The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.
# TABLE OF CONTENTS

## CEO REPORT | OCTOBER 2017

### TABLE OF CONTENTS

- **SUCCESS AT A GLANCE** ........................................................................................................................................... 3
- **ON-TIME PERFORMANCE** ....................................................................................................................................... 4
- **AVERAGE DAILY RIDERSHIP** ................................................................................................................................. 6
- **SUMMONSES ISSUED** ............................................................................................................................................. 7
- **TRAIN UTILIZATION** ................................................................................................................................................ 8
- **PARKING UTILIZATION** ........................................................................................................................................... 9
- **FINANCIAL REPORT** .............................................................................................................................................. 10
- **FACILITIES UPDATE** ............................................................................................................................................... 11
- **UPCOMING PROCUREMENTS** ............................................................................................................................... 13
- **CAPITAL PROJECTS UPDATES** .............................................................................................................................. 14
- **PROJECTS PROGRESS REPORT** ............................................................................................................................ 19
- **RIDE MAGAZINE, OCTOBER ISSUE** .......................................................................................................................... 24
SUCCESS AT A GLANCE

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

AVERAGE DAILY RIDERSHIP

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

On-Time Performance

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

SYSTEM CAPACITY

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

OPERATING RATIO

The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by the riders.

Data provided reflects August 2017 information.
ON-TIME PERFORMANCE

OUR RECORD

<table>
<thead>
<tr>
<th></th>
<th>August 2017</th>
<th>July 2017</th>
<th>August 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manassas Line</td>
<td>92%</td>
<td>82%</td>
<td>96%</td>
</tr>
<tr>
<td>Fredericksburg Line</td>
<td>84%</td>
<td>73%</td>
<td>80%</td>
</tr>
<tr>
<td>System Wide</td>
<td>88%</td>
<td>77%</td>
<td>88%</td>
</tr>
</tbody>
</table>

REASONS FOR DELAYS

VRE operated 736 trains in August. Our on-time rate for August was 88%. Eighty-six of the 736 trains arrived more than five minutes late to their final destinations. There were twenty-eight late trains on the Manassas Line and fifty-eight late trains on the Fredericksburg Line.

We narrowly missed our 90% on-time goal for this month due primarily to ongoing rail improvements which add congestion. In this saturated system, any one incident can impact several trains later in the schedule. However, the average minutes late are down for both lines, and no train experienced a delay over thirty minutes.

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

LATE TRAINS

<table>
<thead>
<tr>
<th></th>
<th>System Wide</th>
<th>Fredericksburg Line</th>
<th>Manassas Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total late trains</td>
<td>86</td>
<td>145</td>
<td>86</td>
</tr>
<tr>
<td>Average minutes late</td>
<td>14</td>
<td>15</td>
<td>11</td>
</tr>
<tr>
<td>Number over 30 minutes</td>
<td>4</td>
<td>13</td>
<td>0</td>
</tr>
<tr>
<td>Heat restriction days / total days</td>
<td>5/22</td>
<td>12/20</td>
<td>4/23</td>
</tr>
</tbody>
</table>
AVERAGE DAILY RIDERSHIP

VRE SYSTEM

FREDERICKSBURG LINE

MANASSAS LINE
Average daily ridership (ADR) in August was approximately 19,000 which is about 400 more riders than last August. There is also an increase over July’s ADR though VRE normally does not see an increase until September after the summer vacation season.

SUMMONSES ISSUED

VRE SYSTEM

<table>
<thead>
<tr>
<th>Reason for Dismissal</th>
<th>Occurrences</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger showed proof of a monthly ticket</td>
<td>28</td>
</tr>
<tr>
<td>One-time courtesy</td>
<td>15</td>
</tr>
<tr>
<td>Per the request of the conductor</td>
<td>1</td>
</tr>
<tr>
<td>Defective ticket</td>
<td>0</td>
</tr>
<tr>
<td>Per Ops Manager</td>
<td>0</td>
</tr>
<tr>
<td>Unique circumstances</td>
<td>0</td>
</tr>
<tr>
<td>Insufficient information</td>
<td>1</td>
</tr>
<tr>
<td>Lost and found ticket</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
</tr>
<tr>
<td>Total Waived</td>
<td>45</td>
</tr>
</tbody>
</table>

SUMMONSES WAIVED OUTSIDE OF COURT

MONTHLY SUMMONSES COURT ACTION

- Guilty (G)
- Not Guilty (NG)
- Guilty in absentia (GA)
- Dismissed (D)
- Continued to next court date (C)
- Prepaid prior to court (PP)
TRAIN UTILIZATION

FREDERICKSBURG LINE

![Graph showing train utilization for the Fredericksburg Line with average ridership and midweek peak indicated.]

MANASSAS LINE

![Graph showing train utilization for the Manassas Line with average ridership and midweek peak indicated.]

Seat Capacity

Average Ridership

Midweek Peak

300 302 304 306 310 312 314 301 303 305 307 309 311 313 315

322 324 326 328 330 332 325 327 329 331 333 335 337

OCTOBER 2017
PARKING UTILIZATION

**FREDERICKSBURG LINE**

![Bar chart showing parking utilization for the Fredericksburg Line.](chart1)

- Spotsylvania: 1500
- Fredericksburg: 1250 (Denotes stations with overflow parking available that is now being included in final counts)
- Leeland Road: 1000
- Brooke: 750
- Quantico: 500
- Rippon: 250
- Woodbridge: 0
- Lorton: 0

**MANASSAS LINE**

![Bar chart showing parking utilization for the Manassas Line.](chart2)

- Broad Run: 1500
- Manassas: 1250
- Manassas Park: 1000
- Burke Centre: 750
- Rolling Road: 500
- Backlick Road: 250

Legend:
- Number of Spaces
- Number in Use

* Denotes stations with overflow parking available that is now being included in final counts.*
The August 2017 Financial Report reflects the second month of FY 2018. The summary below of the financial results (unaudited) includes information on the major revenue and expense categories.

Fare income to-date for FY 2018 is $259,996 above the budget – a favorable variance of 3.8%. Revenue is however down 1.2% compared to the same period in FY 2017. VRE’s annual liability insurance premium was accounted for in-full in July, resulting in a year-to-date operating ratio of 48%. Absent this premium, the operating ratio would have been 65%. Our budgeted goal ratio for FY 2018 is 50%.

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

<table>
<thead>
<tr>
<th>FY 2018 Operating Budget Report</th>
<th>Month Ended August 31st, 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CURR. MO. ACTUAL</td>
</tr>
<tr>
<td>Operating Revenue</td>
<td></td>
</tr>
<tr>
<td>Passenger Ticket Revenue</td>
<td>3,614,728</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>22,314</td>
</tr>
<tr>
<td>Subtotal Operating Revenue</td>
<td>3,637,042</td>
</tr>
<tr>
<td>Jurisdictional Subsidy (1)</td>
<td>-</td>
</tr>
<tr>
<td>Federal/State/Other</td>
<td>2,577,126</td>
</tr>
<tr>
<td>Jurisdictional Subsidy Appropriation from Reserve/Other Income</td>
<td>-</td>
</tr>
<tr>
<td>Interest Income</td>
<td>46,181</td>
</tr>
<tr>
<td>Total Operating Revenue</td>
<td>6,260,349</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td></td>
</tr>
<tr>
<td>Departmental Operating Expenses</td>
<td>5,632,958</td>
</tr>
<tr>
<td>Debt Service</td>
<td>559,573</td>
</tr>
<tr>
<td>Other Non-Departmental Expenses</td>
<td>-</td>
</tr>
<tr>
<td>Total Operating Expenses</td>
<td>6,192,531</td>
</tr>
<tr>
<td>Net income (loss) from Operations</td>
<td>67,818</td>
</tr>
<tr>
<td>Operating Ratio</td>
<td>48%</td>
</tr>
</tbody>
</table>

(1) Total Jurisdictional subsidy is $17,250,240. Portion shown is attributed to Operating Fund only.
FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:
1. Repairs to pedestrian grade crossing at Lorton Station
2. Repairs to pavement and restriping at Brooke Station
3. Painting of Manassas Station and parking garage
4. Repairs to wooden privacy fence at Brooke Station

Projects scheduled to be completed this quarter:
1. Painting of east side of Alexandria Station
2. Replacement of waste and recycling receptacles at Lorton Station
3. Painting of Woodbridge Station and parking garage
4. Installation of fiber conduit across pedestrian bridge at Rippon Station
5. Restriping of Manassas Station parking garage
6. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance
7. Replacement of ADA parking signage at Brooke and Leeland Road Stations
8. Restoration of turf at Spotsylvania Station

Projects scheduled to be initiated this quarter:
1. Repairs to fascia and soffit at Woodbridge Station east building
2. Installation of pathfinder signs for Spotsylvania Station
3. Repairs to pavement at Crossroads yard access road
4. Replacement of light poles and fixtures at Manassas Station
5. Replacement of parking lot signage at Broad Run Station
6. Replacement of aging HVAC units throughout VRE system
7. Repairs to platform concrete at various stations
8. Replacement of tactile warning strips at various stations

Ongoing projects:
1. Modernization of west elevator at Franconia-Springfield Station (scheduled for completion by end of CY 2017)
2. Development of specifications for modernization of Woodbridge Station east elevator
3. Replacement of signage with new standard signage at various stations, starting at Brooke Station
4. Development of design of platform concrete rehabilitation and other station improvements at Fredericksburg Station (to be managed by Office of Development)
5. Development of IFB for Canopy Roof Replacement at the Backlick and Rolling Road Stations
6. Installation of utility power status remote monitoring at various stations
UPCOMING PROCUREMENTS

Scope of Work Pending:

• Replacement of Tactile Warning Strips at Station Platforms
• Purchase of Passenger Elevators
• Construction of the Lifecycle Overhaul and Upgrade Facility
• Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
• Information Technology Services
• Program Management Services
• Graphic Design Services
• Canopy Roof Replacement at the Backlick and Rolling Road Stations
• Passenger Railcar Truck Overhaul Services
• Modernization of VRE Woodbridge Station East Elevator
• Repair and Overhaul of Passenger Car HVAC Assemblies
• Repair and Overhaul of Passenger Car Wheelchair Lift Assemblies
CAPITAL PROJECTS UPDATES
As of September 8, 2017

Broad Run Expansion Study (was Gainesville-Haymarket Expansion Study) (BRX/GHX)
• Participated in meeting on August 7th with Manassas Regional Airport Director and City of Manassas staff
• Completed review of revised scope for real estate services following review by legal
• Project Management Team (PMT) meetings occurred on August 18th and September 1st; reviewed Public Participation Plan (PPP) outline and schematic expansion concepts avoiding Runway Protection Zone (RPZ)
• Reviewed Broad Run schematics with VRE staff

VRE Core Capacity Project Implementation Strategy
• Analyzed and updated preliminary core capacity project list
• Participated in PMT call on August 15th to review project status
• Conducted an internal meeting on August 25th to discuss alternative project definitions

National Transit Database Survey
• Reviewed statistician summary memo of sampling and calculation methodology
• Updated monthly data files

Quadrennial Constrained Long Range Plan (CLRP) Financial Analysis
• Updated VRE inputs to Metropolitan Washington Council of Governments (MWCOG) Transportation Improvement Plan (TIP)/CLRP project costs
• Updated revenue/expenditure forecasts
• Submitted updated revenue/expenditure forecasts to Transportation Planning Board (TPB), Virginia Department of Transportation (VDOT), Fredericksburg Area Metropolitan Planning Organization (FAMPO)
• Submitted existing CLRP project list update to VDOT

VRE Financial Plan Update
• Participated in weekly calls with PMT to review the Financial Plan model scenarios update
• Updated project costs, schedule and funding for Natural Growth scenario and Modified Service scenario/proxy System Plan 2040
• Provided capital and operating cost impacts/deficit resulting from Natural Growth, MSE/revised System Plan 2040 service assumptions for review

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

Midday Storage Replacement Facility
• Reached out to gas station owner for permission to enter property to perform borings
• Conducted project site visit with FTA staff on August 1st
• Real Estate strategy/coordination meeting held on August 11th
• Geotech borings on New York Ave NE were completed
• Amtrak agreement open issues transmitted to Amtrak counsel on August 29th
• Design workshop held on August 30th to discuss Northeast Corridor (NEC) west side third track issues and concerns
• Attended coordination meeting for District Department of Transportation’s (DDOT) New York Avenue Streetscape and Trail Project on August 31st
• Updated project website

Rolling Road Platform Extension
• Dewberry revised 60 percent drawings; VRE continues to review and will confirm platform length and potential operating issues prior to submission to NS
• Dewberry continued coordination with Fairfax County with permitting review
• VRE provided comments to Dewberry on 60 percent design comments

Crossroads Real Estate Acquisition
• Reviewed and responded to Spotsylvania County comments and submitted responses on September 1st

Long Bridge Expansion Study
• Drafted and sent Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments to Legal for review
• Participated in PMT meeting on August 11th

Southeast High Speed Rail Corridor (DC2RVA) Coordination
• DRPT submitted Draft Environmental Statement to the FRA

Washington Union Station Project EIS
• Amtrak will contact VRE to schedule a review of 90% drawings

Lorton Platform Extension
• On site and regular communication and coordination with CSX, Fairfax County, utilities, and other stakeholders (including regularly scheduled project meetings with Hammerhead Construction, the prime contractor)
• Site preparation and submittals continued in preparation for fill operations, including concrete form setting, re-steel and concrete placement, and conduit installations and drainage installation
• Electric installation continued with the changeout of the Electric Panel in coordination with Dominion Power
• Construction of drainage and civil earthworks continued

Forms are set prior to the pouring of concrete for the new platform extension at Lorton Station.

Steel reinforcing bars are laid in the forms for the new Lorton Station platform extension prior to the pouring of concrete.

Power conduits are run through the steelwork for the new canopy on the Lorton Station platform extension.
Arkendale to Powell’s Creek Third Track Project
- Project cleanup and work on eroded areas at Retaining Wall 14 and Bauer Road Bridge continuing as other scope, contract, and agreement issues are resolved between CSXT, DRPT and the contractor

Quantico Station
- 60 percent design for station and 90 percent design for site, civil, drainage, track, and retaining wall in vicinity of station released to stakeholders for review and comment
- DRPT Task Order for STV to be able to complete 60- to-90 percent design was executed
- Utility location and potential conflicts coordinated on site through CSXT

Potomac Shores Station
- Re-design of station concept waiting on Arkendale to Powell’s Creek agreements to be finalized.
- Received and reviewing contractor’s responses to previous comments; responses will be addresses with new sets of comments on 100 percent plans

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

Franconia-Springfield Station Improvements
- Relayed FTA guidance information to GEC on environmental documentation
- Participated in internal meeting on August 11th to discuss project issues
- Awaiting GEC responses to review comments on the draft compiled from 30 percent plans
- Corresponded with GEC sub on Programmatic versus Documented Cat Ex requirements
- Participated in an internal meeting to discuss the possible programmatic path for the Categorical Exclusion on August 15th
- Evaluated and relayed to GEC to maintain documented path
- Corresponded with GEC and subs regarding project activities and schedule updates
- Received Army Corps of Engineers feedback on Preliminary Jurisdictional Determination
- Provided GEC invoice information to Project Development regarding projects with NVTA funding
- Revised Attachment B for Project Development regarding projects with NVTA funding
- Participated in bi-weekly call with DC2RVA state and consultant staff on August 22nd
- Participated in a bi-weekly DC2RVA project call with DRPT on September 5th
- Participated in an internal corridor projects schedule meeting on September 6th

Lorton Station Improvements (Second Platform)
- Requested GEC to resubmit draft of compiled 30 percent plans based on earlier review comments
- Participated in an internal meeting on August 11th to discuss project issues
- Corresponded with GEC sub on Programmatic versus Documented Cat Ex requirements
- Corresponded with GEC and subs regarding project activities and schedule updates
- Received Army Corps of Engineers feedback on Preliminary Jurisdictional Determination
- Provided GEC invoice information to Project Development regarding projects with NVTA funding
• Revised Attachment B for Project Development regarding projects with NVTA funding
• Participated in bi-weekly call with DC2RVA state and consultant staff on August 22nd
• Participated in a bi-weekly DC2RVA project call with DRPT on September 5th
• Participated in an internal corridor projects schedule meeting on September 6th

Rippon Station
• Continued development of 30 percent plans and cost estimate
• Performed a cursory review of Jurisdictional Determination Request package from GEC
• Participated in an internal meeting on August 11th to discuss project issues
• Reviewed and recommended signature of Preliminary Jurisdictional Determination Request
• Sent accepted preliminary Jurisdictional Determination package to Army Corps of Engineers
• Corresponded with GEC sub on Programmatic versus Documented Cat Ex requirements
• Corresponded with GEC and subs regarding project activities and schedule updates
• Provided GEC invoice information to Project Development regarding projects with NVTA funding
• Revised Attachment B for Project Development regarding projects with NVTA funding
• Participated in bi-weekly call with DC2RVA state and consultant staff on August 22nd
• Participated in a bi-weekly DC2RVA project call with DRPT on September 5th
• Participated in an internal corridor projects schedule meeting on September 6th
• Participated in the monthly Capital Improvement Program meeting on September 6th

Leeland Road Station
• Continued development of 30 percent plans and cost estimate
• Participated in an internal meeting on August 11th to discuss project issues
• Corresponded with GEC and subs regarding project activities and schedule updates
• Participated in bi-weekly call with DC2RVA state and consultant staff on August 22nd
• Participated in a bi-weekly DC2RVA project call with DRPT on September 5th
• Participated in an internal corridor projects schedule meeting on September 6th
• Participated in the monthly Capital Improvement Program meeting on September 6th

Brooke Station
• Continued development of 30 percent plans and cost estimate
• Participated in an internal meeting on August 11th to discuss project issues
• Continued to evaluate and revise cost comparison between Option 2 and Option 6
• Participated in bi-weekly call with DC2RVA state and consultant staff on August 22nd
• Participated in a bi-weekly DC2RVA project call with DRPT on September 5th
• Participated in an internal corridor projects schedule meeting on September 6th

Alexandria Pedestrian Tunnel Project
• Met with consultant to receive plans and specifications at 60 percent that addressed the comments provided by major stakeholders
• Reviewed 60 percent design materials, including plans, specs., and comment resolution
• Continued to develop review items for 60 percent to 90 percent plans
• Reviewed 60 percent cost estimate from previous submittal

Crossroads Lifecycle Overhaul & Upgrade Facility
• Awaiting Spotsylvania County Planning Commission hearing on September 20, 2017 regarding property issue

L’Enfant (North) Storage Track Wayside Power
• Cut-over of CSXT signals and south derail installation accomplished
• VRE Power Pedestal final install completed
• Storage track available for use

L'Enfant (South) Storage Track Wayside Power
• NXL conducting property ownership investigation on parcel identified to be used for placement of wayside power equipment

Slaters Lane/Alexandria Track 1 Access
• Prepared September 15th VRE Operations Board item incorporating CSX’s Force Account Agreement for design and construction of track and signals on CSX tracks near Slaters Lane

Manassas Park Station Parking Expansion
• Preliminary design is ongoing
• A MOA was drafted to cover VRE and City roles and responsibilities through design and construction, as well as long-term operations and maintenance
• Final edits to the Alternatives Analysis report are being made
• Reviewed zoning waiver for parking space width submitted by consultant
• Continued to evaluate draft CE documentation
• Draft Traffic Impact Analysis being revised per VRE comments
• The VRE grant application for I-66 Outside the Beltway Concessionaire funds includes a request for construction funding for the garage

Crystal City Station Improvements
• Arlington County Transportation Commission Field Visit occurred on August 14th
• The Planning Commission made a recommendation to carry Option 2 and Option 3 into Preliminary Engineering (PE)/National Environmental Policy Act (NEPA) on September 7th
• The Alternatives Analysis report was published to the website on August 28th, and revisions were made to cross-sections on September 8th

Fredericksburg Station Repairs
• Kick-off meeting held at site on August 24th
• Initial site work began on August 30th
# PROJECTS PROGRESS REPORT

## PASSENGER FACILITIES

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Union Station Improvements</strong> (Amtrak/VRE Joint Recapitalization Projects)</td>
<td>Station and coach yard improvements of mutual benefit to VRE and Amtrak.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Alexandria Station Improvements</strong></td>
<td>Pedestrian tunnel to METRO and eliminate at-grade track crossing. Modify Slaters Lane Interlocking and East Platform for passenger trains on Track #1. Extend East Platform and elevate West Platform.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Franconia-Springfield Station Improvements</strong></td>
<td>Extend both platforms and widen East Platform for future third track.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Lorton Station Improvements</strong></td>
<td>Extend existing platform. Construct new second platform with pedestrian overpass.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Rippon Station Improvements</strong></td>
<td>Extend existing platform, construct new second platform with pedestrian overpass.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Potomac Shores Station Improvements</strong></td>
<td>New VRE station in Prince William County provided by private developer.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Quantico Station Improvements</strong></td>
<td>Extend existing platform, construct new second platform with pedestrian overpass.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Brooke Station Improvements</strong></td>
<td>Extend existing platform, construct new second platform with pedestrian overpass.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>LeeLand Road Station Improvements</strong></td>
<td>Extend existing platform, construct new second platform with pedestrian overpass.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Manassas Park Parking Expansion</strong></td>
<td>Parking garage to increase parking capacity to 1,100 spaces.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Rolling Road Station Improvements</strong></td>
<td>Extend existing platform.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Crystal City Station Improvements</strong></td>
<td>Replace existing side platform with new, longer island platform.</td>
<td>CD PD EC RW FD CN</td>
</tr>
<tr>
<td><strong>Broad Run Station Improvements</strong></td>
<td>Parking garage to increase parking capacity by 900 spaces.</td>
<td>CD PD EC RW FD CN</td>
</tr>
</tbody>
</table>

**PHASE:** CD - Conceptual Design, PD - Preliminary Design, EC - Environment Clearance, RW - Right of Way Acquisition, FD - Final Design, CN - Construction

**STATUS:** • Completed, • Underway, • On Hold, • part of the “Perita-Platform” program

1 Total project cost estimate in adopted FY2018 CIP Budget
<table>
<thead>
<tr>
<th>Total (in $)</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Authorized</th>
<th>Expended</th>
<th>Percent</th>
<th>Completion Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,201,176</td>
<td>3,201,176</td>
<td>0</td>
<td>1,172,309</td>
<td>602,542</td>
<td>84%</td>
<td>4th QTR 2017</td>
<td>Work resumed in April, 2016, and is anticipated to be completed December 2017.</td>
</tr>
<tr>
<td>10,021,865</td>
<td>10,021,865</td>
<td>0</td>
<td>1,814,559</td>
<td>1,504,443</td>
<td>51%</td>
<td>3rd QTR 2020</td>
<td>60% Comments under review</td>
</tr>
<tr>
<td>7,000,000</td>
<td>7,000,000</td>
<td>0</td>
<td>467,500</td>
<td>90,749</td>
<td>30%</td>
<td>1st QTR 2018</td>
<td>Design work is incomplete and construction is anticipated to start as part of CSXT work program.</td>
</tr>
<tr>
<td>2,400,000</td>
<td>400,000</td>
<td>2,000,000</td>
<td>0</td>
<td>272,863</td>
<td>5%</td>
<td>3rd QTR 2020</td>
<td>Design work on East Platform only. West Platform elevation funded.</td>
</tr>
<tr>
<td>13,000,000</td>
<td>13,000,000</td>
<td>0</td>
<td>272,863</td>
<td>219,348</td>
<td>20%</td>
<td>2nd QTR 2020</td>
<td>Preliminary engineering is anticipated to be complete in Winter 2017.</td>
</tr>
<tr>
<td>2,500,000</td>
<td>2,500,000</td>
<td>0</td>
<td>1,846,675</td>
<td>1,130,116</td>
<td>75%</td>
<td>4th QTR 2017</td>
<td>Construction resumed following delay to confirm location of new third track under Atlantic Gateway.</td>
</tr>
<tr>
<td>16,150,000</td>
<td>16,150,000</td>
<td>0</td>
<td>219,348</td>
<td>153,757</td>
<td>20%</td>
<td>2nd QTR 2020</td>
<td>Preliminary engineering is anticipated to be complete in Winter 2017.</td>
</tr>
<tr>
<td>16,632,716</td>
<td>16,632,716</td>
<td>0</td>
<td>153,757</td>
<td>167,621</td>
<td>20%</td>
<td>4th QTR 2021</td>
<td>Preliminary engineering is anticipated to be completed by August 2018.</td>
</tr>
</tbody>
</table>

- No costs for VRE. Private developer providing station. 10% TBD
- Final design up to 90% underway under DRPT management and funding
- Preliminary engineering is anticipated to be completed by August 2018.
- Preliminary engineering is anticipated to be completed by August 2018.
- NTP issued in July, 2016. Alternatives Analysis report is being finalized.
- 60% design plans under review. Force account agreement pending.
- NTP for alternatives analysis and conceptual design issued December 2016.
- Project to be completed as part of Broad Run Expansion Project.
## TRACK AND INFRASTRUCTURE

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton-to-Crossroads Third Track</td>
<td>2½-miles of new third track with CSXT design and construction of signal and track tie-ins.</td>
<td></td>
</tr>
</tbody>
</table>

## MAINTENANCE AND STORAGE FACILITIES

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Run Yard Train Wash</td>
<td>New train wash facility to be added to the Broad Run MSF.</td>
<td></td>
</tr>
<tr>
<td>L’Enfant North Storage Track and Wayside Power</td>
<td>Conversion of existing siding into a midday train storage track.</td>
<td></td>
</tr>
<tr>
<td>L’Enfant South Storage Track and Wayside Power</td>
<td>Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work and</td>
<td></td>
</tr>
<tr>
<td>Lifecycle Overhaul and Upgrade Facility</td>
<td>New LOU facility to be added to the Crossroads MSF.</td>
<td></td>
</tr>
<tr>
<td>Crossroads Maintenance and Storage Facility Land Acquisition</td>
<td>Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new</td>
<td>N/A</td>
</tr>
</tbody>
</table>

## ROLLING STOCK

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Railcar Procurement</td>
<td>Acquisition of 29 new railcars (15 received • 14 being built)</td>
<td>N/A</td>
</tr>
<tr>
<td>Positive Train Control</td>
<td>Implement Positive Train Control for all VRE locomotives and control cars.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

## PLANNING, COMMUNICATIONS AND IT

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Run Expansion (was Gainesville-Haymarket Extension)</td>
<td>NEPA and PE for expanding commuter rail service capacity in Western Prince William County</td>
<td></td>
</tr>
<tr>
<td>Mobile Ticketing</td>
<td>Implementation of a new mobile ticketing system.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**PHASE:**
- CD - Conceptual Design
- PD - Preliminary Design
- EC - Environment Clearance
- RW - Right of Way Acquisition
- FD - Final Design
- CN - Construction

**STATUS:**
- Completed
- Underway
- On Hold

1. Total project cost estimate in adopted FY2018 CIP Budget
2. Does not include minor (< $50,000) operating expenditure
<table>
<thead>
<tr>
<th>Project Title</th>
<th>Total $</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Authorized</th>
<th>Expended</th>
<th>Percent</th>
<th>Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCTOBER 2017</td>
<td>PROJECTS PROGRESS REPORT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32,500,000</td>
<td>32,500,000</td>
<td>-</td>
<td>33,285,519</td>
<td>31,299,225</td>
<td>100%</td>
<td>4th QTR 2015</td>
<td>Project complete. Close-out pending.</td>
<td></td>
</tr>
<tr>
<td>2,494,711</td>
<td>307,513</td>
<td>2,187,198</td>
<td>307,513</td>
<td>174,875</td>
<td>55%</td>
<td>TBD</td>
<td>Project to be completed as part of Broad Run Expansion Project</td>
<td></td>
</tr>
<tr>
<td>4,283,618</td>
<td>4,283,618</td>
<td>-</td>
<td>4,207,057</td>
<td>2,562,069</td>
<td>80%</td>
<td>2nd QTR 2017</td>
<td>Power construction 90% complete. Track and signals in service.</td>
<td></td>
</tr>
<tr>
<td>3,965,000</td>
<td>3,965,000</td>
<td>-</td>
<td>2,937,323</td>
<td>1,517,774</td>
<td>40%</td>
<td>3rd QTR 2017</td>
<td>Power design under review by CSXT &amp; Pepco. Track and signals in service.</td>
<td></td>
</tr>
<tr>
<td>35,196,323</td>
<td>35,196,323</td>
<td>-</td>
<td>3,176,039</td>
<td>2,071,698</td>
<td>60%</td>
<td>TBD</td>
<td>Design 100% complete. On hold pending county zoning action.</td>
<td></td>
</tr>
<tr>
<td>2,950,000</td>
<td>2,950,000</td>
<td>-</td>
<td>2,950,000</td>
<td>76,767</td>
<td>75%</td>
<td>TBD</td>
<td>Completed cultural resources report. Submission of CE to FTA and county zoning action pending.</td>
<td></td>
</tr>
<tr>
<td>88,800,000</td>
<td>88,800,000</td>
<td>-</td>
<td>3,171,599</td>
<td>616,070</td>
<td>20%</td>
<td>4th QTR 2017</td>
<td>Developing design options and PE. Identifying real estate requirements and acquisition strategy.</td>
<td></td>
</tr>
<tr>
<td>75,264,693</td>
<td>75,264,693</td>
<td>-</td>
<td>69,457,809</td>
<td>36,994,353</td>
<td>52%</td>
<td>4th QTR 2018</td>
<td>8 cars were received in FY 2015, 7 cars have been received in FY 2016 and 5 cars received in FY 2017.</td>
<td></td>
</tr>
<tr>
<td>10,553,000</td>
<td>10,553,000</td>
<td>-</td>
<td>10,294,079</td>
<td>7,368,521</td>
<td>80%</td>
<td>4th QTR 2018</td>
<td>Onboard installations ongoing.</td>
<td></td>
</tr>
<tr>
<td>617,791,163</td>
<td>5,885,163</td>
<td>611,906,000</td>
<td>5,483,720</td>
<td>2,709,552</td>
<td>15%</td>
<td>3rd QTR 2022</td>
<td>Phase 1 directed focus on capacity improvements on existing Broad Run terminus. NTP issued for Phase 2 work program</td>
<td></td>
</tr>
<tr>
<td>3,510,307</td>
<td>3,510,307</td>
<td>-</td>
<td>3,510,627</td>
<td>1,575,307</td>
<td>87%</td>
<td>2nd QTR 2017</td>
<td>Integration with S&amp;B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold.</td>
<td></td>
</tr>
</tbody>
</table>

PROJECTS PROGRESS REPORT 22