OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.
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CEO REPORT I SEPTEMBER 2017

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SUCCESS AT A GLANCE

Data provided reflects July 2017 information.

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

AVERAGE DAILY RIDERSHIP
The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding “S” schedule operating days.
△ Same month, previous year.

ON-TIME PERFORMANCE
Percentage of trains that arrive at their destination within five minutes of the schedule.
△ Same month, previous year.

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

OPERATING RATIO
The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by the riders.
◆ Board-established goal.
ON-TIME PERFORMANCE

OUR RECORD

<table>
<thead>
<tr>
<th>Line</th>
<th>July 2017</th>
<th>June 2017</th>
<th>July 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manassas Line</td>
<td>82%</td>
<td>91%</td>
<td>85%</td>
</tr>
<tr>
<td>Fredericksburg Line</td>
<td>73%</td>
<td>85%</td>
<td>65%</td>
</tr>
<tr>
<td>System Wide</td>
<td>77%</td>
<td>88%</td>
<td>75%</td>
</tr>
</tbody>
</table>

REASONS FOR DELAYS

VRE operated 640 trains in July. Our on-time rate for July was 77%. One hundred and forty-five of the 640 trains arrived more than five minutes late to their final destinations. There were fifty-nine late trains on the Manassas Line and eighty-six late trains on the Fredericksburg Line.

Due to heat restrictions on more than half of our operational days, we missed our 90% on-time goal for this month. Another significant factor is rail congestion delays due to the continuing infrastructure upgrade projects along the rail.

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>45 86 145</td>
<td>26 53 86</td>
<td>19 33 59</td>
</tr>
<tr>
<td>Average minutes late</td>
<td>11 14 15</td>
<td>12 15 17</td>
<td>10 12 13</td>
</tr>
<tr>
<td>Number over 30 minutes</td>
<td>1 4 13</td>
<td>1 3 10</td>
<td>0 1 3</td>
</tr>
<tr>
<td>Heat restriction days / total days</td>
<td>3/22 5/22 12/20</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ON-TIME PERFORMANCE

VRE SYSTEM

FREDERICKSBURG LINE

MANASSAS LINE
AVERAGE DAILY RIDERSHIP

VRE SYSTEM

FREDERICKSBURG LINE

MANASSAS LINE

AVERAGE DAILY RIDERSHIP
SEPTEMBER 2017
RIDERSHIP UPDATES

Average daily ridership (ADR) in July was approximately 18,600. The ADR this July was slightly lower than July 2016. This month last year, many Metrorail customers began using VRE as an alternative service as WMATA’s SafeTrack surges affecting the Yellow and Blue Lines paralleling our Fredericksburg Line began.

<table>
<thead>
<tr>
<th>SUMMONSES ISSUED</th>
</tr>
</thead>
</table>

VRE SYSTEM

<table>
<thead>
<tr>
<th></th>
<th>July 2017</th>
<th>June 2017</th>
<th>July 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly Ridership</td>
<td>372,931</td>
<td>419,499</td>
<td>386,527</td>
</tr>
<tr>
<td>Average Daily Ridership</td>
<td>18,647</td>
<td>19,068</td>
<td>19,326</td>
</tr>
<tr>
<td>Full Service Days</td>
<td>20</td>
<td>22</td>
<td>20</td>
</tr>
<tr>
<td>“S” Service Days</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

SUMMONSES WAIVED OUTSIDE OF COURT

<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>17</td>
</tr>
<tr>
<td>One-time courtesy</td>
<td>12</td>
</tr>
<tr>
<td>Per the request of the conductor</td>
<td>16</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>0</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>

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)
PARKING UTILIZATION

FREDERICKSBURG LINE

MANASSAS LINE

*Denotes stations with overflow parking available that is now being included in final counts
The July 2017 Financial Report reflects the first 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 $311,045 above the budget – a favorable variance of 9.7%. Revenue is however down 4.7% compared to the same period in FY 2017. Our budgeted goal ratio for FY 2018 is 50%. VRE’s annual liability insurance premium was accounted for in full in July, resulting in an operating ratio of 38%. Absent this premium, the operating ratio would have been 65%.

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

<table>
<thead>
<tr>
<th>FY 2018 Operating Budget Report</th>
<th>Month Ended July 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>Other Operating Revenue</td>
<td>2,323</td>
</tr>
<tr>
<td>Subtotal Operating Revenue</td>
<td>3,501,000</td>
</tr>
<tr>
<td>Jurisdictional Subsidy (1)</td>
<td>8,798,260</td>
</tr>
<tr>
<td>Federal/State/Other Jurisdictional Subsidy</td>
<td>2,536,547</td>
</tr>
<tr>
<td>Appropriation from Reserve/Other Income</td>
<td>-</td>
</tr>
<tr>
<td>Interest Income</td>
<td>38,778</td>
</tr>
<tr>
<td>Total Operating Revenue</td>
<td>14,874,586</td>
</tr>
</tbody>
</table>

| Operating Expenses ($)           |                  |                  |            |            |                |                |                  |
| Departmental Operating Expenses  | 9,114,404        | 9,367,620        | 9,114,404  | 9,367,620  | 253,216        | 2.7%           | 78,230,361      |
| Debt Service                     | 559,817          | 559,573          | 559,817    | 559,573    | (244)          | -              | 6,714,870       |
| Other Non-Departmental Expenses  | -                | -                | -          | -          | -              | -              | 36,000           |
| Total Operating Expenses         | 9,674,221        | 9,927,193        | 9,674,221  | 9,927,193  | 252,972        | 2.5%           | 84,981,231      |

Net income (loss) from Operations ($) | 5,200,365 | 4,665,935 | 5,200,365 | 4,665,935 | 534,431 | - |

Calculated Operating Ratio | 38% | 34% | Goal | 50% |

(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 pavement and restriping at Woodbridge Station
2. Removal of dying trees at Woodbridge Station
3. Pumping and cleaning of oil/water separator at Manassas Station parking garage

**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. Repairs to pavement and restriping at Brooke Station
6. Repairs to wooden privacy fence at Brooke Station expansion parking lot
7. Painting of Manassas Station and parking garage
8. Restriping of Manassas Station parking garage
9. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance

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

**Ongoing projects:**
1. Modernization of west elevator at Franconia-Springfield Station
2. Development of specifications for modernization of Woodbridge Station east elevator
3. Development of design of platform concrete rehabilitation and other station improvements at Fredericksburg Station (to be managed by Office of Development)
4. Development of IFB for Canopy Roof Replacement at the Backlick and Rolling Road Stations
5. 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 August 4, 2017

Broad Run Expansion Study (was Gainesville-Haymarket Expansion Study) (BRX/GHX)
- Kickoff meeting and work session occurred on July 14th
- Reviewed travel demand forecasting assumptions with consultant via conference call
- Project Management Team Meeting (PMT) and Maintenance & Storage Facility (MSF0 program work session took place on August 2nd
- Collaborated with Purchasing and Contracts Administration Department on scope, schedule, and budget for development of AECOM contract amendment

VRE Core Capacity Project Implementation Strategy
- Analyzed and updated preliminary core capacity project list

National Transit Database Survey
- Updated and sent ridership calculation spreadsheet to VRE Customer Service staff for use in ridership tracking data entry
- Continued to review draft survey summary memo from VHB and drafted statistical analysis
- Reviewed statistician summary memo of sampling and calculation methodology

Quadrennial Constrained Long Range Plan (CLRP) Financial Analysis
- Met with VRE financial staff to review assumptions for financial analysis
- Prepared expenditure estimates for operations and maintenance, capital/State-of-Good-Repair, and capital/expansion
- Updated VRE inputs to MWCOG Transportation Improvement Plan (TIP)/CLRP project costs
- Continued to review Transportation Planning Board revenue/expenditure forecasts relative to VRE inputs to TIP/CLRP project costs

VRE Financial Plan Update
- Updated service statistics to include factors such as crew hours, number of coaches in service, etc.
- Evaluated and revised project costs, schedule and funding for Natural Growth scenario
- Internal meeting on June 26th to discuss capital project cost allocation assumptions in Financial Plan/CIP
- Reviewed Financial Plan model results for funding deficit for Natural Growth and System Plan 2040 with PFM on July 7th
- Met with VRE financial staff to assess the Financial Plan model scenarios
- Updated project costs, schedule, and funding for Natural Growth scenario for select projects, and also for Modified Service scenario/proxy for revised System Plan 2040
- Revised select project costs, schedule, and funding for Modified Service scenario/proxy for revised System Plan 2040
- Discussed Financial Plan model scenarios update with Project Management Team (PMT)

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
• Geotech borings on New York Avenue NE completed
• Contract Amendment 1 for Amtrak field services sent to VHB
• Contract Amendment 2 for turntable and Amtrak design review services sent to VHB
• Briefed Council Member Bonds’ Chief of Staff on July 25th
• Updated project website with information from the second public meeting

Rolling Road Platform Extension
• Coordination meeting held on July 14th
• Dewberry revised 60 percent drawings. VRE will review and confirm platform length and potential operating issues prior to submission to NS
• Dewberry continued to coordinate with Fairfax County with permitting review

Long Bridge Expansion Study
• Drafted and sent Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments to VRE legal counsel for review
• Continued project development process for a new fourth track between LE to VA Interlockings in the District of Columbia
• Participated in Project Management Team meeting on July 26th

Southeast High Speed Rail Corridor (DC2RVA) Coordination
• Participated in task force meeting on July 12th; Draft Environmental Statement is expected for late Summer 2017

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

Lorton Platform Extension
• On site and regular communication and coordination with CSXT, Fairfax County, utilities, and other stakeholders (including regularly scheduled project meetings with Hammerhead Construction, the prime contractor)
• Project meeting held onsite with VRE, STV, and Hammerhead Construction on July 12th
• Progress meeting held onsite with VRE, STV, HDR, CSXT, and Hammerhead Construction on July 26th
• Construction mobilization and beginning installment of erosion and sediment control measures continue
• Site preparation and submittals continued in preparation for fill operations, including concrete form setting, reinforcing steel wire mesh, and concrete placement, and conduit installations and drainage installation
• Electric and Communication Conduit installation and fill operations continued; the first structural steel column foundation dug in anticipation of placement of concrete
• Two concrete placements for platform were established
 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
- Follow-up design detail meeting occurred at VRE headquarters on July 11th, followed by a walk-thru onsite at Quantico Station/Package 5 on July 13th

Potomac Shores Station
- Re-design of station concept waiting on Arkendale to Powell’s Creek agreements to be finalized

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
- Participated by phone in DC2RVA Task Force Meeting #11
- Continued with review and preparation of comments for the draft compiled from 30 percent plans from GEC
- Submitted comments on 30 percent plans to GEC
- CSXT coordination meeting regarding Penta Projects occurred on July 18th
- Coordinated with Procurement Division on GEC final design Task Order (TO) award
- Participated in a DC2RVA coordination call with DRPT staff and consultants
- Participated in an internal Project Management Workshop
• Coordinated with Procurement Division on GEC final
design task order rescind letter
• Participated in the GEC coordination call for Penta
Platform Projects on July 31st
• Participated in CSXT coordination call for Penta
Platform Projects on August 1st

Lorton Station Improvements (Second Platform)
• Reviewed and recommended payment of GEC VII Task
Order Invoice #11
• Participated by phone in DC2RVA Task Force Meeting
#11
• Continued with review and preparation of comments
for the draft compiled from 30 percent plans from GEC
• Provided comments on first draft of CSXT design
review agreement from legal
• CSXT coordination meeting regarding Penta Projects
occurred on July 18th
• Coordinated with Procurement Division on GEC final
design Task Order (TO) award
• Participated in a DC2RVA coordination call with DRPT
staff and consultants
• Participated in an internal Project Management
Workshop
• Participated in the GEC coordination call for Penta
Platform Projects on July 31st
• Participated in CSXT coordination call for Penta
Platform Projects on August 1st
• Received platform extension project plans and CAD
files for coordination

Rippon Station
• Continued development of 30 percent plans and cost
estimate
• Participated by phone in DC2RVA Task Force Meeting
#11
• CSXT coordination meeting regarding Penta Projects occurred on July 18th
• Participated in a DC2RVA coordination call with DRPT staff and consultants
• Participated in an internal Project Management Workshop
• Participated in the GEC coordination call for Penta Platform Projects on July 31st
• Participated in CSXT coordination call for Penta Platform Projects on August 1st
• Submitted National Environmental Policy Act (NEPA) documents to PRTC for review

Leeland Road Station
• Reviewed and provided comments on Virginia Department of Transportation’s (VDOT) Smart
Scale start dates for design
• Continued development of 30 percent plans and cost estimate
• Participated by phone in DC2RVA Task Force Meeting #11
• CSXT coordination meeting regarding Penta Projects occurred on July 18th
• Participated in a DC2RVA coordination call with DRPT staff and consultants
• Participated in an internal Project Management Workshop
• Participated in the GEC coordination call for Penta Platform Projects on July 31st
• Participated in CSX coordination call for Penta Platform Projects on August 1st
Brooke Station
- Evaluated different options using Cost Tool
- Reviewed and provided comments on Virginia Department of Transportation’s (VDOT) Smart Scale start dates for design
- Continued development of 30 percent plans and cost estimate
- Participated by phone in DC2RVA Task Force Meeting #11
- CSXT coordination meeting regarding Penta Projects occurred on July 18th
- Participated in a DC2RVA coordination call with DRPT staff and consultants
- Participated in an internal Project Management Workshop
- Participated in the GEC coordination call for Penta Platform Projects on July 31st
- Participated in CSXT coordination call for Penta Platform Projects on August 1st

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
- Reviewed items that have to be considered for advancing the APT with bridges

Crossroads Lifecycle Overhaul & Upgrade Facility
- Property rezoning application submitted on July 14th
- Held Conference Call with VRE and STV to discuss water pressure issue at Crossroads Yard

L’Enfant (North) Storage Track Wayside Power
- Paid premium to C3M Power for insurance extension
- CSXT due on site to continue with signal installation and south derail installation

L’Enfant (South) Storage Track Wayside Power
- Prepared GEC VII task order for NXL to conduct property and survey for parcel that will be used for wayside power equipment
- Abbreviated property investigation conducted
- Prepared and sent property investigation and field survey to NXL
- Responded to questions from NXL regarding task order
- Received VAL map from CSXT and forwarded to NXL

Slaters Lane/Alexandria Track 1 Access
- Reviewed and provided comments to VRE legal counsel on Draft Construction Agreement
- Participated in bi-weekly coordination call with CSXT

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
- Reviewed comments on plumbing needs in garage
- Reviewed Safety Plan submitted by consultant for first phase of project
- Continued to evaluate draft NEPA documentation for a Categorical Exclusion
- Draft Traffic Impact Analysis being revised per VRE comments

Fredericksburg Station Repairs
- Notice to Proceed (NTP) issued on July 14th
## PROJECTS PROGRESS REPORT

### PASSENGER FACILITIES

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

---

### ESTIMATED COSTS ($)

<table>
<thead>
<tr>
<th>Total1</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Authorized</th>
<th>Expended2</th>
<th>Completion Percent</th>
<th>Date</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,201,176</td>
<td>3,201,176</td>
<td>-</td>
<td>1,172,369</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 September 2017.</td>
</tr>
<tr>
<td>10,021,865</td>
<td>10,021,865</td>
<td>-</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>-</td>
<td>467,500</td>
<td>90,749</td>
<td>30%</td>
<td>1st QTR 2018</td>
<td>Design work incomplete and construction is anticipated to start as part of CDOT work program.</td>
</tr>
<tr>
<td>2,400,000</td>
<td>400,000</td>
<td>2,000,000</td>
<td>-</td>
<td>-</td>
<td>5%</td>
<td>3rd QTR 2020</td>
<td>Design work on East Platform only. West Platform acquisition funded.</td>
</tr>
<tr>
<td>13,000,000</td>
<td>13,000,000</td>
<td>-</td>
<td>*</td>
<td>19,116</td>
<td>20%</td>
<td>2nd QTR 2020</td>
<td>Preliminary engineering is anticipated to be complete in Summer 2017.</td>
</tr>
<tr>
<td>2,500,000</td>
<td>2,500,000</td>
<td>-</td>
<td>1,846,675</td>
<td>410,351</td>
<td>60%</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>-</td>
<td>*</td>
<td>1,363,222</td>
<td>20%</td>
<td>2nd QTR 2020</td>
<td>Preliminary engineering is anticipated to be complete in Summer 2017.</td>
</tr>
<tr>
<td>16,632,716</td>
<td>16,632,716</td>
<td>-</td>
<td>*</td>
<td>110,032</td>
<td>20%</td>
<td>4th QTR 2021</td>
<td>Preliminary engineering is anticipated to be completed by August 2018.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total2</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Authorized</th>
<th>Expended2</th>
<th>Completion Percent</th>
<th>Date</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,000,000</td>
<td>2,000,000</td>
<td>-</td>
<td>442,900</td>
<td>27,551</td>
<td>8%</td>
<td>3rd QTR 2020</td>
<td>60% design plans under review. Force account agreement pending.</td>
</tr>
<tr>
<td>21,160,000</td>
<td>400,000</td>
<td>20,760,000</td>
<td>278,767</td>
<td>150,855</td>
<td>5%</td>
<td>2nd QTR 2023</td>
<td>NTP for alternatives analysis and conceptual design issued December 2016.</td>
</tr>
<tr>
<td>24,420,000</td>
<td>3,420,000</td>
<td>21,000,000</td>
<td>2,031,263</td>
<td>393,120</td>
<td>30%</td>
<td>TBD</td>
<td>Project to be completed as part of Bread Run Expansion Project</td>
</tr>
</tbody>
</table>

**As of August 4, 2017**

1 Total project cost estimate in adopted FY2018 CIP Budget
2 Does not include minor (< $50,000) operating expenditures
$2,418,630 authorization divided across five "Penta-Platform" program stations
### TRACK AND INFRASTRUCTURE

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
<th>CD</th>
<th>PD</th>
<th>SC</th>
<th>RW</th>
<th>FD</th>
<th>CN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton-to-Crossroads Third Track</td>
<td>2¼-miles of new third track with CSXT design and construction of signal and track tie-ins.</td>
<td>CD PD EC RW FD CN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broad Run Yard Train Wash</td>
<td>New train wash facility to be added to the Broad Run MSF.</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midday Storage</td>
<td>New York Avenue Storage Facility: Planning, environmental and preliminary engineering.</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### MAINTENANCE AND STORAGE FACILITIES

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
<th>CD</th>
<th>PD</th>
<th>SC</th>
<th>RW</th>
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<th>CN</th>
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</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>N/A</td>
<td></td>
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<td></td>
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<tr>
<td>L’Enfant North Storage Track and Wayside Power</td>
<td>Conversion of existing siding into a midday train storage track.</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<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</td>
<td>N/A</td>
<td></td>
<td></td>
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<td></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>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crossroads Maintenance and Storage Facility Land Acquisition</td>
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<td>N/A</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midday Storage</td>
<td>New York Avenue Storage Facility: Planning, environmental and preliminary engineering.</td>
<td>N/A</td>
<td></td>
<td></td>
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</table>

### ROLLING STOCK

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
<th>CD</th>
<th>PD</th>
<th>SC</th>
<th>RW</th>
<th>FD</th>
<th>CN</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>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PLANNING, COMMUNICATIONS AND IT

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PHASE</th>
<th>CD</th>
<th>PD</th>
<th>SC</th>
<th>RW</th>
<th>FD</th>
<th>CN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Run Expansion (see Gainesville-Haymarket Extension)</td>
<td>NEPA and PE for expanding commuter rail service capacity in Western Prince William County</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile Ticketing</td>
<td>Implementation of a new mobile ticketing system.</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### ESTIMATED COSTS ($)

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>ESTIMATED COSTS ($)</th>
<th>COMPLETION</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton-to-Crossroads Third Track</td>
<td>32,500,000</td>
<td>N/A</td>
<td>100%</td>
</tr>
<tr>
<td>Broad Run Yard Train Wash</td>
<td>2,494,711</td>
<td>307,513</td>
<td>174,875</td>
</tr>
<tr>
<td>L’Enfant North Storage Track and Wayside Power</td>
<td>4,283,618</td>
<td>4,207,057</td>
<td>1,517,408</td>
</tr>
<tr>
<td>L’Enfant South Storage Track and Wayside Power</td>
<td>3,965,000</td>
<td>2,937,323</td>
<td>1,517,408</td>
</tr>
<tr>
<td>Lifecycle Overhaul and Upgrade Facility</td>
<td>35,196,323</td>
<td>3,171,599</td>
<td>1,517,408</td>
</tr>
<tr>
<td>Crossroads Maintenance and Storage Facility Land Acquisition</td>
<td>88,800,000</td>
<td>3,171,599</td>
<td>1,517,408</td>
</tr>
<tr>
<td>Midday Storage</td>
<td>75,264,693</td>
<td>65,457,809</td>
<td>36,994,353</td>
</tr>
<tr>
<td>Mobile Ticketing</td>
<td>10,553,000</td>
<td>10,294,079</td>
<td>7,368,521</td>
</tr>
</tbody>
</table>

*1 Total project cost estimate in adopted FY2018 CIP Budget
2 Does not include minor (< $50,000) operating expenditures