333



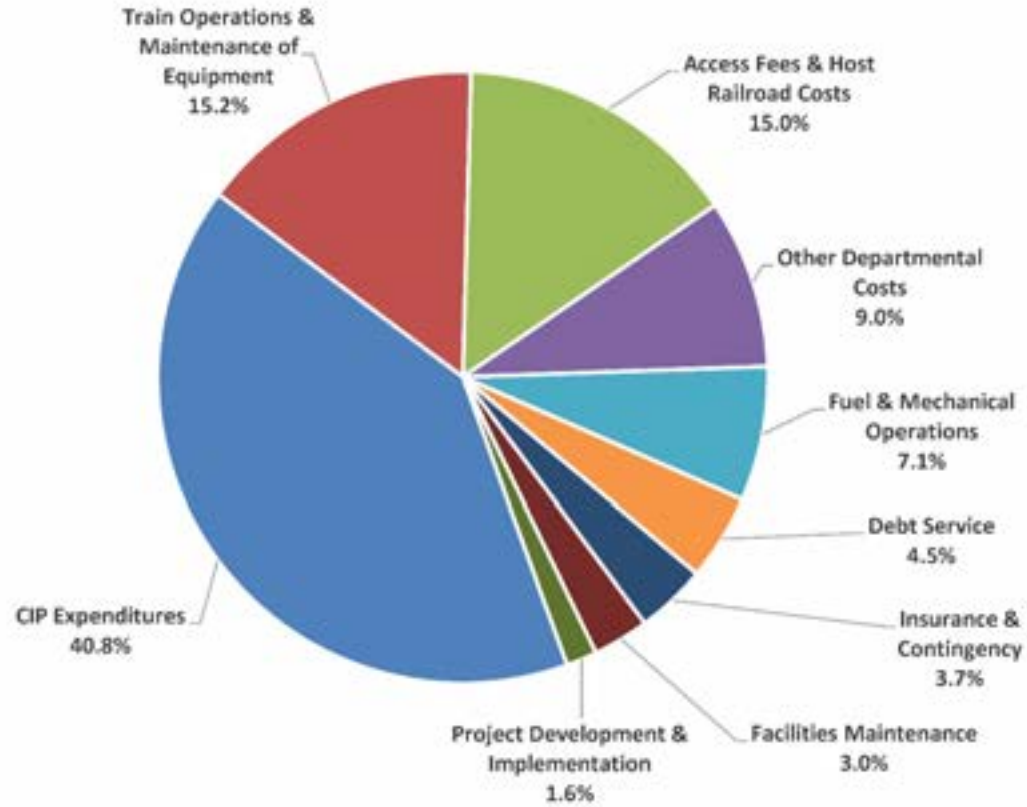
## FY 2019 - Sources of Funds



Revenue Source	FY 2019 Amount	% of Total
Fare Revenue	\$ 42,400,000	28.4%
Federal Capital	\$ 26,773,570	17.9%
State Capital	\$ 26,187,824	17.5%
Jurisdictional Subsidy	\$ 17,767,748	11.9%
State Operating	\$ 16,632,508	11.1%
Federal Operating	\$ 14,738,543	9.9%
Use of Operating/Capital Reserves	\$ 3,550,000	2.4%
Other Sources & Misc. Revenue	\$ 1,215,000	0.8%
Interest Income	\$ 200,000	0.1%
<b>Total Sources of Funds</b>	<b>\$ 149,465,194</b>	<b>100.0%</b>



### FY 2019 - Uses of Funds



Type of Use	FY 2019 Amount	% of Total
CIP Expenditures	\$ 60,942,515	40.8%
Train Operations & Maintenance of Equipment	\$ 22,738,500	15.2%
Access Fees & Host Railroad Costs	\$ 22,491,000	15.0%
Other Departmental Costs	\$ 13,411,223	9.0%
Fuel & Mechanical Operations	\$ 10,630,000	7.1%
Debt Service	\$ 6,764,870	4.5%
Insurance & Contingency	\$ 5,588,236	3.7%
Facilities Maintenance	\$ 4,453,750	3.0%
Project Development & Implementation	\$ 2,445,100	1.6%
<b>Total Uses of Funds</b>	<b>\$ 149,465,194</b>	<b>100.0%</b>

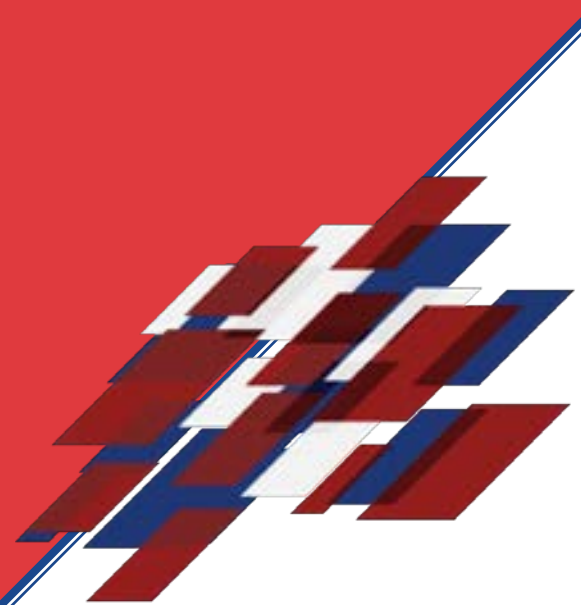








# Amended Fiscal Year 2018 Budget



# Amended Budget Assumptions for FY 2018

The FY 2018 budget has been revised to reflect current projections for revenue and expenses, as follows:

## Revenue

- Decreased state operating funds in the amount of \$384,000 to reflect a lower funding amount provided.
- Revised ADR from 18,200 to 18,500, accounting for an additional \$640,000 in Fare Revenue.
- Increase to state grant revenue by a total of \$14.7 million primarily related to additional state Smart Scale and Rail Enhancement Fund (REF) grant funding for capital projects.
- Allocation of \$1.6 million in capital reserve for the EMV Compliance – Fare Collections (\$518,000), Broad Run Expansion (\$750,000) and Crystal City Station Improvements (\$303,000) capital projects.

## Expenses

- Operating contingency was reduced by a net \$687,000 for various additions and revisions of current year operating and capital costs and revenue. The notable expense changes were: revision to Norfolk Southern access fees related to the delayed start of the L'Enfant storage tracks, a net increase of \$130,000; an increase of \$187,000 for work on the database development project, for which funds had been budgeted but not spent in prior years; an increase of \$166,000 for development and training on the Project Management E-Builder software system; an increase of \$148,000 for work related to the Transit Development Plan; an increase of \$120,000 for maintenance to the 1500 King Street Suite 201 office space; and use of \$100,000 of contingency for replacement of aging VRE motor vehicles.

## Capital Program

- Capital project spending was increased by \$16.3 million to reflect additional available capital funding:
  - An additional \$11.8 million of state Smart Scale funding for capital projects, including the Alexandria Pedestrian Tunnel (\$7.9 million), Fleet Expansion Coaches/Fredericksburg Line (\$2.0 million) and Quantico Station Improvements (\$1.9 million).
  - An additional \$2.9 million in REF funding for Crystal City Station Improvements (\$707,000), L'Enfant Station Improvements (\$1.1 million) and the Fourth Track - VA to LE project (\$1.1 million).
  - Capital Reserve funds of \$1.6 million allocated for the EMV Compliance – Fare Collections (\$518,000), Broad Run Expansion (\$750,000) and Crystal City Station Improvements (\$303,000) capital projects.

## Use of FY 2017 Surplus

- \$990,000 used to fund one-time expenditures in FY 2019
- \$11.0M contribution to Capital Reserve



FY 2018 Amended Sources and Uses

LEVEL OF SERVICE FOR FY 2018      32 trains      18,500 Average Daily Riders

Leases	16,970,000	Amtrak	8,600,000
	-	NB	3,070,000
Total Access Fees	16,970,000	CSX	7,500,000
		Total	19,170,000

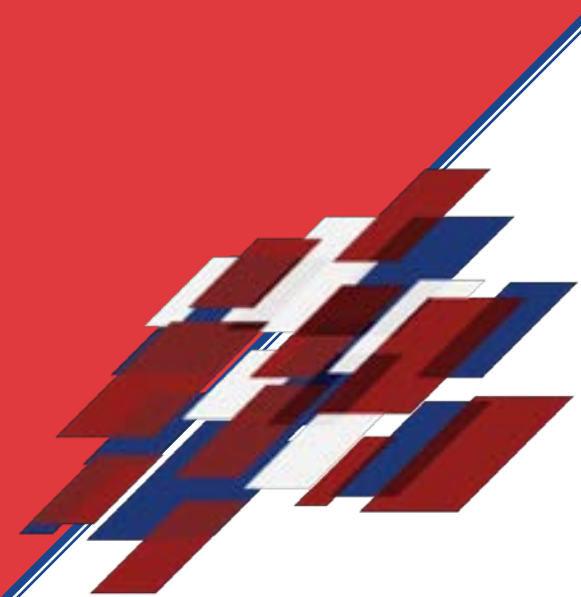
	USES OF FUNDS	SOURCES OF FUNDS											TOTAL
		STATE					FEDERAL						
		FARE INCOME	INTEREST	MISC	LOCAL SUBSIDY	OTHER SOURCES	OTHER SOURCES	STATE OPERATING	STATE CAPITAL	STATE STP	5307/5337	OTHER	
<b>Operating Expenses</b>	<b>78,595,573</b>	<b>40,485,050</b>	<b>75,000</b>	<b>225,000</b>	<b>12,464,521</b>	<b>955,000</b>	<b>-</b>	<b>9,616,202</b>	<b>5,769,800</b>	<b>8,485,000</b>	<b>520,000</b>	<b>-</b>	<b>78,595,573</b>
<b>Non-Operating Expenses:</b>													
Operating Reserve	36,000				36,000								36,000
Debt Svc (Gallery IV) (LI Cabcars)	1,931,357				77,254				309,017		1,545,086		1,931,357
Debt Svc 60 Railcars (Local)	110,442				110,442								110,442
Debt Svc 60 Railcars (Fed/State/Local)	4,673,073				186,923				347,691		3,738,457		4,673,073
<b>Non-Operating Summary</b>	<b>6,750,870</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>433,619</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,056,708</b>	<b>-</b>	<b>5,283,542</b>	<b>-</b>	<b>6,750,870</b>
<b>Total Expenses (Subtotal)</b>	<b>85,346,443</b>	<b>40,485,050</b>	<b>75,000</b>	<b>225,000</b>	<b>12,875,140</b>	<b>955,000</b>	<b>-</b>	<b>9,616,202</b>	<b>6,826,508</b>	<b>8,485,000</b>	<b>5,803,542</b>	<b>-</b>	<b>85,346,443</b>
<b>Capital Projects:</b>													
Facilities Asset Management Program	2,790,000				110,400				441,600		2,208,000		2,790,000
Security Cameras	396,400				15,456				61,824		309,120		396,400
Equipment Storage Projects	17,591,257				703,650				5,983,027		10,906,579		17,591,257
Positive Train Control (PTC)	3,638,833				145,553				582,713		2,911,066		3,638,833
Equipment Asset Management Program	4,900,000				196,000				784,000		3,920,000		4,900,000
Security Enhancements	101,050				4,040				16,162		80,808		101,050
Washington Union Station Improvements	5,000,000				200,000				1,700,000		3,100,000		5,000,000
EMV Compliance - Fare Collection System	518,000				-	518,000			-		-		518,000
Capital Reserve	3,000,000				3,000,000								3,000,000
<b>Capital Project Summary</b>	<b>37,895,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,375,100</b>	<b>518,000</b>	<b>-</b>	<b>-</b>	<b>9,566,826</b>	<b>-</b>	<b>23,435,573</b>	<b>-</b>	<b>37,895,500</b>
<b>OMAQ/Smart Scale/REF/PROG</b>													
Biggon Platforms (CMAQ)	819				-				164		655		819
Broad Run Parking Imp. (CMAQ)	5,248,282				-				1,049,656		4,198,626		5,248,282
Broad Run Expansion (Future CMAQ)	750,000				-	750,000			-		-		750,000
Quantico Station Improvements (SmartScale)	1,899,745				-				1,899,745		-		1,899,745
Alexandria Pedestrian Tunnel (SmartScale)	7,853,000				-				7,853,000		-		7,853,000
Fleet Expansion Coaches (SmartScale)	2,000,000				-				2,000,000		-		2,000,000
Crystal City Station Improvements (REF)	1,010,000				-	303,000			707,000		-		1,010,000
L Enfant Station Improvements (REF)	1,363,000				-	250,000			1,113,000		-		1,363,000
Fourth Track VA to LE (REF)	1,363,000				-	250,000			1,113,000		-		1,363,000
Brooks Platforms (REF)	2,646,000				-				2,646,000		-		2,646,000
Leeland Road Platforms (REF)	2,646,000				-				2,646,000		-		2,646,000
<b>OMAQ/Smart Scale/REF/PROG Summary</b>	<b>26,779,846</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,553,000</b>	<b>-</b>	<b>-</b>	<b>21,027,365</b>	<b>-</b>	<b>4,199,281</b>	<b>-</b>	<b>26,779,846</b>
<b>TOTAL</b>	<b>150,021,289</b>	<b>40,485,050</b>	<b>75,000</b>	<b>225,000</b>	<b>17,250,240</b>	<b>3,026,000</b>	<b>-</b>	<b>9,616,202</b>	<b>37,420,900</b>	<b>8,485,000</b>	<b>29,219,116</b>	<b>4,199,281</b>	<b>150,021,289</b>

	Program	Funding	Federal Amt	State Amt
Soft Capital Projects				
Debt Service 11 Cabcars	1,931,357	5337	1,545,086	309,017
Access lease funding (50%/50%)	16,970,000	5579/State	8,485,000	5,769,800
Access lease funding (50%/30%)	-	5579/State	-	-
Local only	Debt Service 60 Railcars	110,442		
Fed/State/Local	Debt Service 60 Railcars	2,725,958	5337	2,180,766
Fed/State/Local	Debt Service 60 Railcars	1,947,113	5307	1,557,690
	Grant & Project Management	600,000	5307	520,000
	Grant & Project Management			
	Subtotal	24,334,870		6,826,508
	Capital Projects/Remarks	64,675,346		30,594,395
	Federal Cap Program	89,010,218	41,923,397	37,420,900





**Six Year Financial Forecast  
FY 2019 – FY 2024**





## Six-Year Financial Forecast

In accordance with the VRE Master Agreement, the FY 2019 budget includes a six-year financial plan, covering FY 2019 through FY 2024. The key assumptions in the forecast are outlined below:

- Operating ratio maintained at 50% or higher through FY 2024
- Projected service level:
  - 32 daily revenue trains for FY 2019 – FY 2024
- Operating costs:
  - Increase in base costs varies by year, based on annual ridership changes
  - Operating cost projections of major capital projects included
  - Train operations and maintenance of equipment, midday services, fuel, track leases and debt service tracked separately
- Fare revenue:
  - 3% increase in FY 2020, FY 2022 and FY 2024 – no increase in FY 2019, FY 2021 and FY 2023
- Local subsidy:
  - 3% Increase in FY 2019, FY 2021 and FY2023 – no increase in FY 2020, FY 2022 and FY 2024
- Grant revenue:
  - Access lease reimbursement funding equal to 84% of access costs through FY 2019. State access lease funding is projected to drop from 84% to 50% over five years, beginning in FY 2020
  - State operating grant funding based on current funding amount, no increases or decreases projected
  - Federal capital program is shown as in six year CIP, with level funding from FY 2019 to FY 2024
  - State capital grant matched at 16% in FY 2019, except for New York Avenue Midday Storage Facility, Life-Cycle Overhaul and Upgrade Facility and Washington Union Station Improvements projects, matched at 34% in FY 2019
  - State capital grant matching projected to decrease to 8% in FY 2020 – FY 2024
- Tools for addressing potential funding gaps in future years are listed at the bottom of the forecast: reduction or deletion of annual contribution to capital reserve; use of federal funds for preventive maintenance in operating budget; and use of capital or operating reserve funds, as applicable. Some combination of these and other options, such as reducing service, would be considered if funding issues are not resolved.



**FY-2019 to FY-2024 Six Year Financial Forecast**

Description	FY-2018	FY-2019	FY-2020	FY-2021	FY-2022	FY-2023	FY-2024	Comments
<b>Number of Trains</b>	32	32	32	32	32	32	32	
Manassas Line	16	16	16	16	16	16	16	
Fredericksburg Line	16	16	16	16	16	16	16	
<b>Average Daily Ridership</b>	18,200	19,000	19,190	19,382	19,576	19,771	19,969	
<b>Average Fare Price</b>	8.65	8.80	9.06	9.06	9.34	9.34	9.62	3% FY18; FY20; FY22; FY24
<b>Potential Operating Ratio</b>	51%	52%	52%	51%	51%	50%	50%	
<b>Use of Funds for Operations</b>								
<b>Net Operating Expenses</b>	26,447,361	28,282,309	29,130,778	30,004,702	30,904,843	31,831,988	32,786,948	
<b>Operating Expense of Capital Projects</b>	-	0	258,000	303,000	333,000	348,000	383,000	
<b>Budgeted Operating Reserves</b>	36,000	46,000	284,724	293,869	303,313	313,065	323,135	17% reserve
<b>Insurance</b>	4,000,000	4,000,000	4,100,000	4,200,000	4,325,000	4,450,000	4,600,000	
<b>Amtrak</b>	4,407,000	4,621,000	4,805,840	4,998,074	5,197,997	5,405,916	5,622,153	
<b>Contracted Train Operations</b>	15,416,000	15,718,000	16,189,540	16,675,226	17,175,483	17,690,747	18,221,470	
<b>Maintenance of Equipment</b>	6,360,500	7,020,500	7,231,115	7,448,048	7,671,490	7,901,635	8,138,684	
<b>Fuel</b>	4,759,500	4,250,000	4,420,000	4,596,800	4,780,672	4,971,899	5,170,775	
<b>Track Lease Expense</b>	16,840,000	17,870,000	18,584,800	19,197,152	20,101,320	20,905,372	21,741,587	
<b>Debt Service</b>	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	
<b>Total Operating Costs</b>	84,981,231	88,522,679	91,719,667	94,431,741	97,507,986	100,533,492	103,702,621	
<b>Sources of Funds For Operations</b>								
		3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
<b>Fare Revenue</b>	39,845,400	42,400,000	43,700,000	44,100,000	45,900,000	46,300,000	48,200,000	
<b>Interest Income</b>	75,000	200,000	200,000	200,000	200,000	200,000	200,000	
<b>Other Income</b>	225,000	225,000	225,000	225,000	225,000	225,000	225,000	
<b>Other</b>	955,000	990,000						One-Time Exp., Use of Prev. FY Surplus
<b>State Operating Grant</b>	10,000,000	9,500,000	9,500,000	9,500,000	9,500,000	9,500,000	9,500,000	
<b>State Capital Grant</b>	6,782,308	7,132,508	4,617,010	3,599,899	2,538,486	1,364,569	528,354	Includes debt service and soft capital revenue
<b>Federal Grants:</b>								<i>Assumes reduction of State Funding at the end of FY19</i>
Track Access Lease Funding	8,420,000	8,935,000	9,292,400	9,598,576	10,050,660	10,452,686	10,870,794	
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	
Other Federal Revenues	520,000	520,000	520,000	520,000	520,000	520,000	520,000	
<b>Total Operating Revenues</b>	72,106,251	75,186,051	73,337,953	73,027,017	74,217,688	73,845,798	75,327,690	
<b>Surplus/(Deficit) for Operations</b>	(12,874,980)	(13,336,628)	(18,381,714)	(21,404,724)	(23,290,298)	(26,687,694)	(28,374,931)	
<b>Local Subsidy</b>	17,250,240	17,767,748	17,767,748	18,300,780	18,300,780	18,849,804	18,849,804	3% in FY19; FY21; FY23
<b>Net subsidy available for capital match</b>	4,375,260	4,431,120	(613,966)	(3,103,943)	(4,989,517)	(7,837,890)	(9,525,127)	
<b>Use of Funds for Capital Program</b>								
<b>Capital Cost Base Program</b>	48,422,591	60,942,515	39,961,886	35,572,496	68,628,471	66,565,580	32,082,458	
<b>Total Capital Program Costs</b>	48,422,591	60,942,515	39,961,886	35,572,496	68,628,471	66,565,580	32,082,458	
<b>Sources of Funds for Capital Program</b>								
<b>Federal Grants:</b>		80%	80%	80%	80%	80%	80%	
Federal funding (Includes CMAAQ)	27,638,047	26,773,570	25,249,909	26,057,997	25,367,397	24,905,747	23,265,966	
Federal funding - Track Access	50%	50%	50%	50%	50%	50%	50%	
<b>Matching Funds</b>								
State Capital Grants - non-federal costs	15,909,285	26,187,824	8,022,082	3,024,604	36,771,179	35,169,938	2,326,597	State % Changes From 16% (or 34%) to 8% in FY20
Local/Other Funds	500,000	3,550,000	0	0	0	0	0	
Net local subsidy available for capital match	4,375,260	4,431,120	(613,966)	(3,103,943)	(4,989,517)	(7,837,890)	(9,525,127)	
<b>Total Sources of Funding for Capital Program</b>	48,422,592	60,942,515	32,658,025	25,978,658	57,149,059	52,237,795	16,067,436	
<b>Add'l funds required to fund Operations and Capital:</b>								
<b>Additional required for operations/base program</b>	0	(0)	(7,303,861)	(9,593,838)	(11,479,412)	(14,327,785)	(16,015,022)	
<b>Potential Means to Address Future Gap As Needed:</b>								
Reduction of Annual Capital Reserve Contribution	0	0	(3,000,000)	(3,000,000)	(3,000,000)	(3,000,000)	(3,000,000)	
Use of Federal Formula Funds for Preventive Maint.	0	0	(3,000,000)	(3,000,000)	(7,000,000)	(7,000,000)	(7,000,000)	80% Federal money, net effect of use
Use of Reserve Funds	0	0	(1,303,861)	(3,593,838)	(1,479,412)	(4,327,785)	(6,015,022)	
<b>Remaining Shortfall After Potential Solutions Utilized</b>	0	(0)	0	0	0	0	0	

Note: Capital Program excludes debt service



## Financial and Debt Ratios

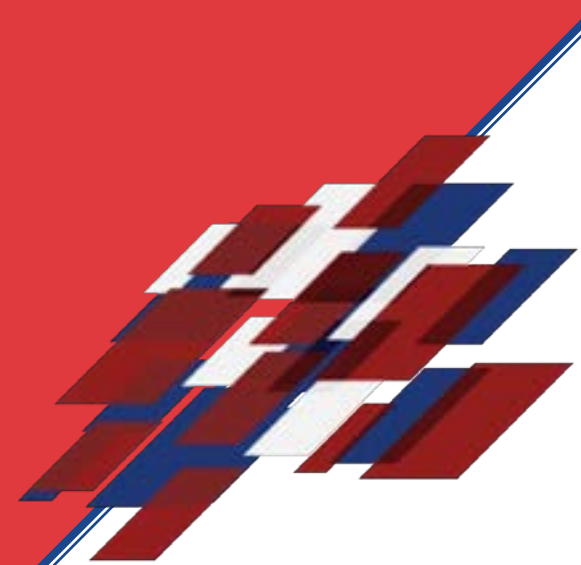
The VRE Financial and Debt Management Principles are detailed earlier in this document. The development and implementation of financial and debt policies is a best practice for financial management, provides a framework for evaluating the long term impact of current decisions, and supports high quality credit ratings.

Each year as part of our budgetary process we measure and report upon whether the six-year financial forecast and CIP have been developed in accordance with, and meet the criteria of, our Financial and Debt Management Principles.

Description	FY19	FY 20	FY21	FY22	FY23	FY24
<b><i>Operating cost ratio (cost recovery) higher than 50%</i></b>						
<b><i>Projected</i></b>	<b><i>52%</i></b>	<b><i>52%</i></b>	<b><i>51%</i></b>	<b><i>51%</i></b>	<b><i>50%</i></b>	<b><i>50%</i></b>
<b><i>Debt service limited to 20% of annual operating costs:</i></b>						
Total operating costs	88,522,679	91,719,667	94,431,741	97,507,986	100,533,492	103,702,621
Existing annual debt service cost	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870
<b><i>Existing debt service as a % of operating costs</i></b>	<b><i>7.6%</i></b>	<b><i>7.3%</i></b>	<b><i>7.1%</i></b>	<b><i>6.9%</i></b>	<b><i>6.7%</i></b>	<b><i>6.5%</i></b>
<b><i>Working capital reserves not less than 2 months and goal of 3 months by FY 2023</i></b>						
<b><i>Number of months</i></b>	<b><i>3.1</i></b>	<b><i>3.0</i></b>	<b><i>2.9</i></b>	<b><i>2.8</i></b>	<b><i>2.7</i></b>	<b><i>2.6</i></b>
<b><i>PAYGO equal to a minimum of 20% of the funded portion of the CIP over the 6-year period:</i></b>						
Funded portion of CIP	60,942,515	39,961,886	35,572,496	68,628,471	66,565,580	32,082,458
<b><i>PAYGO %</i></b>	<b><i>100%</i></b>	<b><i>100%</i></b>	<b><i>100%</i></b>	<b><i>100%</i></b>	<b><i>100%</i></b>	<b><i>100%</i></b>



**Capital Improvement Program  
FY 2019 – FY 2024**



## Capital Improvement Program Introduction

The FY 2019 Virginia Railway Express (VRE) 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 funded and unfunded projects.

- **Funded** projects are those that are funded through federal formula grants received annually by VRE; through state funding in accordance with the Commonwealth's Six-Year Improvement Program (SYIP); through already allocated funds from other entities, such as NVTA, FAMPO or a VRE jurisdiction; or through other expected sources.
- **Unfunded** (or partially funded) projects are those that are pending a discretionary allocation by a funding authority or for which a funding source has not yet been identified. Because discretionary funding relies on the actions of other entities, funds may not be available when needed.

VRE has established the following mechanisms to support the capital program:

- The **Capital Reserve** was created in order to complete projects, take advantage of grant opportunities that require substantial local match, or to fund initial costs to support major grant proposals or evaluate alternatives. Funding is provided from prior year surpluses, the sale of assets, and, beginning in FY 2015, from a \$3 million annual jurisdictional contribution included in the budget.
- The **Capital Planning Fund (CPF)** was established to provide immediate, generally small-scale funding for studies required to advance system investments or support future federal or state applications or to meet other immediate capital program needs. The CPF was established in FY 2015 from unallocated Capital Reserve funds in the amount of \$1.58M. A replenishment of \$2M was included in the FY 2017 Amended Budget.





## Description of the 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 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 budget 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. The Operations Board and Commissions formally approve the current year of the CIP and amendments to the prior year.

**Project Information:** Detailed project information is provided, including a summary of funding sources for each project. FY 2018 funding reflects the amended budget for that year. In order to provide a complete picture of each project, funding and cost information is provided from the inception of the project through to its conclusion.

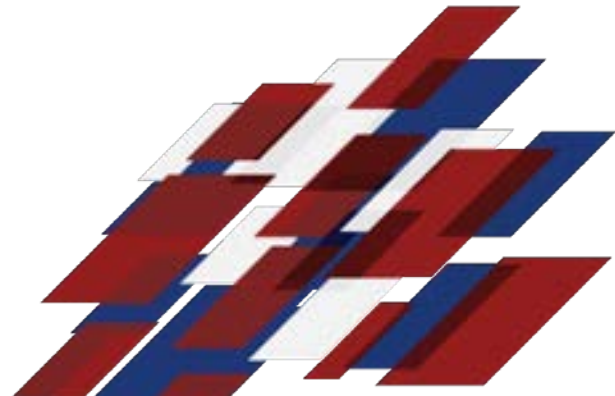
**Prior Year Projects:** Projects fully funded in prior years are reported in the CIP until all work on the project is completed.



The Capital Improvement Program (CIP) is a comprehensive inventory of VRE's capital needs and the capital funding sources that have been identified for the six years of this plan (FY 2019 to FY 2024). The primary purpose of the CIP is to provide a realistic picture of the funding outlook and the challenges VRE may face in securing adequate funding to pay for needed capital improvements. While VRE has some funding that is already programmed, allocated, or identified, the CIP shows that there is a significant shortfall between projected need and available funds, particularly for major joint corridor projects. Additional funding at the federal, state, and local level will be needed to fully fund VRE's long-term capital program.

In FY 2016, with the assistance of the financial advisory firm PFM, VRE developed a financial forecast that compares the capital and operating needs associated with various service profiles (including implementation of System Plan 2040) to available funding sources and quantified the need for additional funding. The next step in the development of the Financial Plan is the identification and evaluation of various alternatives for meeting future system needs, including debt financing as appropriate.

The capital improvement projects are designed to maintain and enhance VRE's service by renovating and strengthening the core system; improving the system's security and reliability; and modernizing and expanding the system to accommodate increasing ridership demand. This CIP is a snapshot of the current outlook, and is updated periodically as projects are further developed and the funding picture evolves.



## Capital Financial Outlook

The FY 2019 to FY 2024 CIP illustrates the funding challenges for VRE in the coming years, as committed funding currently falls short of the system’s capital needs. The shortfall will make it difficult for VRE to adequately reinvest to maintain the system’s reliability and safety, while also making enhancements, adding capacity to serve new ridership demands and adhering to commitments to participate in the expansion of the railroad infrastructure.

A key challenge is the timing of planned investment versus availability of funding for several crucial projects, most notably the replacement of VRE’s midday train storage facility. The current CIP relies on multi-year state capital funding of 34% to allow VRE to leverage available federal formula funds for this project. However, this state matching funding is currently projected to decline substantially beginning in FY 2020 as a result of the “fiscal cliff” (i.e., the expiration of Capital Project Revenue Bond proceeds used to fund transit capital projects across Virginia). If not addressed, this funding decline will impact midday storage and other projects and make it more difficult to advance the projects as desired beyond FY 2019. The statutory limitations on the use of VRE’s primary source of federal formula funding (the Section 5337 State of Good Repair program) further complicates the capital funding picture.

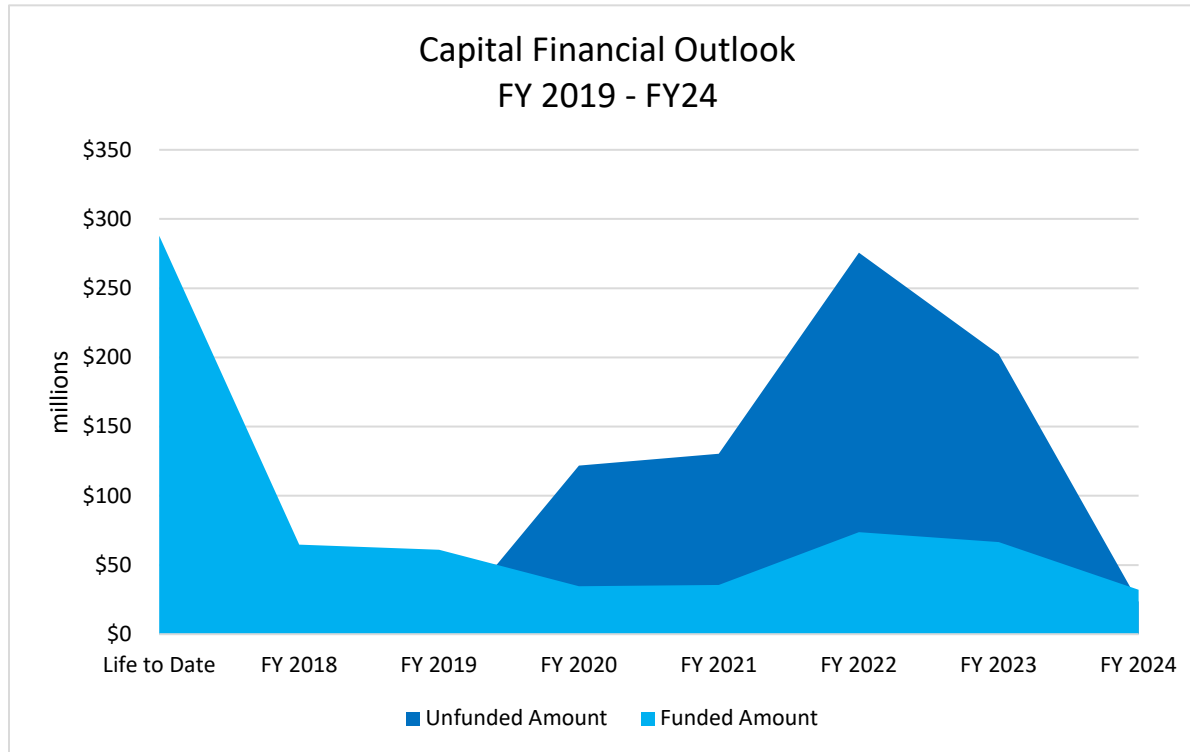
To fully fund the projects in the FY 2019-FY 2024 CIP (including all costs to complete) would require approximately \$2.3 billion. Of this total, \$656 million is committed from ongoing formula funding sources or allocated discretionary funds (this includes life-to-date funding through FY 2018). The remaining \$1.6 billion includes a number of projects which may be eligible for additional funding from discretionary funding sources such as SmartScale, federal Core Capacity grants, or through NVTAs. The table below segregates the current projects in the six-year CIP from “future” expansion projects, which includes Crossroads MSF - Storage Expansion, Fleet Expansion (Manassas Line), Fredericksburg Station Improvements, Manassas Line Track and Signal Improvements and major joint corridor projects (Long Bridge and Neabsco and Occoquan Third Tracks) that are expected to rely substantially on the contributions of other federal, state, or regional stakeholders.

Description	Total	Funded	Unfunded	% Funded
Six Year Projects	\$915.1	\$655.4	\$259.7	71.6%
Future Projects	\$1,384.8	\$1.0	\$1,383.8	0.1%
CIP Grand Total	\$2,299.9	\$656.4	\$1,643.5	28.5%

*figures in millions*



The graph below represents VRE’s funded and unfunded project costs of \$1.4 billion for projects included in the CIP FY 2019 – FY 2024 Six Year Plan. The total projected cost for the entire CIP is \$2.3 billion, which includes \$890 million of future needs beyond FY2024.



## Capital Sources and Uses

Capital projects often rely on funds obligated in prior years, unlike operating budget expenses. Most grants are awarded on a reimbursement basis, and grant allocations can be obtained for specific projects and programs over multiple years during which they can “accumulate” and be committed to a contract when the balance is sufficient for that phase of the project to proceed. Consequently, the six-year CIP is a cash flow snapshot driven by expenditures, since the construction phase of a capital project cannot be started unless the underlying funding commitment is in place.



In order to address funding challenges, VRE's CIP centers on the fundamental need to prioritize the most vital initiatives and investments necessary to achieve key safety, reliability, capacity, and sustainability goals. The FY 2019 capital budget is driven primarily by the need to meet established programmatic commitments and maintain the necessary financial capacity to address the most acute emerging and longstanding needs required to maintain the safety and reliability of essential capital assets. As a result, the majority of VRE's FY 2019 planned capital investment is in asset management and ensuring that assets are in a state of good repair.

## Capital Environment

Capital funds come from a wide variety of federal, state, regional, and local sources. With the exception of the FTA Section 5307 and 5337 formula allocations and the associated State Mass Transit and local matching funds, most of VRE's capital funding sources are one-time competitive or discretionary grants. Given the magnitude of VRE's capital needs over the next six years and beyond, an aggressive approach to securing discretionary grants has been pursued in recent years and will continue to be necessary. Advocacy for project grant funding must be continuous at the local, regional, state, and federal levels from the moment a project is initiated. This process is labor intensive and requires the coordinated efforts of VRE staff, other local and regional bodies, and elected officials. The charts and graphs at the end of this section show the magnitude of the various funding sources on which VRE relies.

## Decision-Making Factors

VRE considers a number of factors when determining which capital projects are allocated the limited funding that is available, including:

- Does the expenditure maintain the system in a state of good repair?
- Does this expenditure help VRE manage risk?
- Does this expenditure address VRE's biggest identified sources of risk?
- Does this expenditure close an identified need (i.e., a gap between target and actual service levels)?
- Does this expenditure minimize life-cycle cost?
- Does this expenditure yield ongoing operational cost savings either through efficiency or reduced risk?
- Project continuity: Is this project already underway and does it need ongoing funding to continue implementation from a prior year?
- Project interdependence: Are other projects dependent on this project? Is this project dependent on others?





## CIP Project Sheets

The CIP includes 55 separate projects. For ease of understanding, these individual projects have been grouped into categories with identifying project IDs:

*Asset Management/State of Good Repair (AM)* – refers to projects that ensure that assets perform at their highest level throughout their service life, and to the formal effort to consistently address, evaluate, analyze and prioritize the condition of VRE’s rolling stock and facilities.

*Passenger Station Facilities (ST)* – includes projects that lengthen or widen existing station platforms, construct new platforms at current stations or add new stations to the system.

*Rolling Stock Equipment (RS)* – refers to the purchase of replacement or expansion locomotives and coaches; coaches may be either cab cars or trailers.

*Station Parking (PK)* – includes projects that modify or expand parking at specific VRE station locations. Parking may be provided in surface lots or as structured parking. Parking at a station can exclusively serve VRE riders but may also serve other users such as bus transit riders at multi-modal stations.

*Track and Signal Infrastructure (TS)* – refers to the installation of rail, ties, rail fastenings, hardware and roadbed over which trains operate; the electrical or mechanical signal devices used to control train movements; and other railroad infrastructure such as interlockings, crossovers, switches, or turnouts.

*Train Maintenance and Storage Facilities (MS)* - includes midday or overnight storage tracks and related switches, signals, or power sources; buildings, structures or equipment used to inspect, repair or maintain rolling stock; warehouse facilities; crew buildings; and other facilities or equipment such as employee parking or exterior fencing or lighting.

*Other (OT)* – projects that are unique because they span multiple categories; will be primarily funded by other stakeholders; or represent reserve contributions.



In addition, projects are classified by project type, as follows:

*Asset Management* – improvements or repairs to prolong the useful life of an existing asset; meet mandated requirements or otherwise modernize the asset or system; or to enhance safety and security.

*Replacement and Rehabilitation* - replacement or major rehabilitation of an existing asset.

*Expansion* – improvements implemented primarily for the purpose of increasing capacity.

Several projects are in process that will benefit VRE, but are being undertaken by others: the construction of the Potomac Shores VRE station; DRPT’s Fredericksburg Line Third Track project and the Fourth Track between RO (Roslyn) to AF (Alexandria); and potential parking additions at Lorton and Rolling Road stations in Fairfax County. Although these projects are integral to the operation of the VRE system, they are not included in the CIP. More information on these projects is provided in the Appendices section of this document.

Of the total value of the projects in the CIP, both funded and unfunded, 31% is for projects that increase capacity for in the CIP six-year plan, 60% is for future expansion projects and joint use projects (Long Bridge Capacity Improvements, Neabsco and Occoquan Third Tracks), 4% is for asset management, 4% for Replacement and Rehabilitation and 1% is for other.

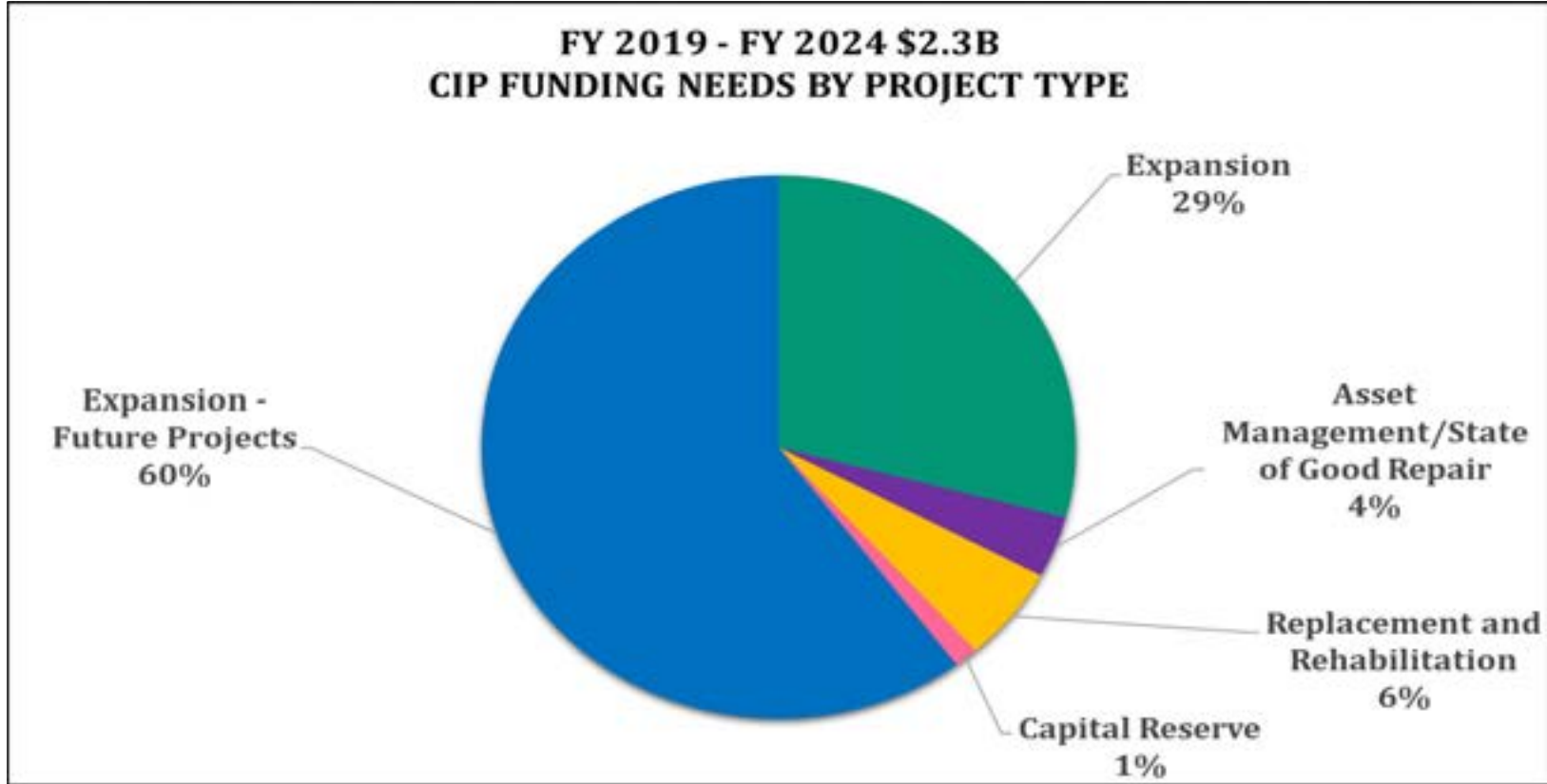
The tables bellow list the individual projects within each project category, including the identifying Project ID, and shows the funding needs by year for the total program and summarize the funding sources for the FY 2019 to FY 2024 CIP indicating the amount unfunded by year. (No unfunded amounts are reflected through FY 2019 since project work cannot be authorized unless funding is available. Any delays this may have caused to the desired project schedule is noted on the individual project sheet. )

The Appendices includes a one page summary of the funding status of each project along with the identification of potential sources to meet unfunded needs.



**CIP FUNDING NEEDS BY PROJECT TYPE** (in millions)

PROJECT TIME LINE	PROJECT TYPE	PROJECT COST	FUNDED	UNFUNDED
CIP Six Year Plan	Capital Reserve	\$30.0	\$30.0	
	Replacement and Rehabilitation	\$130.2	\$130.2	
	Asset Management/State of Good Repair	\$84.5	\$81.0	\$3.5
	Expansion	\$670.4	\$414.2	\$256.2
<b>CIP Six Year Plan Total</b>		<b>\$915.1</b>	<b>\$655.4</b>	<b>\$259.7</b>
Future Projects	Expansion	\$1,384.8	\$1.0	\$1,383.8
		<b>\$1,384.8</b>	<b>\$1.0</b>	<b>\$1,383.8</b>
<b>Grand Total</b>		<b>\$2,299.8</b>	<b>\$656.3</b>	<b>\$1,643.5</b>



**CIP Six Year Funding Needs By Program Area (in thousands of \$)**

Program Name	Project Name	Project ID	Life to Date	FY 2018 Amended Budget	FY 2019 Proposed Budget	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future	Total	
<b>CIP Six Year Plan</b>													
Asset Management/State of Good Repair	Automatic Parking Counters	AM-1	750									750	
	Automatic Passenger Counters	AM-2	2,900									2,900	
	EMV Compliance - Fare Collection System	AM-3	1,200	518								1,718	
	Enhancement Grant - Security	AM-4	525	101	105	105	105	105	105	105		1,256	
	Equipment Asset Management Program	AM-5	6,800	4,900	3,420	4,325	3,845	2,090	1,980	6,655		34,015	
	Facilities Asset Management Program	AM-6	10,456	2,760	2,495	2,570	2,390	1,430	1,319	1,200		24,620	
	Positive Train Control	AM-7	10,553	3,639									14,192
	Security Cameras	AM-9					3,481						3,481
Realtime Multimodal Traveler Information (New Project)	AM-8	1,192	386									1,579	
<b>Asset Management/State of Good Repair Total</b>			<b>34,377</b>	<b>12,304</b>	<b>6,020</b>	<b>10,481</b>	<b>6,340</b>	<b>3,625</b>	<b>3,404</b>	<b>7,960</b>		<b>84,511</b>	
Train Maintenance and Storage Facilities	Broad Run Expansion (BRX)	OT-2	8,906	5,998	4,385	7,338	1,000	84,863				112,490	
	Crossroads MSF - Storage Expansion, Short-term	MS-2	2,950									2,950	
	Crossroads MSF - Land Acquisition	MS-3						4,000	4,366			8,366	
	L'Enfant Train Storage Track - North	MS-4	4,284									4,284	
	L'Enfant Train Storage Track - South	MS-5	3,965									3,965	
	Life-Cycle Overhaul and Upgrade Facility	MS-6	35,196		2,987							38,184	
	New York Avenue Midday Storage Facility	MS-7	21,149	17,591	21,771	17,082	12,073					89,667	
<b>Train Maintenance and Storage Facilities Total</b>			<b>76,450</b>	<b>23,590</b>	<b>29,143</b>	<b>24,420</b>	<b>13,073</b>	<b>88,863</b>	<b>4,366</b>			<b>259,904</b>	
Joint Use Projects	Fourth Track - VA to LE	TS-2	250	1,363			1,487	4,060	8,120	8,120		23,400	
<b>Joint Use Projects Total</b>			<b>250</b>	<b>1,363</b>			<b>1,487</b>	<b>4,060</b>	<b>8,120</b>	<b>8,120</b>		<b>23,400</b>	
Station Parking	Manassas Park Parking Improvements	PK-3						4,250	1,269			5,519	
	Leeland Road Parking Improvements	PK-4	2,500			5,871	11,742	5,871				25,983	
	Quantico Station Parking Improvements	PK-5				1,705						1,705	
<b>Station Parking Total</b>			<b>2,500</b>			<b>7,576</b>	<b>11,742</b>	<b>10,121</b>	<b>1,269</b>			<b>33,207</b>	
Rolling Stock Equipment	Fleet Expansion Coaches (Fredericksburg Line)	RS-1	36,750									36,750	
	15 Replacement Rail Cars	RS-2	38,515									38,515	
	14 Expansion Rail Cars	RS-3				28,120						28,120	
	Fleet Expansion Coaches (Manassas Line)	RS-5		2,000	2,000			15,984	14,310			34,294	
<b>Rolling Stock Equipment Total</b>			<b>75,265</b>	<b>2,000</b>	<b>2,000</b>	<b>28,120</b>		<b>15,984</b>	<b>14,310</b>			<b>137,679</b>	
Passenger Station Facilities	Quantico Station Improvements	ST-1	10,022	7,853	5,330			1,085	2,385			26,674	
	Brooke Station Improvements	ST-2						6,135				6,135	
	Leeland Road Station Improvements	ST-4					2,000		500			2,500	
	Crystal City Station Improvements	ST-5	3,906	2,646	2,450	263	245	5,313	8,568			23,391	
	L'Enfant Station Improvements	ST-8	400	1,010		2,000	2,285	9,323	13,396	13,396		41,810	
	Alexandria Pedestrian Tunnel	ST-9	13,000									13,000	
	Franconia-Springfield Station Improvements	ST-10	3,906	2,646	2,450	263	245	3,063	2,685			15,257	
	Lorton Station Second Platform	ST-11	250	1,363			4,350	16,701	24,586			47,250	
	Rippon Station Improvements	ST-12	2,500									2,500	
	Backlick Road Station Improvements	ST-13	16,150									16,150	
	Lorton Platform Extension	ST-21				9,125						9,125	
	Rolling Road Station Improvements	ST-14	13,600	1,900	2,000				851			18,351	
	Woodbridge Station Improvements	ST-15	16,634	1								16,635	
	Washington Union Station Improvements	ST-17	2,000									2,000	
	Alexandria Station Improvements - West	ST-18		5,000	5,000	5,000	10,000	10,000	10,000	10,000			55,000
Alexandria Station Improvements - East	ST-19							2,000	200	600	16,520	19,320	
Manassas Station Improvements	ST-22	400										400	
<b>Passenger Station Facilities Total</b>			<b>82,767</b>	<b>22,419</b>	<b>17,230</b>	<b>16,650</b>	<b>19,125</b>	<b>54,472</b>	<b>62,320</b>	<b>23,996</b>	<b>16,520</b>	<b>315,498</b>	
Track and Signal Infrastructure	Alexandria Station Track 1 Access (Slaters Lane)	TS-1	7,000									7,000	
	South Manassas Third Track and Signal	TS-11				20,131						20,131	
<b>Track and Signal Infrastructure Total</b>			<b>7,000</b>			<b>20,131</b>						<b>27,131</b>	
Information Technology	ERP Implementation	IT-2			2,550	200						2,750	
	TRIP /VMS Upgrade	IT-3			1,000							1,000	
<b>Information Technology Total</b>					<b>3,550</b>	<b>200</b>						<b>3,750</b>	
Misc. (Multiple Categories)	Capital Reserve	OT-1	9,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000		30,000	
<b>Misc. (Multiple Categories) Total</b>			<b>9,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>		<b>30,000</b>	
<b>CIP Six Year Plan Total</b>			<b>287,609</b>	<b>64,675</b>	<b>60,943</b>	<b>110,578</b>	<b>54,766</b>	<b>180,125</b>	<b>96,789</b>	<b>43,076</b>	<b>16,520</b>	<b>915,081</b>	



**CIP Future Projects Funding Needs By Program Area (in thousands of \$)**

Program Name	Project Name	Project ID	Life to Date	FY 2018 Amended Budget	FY 2019 Proposed Budget	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future	Total
<b>Future Projects</b>												
Train Maintenance and Storage Facilities	Crossroads MSF - Storage Expansion, Long-term	MS-8								1,100	19,410	20,510
<b>Train Maintenance and Storage Facilities Total</b>										<b>1,100</b>	<b>19,410</b>	<b>20,510</b>
Joint Use Projects	Long Bridge Capacity Improvements	TS-9	300			45,600	111,075	161,075	161,075		221,175	700,300
	Neabsco Creek Third Track	TS-4							550	1,100	130,550	132,200
	Occoquan Third Track	TS-3						8,000	8,000	8,700	185,980	210,680
<b>Joint Use Projects Total</b>			<b>300</b>			<b>45,600</b>	<b>111,075</b>	<b>169,075</b>	<b>169,625</b>	<b>9,800</b>	<b>537,705</b>	<b>1,043,180</b>
Station Parking	Fredericksburg Parking Structure	PK-2				517					29,500	30,017
<b>Station Parking Total</b>						<b>517</b>					<b>29,500</b>	<b>30,017</b>
Rolling Stock Equipment	Fleet Expansion Coaches (Manassas Line)	RS-6									157,034	157,034
	Fleet Expansion Locomotives (Manassas Line)	RS-4									54,664	54,664
<b>Rolling Stock Equipment Total</b>											<b>211,698</b>	<b>211,698</b>
Passenger Station Facilities	Fredericksburg Station Improvements	ST-20						306	602	1,347	27,100	29,356
<b>Passenger Station Facilities Total</b>								<b>306</b>	<b>602</b>	<b>1,347</b>	<b>27,100</b>	<b>29,356</b>
Track and Signal Infrastructure	Manassas Line Track and Signal Improvements	TS-10							1,800		48,200	50,000
<b>Track and Signal Infrastructure Total</b>									<b>1,800</b>		<b>48,200</b>	<b>50,000</b>
<b>Future Projects Total</b>			<b>300</b>			<b>46,117</b>	<b>111,075</b>	<b>169,381</b>	<b>172,027</b>	<b>12,247</b>	<b>873,613</b>	<b>1,384,760</b>

**Total CIP Funding Needs By Program Area (in thousands of \$)**

Project Time Line	Life to Date	FY 2018 Amended Budget	FY 2019 Proposed Budget	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future	Total
CIP Six Year Plan	287,609	64,675	60,943	110,578	54,766	180,125	96,789	43,076	16,520	915,081
CIP Future Projects	300			46,117	111,075	169,381	172,027	12,247	873,613	1,384,760
<b>Total CIP</b>	<b>287,909</b>	<b>64,675</b>	<b>60,943</b>	<b>156,695</b>	<b>165,841</b>	<b>349,506</b>	<b>268,816</b>	<b>55,323</b>	<b>890,133</b>	<b>2,299,841</b>



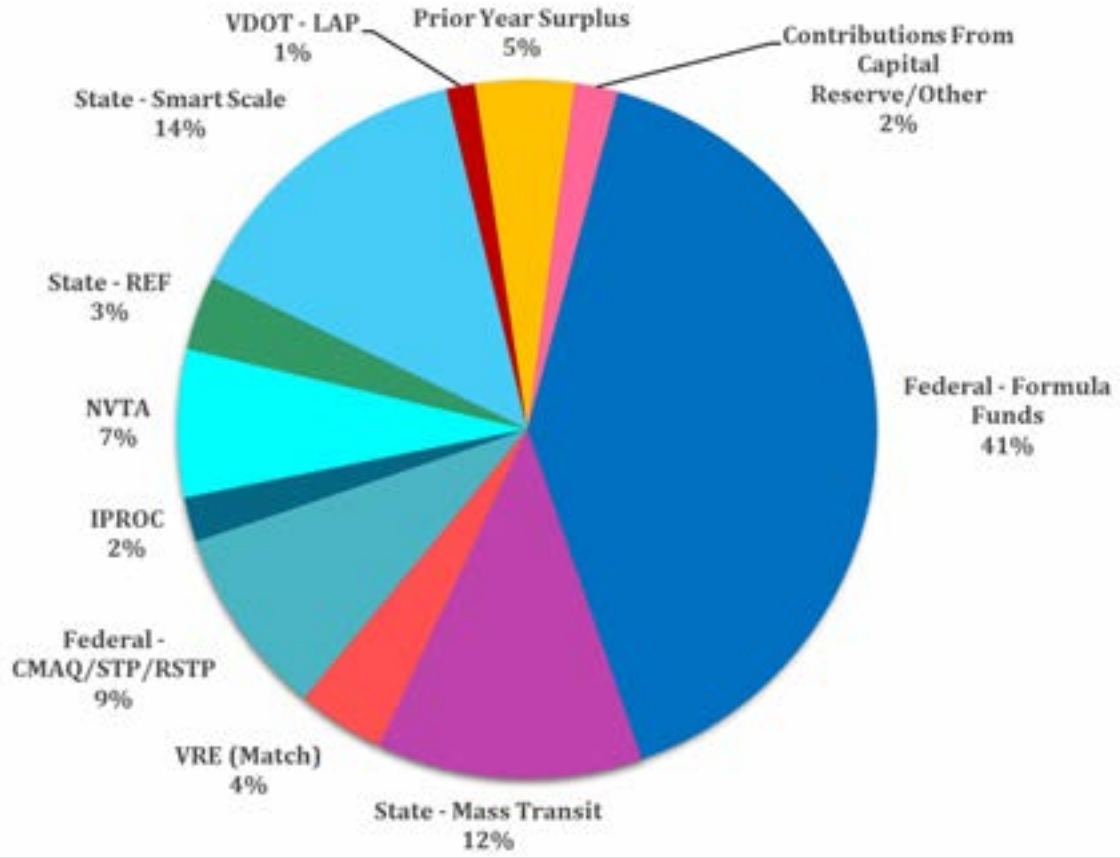


**CIP Funding Source (in thousands of \$)**

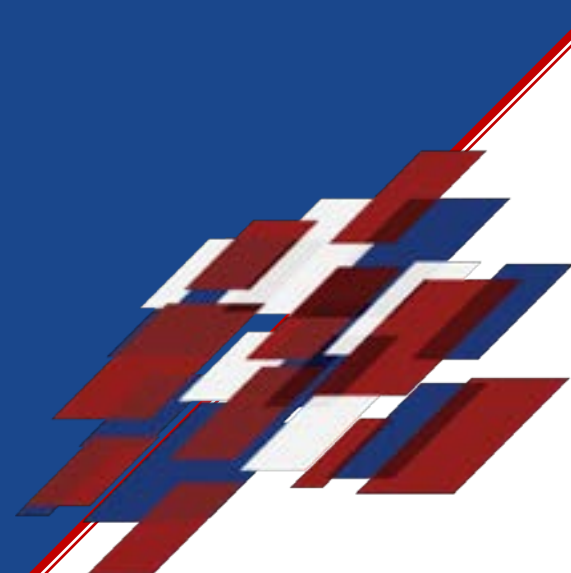
Funding Type	Funding Source	Life to Date	FY 2018 Amended Budget	FY 2019 Proposed Budget	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future	Total
<b>CIP Six Year Plan</b>											
Federal Formula Grants W/Match	Federal Formula Grants	102,950	23,436	23,266	23,266	23,266	23,266	23,266	23,266		265,981
	State - Mass Transit	48,358	9,567	11,081	2,327	2,327	2,327	2,327	2,327		80,638
	VRE (Match)	6,310	1,375	1,431	3,490	3,490	3,490	3,490	3,490		26,566
<b>Federal Formula Grants W/Match Total</b>		<b>157,618</b>	<b>34,377</b>	<b>35,778</b>	<b>29,082</b>	<b>29,082</b>	<b>29,082</b>	<b>29,082</b>	<b>29,082</b>		<b>373,186</b>
Discretionary Funds and Other VRE Contributions	Federal - CMAQ/STP/RSTP	37,193	5,249	4,385	2,230	3,490	2,627	1,650			56,823
	IPROC	13,600									13,600
	NVTA	44,886									44,886
	State - REF	9,312	8,528	4,900							22,740
	State Smart Scale		11,753	9,330			39,119	32,433			92,635
	VDOT - LAP	8,722									8,722
	VRE - Operating Budget	9,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000		30,000
	VRE (Capital Reserve)	5,758	500	3,410	200						9,868
	VRE (CPF)	1,200	750	140							2,090
	Other	321	518								839
	<i>Unfunded (To Be Determined)</i>				<i>76,066</i>	<i>19,194</i>	<i>106,297</i>	<i>30,624</i>	<i>10,993</i>	<i>16,520</i>	<i>259,693</i>
<b>Discretionary Funds and Other VRE Contributions Total</b>		<b>129,991</b>	<b>30,298</b>	<b>25,165</b>	<b>81,496</b>	<b>25,684</b>	<b>151,042</b>	<b>67,707</b>	<b>13,993</b>	<b>16,520</b>	<b>541,895</b>
<b>CIP Six Year Plan Total</b>		<b>287,609</b>	<b>64,675</b>	<b>60,943</b>	<b>110,578</b>	<b>54,766</b>	<b>180,125</b>	<b>96,789</b>	<b>43,076</b>	<b>16,520</b>	<b>915,081</b>
<b>Future Projects</b>											
Discretionary Funds and Other VRE Contributions	Federal - CMAQ/STP/RSTP				250			400			650
	VRE (CPF)	300									300
	<i>Unfunded (To Be Determined)</i>				<i>45,867</i>	<i>111,075</i>	<i>169,381</i>	<i>171,627</i>	<i>12,247</i>	<i>873,613</i>	<i>1,383,810</i>
<b>Future Projects Total</b>		<b>300</b>			<b>46,117</b>	<b>111,075</b>	<b>169,381</b>	<b>172,027</b>	<b>12,247</b>	<b>873,613</b>	<b>1,384,760</b>
<b>Grant Total</b>		<b>287,909</b>	<b>64,675</b>	<b>60,943</b>	<b>156,695</b>	<b>165,841</b>	<b>349,506</b>	<b>268,816</b>	<b>55,323</b>	<b>890,133</b>	<b>2,299,841</b>



### FY 2019 - FY 2024 CIP: SOURCES OF \$656M COMMITTED FUNDING



# Asset Management & State of Good Repair



**Virginia Railway Express**  
**Automatic Parking Counters**

**Program Name:** Asset Management/State of Good Repair  
**Project Type:** Asset Management  
**Project ID:** AM-1  
**Location:** N/A

**Start Date** FY 2016  
**End Date** FY 2018

Currently, passenger vehicle counts are performed manually to determine parking lot utilization. This project will allow for automatic parking/traffic counters at selected stations which will allow staff to obtain more accurate, real-time information as well as gather additional information on parking movements for use in ridership and operations analyses.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	600,000									600,000
State - Mass Transit	120,000									120,000
VRE (Match)	30,000									30,000
<b>Total Funding</b>	<b>750,000</b>									<b>750,000</b>

Match funds provided from prior year surplus.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Automatic Parking Counter		750,000								750,000
<b>Total Spending Plan</b>		<b>750,000</b>								<b>750,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Automatic Passenger Counters**

**Program Name:** Asset Management/State of Good Repair  
**Project Type:** Asset Management  
**Project ID:** AM-2  
**Location:** N/A

**Start Date:** FY 2016  
**End Date:** FY 2020

Currently, passenger counts are performed manually by train conductors each morning and evening to comply with the National Transit Database (NTD) and internal VRE reporting needs. This project will allow for automatic passenger counters 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. Current assumption is that a portion of the new rail cars will have the equipment installed during the construction process.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	2,320,000									2,320,000
State - Mass Transit	464,000									464,000
VRE (Match)	116,000									116,000
<b>Total Funding Sources</b>	<b>2,900,000</b>									<b>2,900,000</b>

Match funds are provided from prior year surplus.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Purchase/Install on 11 Cars		280,830								280,830
Purchase/Install on 60 Cars			1,542,550							1,542,550
Purchase/Install on 23 Cars				709,573						709,573
Project Management/Oversight		189,700	124,590	52,757						367,047
<b>Total Spending Plan</b>		<b>470,530</b>	<b>1,667,140</b>	<b>762,330</b>						<b>2,900,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

Software license and maintenance costs estimated at \$1,500 per rail car or \$15,000 annually.





**Virginia Railway Express**  
**EMV Compliance - Fare Collection System**

<b>Program Name:</b>	Asset Management/State of Good Repair)	<b>Start Date</b>	FY 2017
<b>Project Type:</b>	Asset Management	<b>End Date</b>	FY 2018
<b>Project ID:</b>	AM-3		
<b>Location</b>	System-wide		

This project is for the update of the Scheidt and Bachmann Fare Collections System to be EMV (Europay Mastercard Visa) compliant. This project will enable the system to accept EMV enabled cards which include chip and pin technology for greater data security. The project will also upgrade the touchscreens as the current screens are obsolete, and will add ADA required audio jacks for passenger use. Additional funding has been requested to include replacing the MKVs (magnetic reader/encoder/printer) in the fare collections equipment.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	960,000									960,000
State - Mass Transit	192,000									192,000
VRE (Match)	48,000									48,000
Proceeds - Sale of federally funded asset		518,000								518,000
Total Funding	1,200,000	518,000								1,718,000

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
EMV Compliance - Fare Collection System		1,718,000								1,718,000
Total Spending Plan		1,718,000								1,718,000

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



Virginia Railway Express  
Enhancement Grant - Security

Program Name: Asset Management/State of Good Repair  
 Project Type: Asset Management  
 Project ID: AM-4  
 Location: N/A

Start Date: Ongoing  
 End Date: Ongoing

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 \$105,000.**

Funding Source	LTD Actuals	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	420,261	80,808	84,000	84,000	84,000	84,000	84,000	84,000		1,005,069
State - Mass Transit	32,810	16,162	16,800	8,400	8,400	8,400	8,400	8,400		107,772
VRE (Match)	72,255	4,040	4,200	12,600	12,600	12,600	12,600	12,600		143,495
<b>Total Funding Sources</b>	<b>525,326</b>	<b>101,010</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>		<b>1,256,336</b>

Spending Plan By Phase	LTD Actuals	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Enhancement grant - security	183,902	442,434	105,000	105,000	105,000	105,000	105,000	105,000		1,256,336
<b>Total Spending Plan</b>	<b>183,902</b>	<b>442,434</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>		<b>1,256,336</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



**Virginia Railway Express**  
**Equipment Asset Management Program**

<b>Program Name:</b>	Asset Management/State of Good Repair	<b>Start Date</b>	FY 2016
<b>Project Type:</b>	Asset Management	<b>End Date</b>	Ongoing
<b>Project ID:</b>	AM-5		
<b>Location</b>	N/A		

Project provides funding for major lifecycle overhaul and upgrade costs for VRE's rolling stock to assure all equipment is maintained in a state of good repair in accordance with VRE's Maintenance Management Plan and Transit Asset Management program. The major projects scheduled for FY 2019 are HVAC overhauls on 71 gallery cars (\$1.6M) and Top Deck overhaul for 10 locomotives (\$1.7M).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	5,440,000	3,920,000	2,736,000	3,460,000	3,076,000	1,672,000	1,584,294	5,323,628		27,211,922
State - Mass Transit	1,088,000	784,000	547,200	346,000	307,600	167,200	158,429	532,363		3,930,792
VRE (Match)	272,000	196,000	136,800	519,000	461,400	250,800	237,644	798,544		2,872,188
Total Funding Sources	6,800,000	4,900,000	3,420,000	4,325,000	3,845,000	2,090,000	1,980,368	6,654,535		34,014,903

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Equipment Asset Management Program	1,581,435	10,118,565	3,420,000	4,325,000	3,845,000	2,090,000	1,980,368	6,654,535		34,014,903
Total Spending Plan	1,581,435	10,118,565	3,420,000	4,325,000	3,845,000	2,090,000	1,980,368	6,654,535		34,014,903

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Facilities Asset Management Program**

**Program Name:** Asset Management/State of Good Repair  
**Project Type:** Asset Management  
**Project ID:** AM-6  
**Location:** System-wide

**Start Date:** FY 2015  
**End Date:** Ongoing

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, storage, office facilities and systems was conducted, in accordance with VRE's Transit Asset Management program, in order to establish to establish maintenance, rehabilitation and replacement cycles and priorities. Major projects currently anticipated in FY 2019 include: modernization of the Woodbridge east elevator and upgrades to the Manassas and Woodbridge west elevators (\$500k); rehabilitation of the Fredericksburg station platforms (\$1.41M); IT Infrastructure, Unified Communications and Cybersecurity Upgrade (\$500k).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	8,364,900	2,208,000	1,996,000	2,056,000	1,912,000	1,144,000	1,055,200	960,000		19,696,100
State - Mass Transit	1,647,980	441,600	399,200	205,600	191,200	114,400	105,520	96,000		3,201,500
VRE (Match)	443,245	110,400	99,800	308,400	286,800	171,600	158,280	144,000		1,722,525
<b>Total Funding</b>	<b>10,456,125</b>	<b>2,760,000</b>	<b>2,495,000</b>	<b>2,570,000</b>	<b>2,390,000</b>	<b>1,430,000</b>	<b>1,319,000</b>	<b>1,200,000</b>		<b>24,620,125</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Facilities Asset Management Program	771,733	11,944,392	2,495,000	2,570,000	2,390,000	1,430,000	1,319,000	1,200,000		24,120,125
VRE Office Renovations	500,000									500,000
<b>Total Spending Plan</b>	<b>1,271,733</b>	<b>11,944,392</b>	<b>2,495,000</b>	<b>2,570,000</b>	<b>2,390,000</b>	<b>1,430,000</b>	<b>1,319,000</b>	<b>1,200,000</b>		<b>24,620,125</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A





Virginia Railway Express

Positive Train Control

Program Name: Asset Management/State of Good Repair  
 Project Type: Asset Management  
 Project ID: AM-7  
 Location: N/A

Start Date: FY 2014  
 End Date: FY 2018

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 safety systems to monitor and control train movements to provide increased safety for passenger rail. VRE's project was developed in conjunction with the implementation plans of the host railroads.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	8,442,400	2,911,066								11,353,466
State - Mass Transit	1,236,850	582,213								1,819,063
VRE (Match)	873,750	145,553								1,019,303
<b>Total Funding</b>	<b>10,553,000</b>	<b>3,638,833</b>								<b>14,191,833</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Positive Train Control	7,500,784	6,691,049								14,191,833
<b>Total Spending Plan</b>	<b>7,500,784</b>	<b>6,691,049</b>								<b>14,191,833</b>

Operations & Maintenance (O & M) Costs (Savings)

Annual amount for software license fees and operating costs estimated at \$450,000.





Virginia Railway Express

Security Cameras

**Program Name:** Asset Management(State of Good Repair)  
**Project Type:** Asset Management  
**Project ID:** AM-8  
**Location:** System-wide

**Start Date** FY 2016  
**End Date** Ongoing

The system of security cameras and infrastructure at VRE stations and yards is scheduled to be modernized and expanded. (This project covers cameras at VRE's existing facilities; the cost of the initial installation of cameras associated with construction projects is included in the budgets for these projects.) Funding is currently provided for cameras and associated hardware at 22 locations.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	553,840	309,120								862,960
State - Mass Transit	110,768	61,824								172,592
VRE (Match)	27,692	15,456								43,148
VRE (Capital Reserve)	500,000									500,000
<b>Total Funding</b>	<b>1,192,300</b>	<b>386,400</b>								<b>1,578,700</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Security Cameras	451,982	740,318	386,400							1,578,700
<b>Total Spending Plan</b>	<b>451,982</b>	<b>740,318</b>	<b>386,400</b>							<b>1,578,700</b>

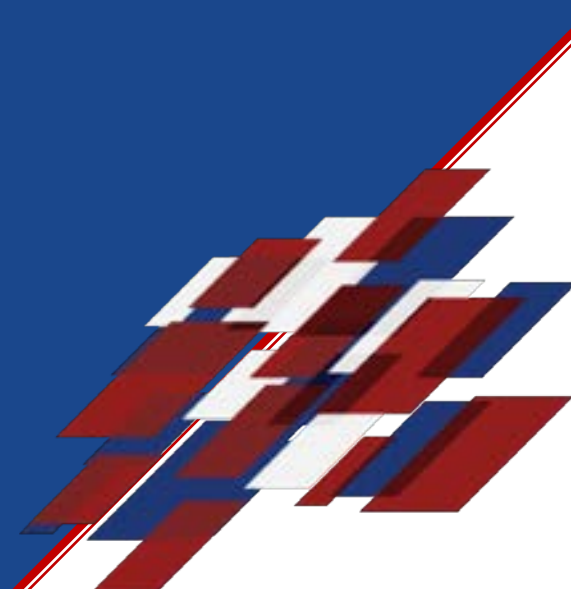
Operations & Maintenance (O & M) Costs (Savings)

N/A





# Rolling Stock



**Virginia Railway Express**  
**Realtime Multimodal Traveler Information**

**Program Name:** Asset Management/State of Good Repair  
**Project Type:** Asset Management  
**Project ID:** AM-9  
**Location:** System-wide

**Start Date:** FY 2020  
**End Date:** FY 2020

VRE has a system-wide program to implement automatic passenger counters in all rail cars and automatic parking counters at all VRE parking facilities. While train location information is currently provided on the internet and on screens at the stations, there are plans to provide Realtime train arrival information in the future. Software upgrades will be required to provide these Realtime data feeds that can then be integrated with VRE Mobile and other third-party apps and websites, as well as on display screens at VRE stations and other locations along the I-66 corridor. This project element will also be coordinated with the VDOT-led effort on the Northern Virginia East West Integrated Corridor Management project. Funding has been committed for implementing automatic passenger counters and automatic parking counters at existing VRE facilities. Funding is being requested for parking counters at new parking facilities, as well as for software upgrades and display screens.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
State - Smart Scale				3,481,000						3,481,000
<b>Total Funding Sources</b>				<b>3,481,000</b>						<b>3,481,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Realtime Multimodal System				3,481,000						3,481,000
<b>Total Spending Plan</b>				<b>3,481,000</b>						<b>3,481,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A





Virginia Railway Express

14 Expansion Rail Cars

Program Name: Rolling Stock Equipment  
 Project Type: Replacement and Rehabilitation  
 Project ID: RS-1  
 Location: N/A

Start Date: FY 2014  
 End Date: FY 2018

Purchase of 14 Gallery rail cars for the short-term expansion of service by providing rail cars for an additional Fredericksburg line train and for lengthening of other train consists. Five cars were ordered in FY 2015 and are scheduled to be delivered during FY 2017. An additional nine cars were ordered in FY 2016.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	9,895,000									9,895,000
State - Mass Transit	17,771,250									17,771,250
VRE (Match)	88,000									88,000
State STP Funds	7,218,750									7,218,750
VRE (Capital Reserve)	1,777,000									1,777,000
<b>Total Funding Sources</b>	<b>36,750,000</b>									<b>36,750,000</b>

DRPT provided a multi-year funding agreement for FY 2016 and FY 2017 for the nine car purchase.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Expansion Coach/Trailer Car (5)	13,132,152									13,132,152
Expansion Coach/Trailer Car (9)	465,348	23,152,500								23,617,848
<b>Total Spending Plan</b>	<b>13,597,500</b>	<b>23,152,500</b>								<b>36,750,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

Average maintenance cost per rail car is \$53,000 per year or \$742,000 annually once all 14 rail cars are in service.

Major lifecycle repair and overhaul costs begin in year ten and are reflected in the Equipment Asset Management Program (AM-5).



Virginia Railway Express

15 Replacement Rail Cars

Program Name: Rolling Stock Equipment  
 Project Type: Replacement and Rehabilitation  
 Project ID: RS-2  
 Location: N/A

Start Date: FY 2012  
 End Date: FY 2018

Purchase of 15 Gallery rail cars to complete the replacement of all legacy rolling stock. Eight rail cars were received in FY15 and seven were delivered in FY16. Funding amounts reflect revised cost estimates at the time of the order for the seven rail cars.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	15,905,612									15,905,612
State - Mass Transit	10,220,381									10,220,381
VRE (Match)	1,167,460									1,167,460
Federal - CMAQ/STP/RSTP	8,240,000									8,240,000
VRE (Capital Reserve)	2,981,240									2,981,240
<b>Total Funding Sources</b>	<b>38,514,693</b>									<b>38,514,693</b>

Federal STP funds allocated by the State.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
8 Replacement Rail Cars	21,656,854									21,656,854
7 Replacement Rail Cars	16,628,827	229,012								16,857,839
<b>Total Spending Plan</b>	<b>38,285,681</b>	<b>229,012</b>								<b>38,514,693</b>

Costs in FY 2018 are for construction retainage and oversight during the warranty period after the rail cars are received.

**Operations & Maintenance (O & M) Costs (Savings)**

Average maintenance cost per rail car is \$53,000 per year or \$795,000 annually.

Major lifecycle repair and overhaul costs begin in year ten and are reflected in the Equipment Asset Management Program (AM-5).





Virginia Railway Express

Fleet Expansion Coaches - Manassas Line - Short Term

Program Name: Rolling Stock  
 Project Type: Expansion  
 Project ID: RS-3  
 Location: N/A

Start Date: FY 2020  
 End Date: FY 2020

This project is the purchase of ten (10) expansion coaches to support long-term Manassas Line service expansion including 20-minute peak headways. Train lengths are up to eight (8) cars in length, sized based on estimated demand. This project is contingent on the expansion of storage capacity at the Broad Run Maintenance and Storage Facility (MSF) and expansion of the Broad Run Station facilities, and on the purchase of additional expansion locomotives. The purchase of 10 of 44 expansion coaches, including spares, to support lengthening existing Manassas Line trains has been recommended for funding using the I-66 Outside the Beltway Concessionaire payment.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To Be Determined)				28,120,000						28,120,000
<b>Total Funding Sources</b>				<b>28,120,000</b>						<b>28,120,000</b>

Project is a candidate for -1-66 OTB

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
10 Expansion Cab Cars				28,120,000						28,120,000
<b>Total Spending Plan</b>				<b>28,120,000</b>						<b>28,120,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

Average maintenance cost per rail car is currently \$53,000 per year. Major repair and overhaul costs begin in year ten and would be reflected in the Equipment Asset Management Program (RS-6).



Virginia Railway Express

Fleet Expansion Coaches - Fredericksburg Line, Short-term

Program Name: Rolling Stock  
 Project Type: Expansion  
 Project ID: RS-5  
 Location: N/A

Start Date: FY2018  
 End Date: FY2023

This project is the purchase of eleven (11) expansion coaches will enable extending all Fredericksburg Line trains to eight (8) cars in length, plus one spare coach to maintain the coach spare ratio, funded through the Smart Scale Fredericksburg Line Capacity Expansion Project. This project is contingent on the expansion of Crossroads Storage Expansion (Short-term) project at the Crossroads Maintenance and Storage Facility (MSF) Project.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
State - Smart Scale		2,000,000	2,000,000			15,984,000	14,310,442			34,294,442
<b>Total Funding Sources</b>		<b>2,000,000</b>	<b>2,000,000</b>			<b>15,984,000</b>	<b>14,310,442</b>			<b>34,294,442</b>

Project funding allocation per VDOT SYIP,

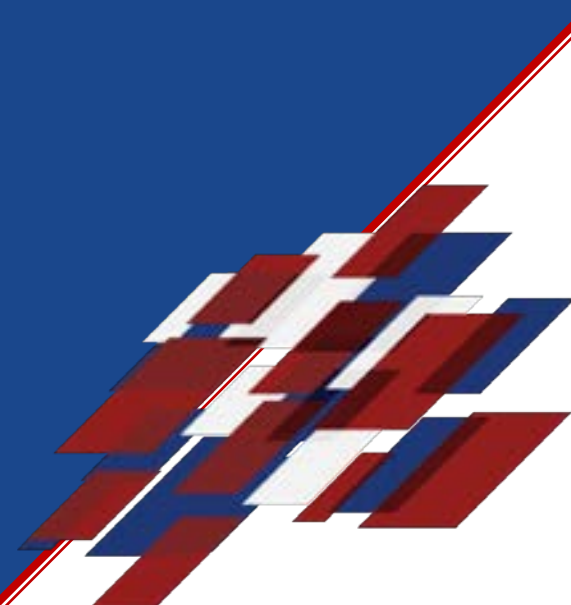
Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Expansion Coach/Trailer Car (11)							34,294,442			34,294,442
<b>Total Spending Plan</b>							<b>34,294,442</b>			<b>34,294,442</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



# Information Technology



**Virginia Railway Express  
ERP Implementation**

**Program Name:** Information Technology  
**Project Type:** New Installation  
**Project ID:** IT - 2  
**Location:** N/A

**Start Date** FY 2019  
**End Date** FY 2020

This project supports the installation of an Enterprise Resource Planning system to support VRE operations. The project will target implementation of a new system to provide automation of process workflows related to Human Resources, Accounting, Finance, Budgeting, Grant Management, Inventory Management, Project Management and Procurements. The project aims to replace current manual processes with data automation in order for the VRE to continue to support the System Plan 2040. This project will greatly enhance the effectiveness of VRE operations by creating greater process efficiencies in the organization

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
VRE (CPF)			140,000							140,000
VRE (Capital Reserve)			2,410,000							2,410,000
Unfunded (To Be Determined)				200,000						200,000
<b>Total Funding</b>			<b>2,550,000</b>	<b>200,000</b>						<b>2,750,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Implementation, Hardware and Licensing			1,300,000	200,000						1,500,000
			1,250,000							1,250,000
<b>Total Spending Plan</b>			<b>2,550,000</b>	<b>200,000</b>						<b>2,750,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

Physical onsite Maintenance will be about \$22,000 starting in FY20.



**Virginia Railway Express  
TRIP /VMS Upgrade**

**Program Name:** Information Technology  
**Project Type:** New Installation  
**Project ID:** IT - 3  
**Location:** N/A

**Start Date** FY 2019  
**End Date** FY 2019

This project supports the Upgrade of VRE's Transit Display system and train information portal. The project will replace the current infrastructure and system which was installed more than ten years ago. This project will greatly enhance the effectiveness of VRE operations through communication of multi-modal transit data, an updated GTFS feeds to VDOT for their use on VDOT Variable Message Signs.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
VRE (Capital Reserve)			1,000,000							1,000,000
Unfunded (To Be Determined)										
<b>Total Funding</b>										

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Implementation, HW, SW, Licensing			1,000,000							1,000,000
<b>Total Spending Plan</b>			1,000,000							1,000,000

**Operations & Maintenance (O & M) Costs (Savings)**

Annual cost will be about \$33,000 starting in FY19

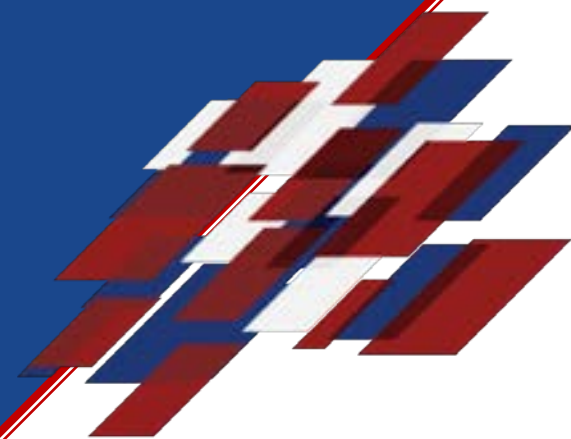








## Train Maintenance & Storage Facilities



Virginia Railway Express

Broad Run Expansion (BRX)

Program Name: Train Maintenance and Storage Facilities  
 Project Type: Expansion  
 Project ID: OT-2  
 Location: Prince William County

Start Date: FY 2016  
 End Date: FY 2021

This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service as identified in the Broad Run Expansion study. Improvements include: expansion of the MSF site and construction of storage tracks for additional trains and equipment, construction of additional parking spaces to accommodate short- and long-term demand, and platform modifications to provide access to expanded parking. The estimated cost also includes Norfolk Southern design review and engineering support services and real estate acquisition. Other projects associated with the proposed service expansion include RS- 3, Fleet Expansion Coaches - Manassas Line, and RS-4, Fleet Expansion Locomotives, and TS-10, South Manassas Third Track and Signals. Project Development (PE/NEPA) for short-term equipment storage expansion, platform modifications and parking expansion included as part of the Manassas Line Capacity Expansion recommended for funding using the I-66 Outside the Beltway Concessionaire payment, is included as part of this project.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ/STP/RSTP	2,736,000	4,198,626	3,507,604		800,000					11,242,230
State - CMAQ/RSTP Match	684,000	1,049,656	876,901		200,000					2,810,557
NVTA	2,785,714									2,785,714
State - REF	1,500,000									1,500,000
VRE - Capital Reserve	1,200,000	750,000								1,950,000
Unfunded (To Be Determined)				7,337,830	84,863,421					92,201,251
<b>Total Funding</b>	<b>8,905,714</b>	<b>5,998,282</b>	<b>4,384,505</b>	<b>7,337,830</b>	<b>85,863,421</b>					<b>112,489,752</b>

This project is a candidate for NVTA, Smart Scale and federal Core Capacity program, 1-66 OTB funds.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	3,120,593	3,318,220								6,438,813
Property Acquisition			4,112,631							4,112,631
Final Design			8,037,444	8,037,444						16,074,888
Construction					42,931,710	42,931,710				85,863,420
<b>Total Spending Plan</b>	<b>3,120,593</b>	<b>3,318,220</b>	<b>12,150,075</b>	<b>8,037,444</b>	<b>42,931,710</b>	<b>42,931,710</b>				<b>112,489,752</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



**Virginia Railway Express**  
**Crossroads MSF - Land Acquisition**

**Program Name:** Train Maintenance and Storage Facilities  
**Project Type:** Expansion  
**Project ID:** MS-02  
**Location:** Spotsylvania County

**Start Date:** FY 2016  
**End Date:** FY 2018

This project provides for the acquisition of approximately 16.5 acres of land to the east of the current VRE Crossroads facility to increase the storage capacity at the yard and to accommodate the construction of the Life-Cycle Overhaul and Upgrade Facility, which requires relocation of two existing storage tracks. The property, net of the land needed for the two tracks, will be large enough to accommodate additional storage needed for System Plan 2040 expansion. This project is part of the Crossroads Maintenance and Storage Facility - Storage Expansion (MS-3).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	2,360,000									2,360,000
State - Mass Transit	472,000									472,000
VRE (Match)	118,000									118,000
<b>Total Funding</b>	<b>2,950,000</b>									<b>2,950,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development										
Property Acquisition	144,700	2,805,300								2,950,000
Final Design										
Construction										
<b>Total Spending Plan</b>	<b>144,700</b>	<b>2,805,300</b>								<b>2,950,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



Virginia Railway Express

Crossroads MSF - Storage Expansion, Short-term

Program Name: Train Maintenance and Storage Facilities  
 Project Type: Expansion  
 Project ID: MS-03  
 Location: Spotsylvania

Start Date: FY 2022  
 End Date: FY 2023

This project constructs storage track(s) for overnight train storage at the Crossroads Maintenance and Storage Facility (MSF) needed to store the 11 expansion coaches funded through the Smart Scale Fredericksburg Line Capacity Expansion Project. The property acquisition supporting this expansion is included in the Crossroads MSF Land Acquisition project, MS-2.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
State - Smart Scale						4,000,000	4,365,765			8,365,765
<b>Total Funding</b>						<b>4,000,000</b>	<b>4,365,765</b>			<b>8,365,765</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development						275,000				275,000
Property Acquisition										
Final Design						816,187				816,187
Construction							7,274,578			7,274,578
<b>Total Spending Plan</b>						<b>1,091,187</b>	<b>7,274,578</b>			<b>8,365,765</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



**Virginia Railway Express**  
**L'Enfant Train Storage Track - North**

<b>Program Name:</b>	Train Maintenance and Storage Facilities	<b>Start Date</b>	FY 2015
<b>Project Type:</b>	Replacement and Rehabilitation	<b>End Date</b>	FY 2018
<b>Project ID:</b>	MS-4		
<b>Location</b>	District of Columbia		

This project is to design and construct the conversion of an existing track to near L'Enfant to a midday storage track with wayside power appliances. The construction includes two track connections and associated train control.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	3,426,895									3,426,895
State - Mass Transit	243,899									243,899
VRE (Match)	612,824									612,824
Total Funding	4,283,618									4,283,618

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development										
Property Acquisition										
Final Design	610,800									610,800
Construction	2,311,900	1,360,918								3,672,818
Total Spending Plan	2,922,700	1,360,918								4,283,618

**Operations & Maintenance (O & M) Costs (Savings)**

N/A





Virginia Railway Express  
L'Enfant Train Storage Track - South

**Program Name:** Train Maintenance and Storage Facilities  
**Project Type:** Replacement and Rehabilitation  
**Project ID:** MS-5  
**Location:** District of Columbia

**Start Date:** FY 2016  
**End Date:** FY 2018

This project is to design and construct the conversion of an existing temporary track near L'Enfant to a mid-day storage track with wayside power appliances. The construction includes one track connection and associated train control.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	3,172,000									3,172,000
State - Mass Transit	634,400									634,400
VRE (Match)	158,600									158,600
<b>Total Funding</b>	<b>3,965,000</b>									<b>3,965,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development										
Project Management										
Final Design	160,600	156,500								317,100
Construction	1,397,900	2,250,000								3,647,900
<b>Total Spending Plan</b>	<b>1,558,500</b>	<b>2,406,500</b>								<b>3,965,000</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A





**Virginia Railway Express**  
**Life-Cycle Overhaul and Upgrade Facility**

**Program Name:** Train Maintenance and Storage Facilities  
**Project Type:** Expansion  
**Project ID:** MS-6  
**Location:** Spotsylvania County

**Start Date:** FY 2014  
**End Date:** FY 2020

This project funds the design and construction of a rolling stock equipment maintenance facility in order to carry out those components of a life-cycle maintenance program that can be most efficiently accomplished at the VRE yards. New shop facilities will include overhead cranes, a wheel and axle drop table and wheel truing machine. The project will build two tracks on adjacent property to accommodate the new facility and will be built in conjunction with Crossroads Maintenance and Storage Facility - Land Acquisition (MS-2).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	25,889,058		1,852,132							27,741,190
State - Mass Transit	7,899,412		1,015,685							8,915,097
VRE (Match)	1,407,853		119,492							1,527,345
<b>Total Funding</b>	<b>35,196,323</b>		<b>2,987,309</b>							<b>38,183,632</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	644,400									644,400
Project Management										
Property Acquisition										
Final Design	1,435,823	718,500	276,000							2,430,323
Construction		4,045,400	18,030,800	13,032,709						35,108,909
<b>Total Spending Plan</b>	<b>2,080,223</b>	<b>4,763,900</b>	<b>18,306,800</b>	<b>13,032,709</b>						<b>38,183,632</b>

**Operations & Maintenance (O & M) Costs [Savings]**

N/A



**Virginia Railway Express**  
**New York Avenue Midday Storage Facility**

**Program Name:** Train Maintenance and Storage Facilities  
**Project Type:** Replacement and Rehabilitation  
**Project ID:** MS-07  
**Location:** District of Columbia

**Start Date** FY 2015  
**End Date** FY 2021

This project includes the design, permitting, property acquisition and construction for a midday storage facility to replace current storage at Amtrak's Ivy City Coach Yard. The Ivy City facility will not be available to VRE because it is needed by Amtrak for its own use. The new facility will replace the current coach yard and also add some space for future expansion.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	14,879,999	10,906,579	13,497,835	13,665,966	9,658,196					62,608,575
State - Mass Transit	5,410,863	5,981,027	7,402,038	1,366,597	965,820					21,126,345
VRE (Match)	858,486	703,650	870,828	2,049,895	1,448,729					5,931,589
<b>Total Funding</b>	<b>21,149,348</b>	<b>17,591,256</b>	<b>21,770,701</b>	<b>17,082,458</b>	<b>12,072,745</b>					<b>89,666,508</b>

Funding from the State capital program in FY 2018 was at 34% . State funding in future years is estimated at 8% of project costs. \$194K of match funds in FY 2016 provided from prior year surplus.

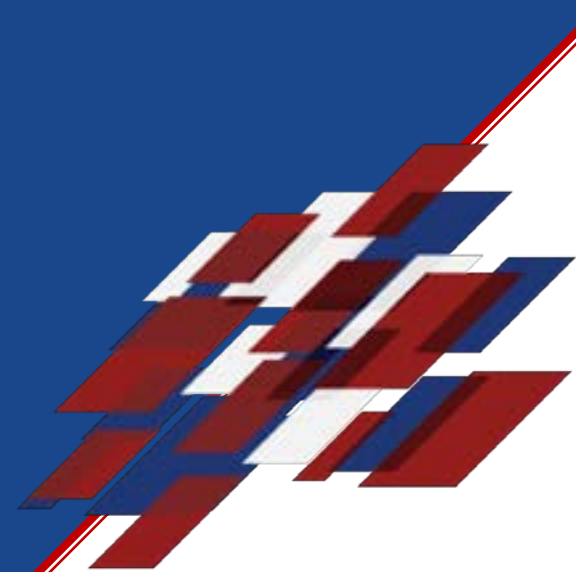
Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	575,102	2,902,700	1,140,000	130,000	130,000					4,877,802
Property Acquisition	2,995,000	2,995,000	7,320,000							13,310,000
Final Design		1,280,000	1,920,000	278,706						3,478,706
Construction			13,760,000	27,200,000	27,040,000					68,000,000
<b>Total Spending Plan</b>	<b>3,570,102</b>	<b>7,177,700</b>	<b>24,140,000</b>	<b>27,608,706</b>	<b>27,170,000</b>					<b>89,666,508</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



# Passenger Station Facilities



**Virginia Railway Express**  
**Alexandria Pedestrian Tunnel**

**Program Name:** Passenger Station Facilities  
**Project Type:** Replacement and Rehabilitation  
**Project ID:** ST-1  
**Location:** City of Alexandria

**Start Date:** FY 2012  
**End Date:** FY 2023

The project will construct a pedestrian tunnel between the VRE/Amtrak station in Alexandria and the King Street Metro station. The Alexandria pedestrian tunnel 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). This project will be built in conjunction with two other projects, Alexandria Station Improvements (ST-2) and Alexandria Station Track 1 Access/Slaters Lane (TS-1). Based on the state's current six-year funding plan and the current project timeline, a portion of the anticipated SmartScale funding is forecasted to be received after project completion. As the project progresses, VRE will work with state and other funding partners on options to mitigate this anticipated timing mismatch, including short-term financing if necessary. The project timeline needs to be maintained in order to fully expend certain other grant funding sources before their expiration.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal Funds - Other	8,721,865									8,721,865
NVTA	1,300,000									1,300,000
State - Smart Scale		7,853,000	5,330,000			1,084,500	2,385,000			16,652,500
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>10,021,865</b>	<b>7,853,000</b>	<b>5,330,000</b>			<b>1,084,500</b>	<b>2,385,000</b>			<b>26,674,365</b>

Federal funds for this project come through a VDOT Locally Administered Project (LAP) agreement and a State Smart Scale funding for ROW and Construction. Project is also a candidate for IPROC funds.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	1,260,000									1,260,000
Property Acquisition		100,000	100,000							200,000
Final Design	1,089,100	1,600,400								2,689,500
Construction			5,507,600	5,507,600	5,757,600	5,752,065				22,524,865
<b>Total Spending Plan</b>	<b>2,349,100</b>	<b>1,700,400</b>	<b>5,607,600</b>	<b>5,507,600</b>	<b>5,757,600</b>	<b>5,752,065</b>				<b>26,674,365</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Alexandria Station Improvements - West**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-22  
**Location:** City of Alexandria

**Start Date** FY 2014  
**End Date** FY 2019

This project is to elevate the west platform (next to the station). The West platform project is funded with federal formula funds. This project is built in conjunction with three other projects, Alexandria Pedestrian Tunnel (ST-1) and Alexandria Station Track 1 Access/Slaters Lane (TS -1) and Alexandria Station improvements - East (ST-02).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds	320,000									320,000
State - Mass Transit	64,000									64,000
VRE (Match)	16,000									16,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>400,000</b>									<b>400,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development			400,000							400,000
Property Acquisition										
Final Design										
Construction										
<b>Total Spending Plan</b>			<b>400,000</b>							<b>400,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A





**Virginia Railway Express**  
**Alexandria Station Improvements - East**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-02  
**Location:** City of Alexandria

**Start Date:** FY 2022  
**End Date:** FY 2022

This project is to extend the east platform at the Alexandria station to accommodate eight-car trains. The east platform project is funded with State Smart Scale funds. However, Based on the state's current six-year funding plan and the current project timeline, the anticipated SmartScale funding is forecasted to be received after it is needed to begin construction. As the project progresses, VRE will work with state and other funding partners on options to mitigate this anticipated timing mismatch, including short-term financing if necessary. The project timeline needs to be maintained in order for the work to be completed in coordination with the Pedestrian Tunnel projects at the same location (Alexandria Pedestrian Tunnel (ST-1) and Alexandria Station Track 1 Access/Slaters Lane (TS -1) and Alexandria Station improvements - West (ST-22).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
State - Smart Scale						5,199,500				5,199,500
Unfunded (To Be Determined)						935,900				935,900
<b>Total Funding</b>						<b>6,135,400</b>				<b>6,135,400</b>

Project is a candidate for IPROC funds.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development				50,000						50,000
Property Acquisition										
Final Design				590,000						590,000
Construction				2,213,300	2,182,100	1,100,000				5,495,400
<b>Total Spending Plan</b>				<b>2,853,300</b>	<b>2,182,100</b>	<b>1,100,000</b>				<b>6,135,400</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Backlick Road Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-4  
**Location:** Fairfax County

**Start Date:** FY 2021  
**End Date:** FY 2023

The Backlick VRE station currently has a platform which will accommodate a five-car train set for boarding and detraining. This project provides for an approximately 300 foot platform extension to accommodate an eight-car train set.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ					1,600,000		400,000			2,000,000
State - CMAQ Match					400,000		100,000			500,000
<b>Total Funding</b>					<b>2,000,000</b>		<b>500,000</b>			<b>2,500,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development					62,000					62,000
Property Acquisition										
Final Design					213,000					213,000
Construction						1,725,000	500,000			2,225,000
<b>Total Spending Plan</b>					<b>275,000</b>	<b>1,725,000</b>	<b>500,000</b>			<b>2,500,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A

**Virginia Railway Express**  
**Brooke Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-5  
**Location:** Stafford County

**Start Date:** FY 2017  
**End Date:** FY 2023

This project is to improve the existing platform to accommodate full-length trains and construction of a second platform and pedestrian overpass. An REF grant in the combined amount of \$18,003,600 for the construction of second platforms at the Brooke and Leeland Road (ST-6) VRE stations is matched in-kind by costs related to the construction of the Potomac Shores station. The second platform 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). The project includes pedestrian and bicycle access improvements at the station. . The project is also funded with State Smart funds. However, Based on the state’s current six-year funding plan and the current project timeline, the anticipated SmartScale funding is forecasted to be received after it is needed to begin construction. As the project progresses, VRE will work with state and other funding partners on options to mitigate this anticipated timing mismatch, and VRE will also revisit the overall project schedule in light of the progress on the new Potomac Shores station and other related projects.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ				210,000	196,016	250,714	459,890			1,116,620
State - CMAQ Match				52,500	49,003	62,680	114,973			279,156
State - REF	3,905,800	2,646,000	2,450,000							9,001,800
State - Smart Scale						5,000,000	7,993,400			12,993,400
<b>Total Funding</b>	<b>3,905,800</b>	<b>2,646,000</b>	<b>2,450,000</b>	<b>262,500</b>	<b>245,019</b>	<b>5,313,394</b>	<b>8,568,263</b>			<b>23,390,976</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	177,400	268,700								446,100
Property Acquisition				815,100						815,100
Final Design			1,143,000	400,000						1,543,000
Construction				5,649,400	9,300,000	5,637,376				20,586,776
<b>Total Spending Plan</b>	<b>177,400</b>	<b>268,700</b>	<b>1,143,000</b>	<b>6,864,500</b>	<b>9,300,000</b>	<b>5,637,376</b>				<b>23,390,976</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



Virginia Railway Express  
Crystal City Station Improvements

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-8  
**Location:** Arlington County

**Start Date:** FY 2016  
**End Date:** FY 2023

This project is for improvements to the Crystal City Station to provide expanded station with longer platform for full-length trains and service on two tracks. This project is related to and must be coordinated with the DC2RVA Project, and Long Bridge Capacity Improvements (TS-09).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds					535,770	1,516,662		8,898,338		10,950,770
State - Mass Transit					53,577	151,666		889,834		1,095,077
VRE (Match)					80,366	227,499		1,334,751		1,642,616
NVTA	400,000									400,000
State - REF		707,000								707,000
VRE (Match)		303,000								303,000
Unfunded (To Be Determined)				2,000,000	1,615,287	7,427,173	13,396,000	2,273,077		26,711,537
<b>Total Funding</b>	<b>400,000</b>	<b>1,010,000</b>		<b>2,000,000</b>	<b>2,285,000</b>	<b>9,323,000</b>	<b>13,396,000</b>	<b>13,396,000</b>		<b>41,810,000</b>

This project is a candidate for future NVTA funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	219,000	656,000	535,000							1,410,000
Property Acquisition					285,000					285,000
Final Design				2,000,000	2,000,000					4,000,000
Construction						9,323,000	13,396,000	13,396,000		36,115,000
<b>Total Spending Plan</b>	<b>219,000</b>	<b>656,000</b>	<b>535,000</b>	<b>2,000,000</b>	<b>2,285,000</b>	<b>9,323,000</b>	<b>13,396,000</b>	<b>13,396,000</b>		<b>41,810,000</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



Virginia Railway Express

Franconia-Springfield Station Improvements

Program Name: Passenger Station Facilities  
 Project Type: Expansion  
 Project ID: ST-9  
 Location: Fairfax County

Start Date: FY 2015  
 End Date: FY 2021

This project includes design and construction to extend the existing north (Metro station side) platform at Franconia-Springfield to accommodate full-length trains. It also includes design and construction of modifications to the south platform at the station to allow it to service trains from either side of the platform once a future third main track is constructed at the station. The project is related to the Atlantic Gateway Segment A third track project.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23		Future	Total
NVTA	13,000,000									13,000,000
<b>Total Funding</b>	<b>13,000,000</b>									<b>13,000,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	272,900	99,100								372,000
Property Acquisition										
Final Design		693,200	231,100							924,300
Construction			2,925,900	5,851,900	2,925,900					11,703,700
<b>Total Spending Plan</b>	<b>272,900</b>	<b>792,300</b>	<b>3,157,000</b>	<b>5,851,900</b>	<b>2,925,900</b>					<b>13,000,000</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A





**Virginia Railway Express**  
**Leeland Road Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-10  
**Location:** Stafford County

**Start Date:** FY 2017  
**End Date:** FY 2023

This project is to improve the existing platform to accommodate full-length trains and construction of a second platform and pedestrian overpass. An REF grant in the combined amount of \$18,003,600 for the construction of second platforms at the Brooke (ST-4) and Leeland Road stations is matched in-kind by costs related to the construction of the Potomac Shores station. The second platform 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). The project includes pedestrian and bicycle access improvements at the station. The project is also funded with State Smart funds. However, Based on the state's current six-year funding plan and the current project timeline, the anticipated SmartScale funding is forecasted to be received after it is needed to begin construction. As the project progresses, VRE will work with state and other funding partners on options to mitigate this anticipated timing mismatch, and VRE will also revisit the overall project schedule in light of the progress on the new Potomac Shores station and other related projects.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ				210,000	196,016	250,714	459,890			1,116,620
State - CMAQ Match				52,500	49,003	62,680	114,973			279,156
State - REF	3,905,800	2,646,000	2,450,000							9,001,800
State - Smart Scale						2,749,725	2,109,789			4,859,514
<b>Total Funding</b>	<b>3,905,800</b>	<b>2,646,000</b>	<b>2,450,000</b>	<b>262,500</b>	<b>245,019</b>	<b>3,063,119</b>	<b>2,684,652</b>			<b>15,257,090</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	151,400	296,400								447,800
Property Acquisition										
Final Design			921,500	240,500						1,162,000
Construction				3,731,600	6,684,600	3,231,090				13,647,290
<b>Total Spending Plan</b>	<b>151,400</b>	<b>296,400</b>	<b>921,500</b>	<b>3,972,100</b>	<b>6,684,600</b>	<b>3,231,090</b>				<b>15,257,090</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A

Virginia Railway Express  
L'Enfant Station Improvements

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-11  
**Location:** District of Columbia

**Start Date:** FY 2017  
**End Date:** FY 2024

This project includes the planning, design, permitting, and construction for an expanded / relocated Station / Platform for the L'Enfant Station. The work will create an island platform and allow for simultaneous boarding of two tracks. The project would extend and widen the platform to accommodate full-length trains and a future fourth track at L'Enfant, VRE's busiest station. The current platform is only six-cars long and serviced by one track, resulting in a serious operational bottleneck that reduces service reliability. The project must be coordinated with the Fourth Track - VA to LE (TS-2), L'Enfant Train Storage Track - North (MS-4) and Long Bridge Capacity Improvements (TS-9) projects.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds						10,849,305	12,542,472			23,391,777
State - Mass Transit						1,084,930	1,254,247			2,339,178
VRE (Match)						1,627,396	1,881,371			3,508,767
State - REF		1,113,000								1,113,000
VRE (Capital Reserve)	250,000	250,000								500,000
Unfunded (To Be Determined)					4,350,000	3,139,631	8,907,648			16,397,279
<b>Total Funding</b>	<b>250,000</b>	<b>1,363,000</b>			<b>4,350,000</b>	<b>16,701,262</b>	<b>24,585,738</b>			<b>47,250,000</b>

The initial development work is funded through the REF program, and the project is also a candidate for future funding through the Federal Core Capacity program NVTA funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development		400,000	806,500	406,500						1,613,000
Property Acquisition										
Final Design					2,175,000	2,175,000				4,350,000
Construction						8,247,000	16,520,000	16,520,000		41,287,000
<b>Total Spending Plan</b>		<b>400,000</b>	<b>806,500</b>	<b>406,500</b>	<b>2,175,000</b>	<b>10,422,000</b>	<b>16,520,000</b>	<b>16,520,000</b>		<b>47,250,000</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



Virginia Railway Express  
Lorton Platform Extension

Program Name: Passenger Station Facilities  
 Project Type: Expansion  
 Project ID: ST-12  
 Location: Fairfax County

Start Date: FY 2011  
 End Date: FY 2018

The Lorton VRE 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. Project includes funds for equipment and cameras related to the extension.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ	1,255,200									1,255,200
State - CMAQ	313,800									313,800
State - Mass Transit	651,700									651,700
Fairfax County	279,300									279,300
<b>Total Funding</b>	<b>2,500,000</b>									<b>2,500,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	275,000									275,000
Property Acquisition										
Final Design	82,100	18,000								100,100
Construction	300,000	1,824,900								2,124,900
<b>Total Spending Plan</b>	<b>657,100</b>	<b>1,842,900</b>								<b>2,500,000</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



**Virginia Railway Express**  
**Lorton Station Second Platform**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-13  
**Location:** Fairfax County

**Start Date** FY 2015  
**End Date** FY 2021

Design and construction of a second platform and pedestrian overpass at Lorton to accommodate full-length trains. 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). The project is related to the Atlantic Gateway Segment A third track project.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ	6,490,800									6,490,800
State - CMAQ Match	1,620,200									1,620,200
State - Mass Transit	97,300									97,300
NVTA	7,900,000									7,900,000
Fairfax County	41,700									41,700
<b>Total Funding</b>	<b>16,150,000</b>									<b>16,150,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	219,300	228,000								447,300
Property Acquisition										
Final Design		789,200	263,100							1,052,300
Construction			3,662,600	7,325,200	3,662,600					14,650,400
<b>Total Spending Plan</b>	<b>219,300</b>	<b>1,017,200</b>	<b>3,925,700</b>	<b>7,325,200</b>	<b>3,662,600</b>					<b>16,150,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A





**Virginia Railway Express**  
**Quantico Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-14  
**Location:** Prince William County

**Start Date** FY 2016  
**End Date** FY 2022

This funding provides for improvements at the Quantico VRE station, including design and construction of an island platform, and pedestrian bridges; extension of the existing platform; and track modification. Improvements will be coordinated with the Arkendale to Powell's Creek third track project being implemented by the Commonwealth and CSX. The State has provided a multi-year funding agreement for this project for FY 2016 and FY 2017 under the IPROC program. This project is related to the ongoing DRPT Arkendale to Powells Creek Project.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
State - IPROC	13,600,000									13,600,000
State - Smart Scale		1,899,745	2,000,000			851,000				4,750,745
<b>Total Funding</b>	<b>13,600,000</b>	<b>1,899,745</b>	<b>2,000,000</b>			<b>851,000</b>				<b>18,350,745</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development		100,000								100,000
Property Acquisition		250,000								250,000
Final Design		675,000								675,000
Construction		625,000	5,523,000	5,875,000	4,451,745	851,000				17,325,745
<b>Total Spending Plan</b>		<b>1,650,000</b>	<b>5,523,000</b>	<b>5,875,000</b>	<b>4,451,745</b>	<b>851,000</b>				<b>18,350,745</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A





**Virginia Railway Express**  
**Rippon Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-15  
**Location:** Prince William County

**Start Date:** FY 2017  
**End Date:** FY 2022

This project is for the design and construction of a platform extension and second platform with pedestrian overpass to accommodate full-length trains. 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). The project is related to the Neabsco Third Track Project TS-04.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ	5,307,179	655								5,307,834
State - CMAQ Match	1,326,795	164								1,326,959
NVTA	10,000,000									10,000,000
<b>Total Funding</b>	<b>16,633,974</b>	<b>819</b>								<b>16,634,793</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	153,800	314,700								468,500
Property Acquisition										
Final Design			820,000	274,000						1,094,000
Construction				3,768,100	7,536,200	3,767,993				15,072,293
<b>Total Spending Plan</b>	<b>153,800</b>	<b>314,700</b>	<b>820,000</b>	<b>4,042,100</b>	<b>7,536,200</b>	<b>3,767,993</b>				<b>16,634,793</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



Virginia Railway Express  
Rolling Road Station Improvements

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-17  
**Location:** Fairfax County

**Start Date:** FY 2016  
**End Date:** FY 2019

The Rolling Road VRE station currently has a platform which will accommodate a full-length train set for boarding and detrainng. This project provides for a 250 foot platform extension to accommodate an eight-car train set. Project includes funds for equipment and cameras related to the extension.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ	1,600,000									1,600,000
State - CMAQ	400,000									400,000
<b>Total Funding</b>	<b>2,000,000</b>									<b>2,000,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	40,700									40,700
Property Acquisition										
Final Design	128,800									128,800
Construction		850,500	980,000							1,830,500
<b>Total Spending Plan</b>	<b>169,500</b>	<b>850,500</b>	<b>980,000</b>							<b>2,000,000</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



**Virginia Railway Express**  
**Washington Union Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-18  
**Location:** District of Columbia

**Start Date:** FY 2018  
**End Date:** Ongoing

This project will fund track, signal, platform and passenger facility upgrades and re-alignments at Amtrak's Washington Union Terminal, in accordance with the Northeast Corridor Capital Investment Plan. Costs for the project will be allocated to the users of the terminal in accordance with the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy, which is still under discussion for capital improvements. VRE's allocated share of the project has not been determined. Some priority projects may be carried out under an interim agreement with Amtrak.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - Formula Funds		3,100,000	3,100,000	4,000,000	8,000,000	8,000,000	8,000,000	8,000,000		42,200,000
State - Mass Transit		1,700,000	1,700,000	400,000	800,000	800,000	800,000	800,000		7,000,000
VRE (Match)		200,000	200,000	600,000	1,200,000	1,200,000	1,200,000	1,200,000		5,800,000
<b>Total Funding</b>		<b>5,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>10,000,000</b>		<b>55,000,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Amtrak Agreement		5,000,000	5,000,000	5,000,000	10,000,000	10,000,000	10,000,000	10,000,000		55,000,000
<b>Total Spending Plan</b>		<b>5,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>10,000,000</b>		<b>55,000,000</b>

Operations & Maintenance (O & M) Costs (Savings)



**Virginia Railway Express**  
**Woodbridge Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-19  
**Location:** Prince William

**Start Date** FY 2020  
**End Date** FY 2023

This project includes the planning, design, permitting, and construction for an expanded Station / Platform to accommodate proposed third track through station. The work will create an island platform and allow for simultaneous boarding of two tracks initially and potentially three tracks in the future. This project is related to the Occoquan Third Track Project (TS-03).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ						1,600,000				1,600,000
State - CMAQ						400,000				400,000
Unfunded (To Be Determined)							200,000	600,000	16,520,000	17,320,000
<b>Total Funding</b>						<b>2,000,000</b>	<b>200,000</b>	<b>600,000</b>	<b>16,520,000</b>	<b>19,320,000</b>

This project is a candidate for REF, IPROC and NVTA funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development						1,000,000	600,000			1,600,000
Property Acquisition										
Final Design							600,000	600,000		1,200,000
Construction									16,520,000	16,520,000
<b>Total Spending Plan</b>						<b>1,000,000</b>	<b>1,200,000</b>	<b>600,000</b>	<b>16,520,000</b>	<b>19,320,000</b>

Spending plan moved by one year

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Manassas Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-21  
**Location:** City of Manassas

**Start Date:** FY 2020  
**End Date:** FY 2022

This project includes the development, design, permitting and construction of an extension to the south side (railroad east) platform at the Manassas Station. The platform will be extended approximately 400 feet to the east (railroad north) and will include a pedestrian connection to VRE station Prince William St. parking lot. Extension of the track will require relocation of the existing switch (Moore) on the Norfolk Southern main line. This project is part of the Manassas Line Capacity Expansion recommended to be fully funded using the I-66 Outside the Beltway Concessionaire payment.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To be determined)				9,125,000						9,125,000
<b>Total Funding</b>										<b>9,125,000</b>

Project is a candidate for 1-66 - OTB funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development				221,000						221,000
Property Acquisition										
Final Design				300,000	250,000					550,000
Construction					4,177,000	4,177,000				8,354,000
<b>Total Spending Plan</b>				<b>521,000</b>	<b>4,427,000</b>	<b>4,177,000</b>				<b>9,125,000</b>

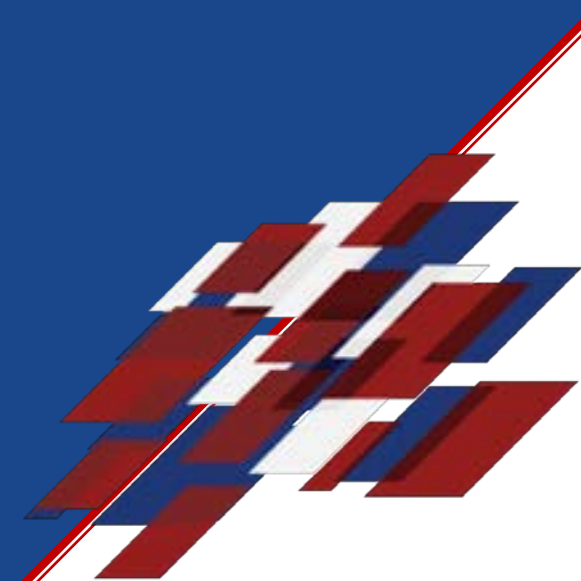
**Operations & Maintenance (O & M) Costs (Savings)**

N/A





# Station Parking



**Virginia Railway Express**  
**Leeland Road Parking Improvements**

**Program Name:** Station Parking  
**Project Type:** Expansion  
**Project ID:** PK-03  
**Location:** Stafford County

**Start Date** FY 2022  
**End Date** FY 2024

This project will expand the surface parking lot at the station by approximately 225 spaces.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
State - Smart Scale						4,250,000	1,269,000			5,519,000
Unfunded (To Be Determined)										
<b>Total Funding</b>						<b>4,250,000</b>	<b>1,269,000</b>			<b>5,519,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development						300,000				300,000
Property Acquisition										
Final Design						212,000	212,000			424,000
Construction							2,400,000	2,395,000		4,795,000
<b>Total Spending Plan</b>						<b>512,000</b>	<b>2,612,000</b>	<b>2,395,000</b>		<b>5,519,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



Virginia Railway Express  
Manassas Park Parking Improvements

**Program Name:** Station Parking  
**Project Type:** Expansion  
**Project ID:** PK-4  
**Location:** City of Manassas Park

**Start Date:** FY 2017  
**End Date:** FY 2022

This project would add a parking facility at the Manassas Park station to increase station parking capacity for VRE riders to 1,100 spaces. The facility has the potential to be shared with other private or public uses in the vicinity. Property acquisition, if needed, is not included in the cost estimate. This project has been recommended to be fully funded using the I-66 Outside the Beltway Concessionaire payment.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
NVTA	2,500,000									2,500,000
Unfunded (To Be Determined)				5,870,750	11,741,500	5,870,750				23,483,000
<b>Total Funding</b>	<b>2,500,000</b>			<b>5,870,750</b>	<b>11,741,500</b>	<b>5,870,750</b>				<b>25,983,000</b>

Project is candidate for I-66 - OTB funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	273,800	436,200								710,000
Property Acquisition										
Final Design		895,000	895,000							1,790,000
Construction				5,870,750	11,741,500	5,870,750				23,483,000
<b>Total Spending Plan</b>	<b>273,800</b>	<b>1,331,200</b>	<b>895,000</b>	<b>5,870,750</b>	<b>11,741,500</b>	<b>5,870,750</b>				<b>25,983,000</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



**Virginia Railway Express**  
**Quantico Station Parking Improvements**

**Program Name:** Station Parking  
**Project Type:** Expansion  
**Project ID:** PK-05  
**Location:** Prince William County

**Start Date:** FY 2020  
**End Date:** FY 2022

This project will provide parking improvements at Quantico station and is dependent on confirmation of parking demand in the travel model results.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - CMAQ				1,308,200						1,308,200
State - CMAQ Match				327,050						327,050
Federal - RSTP				55,742						55,742
Federal - RSTP Match				13,936						13,936
<b>Total Funding</b>				<b>1,704,928</b>						<b>1,704,928</b>

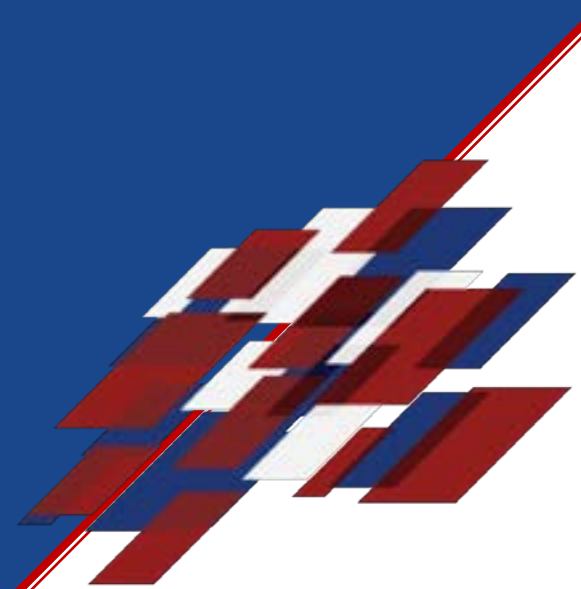
Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development					100,000					100,000
Property Acquisition										
Final Design					320,000					320,000
Construction						1,284,928				1,284,928
<b>Total Spending Plan</b>					<b>420,000</b>	<b>1,284,928</b>				<b>1,704,928</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



# Track & Signal Infrastructure





**Virginia Railway Express**  
**Alexandria Station Track 1 Access (Slaters Lane)**

**Program Name:** Track and Signal Infrastructure  
**Project Type:** Expansion  
**Project ID:** TS-1  
**Location:** City of Alexandria

**Start Date:** FY 2015  
**End Date:** FY 2019

This project will modify the Slaters Lane railroad crossover to enhance capacity and improve operating flexibility to allow VRE trains to use Track 1 at Alexandria Station. 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). Expansion of Alexandria platform to Track 1 is dependent on NVTA approval. This project is built in conjunction with projects at the Alexandria station for a pedestrian tunnel (ST-1) and Alexandria Station Improvements (ST-2).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
NVTA	7,000,000									7,000,000
<b>Total Funding</b>	<b>7,000,000</b>									<b>7,000,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development		170,000								170,000
Property Acquisition										
Final Design	57,500	422,500								480,000
Construction		1,100,000	5,250,000							6,350,000
<b>Total Spending Plan</b>	<b>57,500</b>	<b>1,692,500</b>	<b>5,250,000</b>							<b>7,000,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A

**Virginia Railway Express**  
**South Manassas Third Track and Signals**

**Program Name:** Track and Signal Infrastructure  
**Project Type:** Expansion  
**Project ID:** TS-11  
**Location:** City of Manassas

**Start Date:** FY 2020  
**End Date:** FY 2023

This project includes the development, design, permitting and construction of a third main track and signals on the Manassas Line, about 3 miles from the Broad Run MSF past the Manassas wye to the vicinity of milepost 33/Grant Avenue bridge. The new track will be connected to the existing Norfolk Southern (NS) main line at each end and is assumed to be located within the existing NS right-of-way. Project Development for this project is included in the Broad Run Expansion (BRX) Project OT-2. This project is part of the Manassas Line Capacity Expansion recommended to be fully funded using the I-66 Outside the Beltway Concessionaire payment.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To be determined)				20,131,000						20,131,000
<b>Total Funding</b>										<b>20,131,000</b>

Project is a candidate for I-66 OTB funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development										
Property Acquisition										
Final Design				1,650,000	12,320,000					13,970,000
Construction						6,161,000				6,161,000
<b>Total Spending Plan</b>				<b>1,650,000</b>	<b>12,320,000</b>	<b>6,161,000</b>				<b>20,131,000</b>

moved by one year to align with funding

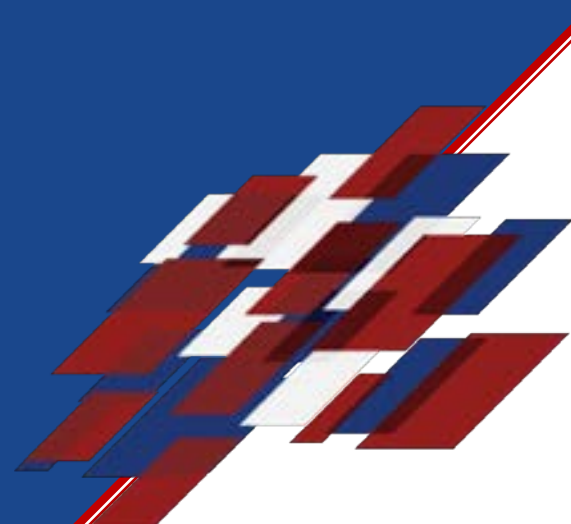
**Operations & Maintenance (O & M) Costs (Savings)**

N/A





# Joint Use Projects





Virginia Railway Express

Fourth Track - VA to LE

Program Name: Track and Signal Infrastructure  
 Project Type: Expansion  
 Project ID: TS-2  
 Location: District of Columbia

Start Date: FY 2017  
 End Date: FY 2023

This project would provide an additional main track between the Virginia (VA) and L'Enfant (LE) Interlocking in Washington, DC. L'Enfant is VRE's busiest station; the current platform is only six-cars long and serviced by one track, resulting in a serious operational bottleneck that reduces service reliability. The project must be coordinated with the reconstruction of the L'Enfant Station (ST-11), L'Enfant Train Storage Track - North (MS-4) and Long Bridge Capacity Improvements (TS-9).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
State - REF		1,113,000								1,113,000
VRE (Capital Reserve)	250,000	250,000								500,000
Unfunded (To Be Determined)					1,487,000	4,060,000	8,120,000	8,120,000		21,787,000
<b>Total Funding</b>	<b>250,000</b>	<b>1,363,000</b>			<b>1,487,000</b>	<b>4,060,000</b>	<b>8,120,000</b>	<b>8,120,000</b>		<b>23,400,000</b>

The initial development work is funded through the REF program, and the project is also a candidate for future funding through the Federal Core Capacity program.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development		400,000	806,500	406,500						1,613,000
Property Acquisition										
Final Design					825,000	662,000				1,487,000
Construction						4,060,000	8,120,000	8,120,000		20,300,000
<b>Total Spending Plan</b>		<b>400,000</b>	<b>806,500</b>	<b>406,500</b>	<b>825,000</b>	<b>4,722,000</b>	<b>8,120,000</b>	<b>8,120,000</b>		<b>23,400,000</b>

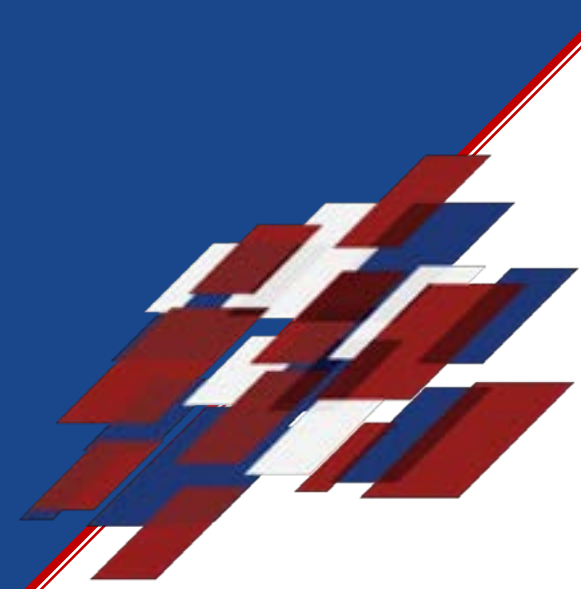
Operations & Maintenance (O & M) Costs (Savings)

N/A





## Future Projects



**Virginia Railway Express**  
**Fleet Expansion Locomotives (Manassas Line)**

**Program Name:** Rolling Stock  
**Project Type:** Expansion  
**Project ID:** RS-4  
**Location:** N/A

**Start Date:** FY 2025  
**End Date:** FY 2027

This project is the purchase of eight (8) expansion locomotives, including spares to maintain the locomotive spare ratio, to support system service expansion to 20-minute headways. This project is contingent on the expansion of storage capacity at the Broad Run Maintenance and Storage Facility (MSF) and expansion of the Broad Run Station facilities, Project OT-2, expansion of the Crossroads MSF, Project MS-8, and on the purchase of additional expansion coaches, Project RS-3.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To Be Determined)									54,664,000	54,664,000
<b>Total Funding Sources</b>									<b>54,664,000</b>	<b>54,664,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Fleet Expansion Locomotives									54,664,000	54,664,000
<b>Total Spending Plan</b>									<b>54,664,000</b>	<b>54,664,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Fleet Expansion Coaches - Manassas Line**

**Program Name:** Rolling Stock  
**Project Type:** Expansion  
**Project ID:** RS-6  
**Location:** N/A

**Start Date:** FY 2025  
**End Date:** FY 2028

This project is the purchase of thirty four (34) expansion coaches and eight (8) expansion cab cars, including spares coaches to maintain the coach spare ratio, to support long-term Manassas Line service expansion including 20-minute peak headways. Train lengths are up to eight (8) cars in length, sized based on estimated demand. This project is contingent on the expansion of storage capacity at the Broad Run Maintenance and Storage Facility (MSF) and expansion of the Broad Run Station facilities, and on the purchase of additional expansion locomotives.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To Be Determined)									157,034,000	157,034,000
<b>Total Funding Sources</b>									<b>157,034,000</b>	<b>157,034,000</b>

Project is a candidate for -1-66 OTB

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Expansion Cab Cars									4,880,000	4,880,000
Expansion Coach/Trailer Cars									152,154,000	152,154,000
<b>Total Spending Plan</b>									<b>157,034,000</b>	<b>157,034,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

Average maintenance cost per rail car is currently \$53,000 per year. Major repair and overhaul costs begin in year ten and would be reflected in the Equipment Asset Management Program (RS-6).



**Virginia Railway Express**  
**Crossroads MSF - Storage Expansion, Long-term**

<b>Program Name:</b>	Train Maintenance and Storage Facilities		<b>Start Date</b>	FY 2024
<b>Project Type:</b>	Expansion		<b>End Date</b>	FY 2025
<b>Project ID:</b>	MS-8			
<b>Location</b>	Spotsylvania			

This project constructs tracks for overnight train storage at the Crossroads Maintenance and Storage Facility needed to accommodate System Plan 2040 expansion. It adds to the storage capacity provided in the Crossroads MSF short-term expansion, Project MS-03. The property acquisition supporting this expansion is included in the Crossroads MSF Land Acquisition project, MS-2.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To Be Determined)								1,100,000	19,409,859	20,509,859
<b>Total Funding</b>								<b>1,100,000</b>	<b>19,409,859</b>	<b>20,509,859</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development								575,000		575,000
Property Acquisition										
Final Design								525,000	900,000	1,425,000
Construction									18,509,859	18,509,859
<b>Total Spending Plan</b>								<b>1,100,000</b>	<b>19,409,859</b>	<b>20,509,859</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Fredericksburg Station Improvements**

**Program Name:** Passenger Station Facilities  
**Project Type:** Expansion  
**Project ID:** ST-20  
**Location:** Fredericksburg

**Start Date** FY 2022  
**End Date** FY 2025

This project includes the planning, design, permitting, and construction for an expanded station / platform to accommodate proposed third track through station. The work will create an island platform and allow for simultaneous boarding of two tracks initially and potentially three tracks in the future.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To Be Determined)						306,000	602,160	1,347,440	27,100,000	29,355,600
<b>Total Funding</b>						<b>306,000</b>	<b>602,160</b>	<b>1,347,440</b>	<b>27,100,000</b>	<b>29,355,600</b>

This project is a candidate for REF or IPROC funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development						306,000	602,200	1,049,900		1,958,100
Property Acquisition									4,830,000	4,830,000
Final Design								297,500	1,190,000	1,487,500
Construction									21,080,000	21,080,000
<b>Total Spending Plan</b>						<b>306,000</b>	<b>602,200</b>	<b>1,347,400</b>	<b>27,100,000</b>	<b>29,355,600</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A





**Virginia Railway Express**  
**Fredericksburg Parking Structure**

**Program Name:** Station Parking  
**Project Type:** Expansion  
**Project ID:** PK-2  
**Location:** Fredericksburg

**Start Date:** FY 2021  
**End Date:** FY 2027

Parking utilization at the Fredericksburg station is consistently near or over the capacity of the available 600 paved parking spaces, along with an unpaved 200-space overflow lot. Although utilization has been impacted by the opening of the Spotsylvania station, future service expansion will result in the need for a total of 1,100 parking spaces. Project assumes the construction of a parking structure at one of the VRE or Fredericksburg-owned lots and paving of the existing gravel lot. The elimination of all leased spaces and consolidation within the new parking facilities are assumed. The project also includes additional access roadway connection to Blue-Grey Parkway.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Federal - RSTP				200,000						200,000
State - RSTP Match				50,000						50,000
Unfunded (To Be Determined)				267,000					29,500,000	29,767,000
<b>Total Funding</b>				<b>517,000</b>					<b>29,500,000</b>	<b>30,017,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development					517,000				450,000	967,000
Property Acquisition										
Final Design									2,800,000	2,800,000
Construction									26,250,000	26,250,000
<b>Total Spending Plan</b>					<b>517,000</b>				<b>29,500,000</b>	<b>30,017,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Manassas Line Track and Signal Improvements**

**Program Name:** Track and Signal Infrastructure  
**Project Type:** Expansion  
**Project ID:** TS-10  
**Location:** City of Manassas Park

**Start Date:** FY 2023  
**End Date:** FY 2027

This project includes the development, design, permitting and construction of track and signal improvements for operations on the Manassas Line. The work may include new crossovers and related signals or a new second platform at four station locations (Backlick Road, Rolling Road, Burke Centre, and Manassas Park). The determination of planned improvements will be made during development considering the efficiency of operations.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
State - CMAQ							320,000			320,000
State - CMAQ Match							80,000			80,000
Unfunded (To be determined)							1,400,000		48,200,000	49,600,000
<b>Total Funding</b>							<b>1,800,000</b>		<b>48,200,000</b>	<b>50,000,000</b>

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development							1,800,000			1,800,000
Property Acquisition										
Final Design									4,050,400	4,050,400
Construction									44,149,600	44,149,600
<b>Total Spending Plan</b>							<b>1,800,000</b>		<b>48,200,000</b>	<b>50,000,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



Virginia Railway Express

Occoquan Third Track

**Program Name:** Track and Signal Infrastructure  
**Project Type:** Expansion  
**Project ID:** TS-3  
**Location:** Fairfax and Prince William

**Start Date** FY 2023  
**End Date** FY 2025

This project includes the planning, design, permitting, and construction for up to 5 miles of third track and related infrastructure including a crossing of the Occoquan River. This project is related to the Woodbridge Station Improvements Project (ST-19).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To Be Determined)						8,000,000	8,000,000	8,700,000	185,980,000	210,680,000
<b>Total Funding</b>						<b>8,000,000</b>	<b>8,000,000</b>	<b>8,700,000</b>	<b>185,980,000</b>	<b>210,680,000</b>

This project is a candidate for REF or IPROC funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development						8,000,000	8,000,000			16,000,000
Property Acquisition										
Final Design								8,700,000	2,000,000	10,700,000
Construction									183,980,000	183,980,000
<b>Total Spending Plan</b>						<b>8,000,000</b>	<b>8,000,000</b>	<b>8,700,000</b>	<b>185,980,000</b>	<b>210,680,000</b>

Operations & Maintenance (O & M) Costs (Savings)

N/A



**Virginia Railway Express**  
**Neabsco Creek Third Track**

**Program Name:** Track and Signal Infrastructure  
**Project Type:** Expansion  
**Project ID:** TS-4  
**Location:** Prince William

**Start Date** FY 2023  
**End Date** FY 2028

This project includes the planning, design, permitting, and construction for 3.1 miles of third track and related infrastructure from MP CFP 87.0 to CFP 83.9 including a crossing of Neabsco Creek. This project is related to the Rippon Station Improvements Project (ST-15).

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Unfunded (To Be Determined)							550,000	1,100,000	130,550,000	132,200,000
<b>Total Funding</b>							<b>550,000</b>	<b>1,100,000</b>	<b>130,550,000</b>	<b>132,200,000</b>

This project is a candidate for REF or IPROC funding.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development							540,000	1,100,000	8,480,000	10,120,000
Property Acquisition										
Final Design									6,650,000	6,650,000
Construction									115,430,000	115,430,000
<b>Total Spending Plan</b>							<b>540,000</b>	<b>1,100,000</b>	<b>130,560,000</b>	<b>132,200,000</b>

**Operations & Maintenance (O & M) Costs (Savings)**

N/A



**Virginia Railway Express**  
**Long Bridge Capacity Improvements**

**Program Name:** Other Projects  
**Project Type:** Expansion  
**Project ID:** TS-9  
**Location:** District of Columbia and Arlington County

**Start Date** FY 2016  
**End Date** FY 2025

This project adds capacity for CSXT, VRE and Amtrak trains crossing the Potomac River through construction of a new bridge, possible rehabilitation of the existing bridge, and associated track and signal improvements. The first phase of the project (PE/NEPA) will be administered by DDOT (D.C. Department of Transportation) with a TIGER grant from the U.S. DOT and contributions from VRE, the State of Virginia and D.C. government.

Funding Source	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
VRE - CPF	300,000									300,000
Unfunded (To Be Determined)				45,600,000	111,075,000	161,075,000	161,075,000		221,175,000	700,000,000
<b>Total Funding</b>	<b>300,000</b>			<b>45,600,000</b>	<b>111,075,000</b>	<b>161,075,000</b>	<b>161,075,000</b>		<b>221,175,000</b>	<b>700,300,000</b>

This project is a candidate for future funding through the Federal Core Capacity program, along with funding from other stakeholders.

Spending Plan By Phase	Life to Date	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Future	Total
Development	300,000									300,000
Property Acquisition				10,000,000						10,000,000
Final Design				35,600,000	25,067,700					60,667,700
Construction					86,007,300	161,075,000	161,075,000		221,175,000	629,332,300
<b>Total Spending Plan</b>	<b>300,000</b>			<b>45,600,000</b>	<b>111,075,000</b>	<b>161,075,000</b>	<b>161,075,000</b>		<b>221,175,000</b>	<b>700,300,000</b>

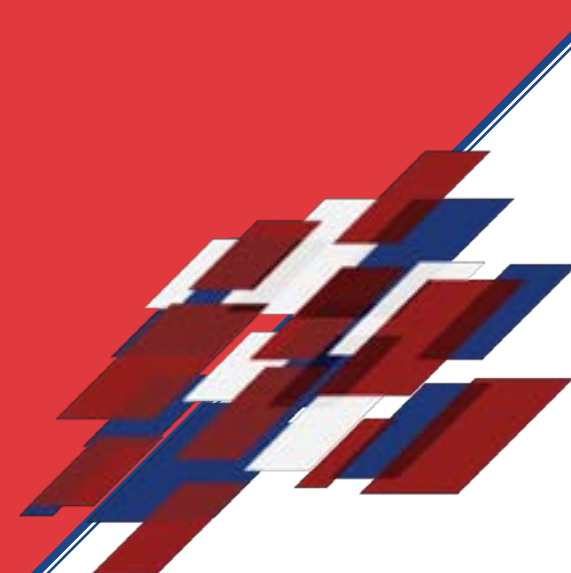
**Operations & Maintenance (O & M) Costs (Savings)**

N/A



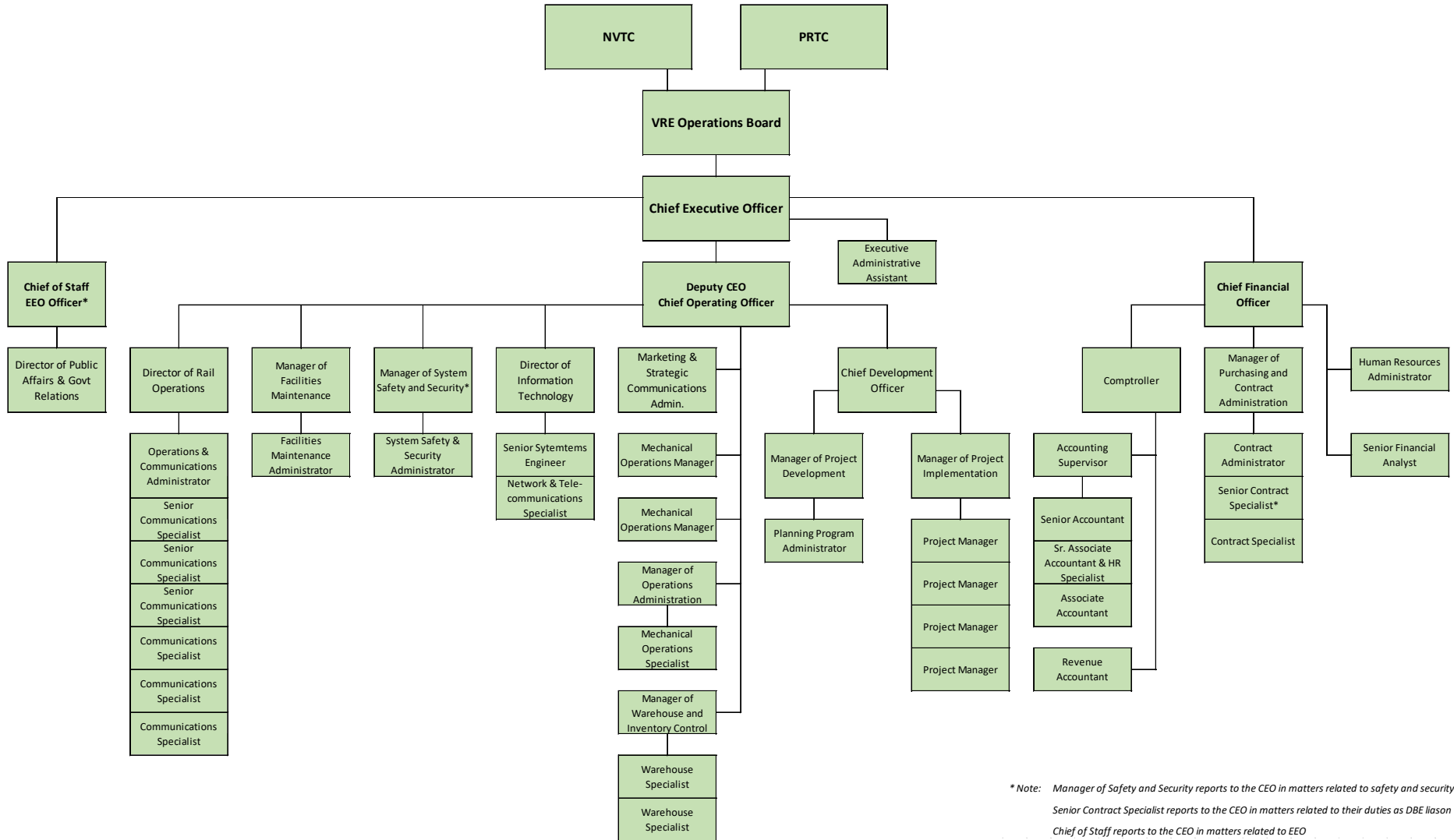


## Appendices & Additional Information



# VRE Staff Organizational Chart

October 1, 2017



\* Note: *Manager of Safety and Security reports to the CEO in matters related to safety and security*  
*Senior Contract Specialist reports to the CEO in matters related to their duties as DBE liason*  
*Chief of Staff reports to the CEO in matters related to EEO*



# Local Subsidy Calculation from Oct. 2017 Survey

Virginia Railway Express Allocation Data  
October 4, 2017 Survey - Proposed FY 2019 Budget

3% Subsidy Increase

11/29/17 S&J

**Final**

Jurisdiction	[Col 1]	[Col 2]	[Col 3]	[Col 4]	[Col 5]	[Col 6]	[Col 6a]
	Population 2016 Update *****	Population % *****	Contributors' Potential Share of Net Costs % *****	Contributors' Potential Share of Net Costs \$ *****	Contributors' Maximum Share of Net Costs *****	*****	*****
<b>Contributors:</b>							
Alexandria	159,464	6.8219%	0.6822%	\$186,507		\$144,807	
Arlington	236,081	10.1257%	1.0126%	\$573,688		\$211,863	
<b>Contributors' Total</b>	<b>396,155</b>	<b>16.9477%</b>					
	[Col 7]	[Col 8]	[Col 9]	[Col 10]	[Col 11]	[Col 12]	
	Population 2016 Update *****	Population % *****	Participants' Normalized % Population *****	October Survey Participants' AM Ridership *****	100 Weight- Participants' Ridership % *****	Participants' Aggregate % of Costs *****	
<b>Participants:</b>							
Fairfax County	1,137,290	48.65%	58.58%	2,122	24.02%	24.02%	
Fredericksburg	27,025	1.16%	1.39%	359	4.06%	4.06%	
Manassas	41,616	1.78%	2.14%	410	4.71%	4.71%	
Manassas Park	15,802	0.68%	0.82%	264	2.99%	2.99%	
Prince William County	448,050	19.17%	21.06%	2,995	33.92%	33.92%	
Stafford County	141,915	6.07%	7.31%	1,517	17.18%	17.18%	
Sootsylvania	129,060	5.55%	6.68%	1,159	13.12%	13.12%	
<b>Participants' Total</b>	<b>1,941,366</b>	<b>83.05%</b>	<b>100.00%</b>	<b>8,832</b>	<b>100.00%</b>	<b>100.00%</b>	
<b>Population Total</b>	<b>2,337,521</b>	<b>100.00%</b>					
	[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						\$144,807	
Arlington						\$211,863	
Fairfax County	24.02%	\$35,907,810	\$21,452,999	\$841,548			\$13,525,582
Fredericksburg	4.06%	\$6,078,539	\$3,628,614	\$142,680			\$2,287,751
Manassas	4.71%	\$7,035,949	\$4,201,603	\$165,299			\$2,650,258
Manassas Park	2.99%	\$4,463,081	\$2,666,452	\$104,847			\$1,681,132
Prince William County	33.92%	\$50,695,720	\$30,287,976	\$1,190,947			\$18,095,821
Stafford County	17.18%	\$15,677,631	\$15,341,009	\$603,220			\$8,672,127
Sootsylvania	13.12%	\$19,611,465	\$11,716,799	\$460,714			\$7,187,157
<b>Total</b>	<b>100.00%</b>	<b>\$149,465,194</b>	<b>\$89,797,446</b>	<b>\$3,511,245</b>	<b>\$56,676,503</b>	<b>\$356,670</b>	<b>\$56,299,833</b>
	[Col 19]	[Col 20]	[Col 21] (repeated)	[Col 21]	[Col 22]	[Col 23]	[Col 24]
	Oct Survey Participants' Fare Revenue % *****	Participants' Fare Revenue \$ *****	Participants' Net Costs \$ *****	Proposed FY 2019 Budget Based on 10/4/17 Survey *****	Actual FY2018 Subsidy *****	Net Change \$ *****	Net Change % *****
Alexandria				144,807	\$140,589	\$4,218	3.00%
Arlington				211,863	\$205,692	\$6,171	3.00%
Fairfax County	20.9310%	8,139,768	13,535,582	3,385,794	\$6,096,301	(\$713,500)	-11.70%
Fredericksburg	4.7602%	1,851,133	2,287,751	436,568	\$417,278	\$19,291	4.62%
Manassas	4.7941%	1,864,170	2,650,258	785,808	\$684,586	\$101,312	14.80%
Manassas Park	3.0081%	1,188,821	1,681,132	511,311	\$474,718	\$36,593	7.71%
Prince William County	33.2026%	12,912,206	19,095,820	6,183,745	\$5,363,372	\$820,373	15.30%
Stafford County	18.5066%	7,197,000	9,672,127	2,475,127	\$2,344,514	\$130,613	5.57%
Sootsylvania	14.7974%	5,754,517	7,187,157	1,632,635	\$1,520,191	\$112,444	7.40%
<b>Total</b>	<b>100.0000%</b>	<b>38,888,755</b>	<b>56,299,833</b>	<b>17,767,748</b>	<b>\$17,250,240</b>	<b>\$517,508</b>	<b>3.00%</b>
<b>Fares</b>	[Col 25]						
Participants Residents' "System-wide"	38,888,755						
2016 \$	42,490,000		\$149,465,194				



VRE Fiscal Year 2019 Recommended Program Budget

	FY 2017 Amended	FY 2017 Actual	FY 2018 Budget	FY 2019 Recommended
<b>Revenue:</b>				
<b>VRE - Non-Departmental</b>				
Fare Revenue	38,950,000	42,280,670	39,845,400	42,400,000
Miscellaneous Revenue	200,000	301,621	225,000	225,000
Appropriation from Operating Reserve	-	-	-	-
Appropriation from Capital Reserve	2,500,000	-	500,000	3,550,000
Jurisdictional Revenue	17,250,240	17,250,240	17,250,240	17,767,748
Other Revenue	377,000	-	955,000	990,000
State Operating Grant	10,550,679	10,550,679	10,000,000	9,500,000
Federal Grants - Operations and Debt	14,153,542	15,937,225	14,223,542	14,738,543
State Grants - Operations and Debt	6,775,508	7,714,902	6,782,308	7,132,508
Regional Grants - Capital Program	2,000,000	1,113,052	-	-
Federal Grants - Capital Program	25,498,766	15,083,071	27,638,047	26,773,570
State Grants - Capital Program	26,790,020	3,033,657	15,909,285	26,187,824
Interest Income	25,000	384,457	75,000	200,000
<b>Total Revenue</b>	<b>145,070,756</b>	<b>113,649,574</b>	<b>133,403,822</b>	<b>149,465,194</b>
<b>Expenditures:</b>				
<b>Non-Departmental Operating</b>				
Liability Insurance	3,900,000	3,925,619	4,000,000	4,000,000
Operating Reserve/Contingency	1,000,810	-	1,395,008	1,588,236
Capital Reserve	-	-	-	-
Other	-	181,918	-	-
VRE Financing Administration Fees	-	-	-	-
<b>Total VRE - Non-Departmental</b>	<b>4,900,810</b>	<b>4,107,537</b>	<b>5,395,008</b>	<b>5,588,236</b>
<b>Executive Management</b>				
Salaries/Fringes	844,000	894,891	945,000	1,118,000
Travel/Training/Employee Expenses	23,500	21,108	31,500	29,000
Board Member Expenses	15,000	2,000	16,800	4,500
Office Administration Expenses	125,000	124,391	125,000	124,000
Legal/Audit	80,000	129,835	280,000	280,000
Consulting/Professional/Other	52,000	31,040	54,000	40,000
<b>Total Executive Management</b>	<b>1,139,500</b>	<b>1,203,265</b>	<b>1,452,300</b>	<b>1,595,500</b>
<b>Chief of Staff</b>				
Salaries/Fringes	365,000	308,722	498,000	391,000
Travel/Training/Employee Expenses	15,000	7,800	21,000	20,000
Marketing/PR/Special Events/Consulting	330,500	228,527	656,500	296,500
<b>Total Chief of Staff/Public Affairs</b>	<b>710,500</b>	<b>545,049</b>	<b>1,175,500</b>	<b>707,500</b>
<b>Marketing (Merged into Chief of Staff FY2018)</b>				
Salaries/Fringes	133,000	83,867	-	104,000
Travel/Training/Employee Expenses	14,200	7,742	-	64,000
Production/Media/Promotion/Other	330,000	155,585	-	273,000
Special Events/Other	41,000	18,188	-	15,500
<b>Total Marketing</b>	<b>518,200</b>	<b>265,382</b>	<b>-</b>	<b>456,500</b>
<b>Project Development</b>				
Salaries/Fringes	603,000	564,967	626,000	656,000
Travel/Training/Employee Expenses	13,750	19,898	18,850	25,000
Professional Services/Consulting/Other	163,400	58,100	474,400	525,900
<b>Total Office of Development</b>	<b>780,150</b>	<b>642,965</b>	<b>1,069,250</b>	<b>1,206,900</b>
<b>Rail Operations</b>				
Salaries/Fringes	787,000	868,909	824,000	884,000
Travel/Training/Employee Expenses	38,000	21,684	35,500	34,000
Printing/Admin/Other	16,000	237	13,000	30,000
Leases/Events	19,000	22,527	23,500	23,000
Professional Services	160,500	202,717	60,000	186,000
Ticket Stock/R&M Fare Collection	890,000	847,532	930,000	945,000
<b>Total Customer Communications</b>	<b>1,910,500</b>	<b>1,963,606</b>	<b>1,886,000</b>	<b>2,102,000</b>
<b>Finance and Human Resources</b>				
Salaries/Fringes	1,220,000	1,208,004	1,232,000	1,354,000
Travel/Training/Employee Expenses	13,000	16,975	19,500	36,500
Audit/Maint Service Agreements/Consulting	197,500	139,958	222,500	286,500
Retail Sales/TLC Commissions	1,520,000	1,701,336	1,620,000	1,770,000
Bank Discounts/Other	553,500	626,536	578,500	701,500
<b>Total Budget and Finance</b>	<b>3,504,000</b>	<b>3,692,809</b>	<b>3,672,500</b>	<b>4,148,500</b>
<b>Information Technology</b>				
Salaries/Fringes	483,000	451,506	492,000	487,000
Travel/Training/Employee Expenses	13,000	25,522	16,000	27,100
Computer Equipment/Software	736,000	327,726	820,095	687,973
Consulting/Communications	1,244,364	964,289	988,238	973,780
<b>Total Communication and Info Tech</b>	<b>2,476,364</b>	<b>1,769,043</b>	<b>2,316,333</b>	<b>2,175,803</b>



VRE Fiscal Year 2019 Recommended Program Budget

	FY 2017 Amended	FY 2017 Actual	FY 2018 Budget	FY 2019 Recommended
<b>Project Implementation</b>				
Salaries/Fringes	774,000	775,389	891,000	943,000
Travel/Training/Employee Expenses	30,200	32,316	45,500	46,500
Other Professional Services/Other Expenses	86,900	81,463	8,700	248,700
<b>Total Construction and Construction</b>	<b>891,100</b>	<b>889,168</b>	<b>945,200</b>	<b>1,238,200</b>
<b>Facilities Maintenance</b>				
Salaries/Fringes	273,000	290,726	309,000	325,000
Travel/Training/Employee Expenses	6,400	18,158	12,700	53,400
Office/Other Professional Service	307,250	255,902	309,250	309,750
Station Electricity/Utilities/Taxes	700,000	800,254	750,000	885,600
Repairs and Maintenance	3,250,000	2,446,698	3,210,000	2,880,000
<b>Total Facilities Maintenance</b>	<b>4,536,650</b>	<b>3,811,738</b>	<b>4,590,950</b>	<b>4,453,750</b>
<b>Purchasing and Contract Administration</b>				
Salaries/Fringes	477,000	480,037	499,600	525,600
Travel/Training/Employee Expenses	7,000	6,443	16,320	16,320
<b>Total Procurement and Contract Admin</b>	<b>484,000</b>	<b>486,480</b>	<b>515,920</b>	<b>541,920</b>
<b>Mechanical Operations</b>				
Salaries/Fringes	798,000	799,870	837,000	880,000
Travel/Training/Employee Expenses	48,000	20,555	33,000	27,500
Consulting/Admin/Warehouse Management	57,500	38,734	40,000	192,500
Equipment/Warehouse Leases	-	-	-	-
Utilities	1,135,000	893,234	1,135,000	1,135,000
Diesel Fuel	4,814,000	2,972,926	4,759,500	4,250,000
Repairs and Maintenance	4,056,000	2,980,175	3,918,900	4,145,000
<b>Total Equipment Operations</b>	<b>10,908,500</b>	<b>7,705,494</b>	<b>10,723,400</b>	<b>10,630,000</b>
<b>System Safety &amp; Security</b>				
Salaries/Fringes	289,000	285,296	294,000	309,000
Travel/Training/Employee Expenses	42,500	64,432	62,500	85,500
Office/Other Professional Services	200,500	100,994	195,000	295,000
Yard/Station Security	515,000	421,095	705,000	800,000
<b>Total Safety and Security</b>	<b>1,047,000</b>	<b>871,817</b>	<b>1,256,500</b>	<b>1,489,500</b>
<b>PRTC</b>				
Professional Services	104,000	87,131	104,000	104,000
<b>Total PRTC</b>	<b>104,000</b>	<b>87,131</b>	<b>104,000</b>	<b>104,000</b>
<b>NVTC</b>				
Professional Services	80,000	80,000	90,000	90,000
<b>Total NVTC</b>	<b>80,000</b>	<b>80,000</b>	<b>90,000</b>	<b>90,000</b>
<b>Train Operations</b>				
Contract Operations and Maintenance	15,300,503	14,830,618	15,416,000	15,718,000
<b>Total Train Operations</b>	<b>15,300,503</b>	<b>14,830,618</b>	<b>15,416,000</b>	<b>15,718,000</b>
<b>Amtrak</b>				
Contract Operations and Maintenance	4,615,000	4,534,648	4,407,000	4,621,000
<b>Total Amtrak</b>	<b>4,615,000</b>	<b>4,534,648</b>	<b>4,407,000</b>	<b>4,621,000</b>
<b>Maintenance of Equipment</b>				
Maintenance of Equipment	6,387,500	6,086,865	6,360,500	7,020,500
<b>Total Maintenance of Equipment</b>	<b>6,387,500</b>	<b>6,086,865</b>	<b>6,360,500</b>	<b>7,020,500</b>
<b>Amtrak Access Fees</b>				
Access Fees	6,340,000	6,502,391	6,600,000	6,690,000
<b>Total Amtrak Access Fees</b>	<b>6,340,000</b>	<b>6,502,391</b>	<b>6,600,000</b>	<b>6,690,000</b>
<b>Norfolk Southern</b>				
Access Fees	2,780,000	2,435,218	2,310,000	2,510,000
Contract Operations and Maintenance	670,000	568,854	630,000	640,000
<b>Total Norfolk Southern</b>	<b>3,450,000</b>	<b>3,004,072</b>	<b>2,940,000</b>	<b>3,150,000</b>
<b>CSXT</b>				
Access Fees	6,500,000	6,540,670	6,700,000	7,250,000
Contract Operations and Maintenance	530,000	530,915	600,000	780,000
<b>Total CSXT</b>	<b>7,030,000</b>	<b>7,071,585</b>	<b>7,300,000</b>	<b>8,030,000</b>
<b>CIP Expenditures</b>				
CIP Expenditures	61,191,609	-	48,422,591	60,942,515
<b>Total CIP Expenditures</b>	<b>61,191,609</b>	<b>-</b>	<b>48,422,591</b>	<b>60,942,515</b>
<b>CIP VRE - Non-Departmental</b>				
Allowance for Doubtful Accounts	50,000	-	50,000	50,000
Debt Service	6,714,870	6,714,870	6,714,870	6,714,870
<b>Total CIP VRE - Non-Departmental</b>	<b>6,764,870</b>	<b>6,714,870</b>	<b>6,764,870</b>	<b>6,764,870</b>
<b>Total Expenditures</b>	<b>145,070,756</b>	<b>76,866,533</b>	<b>133,403,822</b>	<b>149,465,194</b>





## Projects Administered by Other Entities

*The projects listed below are integral to the VRE commuter rail service, but are not listed in the Capital Improvement Program because they are funded and administered by other stakeholders.*

### *Track Projects*

- Fredericksburg Line Third Track and Signals – This work will be coordinated by DRPT as part of the Washington DC to Richmond Segment (DC2RVA) of the FRA Southeast High Speed Rail Corridor project.
- Fourth Track between RO (Rosslyn) to AF (Alexandria) - This work will be coordinated by DRPT as part of the Washington DC to Richmond Segment (DC2RVA) of the FRA Southeast High Speed Rail Corridor project.

### *Station Platform and Parking Projects*

- Lorton Parking Improvements – Fairfax County is reviewing the addition of 200 surface parking spaces to increase station parking capacity to 734.
- Potomac Shores VRE Station – The Potomac Shores VRE station will be constructed by the developer as part of an agreement with Prince William County. Station costs will be used as an in-kind match to a state REF grant for the construction of second platforms at the Brooke and Leeland Road VRE stations.
- Rolling Road Parking Garage – Fairfax County is reviewing the construction of a 300 space parking garage at the Rolling Road VRE station.







A Transportation Partnership