



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority

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Jennifer DeBruhl
Chairperson

RESOLUTION OF THE VIRGINIA PASSENGER RAIL AUTHORITY BOARD

May 23, 2022

MOTION

Made By: Ms. Bulova

Seconded By: Mr. Hall

Action: Motion Carried, Unanimously

Title: Virginia Passenger Rail Authority FY23 Budget

WHEREAS, Section 33.2-298 of the Code of Virginia requires that the Virginia Passenger Rail Authority ("VPRA") prepare and submit a detailed annual operating plan and budget to the Commonwealth Transportation Board ("CTB") by February 1 of each fiscal year; and

WHEREAS, Section 33.2-298 also requires that the VPRA prepare and submit for approval any proposed capital expenditures and projects for the following fiscal year to the CTB by February 1; and

WHEREAS, the VPRA Finance and Audit Committee met on January 10, 2022, to review the *Recommended Fiscal Year 2023 Budget* ("Recommended FY23 VPRA Budget"); and

WHEREAS, the on February 1, 2022, the Board approved the Recommended FY23 VPRA Budget for submission to the CTB; and

WHEREAS, on April 19, 2022, the CTB approved VPRA's proposed budget for capital projects and capital and operating grants for fiscal year 2023 as set forth in the Recommended FY23 VPRA Budget; and

WHEREAS, VPRA has developed a final budget for fiscal year 2023 that is identical in substance to the Recommended FY23 VPRA Budget as submitted to the CTB, which is attached hereto as **EXHIBIT A** and titled *Fiscal Year 2023 Budget*.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves and adopts as VPRA's fiscal year 2023 budget the document attached hereto as **EXHIBIT A** and titled *Fiscal Year 2023 Budget*.

EXHIBIT A

[SEE ATTACHED]

####

VIRGINIA PASSENGER RAIL AUTHORITY



FISCAL YEAR 2023 BUDGET

BACKGROUND

The Virginia Passenger Rail Authority (the 'Authority' or 'VPRA') was established by Section 33.2-287 et seq. of Chapter 1230 of the 2020 Acts of Assembly with a mission to promote, sustain, and expand the availability of passenger and commuter rail service throughout the Commonwealth of Virginia (the 'Commonwealth') with an inception date of July 1, 2020. As part of the same transportation legislative initiative, the Commonwealth Rail Fund (the 'CRF') was established July 1, 2020, through Section 33.2-1526.4 of the Code of Virginia. Of the 7.5% of Commonwealth Transportation Trust Funds deposited into the CRF, 93% are dedicated to the Authority (referred to as the 'VPRA Fund') and distributed to the Authority as soon as practical. The governing Board of the Authority is appointed by the Governor of Virginia over staggered terms. As a result, VPRA is considered a discrete component unit of the Commonwealth, and the Authority's financial activity is included in the Commonwealth's Annual Comprehensive Financial Report.

EXECUTIVE SUMMARY

BUDGET OVERVIEW






BUDGET OBJECTIVE		
To compile accurate data reflective of the Authority's operations and future commitments in order to provide guidance and inform decision making to enable the Authority to deliver its program wide objectives.		
BUDGET CLASSIFICATIONS		
<u>OPERATIONS</u>	<u>CAPITAL PROJECTS</u>	<u>CAPITAL & OPERATING GRANTS</u>
Expenditures related to the core passenger rail service operations.	Expenditures for rail infrastructure that will be retained by the Authority as a capital asset.	Funds provided to third party entities to build and improve their rail infrastructure or operate their rail service.

The development of this VPRA budget is guided by the core objectives of the VPRA:

- Promote, sustain, and expand the availability of passenger and commuter rail service to increase ridership by connecting population centers.
- Oversee passenger rail operations statewide (not an operator).
- Promote new approaches to economic development through an increase in passenger rail capacity.
- Own rail right-of-way and infrastructure assets.
- Operate independently of some state requirements to provide flexibility and efficiency while improving passenger rail service in Virginia.

Each year the VPRA Board adopts a one-year budget which is submitted by February 1st to the Commonwealth Transportation Board for feedback and approval. In addition to the projected expenditures for fiscal year ('FY') 2023, five additional years of forecasted expenditures for Capital Projects and Capital and Operating grants through FY2028 are detailed in the VPRA budget. The key parameters used in developing the VPRA budget are presented in Table 1.

TABLE 1: BUDGET DEVELOPMENT FACTORS

BUDGET PARAMETERS				
 Fiscal year July 1 to June 30	 FY23 Budget	 Modified Accrual Basis Accounting	 6-year annual expenditure forecast	 Based on best cost estimate available

EXECUTIVE SUMMARY

The FY23 budget is detailed by the three budget development classifications in Table 2, which also provides a comparison to the Amended FY22 budget. The FY23 budget for VPRA includes an estimated total outlay of \$595.4M which represents a 29% increase from FY22.

TABLE 2: SUMMARY COMPARISON OF FY2023 AND AMENDED FY2022 BUDGETS

Budget Category (in millions)	Amended FY22	FY23	Variance	
			\$	%
Operations	\$72.3	\$122.7	\$50.4	70%
Capital Projects	313.6	286.9	(26.7)	(9%)
Capital & Operating Grants	74.5	185.8	111.3	149%
Total	\$460.4	\$595.4	\$135.0	29%

The Operations budget for FY23 increased due to the startup of two additional passenger trains in the summer of 2022. The operational cost of these new trains is based on the average cost of the existing six trains, roughly \$12.7M per train. In addition, the federal COVID-19 relief credits applied by Amtrak against operational costs is anticipated to decline by \$5.9M in FY23. The revenues from the existing trains and the two new trains have been conservatively forecasted due to uncertainty caused by the COVID-19 pandemic. The remaining increase to the Operations budget of \$19.1M primarily results from increased maintenance costs of approximately \$14.1M and increased administrative costs of \$3.6M as VPRA continues to grow to meet its responsibilities to deliver rail services and projects.

The Capital Projects budget for FY23 decreased due to a decline in right-of-way acquisition outlays of \$127.0M. This decline was offset by an increase to the forecasted expenditures of \$73.0M to the I-95 Corridor projects and \$29.2M to the Western Rail Corridor projects. The increases in planned project expenditures are expected as VPRA continues to advance the core Transforming Rail in Virginia capital projects.

Planned expenditures for Capital and Operating Grants increased by \$111.3M in FY23 as Virginia Railway Express ('VRE') advances their capital program with several significant projects in the Manassas line corridor. In addition to this VRE increase of \$45.0M, expenditures on the Western Rail Corridor grants are estimated to increase by \$28.1M in FY23. Of the remaining increase, \$31.4M results from planned outlays to Amtrak for train equipment for the new service and the completion of required positive train control infrastructure.

The remaining sections of this summary further explore the details of the three budget categories and provide detailed information about the sources of funding for the activities of VPRA.

EXECUTIVE SUMMARY

OPERATIONS

One of the core functions of VPRA is to provide intercity passenger rail service to the citizens of the Commonwealth. The operating budget includes the operational costs of the state sponsored intercity passenger rail service as well as the general and administrative costs to run the Authority. Two additional state sponsored regional trains will be initiated in FY23 by VPRA – a 33% increase to regional passenger rail service in the Commonwealth.

As seen in Table 3, the FY23 operating budget is projected to increase by \$50.4M offset by additional revenues of \$8.5M. Due to the uncertainty caused by the ongoing COVID-19 pandemic, VPRA has leveraged the estimated revenue projections provided by the service contractor (Amtrak) in the FY22 operating agreement. In addition to the costs associated with the new train service, the federal credit applied to passenger rail operations costs by Amtrak will decrease from \$10.3M to \$4.4M.

TABLE 3: SUMMARY OF FY23 OPERATIONS BUDGET

Operations Category (in millions)	Amended FY22 Budget	FY23 Budget	Change (\$)
Total Operating Revenues	\$54.2	\$62.7	\$8.5
Train Operations	58.3	90.0	31.7
Other Operating Expenses	7.4	22.5	15.1
Administrative Budget	6.6	10.2	3.6
Total Operating Expense	72.3	122.7	50.4
Additional Funding Required	\$18.1	\$60.0	\$41.9

The other operating expenses reflect a significant increase in FY23 due to the added maintenance and insurance costs associated with rail corridor ownership. Approximately \$7.2M of the increase results from a reclassification of access costs for Virginia Railway Express in the I-95 corridor from a capital grant to VPRA operational maintenance costs.

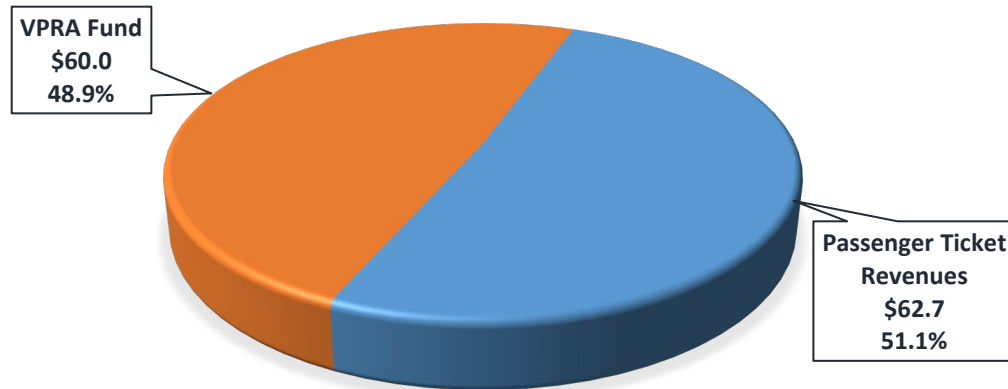
The administrative costs are anticipated to rise from \$6.6M in FY22 to \$10.2M in FY23 as VPRA continues to bring on staffing resources to execute the passenger rail program. Additionally, the increase reflects several one-time costs (professional services & ERP system) that are anticipated to occur in FY23 as the organization continues to mobilize. Overall, the administrative expenses account for 1.7% of the total projected FY23 expenditure outlay.

The operations expenditures are covered by two sources of revenue: passenger ticket revenues and the VPRA dedicated share of the CRF. Figure 1 shows the breakdown of the sources of funding to be used for the FY23 budgeted expenditures. An overall cost recovery of 51% is expected from FY23 anticipated passenger ticket revenues.

EXECUTIVE SUMMARY

FIGURE 1: FY23 OPERATIONS FUNDING BY SOURCE

\$122.7 M
(in millions)



CAPITAL PROJECTS

In December 2019, Virginia Governor Ralph Northam announced a landmark rail agreement between the Commonwealth and CSX Corporation ('CSX'). The 2019 announcement became the catalyst for what we know today as Transforming Rail in Virginia ('TRV'), a path to enhancing our communities and increasing economic opportunities through strategic investments in rail. This commitment is further evidenced by the total \$4.1B of capital project expenditures that VPRA must deliver over the next ten years. Table 4 further summarizes by year the forecasted expenditures related to the TRV capital projects through FY28.

TABLE 4: SUMMARY OF CAPITAL PROJECT EXPENDITURE FORECAST

Capital Project Category (in millions)	Total Project	FY22 Amended	FY23	FY24	FY25	FY26	FY27	FY28	Total
I-95 Corridor	3,906.4	260.1	256.7	215.7	485.6	419.0	628.3	663.2	2,928.6
Western Rail Corridor	209.9	51.6	30.2	38.3	45.8	27.6	4.0	3.9	201.4
Other	1.9	1.9	-	-	-	-	-	-	1.9
Total	\$4,118.2	\$313.6	\$286.9	\$254.0	\$531.4	\$446.6	\$632.3	\$667.1	\$3,131.9

The Comprehensive Rail Agreement ('CRA') between DRPT and CSX was finalized on March 26th, 2021. Through the agreement with CSX, Virginia acquired 384 miles of CSX right-of-way and 223 miles of track in rail corridors paralleling I-95, I-64, and I-85. The executed CRA defined the scope and budgets for the major I-95 Corridor Capital Projects that have been included in the FY23 budget. While the forecast expenditures included herein go through FY28, various I-95 Projects will extend into FY30, most notably Long Bridge. Table 5 summarizes the final agreed upon Total Project Cost in comparison to the original

EXECUTIVE SUMMARY

FY22 Approved budget for each element of the I-95 Corridor development. It is important to note that the FY22 budget was approved prior to the execution of the CRA. Please refer to the corresponding project narratives for further details about each I-95 Corridor component.

TABLE 5: CROSSWALK OF I-95 CORRIDOR PROGRAM EXPENDITURES

Project Description (in millions)	Total Approved Budget	Total Amended Budget	Change (\$)
New Long Bridge for Passenger Rail	\$1,979.3	\$2,039.3	\$60.0
Alexandria 4th Track	163.8	210.4	46.6
Franconia to Lorton 3rd Mainline	161.7	208.5	46.8
Franconia-Springfield Bypass	342.2	241.4	(100.8)
Richmond to DC Sidings - Phase 1	233.1	233.1	-
Richmond to DC Sidings - Phase 2	236.4	236.4	-
TRV Right of Way Acquisition	525.0	525.0	-
TRV Right of Way Transaction Costs	-	38.0	38.0
Newington Bridge	22.4	36.2	13.8
Route 1 Bridge	15.0	57.4	42.4
L'Enfant 4th Track	24.2	22.4	(1.8)
Amtrak New Equipment	55.0	-	(55.0)
Richmond Layover Facility	-	35.6	35.6
Lorton to Route 1	-	20.8	20.8
Other I-95 Corridor Projects	-	1.9	1.9
Total I-95 Corridor	\$3,758.1	\$3,906.4	\$148.3

As a continuation of the TRV initiative, Governor Ralph Northam announced in May 2021 that the Commonwealth reached an agreement with Norfolk Southern Railway to expand passenger rail to southwest Virginia. As part of the agreement, Virginia is acquiring 28.5 miles of the Norfolk Southern-owned right-of-way (V-Line) from the Salem Crossovers to Christiansburg. The acquisition of railroad right-of-way and tracks, along with infrastructure improvements and improved operations, will allow for the expansion of high-quality passenger rail services from Roanoke to Christiansburg. The definitive agreement between VPRA and Norfolk Southern Railway is still being finalized as of December of 2021.

The Western Rail Corridor initiative has both Capital Projects and Capital and Operating Grants components. Table 6 details the total expected costs for the period from FY22-FY30 for the major components of the Western Rail Corridor. Please refer to the corresponding project narratives for further details about each Western Rail Corridor component.

EXECUTIVE SUMMARY

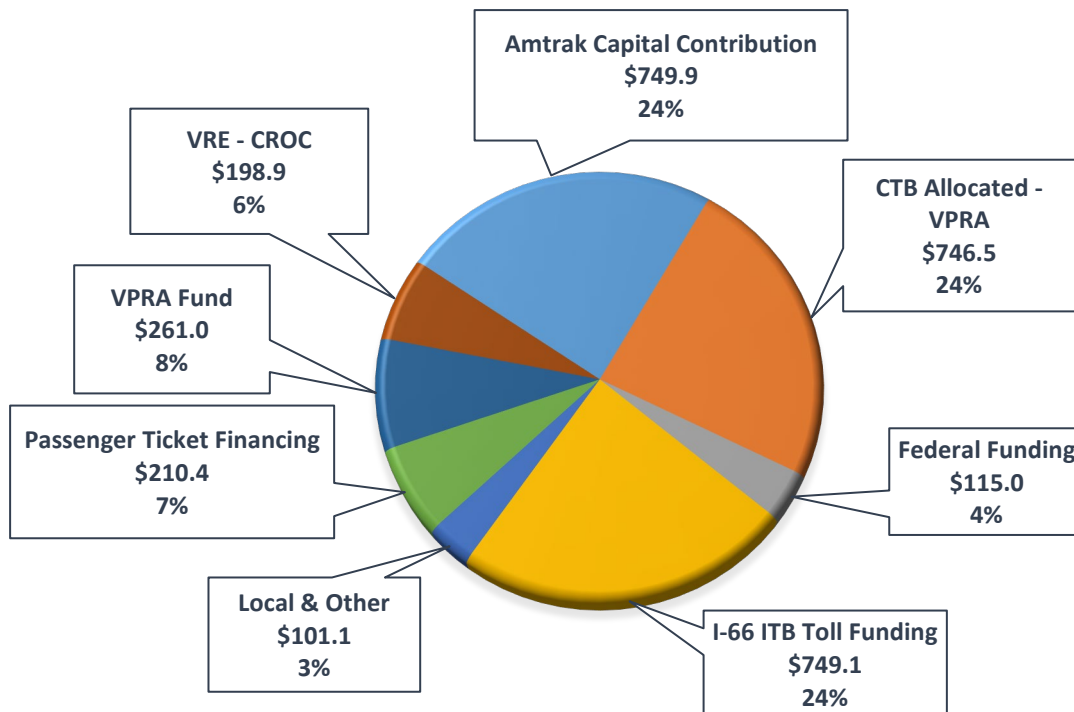
TABLE 6: EXPECTED PROGRAM COSTS FOR WESTERN RAIL CORRIDOR

Western Rail Corridor (in millions)	Budget Category	Project Cost
Salem Right of Way Acquisition	Capital Projects	\$38.0
New River Valley Platform & Track Improvements		74.2
V-Line Tunnels		47.9
Capital Improvements - Bridges		14.3
Capital Improvements - Other		22.5
Salem Right of Way Transaction Costs		13.0
Western Rail Initiative Grant	Capital & Operating Grants	131.5
Roanoke Yard Improvements		37.0
Total Western Rail Corridor		\$378.4

The sources of funding for the TRV initiatives can be seen in Figure 2. Of the total \$3.1B forecasted expenditures from FY22-FY28, 85% of the funding comes from sources outside of VPRA's dedicated revenue streams. The financial planning for the VPRA Capital Projects program requires numerous funding agreements and coordination with many outside entities. In addition, most of the revenue sources come with parameters that govern the use to certain project components.

FIGURE 2: FY22-FY28 CAPITAL PROJECT FUNDING BY SOURCE

\$3,131.9
(in millions)



EXECUTIVE SUMMARY

There are three major sources of funding that individually fund approximately 25% of the total forecast expenditures through FY28. First, the Amtrak Capital Contribution is dedicated to certain I-95 corridor project components through a funding agreement signed in March of 2021. Second, the I-66 Inside the Beltway Toll funding was included in the six year improvement plan adopted in June of 2021 by the Commonwealth Transportation Board ('CTB'). Third, the CTB allocated funds totaling \$746.5M consist primarily of \$337M of Priority Transportation Funds, I-95 toll facility concession funds of \$255M, SMART SCALE allocations of \$27M, dedicated 2020 Appropriation Act funding of \$42M, and I-81 Corridor Improvement funds of \$60M. The Western Rail Corridor initiative will utilize 15% of the CTB allocated funds and 37% of the VPRA funds. Local funding sources for the I-95 Corridor include contributions from NVTa and Fairfax County for \$22.9M and \$14.9M, respectively. The remaining funding sources are allocated to the I-95 Corridor capital projects.

CAPITAL AND OPERATING GRANTS

Capital and Operating Grants consist of projects in which VPRA provides capital funding to a third party (such as a Class I Railroad or local government) that executes design and construction utilizing their respective financial control systems. As evidenced by the annual expenditures in Table 7, the management of these grants is a significant responsibility for the Authority. As part of the startup of VPRA, the historical rail cash balances were transferred to VPRA to assist with the cash flow needs of the acquisition of rail assets. From these cash balances, VPRA must fund several historical rail grants totaling \$22.7M that are managed by the Department of Rail and Public Transportation ('DRPT'). If these projects do not proceed, VPRA will retain the funds and the Board may allocate them at their discretion.

TABLE 7: SUMMARY OF GRANTS EXPENDITURE FORECAST

Capital and Operating Grant Category (in millions)	FY22 Amended	FY23	FY24	FY25	FY26	FY27	FY28	Total VPRA Funding FY22-FY28
VPRA Managed Grants	70.3	176.7	73.5	45.2	57.4	32.0	24.3	479.4
DRPT Managed Grants	4.2	9.1	7.3	2.1	-	-	-	22.7
Total	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1

The grants can be divided into the following classifications:

VPRA Managed Grants: A majority of grants administered by the VPRA are CTB allocated. Grantees apply through the CTB process and if awarded state funds, the VPRA will be tasked with administering the passenger rail operations and infrastructure projects. In addition to CTB allocated grants, the VPRA will administer historical grants transferred from prior rail programs and grants previously approved by the VPRA board. There are no newly recommended grants in the FY23 budget.

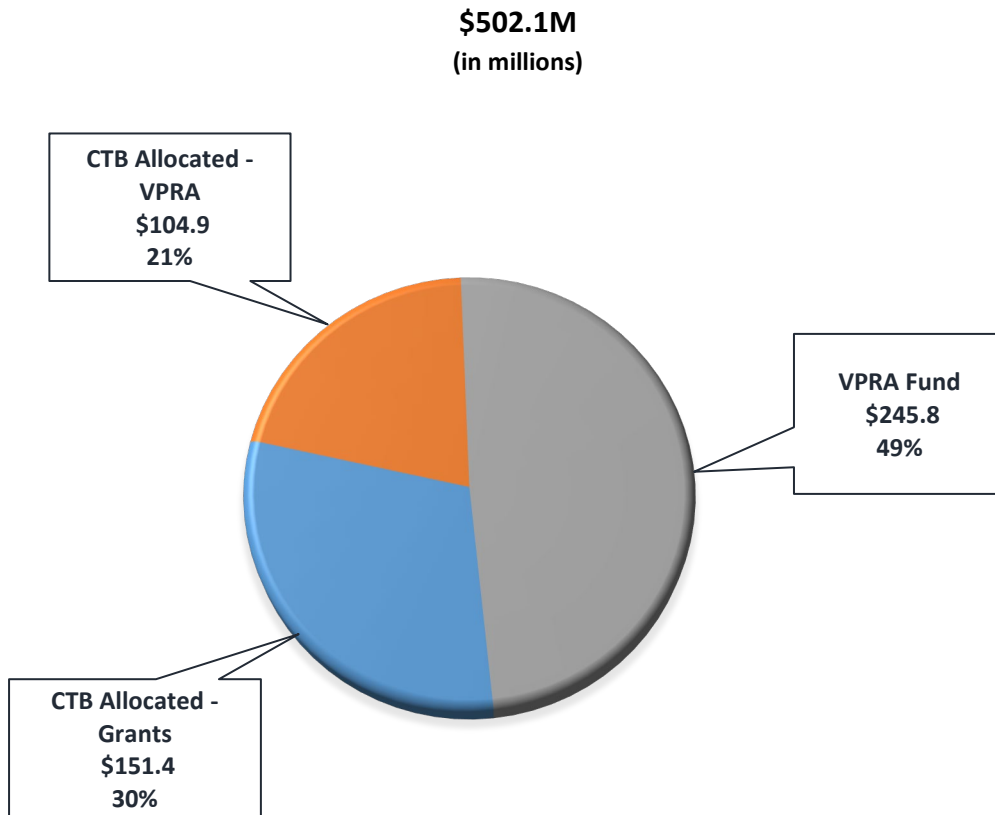
DRPT Managed Grants: Historical grants that continue to be administered by DRPT in accordance with the Board approved agreement between DRPT and VPRA. Currently, \$22.7M of funds are obligated to DRPT managed grants.

EXECUTIVE SUMMARY

The funding sources for Capital and Operating Grants are displayed in a manner that mirrors the award process. Grants allocated by the CTB consists of sources such as SMART SCALE, CMAQ or I-66 Concession Funds. As seen in Figure 3, this makes up approximately 30% of grant expenditures from FY22-FY28. VPRA will administer these grants on behalf of the CTB.

Funding from the CTB Allocated-VPRA source, a 21% total, was added in FY22 to fund the Western Rail Corridor grants sponsored by VPRA. The remaining 49% of the sources for Capital and Operating Grants consists of \$245.8M of VPRA revenues and historical DRPT rail program funds. About one half of these funds will be used to pay for historical rail program grants assumed by VPRA, and the other half will cover grants approved by the VPRA Board beginning in FY21.

FIGURE 3: FY22-FY28 CAPITAL & OPERATING GRANT FUNDING BY SOURCE



REVENUES

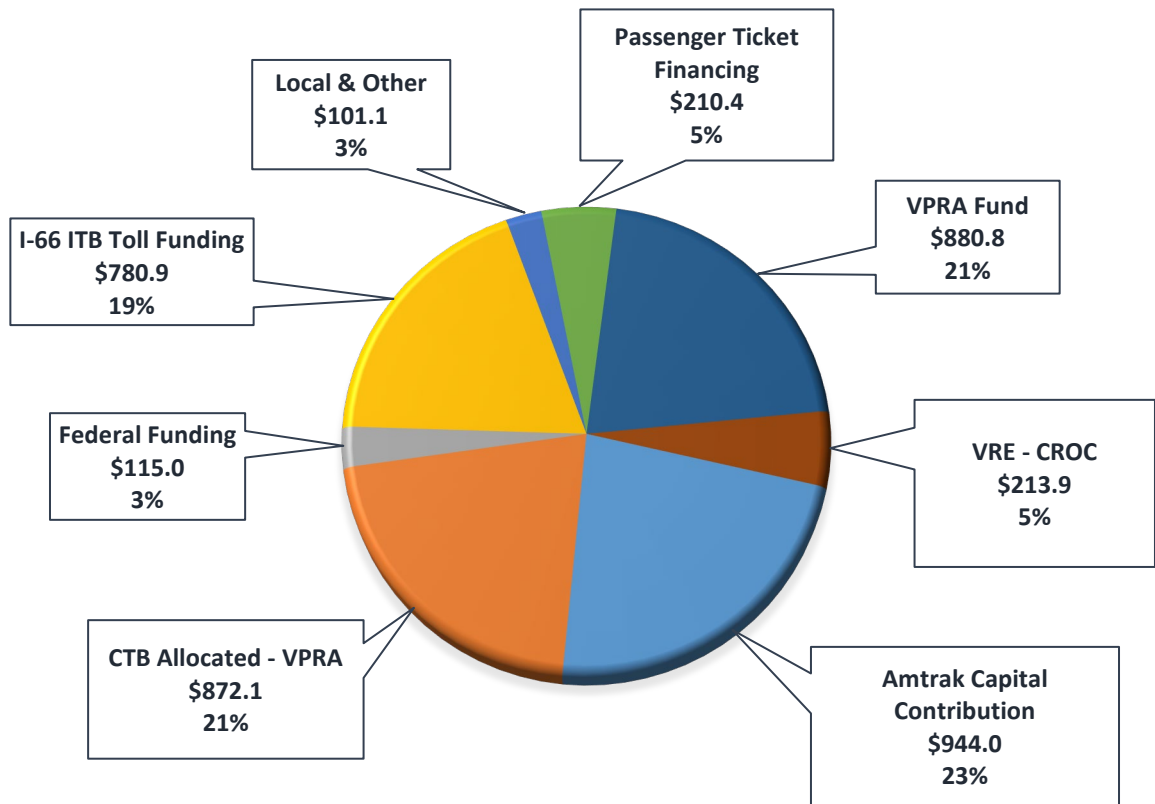
As VPRA undertakes the many significant Capital Projects and Capital and Operating Grants included in the budget, it is important to remember that some of these efforts have a project life cycle that will not be completed until after the FY28 forecast period. Detailed sources of funding information are provided elsewhere within this document for the budget window from FY22 through FY28. Figure 4 details the sources of funding for VPRA's Capital Projects for the total project cost over all years.

EXECUTIVE SUMMARY

The largest funding sources are the VPRA Fund Revenues, I-66 Inside the Beltway Toll Funding, the Amtrak Capital Contribution, and the CTB-Allocated funding (Priority Transportation Funds, I-95 Toll concessions, SMART SCALE, CMAQ). In addition to the numerous funding partners, the complexity of the funding model is heightened due to the inclusion of three debt financings. While the VPRA will execute the Passenger Ticket financing, the I-66 ITB Toll financing and the VRE Commuter Rail Operating & Capital fund financing will be executed by VPRA partner entities.

Agreements are in place for several of the significant revenue sources, notably Amtrak and VRE. While other agreements still need to be finalized (mostly intergovernmental agreements related to the CTB allocated funds), it is important to note that the CTB has allocated funds through FY2022 and included planned allocations in its Six Year Improvement Plan for the VPRA initiatives.

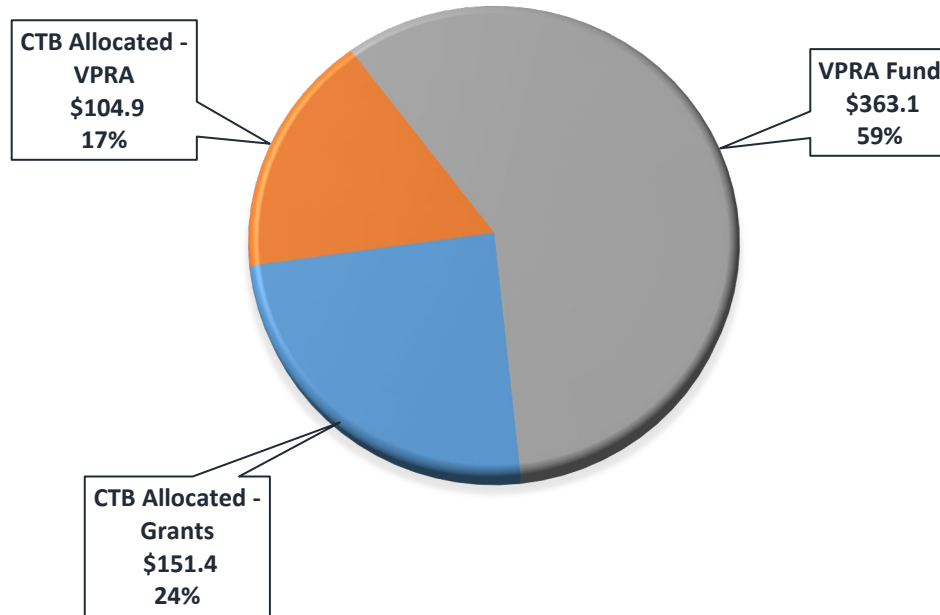
FIGURE 4: TOTAL PROJECT BUDGET - CAPITAL PROJECTS
\$4,118.2M
(in millions)



The total project budget for Capital and Operating Grants included in Figure 5 is comprised of the FY22-FY28 forecasted expenditures in Table 7 (\$502.1M), prior year grant expenditures (\$91.0M), and FY29-FY30 forecasted expenditures (\$26.3M). By including the expenditures from the FY29-FY30 forecast period, source of funding information is provided for the entire Western Rail Initiative Grant.

EXECUTIVE SUMMARY

FIGURE 5: TOTAL PROJECT BUDGET – CAPITAL & OPERATING GRANTS
\$619.4M
(in millions)



The sources of funding under the direct control of the Authority consist of the dedicated Commonwealth Rail Funds and the projected financing proceeds of the passenger ticket revenue stream. Table 8 shows the projected revenues of the VPRA 93% share of the Commonwealth Rail Fund through FY28 as well as the projected proceeds from leveraging the gross passenger ticket revenues planned for FY2025.

TABLE 8: REVENUE FORECAST

Description (in millions)	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total
VPRA Revenues	172.6	183.4	152.9	155.1	156.0	157.2	158.7	1,135.9
Passenger Ticket Financing	-	-	-	210.4		-	-	210.4
Total VPRA Fund	\$172.6	\$183.4	\$152.9	\$365.5	\$156.0	\$157.2	\$158.7	\$1,346.3

After modeling all of the projected Operational, Capital Projects, and Capital and Operating Grants expenditures against the available sources of funding, approximately \$50M is available from the VPRA controlled sources to fund a \$50M Board Management Reserve over the next 4 years beginning with \$15M in FY23. The intent of the Board Management Reserve is to allocate funds which may be used to cover unidentified or unforeseen costs or other opportunities related to the TRV Capital Projects. Allocation of the Management Reserve can be done only at the discretion and prior approval of the VPRA Board.

OPERATIONS BUDGET

- One year budget (FY2023)
- Anticipated expenditures using an accrual basis
- Two main elements:
 1. Passenger Train Operations
 2. Administrative Expenses

VIRGINIA PASSENGER RAIL AUTHORITY

OPERATIONS BUDGET

(IN MILLIONS)

Operations Category	Amended FY22 Budget	FY23 Budget	Change (\$)
Train Operating Revenues			
Train Revenue	28.5	33.1	4.6
Food Service Revenue	0.9	1.0	0.1
Other Revenue	0.5	0.6	0.1
NEC Through Revenue	24.3	28.0	3.7
Total Operating Revenues	\$54.2	\$62.7	\$8.5
Train Operations Expenses ①			
Route Costs and Additives	36.9	61.2	24.3
Fuel Costs	2.5	4.1	1.6
NEC Through Credit Expense	15.1	18.4	3.3
Host Railroad Costs	1.9	3.3	1.4
Host RR Performance Incentives	1.9	3.0	1.1
Total Train Operations Expense	\$58.3	\$90.0	\$31.7
Other Operating Expenses			
Capital Equipment Maintenance ②	5.6	6.7	1.1
Bedford Amtrak Thruway Intercity Bus Connector	-	0.4	0.4
Amtrak Marketing	0.9	0.9	-
I-95 Corridor Maintenance of Way (VRE Access Rate) ③	-	7.2	7.2
Western Rail Maintenance of Way	-	2.1	2.1
Western Rail Access Fee	-	3.7	3.7
Insurance	0.5	0.5	-
Depreciation ④	0.4	1.0	0.6
Administrative Budget	6.6	10.2	3.6
Total Operating Expenses	\$72.3	\$122.7	\$50.4
Additional Funding Required	\$18.1	\$60.0	\$41.9
<i>Federal Credits Applied to Train Operation Expense</i>	10.3	4.4	(5.9)
Additional Funding Required - Without Federal Credits	\$28.4	\$64.4	\$36.0
Overall Cost Recovery	75%	51%	-24%
Overall Cost Recovery - Without Federal Credits	66%	49%	-17%

① Train operations expenses have been ratably reduced by federal credits applied by Amtrak

② Route 46 Equipment Maintenance expenses covered by existing receivable from Amtrak

③ Per CSX Agreement, VRE access rate covers VPRA track maintenance; FY22 covered by VRE

④ Non-cash operating expense

VIRGINIA PASSENGER RAIL AUTHORITY
AMTRAK OPERATING REVENUES AND EXPENSES BY ROUTE
(IN MILLIONS)

Train Operations Category	Route 46 - Roanoke -		Route 47 - Newport News -		Route 50 - Norfolk -		Route 51 - Richmond -		Total FY22 Amended Budget	Total FY23 Budget
	1 Train	2 Trains	2 Trains		2 Trains	3 Trains	1 Train			
	Amended FY22	FY23	Amended FY22	FY23	Amended FY22	FY23	Amended FY22	FY23		
Revenues										
Train Revenue	\$6.7	\$8.6	\$10.9	\$10.8	\$9.2	\$11.5	\$1.7	\$2.2	\$28.5	\$33.1
Food Service Revenue	0.2	0.3	0.4	0.3	0.2	0.3	0.1	0.1	0.9	1.0
Other Revenue	0.1	0.2	0.2	0.2	0.2	0.2	-	-	0.5	0.6
NEC Through Revenue	6.0	7.3	8.0	7.6	8.0	10.1	2.3	3.0	24.3	28.0
Total Operating Revenue	\$13.0	\$16.4	\$19.5	\$18.9	\$17.6	\$22.1	\$4.1	\$5.3	\$54.2	\$62.7
Expenses										
Route Costs and Additives	7.9	17.5	12.6	14.2	13.8	25.4	2.6	4.1	36.9	61.2
Fuel Costs	0.6	1.4	0.9	1.0	0.8	1.4	0.2	0.3	2.5	4.1
NEC Through Credit Expense	3.9	4.5	5.2	5.1	5.0	7.1	1.0	1.7	15.1	18.4
Host Railroad Costs	0.5	1.0	0.4	0.5	0.9	1.6	0.1	0.2	1.9	3.3
Host RR Performance Incentives	0.1	0.2	0.6	0.6	1.1	2.0	0.1	0.2	1.9	3.0
Total Train Operations	\$13.0	\$24.6	\$19.7	\$21.4	\$21.6	\$37.5	\$4.0	\$6.5	\$58.3	\$90.0
Capital Equipment Maintenance	1.0	1.0	1.5	1.6	2.4	3.4	0.7	0.7	\$5.6	\$6.7
Other Operating Expense	0.3	6.6	0.6	3.1	0.6	4.6	0.3	1.5	\$1.8	\$15.8
Net Operating Income/(Loss)	(\$1.3)	(\$15.8)	(\$2.3)	(\$7.2)	(\$7.0)	(\$23.4)	(\$0.9)	(\$3.4)	(\$11.5)	(\$49.8)
Total Federal Credits Applied	(\$1.9)	(\$1.3)	(\$3.4)	(\$1.7)	(\$3.3)	-	(\$1.7)	(\$1.4)	(\$10.3)	(\$4.4)

VIRGINIA PASSENGER RAIL AUTHORITY
OPERATIONS
USES & SOURCES
(IN MILLIONS)

	Amended FY22	FY23	Total FY22 - FY23
Total Uses	\$72.3	\$122.7	\$195.0
Passenger Ticket Revenues	54.2	\$62.7	116.9
VPRA Fund	18.1	\$60.0	78.1
Total Sources	\$72.3	\$122.7	\$195.0
Federal Credits Applied to Train Operations	10.3	4.4	14.7
Total VPRA Sources and Federal Credits	\$82.6	\$127.1	\$209.7

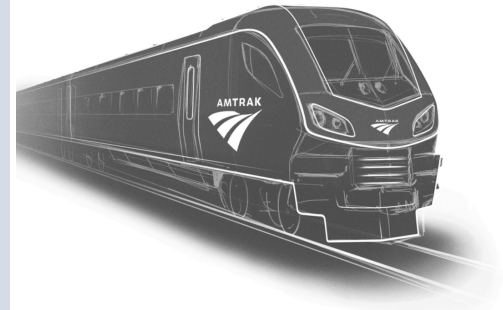
AMTRAK OPERATIONAL SUPPORT

DESCRIPTION:

Under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (“PRIIA”), Amtrak and partner states developed a methodology for allocating the operating costs of rail routes of not more than 750 miles outside of the Northeast Corridor (NEC) between Boston, MA and Washington, DC. This is today known as the PRIIA 209 Methodology. It provides the foundation of operating agreements between Amtrak and states for Amtrak state-supported services.

In Virginia, VPRA provides operational funding for state-supported intercity passenger routes. There are currently four routes, which consist of six daily round-trip trains which start or end at a Virginia station. In mid-2022 Virginia will add two additional round trips that will result from the recent CSX and Norfolk Southern agreements. Virginia’s state sponsored services all continue north of Washington, D.C. on Amtrak’s Northeast Corridor (NEC) as far north as New York and Boston.

Pre-COVID, revenues from Virginia state sponsored routes covered a significant portion of operating expenses, and even accumulated a credit during peak travel seasons (holidays, summer months, spring break, and special events). However, the COVID-19 Pandemic eroded ridership and revenues beginning in March 2020. In response, Congress has passed several COVID relief bills which included funding to offset the loss of ridership and revenue on Amtrak state-supported routes. The Coronavirus Aid, Relief, and Economic Security (‘CARES’) Act provided \$236M in relief funding directly to Amtrak for state-supported service, which lasted through January 2021. Two additional rounds of federal support allocated approximately \$350M (\$174.9M each) to states for operating payment assistance. This funding helped cover operating costs through FY22 and will be applied until exhausted in FY23.



Project Benefit: The benefits of moving passengers on the rail system include less congestion on highways, more efficient fuel consumption, lowered greenhouse gas emissions, and reduced accidents. The cost avoidance associated with the shift from car to passenger rail is about 46 cents per passenger-mile of rail use, or about \$190M annually in Virginia. (source: 2017 Virginia State Rail Plan)

Project Description	FY22 Amended (Millions)	FY23 (Millions)
Amtrak Operational Support	\$58.3	\$90.0

AMTRAK CAPITAL EQUIPMENT MAINTENANCE

DESCRIPTION:

Under the PRIIA 209 operating agreement between Amtrak and VPRA for Virginia state-supported service, Amtrak provides capital equipment/rolling stock for Virginia's intercity passenger rail service. According to the PRIIA 209 Methodology, capital equipment maintenance fees are charged to the Commonwealth for use of Amtrak's capital equipment. The capital equipment maintenance fees include forecasted expenses to maintain a state of good repair on the Amtrak rolling stock fleet.

The locomotives, passenger cars, dining cars, and baggage cars leased to Virginia for state sponsored service make up a train consist and can vary according to each route and throughout the year. Virginia pays a capital equipment advance payment to Amtrak based on a units used forecast for the planned consist, and any maintenance efforts. Amtrak reports fleet maintenance activities quarterly. If estimated payments exceed or fall below actual charges, Amtrak will provide a credit or add charges to the following year's capital equipment maintenance fees.



Project Benefit: Capital Equipment Maintenance is paid towards use of Amtrak's equipment and other fixed assets ensures Virginia's access to Amtrak's passenger rail fleet for Virginia services. Under this arrangement, our payments support Amtrak in the operation and maintenance of their capital equipment, ensuring safe and convenient connections between Virginia and Northeast destinations.

Project Description	FY22 Amended (Millions)	FY23 (Millions)
Amtrak Capital Equipment Maintenance	\$5.6	\$6.7

ADMINISTRATIVE BUDGET

DESCRIPTION:

The administrative budget for FY23 includes salaries and benefits for 47 employees, up from 34 in FY22, and larger one-time costs for the acquisition and implementation of an enterprise resource planning system. The budget includes various professional support consultants to assist with the ongoing establishment of the Authority policies and procedures, rail studies, and other support functions. The 'Other Employee Costs' category includes: employee training and conferences, work travel to oversee projects, employee incentives such as a transit pass subsidy or tuition reimbursement, organizational memberships and licenses, continuing education, and recruiting costs.

Expense Category	FY22 Amended Budget	FY23 Budget	% Change
Payroll & Benefits	\$3,998,000	\$7,390,000	87%
Professional Services	1,190,000	1,010,000	-15%
Information Technology	1,067,000	1,181,000	11%
Building & Office Related	181,000	181,000	0%
Other Employee Costs	200,000	460,000	79%
Total	\$6,636,000	\$10,222,000	54%

Project Description	FY22 Amended (Millions)	FY23 (Millions)
VPRA Administrative Budget	\$6.6	\$10.2

OTHER OPERATING EXPENSE

DESCRIPTION:

BEDFORD AMTRAK THRUWAY INTERCITY BUS CONNECTOR: VPRA will sponsor an Amtrak Thruway intercity bus connecting riders from Bedford, VA to Lynchburg, VA.

AMTRAK MARKETING: VPRA develops and implements a joint regional marketing and advertising plan in addition to the Amtrak corporate marketing efforts.

I-95 MAINTENANCE OF Way: Cost to maintain rail infrastructure in the I-95 Corridor. Per the Comprehensive Rail Agreement, CSX will continue to maintain the I-95 corridor, excluding the Long Bridge Project and Franconia-Springfield Bypass, through VRE Access Payments until separation of passenger and freight trains can be achieved. VPRA will be responsible for maintenance costs related to the Long Bridge Project and Franconia-Springfield Bypass after those projects are constructed. VRE is paying the full CSX access payment for FY22.

WESTERN RAIL MAINTENANCE OF WAY: Expenses to maintain owned rail infrastructure upon purchase of right-of-way.

WESTERN RAIL ACCESS FEE: Per-train-mile lease fee paid to Norfolk Southern for each new Amtrak train moved over Norfolk Southern's Rail system.

INSURANCE: General liability coverage for the rail corridor owned by VPRA.

DEPRECIATION: This is a non-cash expense that has been included as it has a direct impact on operation returns. Rail Infrastructure purchased in the I-95 Corridor and Western Rail Corridor will be depreciated over their respective useful life.

Project Description	FY22 Amended (Millions)	FY23 (Millions)
Bedford Amtrak Thruway Intercity Bus Connector	-	\$0.4
Amtrak Marketing	\$0.9	\$0.9
I-95 Corridor Maintenance of Way (VRE Access Rate)	-	\$7.2
Western Rail Maintenance of Way	-	\$2.1
Western Rail Access Fee	-	\$3.7
Insurance	\$0.5	\$0.5
Depreciation	\$0.4	\$1.0

CAPITAL PROJECTS

- **Total Budget** - Full project costs including expected expenditures past the end of the budget period.
- **Total FY22-FY28** - Total forecasted expenditures for the listed project during the seven year forecast period of FY2022 through FY2028.

VIRGINIA PASSENGER RAIL AUTHORITY

CAPITAL PROJECTS

(IN MILLIONS)

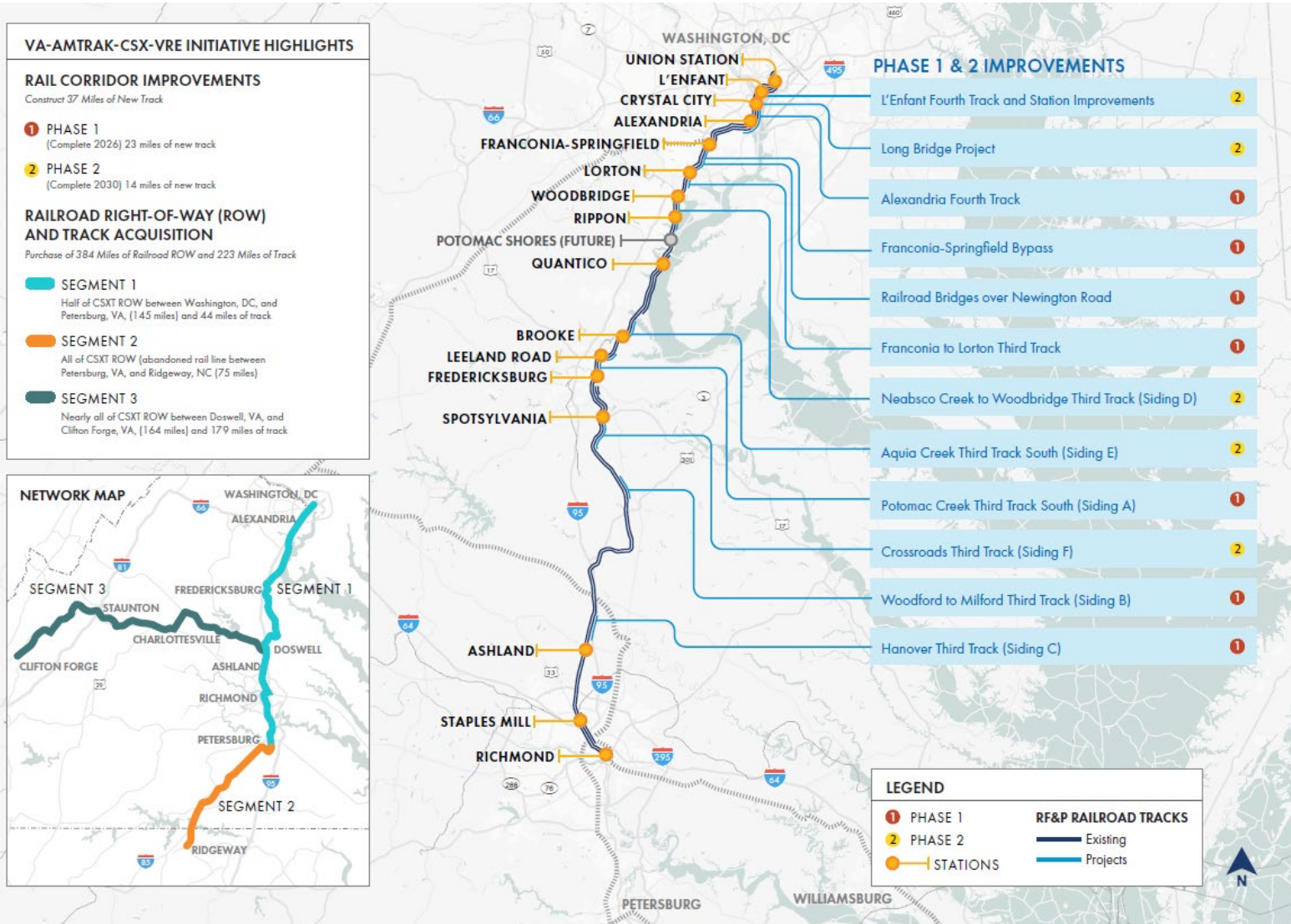
Project Description	Estimate Level	Total Project Budget	Expenses June 30, 2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28
I-95 Corridor											
New Long Bridge for Passenger Rail	2	\$2,039.3	\$4.6	\$24.3	\$31.1	\$18.5	\$36.8	\$157.4	\$557.6	\$550.9	\$1,376.6
Alexandria 4th Track	3	210.4	0.2	10.4	42.6	45.9	63.4	47.9	-	-	210.2
Franconia to Lorton 3rd Mainline	3	208.5	0.1	6.1	10.9	59.5	103.1	28.8	-	-	208.4
Franconia-Springfield Bypass	2	241.4	0.2	4.0	10.2	12.3	79.6	86.4	48.7	-	241.2
Richmond to DC Sidings - Phase 1	2	233.1	0.1	0.9	12.8	24.6	124.3	70.4	-	-	233.0
Richmond to DC Sidings - Phase 2	2	236.4	0.3	0.3	0.3	0.3	0.3	8.8	16.0	106.4	132.4
TRV Right of Way Acquisition	7	525.0	200.0	200.0	125.0	-	-	-	-	-	325.0
TRV Right of Way Transaction Costs	7	38.0	10.4	12.0	10.6	5.0	-	-	-	-	27.6
Newington Bridge	2	36.2	-	0.1	3.0	14.5	17.9	0.7	-	-	36.2
Route 1 Bridge	2	57.4	-	0.1	3.6	13.8	30.9	9.0	-	-	57.4
L'Enfant 4th Track	1	22.4	0.1	0.7	1.1	1.1	1.5	6.0	6.0	5.9	22.3
Richmond Layover Facility	1	35.6	-	0.1	3.0	14.3	17.6	0.6	-	-	35.6
Lorton to Route 1	1	20.8	-	0.6	1.1	5.9	10.2	3.0	-	-	20.8
Other TRV Infrastructure	1	1.9	-	0.5	1.4	-	-	-	-	-	1.9
Western Rail Corridor											
Salem Right of Way Acquisition	7	38.0	-	38.0	-	-	-	-	-	-	38.0
New River Valley Platform & Track Improvements	1	74.2	-	1.0	9.8	14.2	25.4	23.8	-	-	74.2
V-Line Tunnels	1	47.9	-	-	15.5	16.0	16.4	-	-	-	47.9
Capital Improvements - Bridges	1	14.3	-	-	1.7	1.6	1.7	1.7	1.8	1.9	10.4
Capital Improvements - Other	1	22.5	-	-	3.2	6.5	2.3	2.1	2.2	2.0	18.3
Salem Right of Way Transaction Costs	7	13.0	0.4	12.6	-	-	-	-	-	-	12.6
Other											
Purchase of St. Julian's Yard: Amtrak Service Facility	7	1.9	-	1.9	-	-	-	-	-	-	1.9
Total Capital Projects		\$4,118.2	\$216.4	\$313.6	\$286.9	\$254.0	\$531.4	\$446.6	\$632.3	\$667.1	\$3,131.9

Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit Cost

VIRGINIA PASSENGER RAIL AUTHORITY
CAPITAL PROJECTS
USES & SOURCES
(IN MILLIONS)

	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28	% of Total Sources
Total Uses	\$313.6	\$286.9	\$254.0	\$531.4	\$446.6	\$632.3	\$667.1	\$3,131.9	
Amtrak Capital	35.5	60.6	110.5	143.3	150.0	150.0	100.0	749.9	24%
CTB Allocated - VPRA	127.6	161.0	77.4	80.9	89.0	-	210.6	746.5	24%
Federal Funding	4.2	17.0	18.4	55.2	20.2	-	-	115.0	4%
I-66 ITB Toll Funding	-	-	0.8	42.2	129.1	469.8	107.2	749.1	24%
Local & Other	-	11.3	34.8	44.5	6.3	4.2	-	101.1	3%
Passenger Ticket Financing	-	-	-	165.2	45.2	-	-	210.4	7%
VPRA Fund	-	-	11.8	-	4.2	3.2	241.8	261.0	8%
VRE - CROC	146.3	37.0	0.3	0.1	2.6	5.1	7.5	198.9	6%
Total Sources	\$313.6	\$286.9	\$254.0	\$531.4	\$446.6	\$632.3	\$667.1	\$3,131.9	

I-95 CORRIDOR CAPITAL PROJECTS (RF&P, SEGMENT 1)



LONG BRIDGE PROJECT

PROJECT DESCRIPTION:

The existing Long Bridge is a CSX owned two-track 100-year-old railroad bridge spanning the Potomac River and connecting Virginia and Washington, D.C. The planned capacity expansion of the Long Bridge involves construction of a publicly owned new two-track bridge adjacent to the existing bridge. The new Long Bridge for passenger rail consists of 1.8 miles of proposed improvements including eight rail bridges and two pedestrian structures over the Potomac River and DC roadways. Annually, up to 1.3 million Amtrak passengers and 4.5 million VRE commuters traverse the Long Bridge, which operates at 98% capacity during peak hours

PROJECT STATUS: PRELIMINARY ENGINEERING

Project Benefit: The project will remove a key rail bottleneck on the East Coast and enable the addition of more rail service. The new two track Long Bridge capacity will accommodate annual benefits of 18,000 new freight and passenger train crossings, or up to 1 million trucks and 5 million cars diverted from highways, as well as reduced roadway accidents.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Long Bridge Project	\$2,039.3	4.6	24.3	31.1	18.5	36.8	157.4	557.6	550.9	\$1,376.6

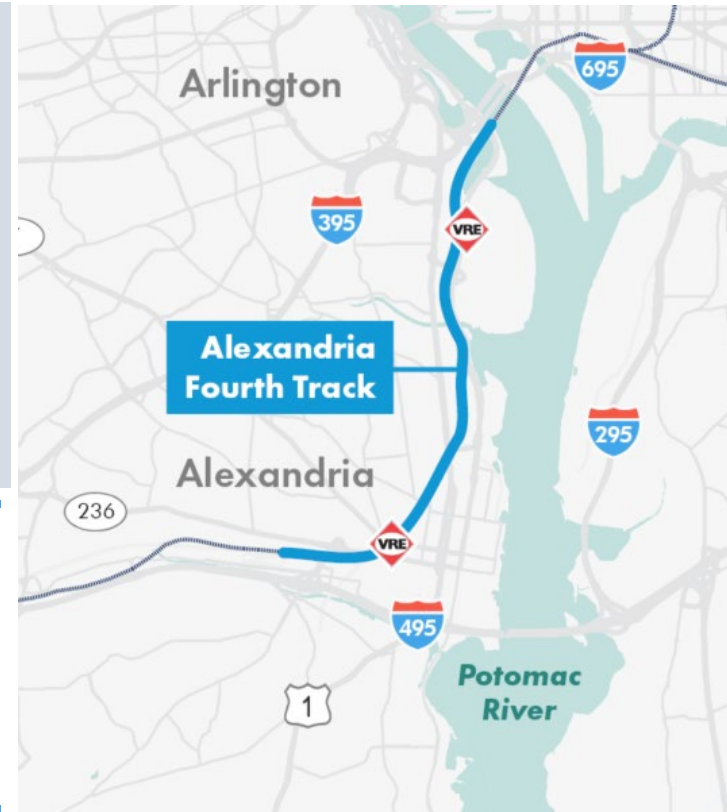
ALEXANDRIA FOURTH TRACK

PROJECT DESCRIPTION:

The Alexandria Fourth Track project will design and construct 6.0 miles of fourth track between the AF (Alexandria) and RO (Rosslyn) Interlockings. At the AF Interlocking three tracks from the VRE Fredericksburg Line and two tracks from the VRE Manassas line converge into three tracks, causing a bottleneck. The new track will be coordinated with the Crystal City Station and Alexandria Station Improvements performed by Virginia Railway Express. This project received a \$45M FASTLANE grant from US DOT. Once completed, CSX will convey an existing track on the west to Virginia, giving two tracks on the west side to Virginia, and two tracks on the east side to CSX.

PROJECT STATUS: FINAL DESIGN

Project Benefit: The construction of the Alexandria Fourth Track Project will improve the efficiency and reliability of rail operations to support the planned growth of freight, passenger and commuter rail traffic in Northern Virginia and the southeastern states. The Project establishes an initial 2-track corridor for both freight and passenger which, when integrated with the planned Long Bridge construction and 4-track corridor through Washington, D.C., creates the opportunity to separate freight and passenger rail service.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22- FY28
Alexandria Fourth Track	\$210.4	\$0.2	10.4	42.6	45.9	63.4	47.9	-	-	\$210.2

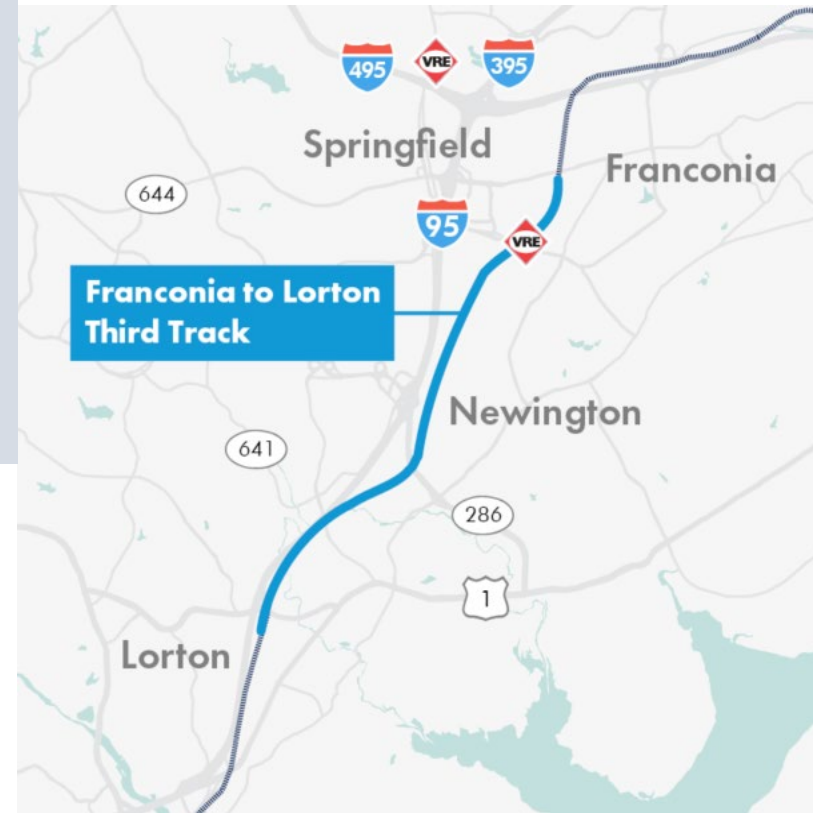
FRANCONIA TO LORTON THIRD TRACK

PROJECT DESCRIPTION:

The Franconia to Lorton Third Track project is an approximately 6 mile segment that will extend the existing 3rd track between Alexandria and Franconia down to the Lorton Interlocking. This segment involves at-grade track improvements to accommodate the Franconia-Springfield Bypass bridge and new railroad bridges over Pohick Creek and Accotink Creek without impacts to existing bridge structures.

PROJECT STATUS: ENTERING FINAL DESIGN

Project Benefit: The Franconia to Lorton Third Track will alleviate a major bottleneck in the Commonwealth and will remove up to 26 conflicts per day between passenger and freight trains crossing tracks as they enter or exit the Long Bridge Corridor that leads from Franconia through Fairfax County, Alexandria, and Arlington to the District of Columbia. The Project will add capacity and further improve the reliability of both freight and passenger rail.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Franconia to Lorton Third Track	\$208.5	\$0.1	6.1	10.9	59.5	103.1	28.8	-	-	\$208.4

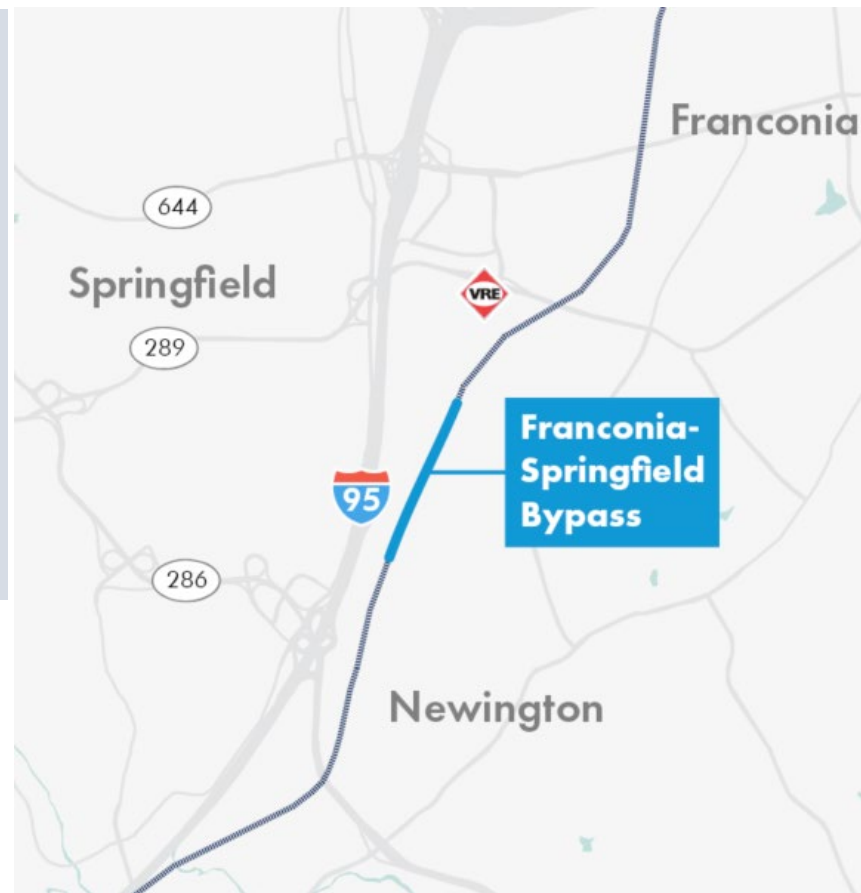
FRANCONIA-SPRINGFIELD BYPASS

PROJECT DESCRIPTION:

The Franconia-Springfield Bypass project, just south of Franconia-Springfield Station, will allow passenger trains to crossover to serve stations on the west side of the railroad corridor when traveling north of Franconia, and on the east side of the rail corridor when traveling south of the Franconia-Springfield Station. Project construction involves a single track on a bypass bridge with accommodations for a future second track. This project received \$22.9M of local funding from NVTA.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: The Bypass Project will allow passenger trains to reduce conflict with freight trains when passenger trains cross the corridor to serve VRE stations on the west side (north of Franconia) and on the east side (south of Franconia).



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Franconia-Springfield Bypass	\$241.4	\$0.2	4.0	10.2	12.3	79.6	86.4	48.7	-	\$241.2

RICHMOND TO D.C. SIDINGS – PHASE 1 (SIDINGS A, B, AND C)

PROJECT DESCRIPTION:

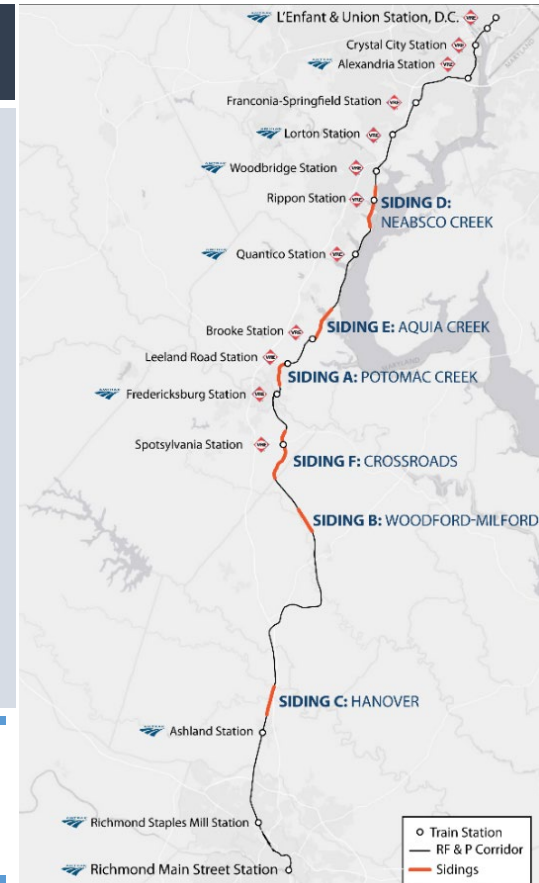
Sidings are the beginnings of what will eventually become a dedicated 3rd track in future Phases 3 & 4 from Alexandria to Spotsylvania. In Phase I, sidings are strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor between Washington, D.C. and Richmond.

- Siding A is located at Potomac Creek near Leeland Station.
- Siding B is located at Milford in Caroline County.
- Siding C is located in Hanover County north of Ashland.

Each siding is between 2-4 miles in length.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: These improvements will increase network fluidity and reduce delays due to passenger and freight train interference and lay the groundwork for an dedicated third track from Alexandria to Spotsylvania.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Richmond to DC Sidings - Phase 1	\$233.1	\$0.1	0.9	12.8	24.6	124.3	70.4	-	-	\$233.0

RICHMOND TO D.C. SIDINGS – PHASE 2 (SIDINGS D, E, AND F)

PROJECT DESCRIPTION:

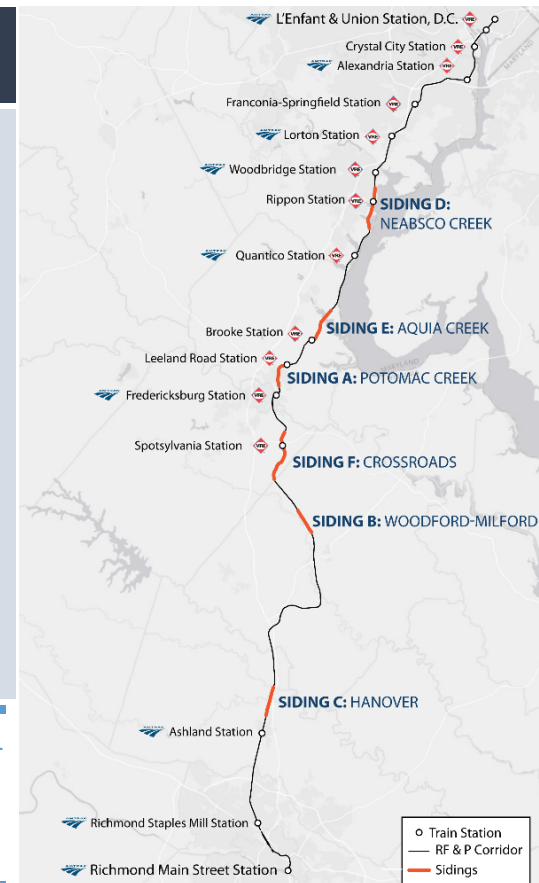
The Sidings projects are the beginnings of what will eventually become a dedicated 3rd track in future Phases 3 & 4 from Alexandria to Spotsylvania. In Phase 2, sidings are strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor between Washington, D.C. and Richmond.

- Siding D is located at Neabsco Creek south of Rippon.
- Siding E is located at Aquia Creek north of Brook Station.
- Siding F is located at Crossroads south of Spotsylvania Station.

Each siding is between 2-4 miles in length.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: These improvements will Increase network fluidity, reduce delays due to passenger and freight train interference, and lay the groundwork for an dedicated third track from Alexandria to Spotsylvania.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Richmond to DC Sidings - Phase 2	\$236.4	\$0.3	0.3	0.3	0.3	0.3	8.8	16.0	106.4	\$132.4

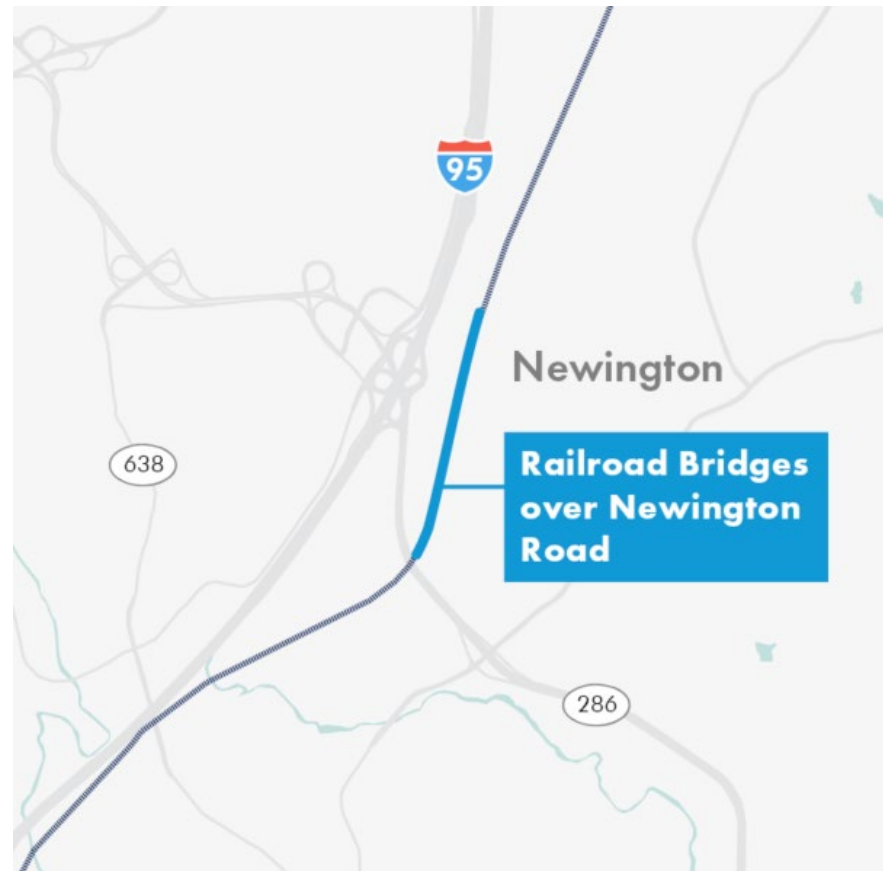
RAILROAD BRIDGES OVER NEWINGTON ROAD

PROJECT DESCRIPTION:

The Railroad Bridges over Newington Road project replaces an existing two-track bridge and constructs an additional two track bridge over Newington Road in Fairfax County, which is a down-payment on an eventual 4-track corridor from Washington to Spotsylvania. The existing 1-lane road underpass under the rail bridge is a choke point for Newington Road, and the rail project has been expanded in scope to widen the rail span to accommodate a two-lane road under the rail bridge. Since it is a project with rail and road benefits, this project is jointly funded by VPRA and VDOT and was awarded a \$14.4M federal State of Good Repair Grant by the Federal Railroad Administration in 2020.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: The Railroad Bridges over Newington Road project will increase rail capacity in accordance with current and future Transforming Rail in Virginia program goals and increase the horizontal clearance of the bridges to allow Fairfax County to expand roadway configurations per their comprehensive plan.



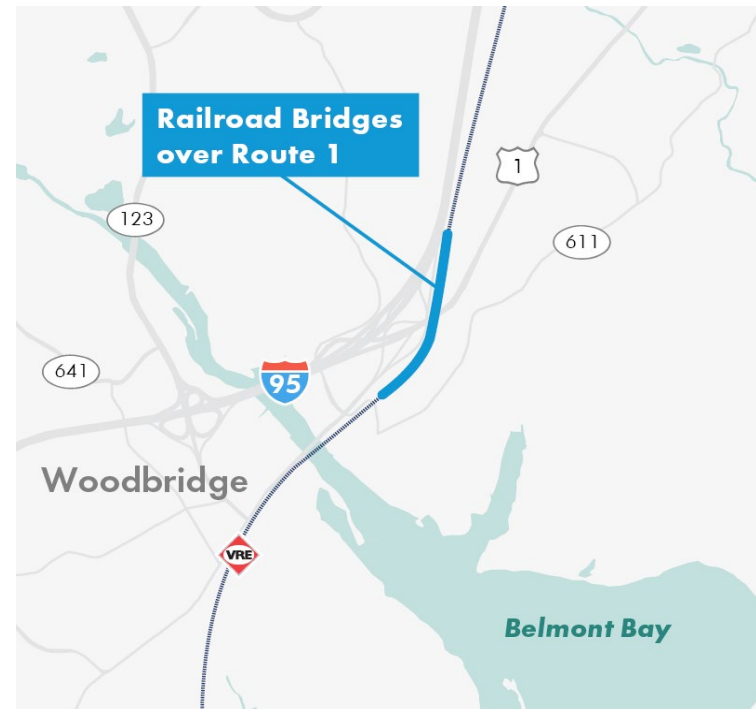
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Railroad Bridges over Newington Road	\$36.2	-	0.1	3.0	14.5	17.9	0.7	-	-	\$36.2

RAILROAD BRIDGES OVER ROUTE 1

PROJECT DESCRIPTION:

The Railroad Bridges over Route 1 project in Fairfax County involves the replacement of the existing two-track rail bridge and the construction of a new two-track rail bridge on the west side of the existing tracks over Route 1. The improvements will not only accommodate a total of four tracks that are a down payment on a four-track corridor from Washington, DC to Spotsylvania, but the scope of the project has been expanded to allow for increased vertical and horizontal space under the rail bridges for future Route 1 expansion that will include lanes for a Bus Rapid Transit Project. Therefore, this project is jointly funded among VPRA, VDOT, and Fairfax County.

PROJECT STATUS: CONCEPTUAL DESIGN



Project Benefit: These improvements will increase rail capacity in accordance with current and future Transforming Rail in Virginia program goals and increase the horizontal clearance of the bridges to allow Fairfax County to expand roadway configurations for the benefit of multi-modal forms of transportation.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Railroad Bridges over Route 1	\$57.4	-	0.1	3.6	13.8	30.9	9.0	-	-	\$57.4

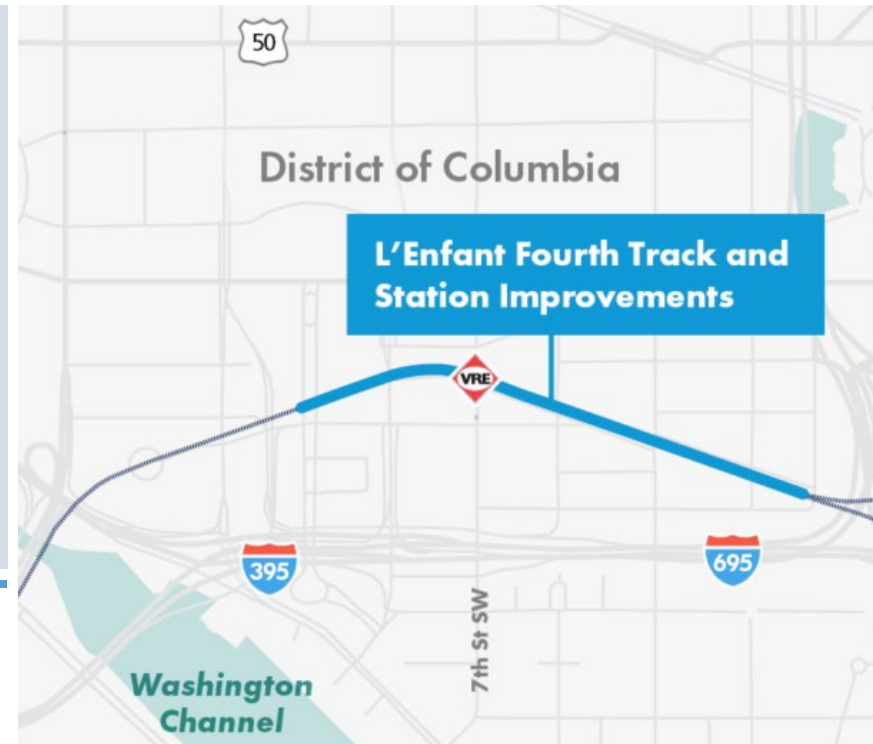
L'ENFANT FOURTH TRACK AND STATION IMPROVEMENTS

PROJECT DESCRIPTION:

VRE will lead the planning, design, permitting, and construction of an expanded VRE L'Enfant station at VRE's busiest station. It will also construct an additional mainline track between the Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC. The expanded station will enable simultaneous boarding of two full-length trains. After construction, the station infrastructure will be owned by VRE and the track infrastructure will be owned by VPRA. VPRA is only funding a portion of the full \$80 million project, with VRE funding the remainder. The project must be coordinated with the Long Bridge project.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: This project will improve service reliability as well as station access and customer convenience by doubling the number of platforms serving passenger trains.



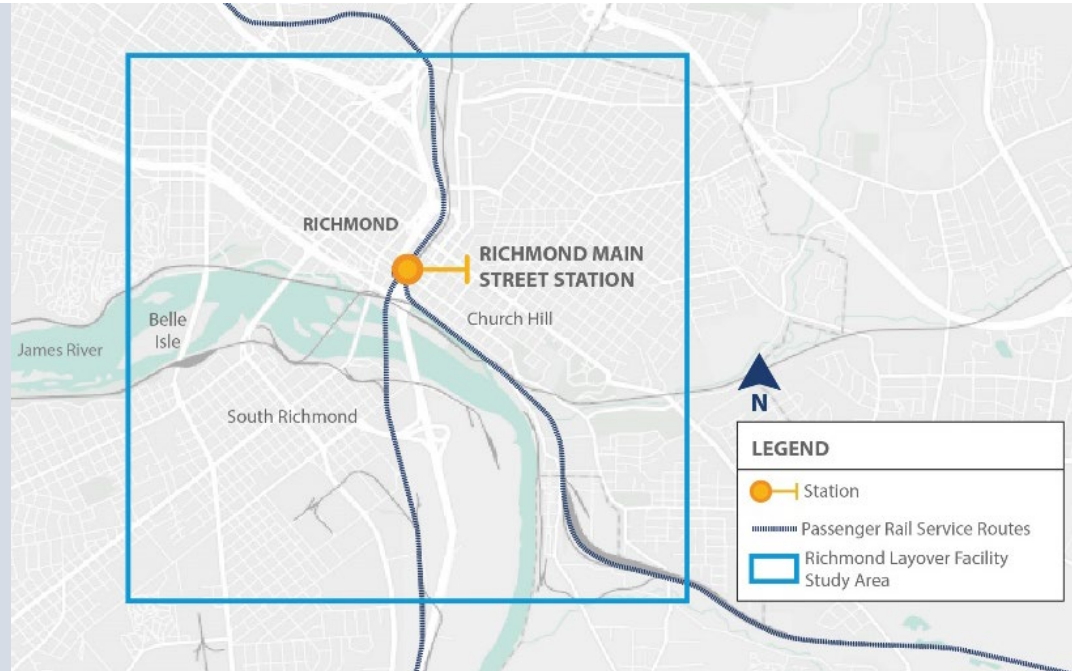
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
L'Enfant Fourth Track and Station Improvements	\$22.4	\$0.1	0.7	1.1	1.1	1.5	6.0	6.0	5.9	\$22.3

RICHMOND LAYOVER FACILITY

PROJECT DESCRIPTION:

The project includes the planning, design, permitting, and construction of a Layover Facility and tracks for the storage and light servicing of existing Amtrak trains serving Main Street Station that are currently stored at the Staples Mill Station. It will also service future trains that will begin service at the end of Phase 1 and Phase 2 in 2026 and 2030. This project is required as part of the Rail Agreement with CSX, as it will reduce rail congestion in and near CSX's Acca yard between Staples Mill and Main Street Stations. VPRA is working with CSX, Amtrak, and others to select a preferred site for the facility.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This project will improve service reliability as well as station access and customer convenience by reducing the current deadhead moves that are delayed by conflicts with freight operations.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Richmond Layover Facility	\$35.6	-	0.1	3.0	14.3	17.6	0.6	-	-	35.6

LORTON TO ROUTE 1

PROJECT DESCRIPTION:

The Lorton to Route 1 Third Track project will add approximately 1.2 miles of third track between the southern limit of the Franconia to Lorton Third Track project and the northern limit of the Railroad Bridges over Route 1 project, completing a continuous three-track corridor between Alexandria and Route 1.

PROJECT STATUS: CONCEPTUAL DESIGN



Project Benefit: The project will increase network fluidity and reduce delays due to passenger and freight train interference.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Lorton to Route 1	\$20.8	-	0.6	1.1	5.9	10.2	3.0	-	-	\$20.8

OTHER TRANSFORMING RAIL IN VIRGINIA INFRASTRUCTURE IMPROVEMENTS

PROJECT DESCRIPTION:

There are a limited number of projects that are not necessary to complete as part of the agreements with CSX and Norfolk Southern, but that are beneficial to the overall rail network in Virginia. These projects include 1) design of a mid-day train storage facility in the Alexandria area to allow VRE to meet storage capacity needs driven by service demands, 2) funding to administer the FTA's Capital Investment Grant (CIG) process, and 3) funding that will include any environmental clearance necessary for the CIG process.

The Alexandria Storage Facility is one facet of VPRA's program of projects that make up VPRA's \$2.3 billion application for a Full Funding Grant Agreement from the FTA's CIG Program, with Long Bridge and Alexandria 4th Track the remaining projects.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: The Alexandria Storage Tracks will allow VRE to store existing and new trainsets that will be needed as part of the VRE service increases as part of the Transforming Rail in Virginia initiative. The funding to administer the FTA's CIG Grant will allow VPRA to progress through the FTA's two-year Project Development process.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Other TRV Infrastructure Improvements	\$1.9	-	0.5	1.4	-	-	-	-	-	\$1.9

SALEM TO CHRISTIANSBURG (V-LINE) RIGHT OF WAY ACQUISITION

PROJECT DESCRIPTION:

This project includes the acquisition of a portion of Norfolk Southern Railway Company's Virginian Line ("V-Line") between a point just east of the connection of the Salem Crossovers west of Roanoke, Virginia (approximately milepost 250.5) to Merrimac (Christiansburg), Virginia at milepost 279.0.

PROJECT STATUS: PROJECT DEVELOPMENT

Project Benefit: The acquisition will support the expansion of two Amtrak roundtrips to Christiansburg, Virginia and provide for a third frequency operating between Roanoke, Virginia and Christiansburg, Virginia.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Salem Right of Way Acquisition	\$38.0	-	\$38.0	-	-	-	-	-	-	\$38.0

NEW RIVER VALLEY PLATFORM & TRACK IMPROVEMENTS

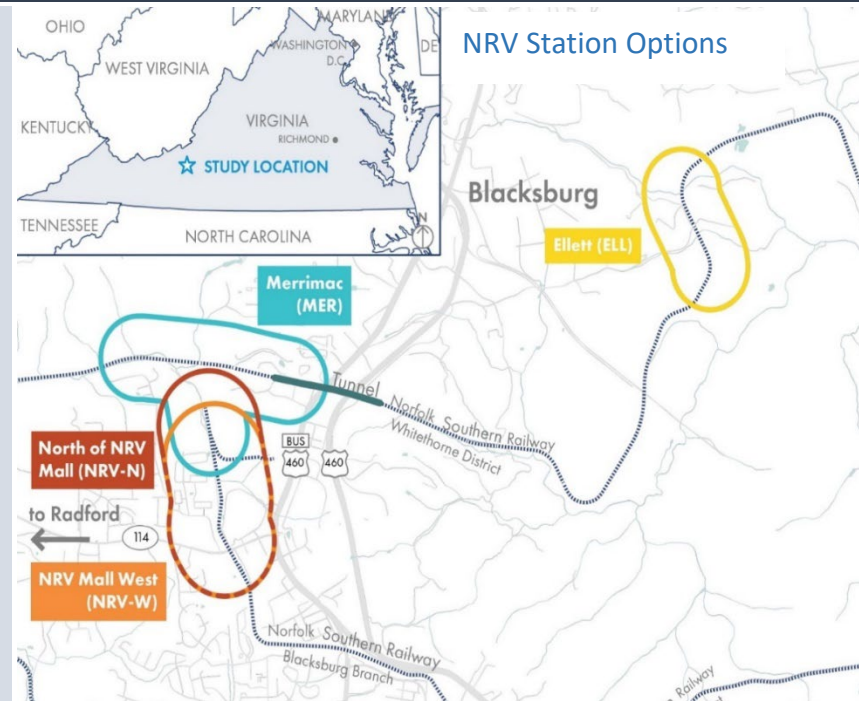
PROJECT DESCRIPTION:

This project will fund infrastructure necessary to operate passenger trains from Roanoke to the New River Valley, including track, signaling, and a passenger station platform.

VPRA will work with the community to identify the best location for a passenger station in the New River Valley, and VPRA will fund the planning, design, and construction of a track and platform to serve the rail station. VPRA began community outreach and the Pre- National Environmental Policy Act (NEPA) process for this project in Fall 2021. The scope of this work includes the determination of a Class of Action, which will be moved forward immediately upon the conclusion of the Study. VPRA will fund the NEPA work, planning, design, and construction of a track and platform to serve the rail station. VPRA will collaborate planning of the improvements with the localities to ensure proper multi-modal connections.

This project will also fund track and signaling improvements from Salem to the New River Valley, including the installation of Positive Train Control.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: The improvements will allow the extension of Amtrak trains from Roanoke to the New River Valley.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
New River Valley Platform & Track Improvements	\$74.2	-	1.0	9.8	14.2	25.4	23.8	-	-	\$74.2

VIRGINIAN-LINE TUNNELS

PROJECT DESCRIPTION:

This project includes repairs to bring the Virginian Line tunnels that are along the 28.5 miles of track purchased as part of the Norfolk Southern agreement into a state of good repair. It will also include modifications to bring the tunnels into compliance with the latest safety standards for passenger rail.

These improvements will benefit the extension of Amtrak service from Roanoke to the New River Valley.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This project will improve the condition of these important assets, while ensuring they meet the latest safety standards for passenger rail.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
V-Line Tunnels	\$47.9	-	-	15.5	16.0	16.4	-	-	-	\$47.9

CAPITAL IMPROVEMENTS - BRIDGES

PROJECT DESCRIPTION:

This project includes funding to perform capital improvements on bridges in the VPRA purchased V-Line corridor to maintain a state of good repair. As bridges reach their useful life, programmed funding will provide for their replacement as needed.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This project will ensure bridge assets remain in a state of good repair to support safe, reliable passenger and freight rail operations.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Capital Improvements - Bridges	\$14.3	-	-	1.7	1.6	1.7	1.7	1.8	1.9	\$10.4

CAPITAL IMPROVEMENTS - OTHER

PROJECT DESCRIPTION:

This project includes funding to upgrade track to a standard to accommodate passenger rail service and perform capital improvements of track, culverts in the VPRA purchased V-Line corridor to maintain a state of good repair. As infrastructure reaches its useful life, programmed funding will provide for their replacement as needed.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This project will ensure track, tunnels, and culverts along the V-Line remain in a state of good repair to support safe and reliable passenger and freight rail operations.

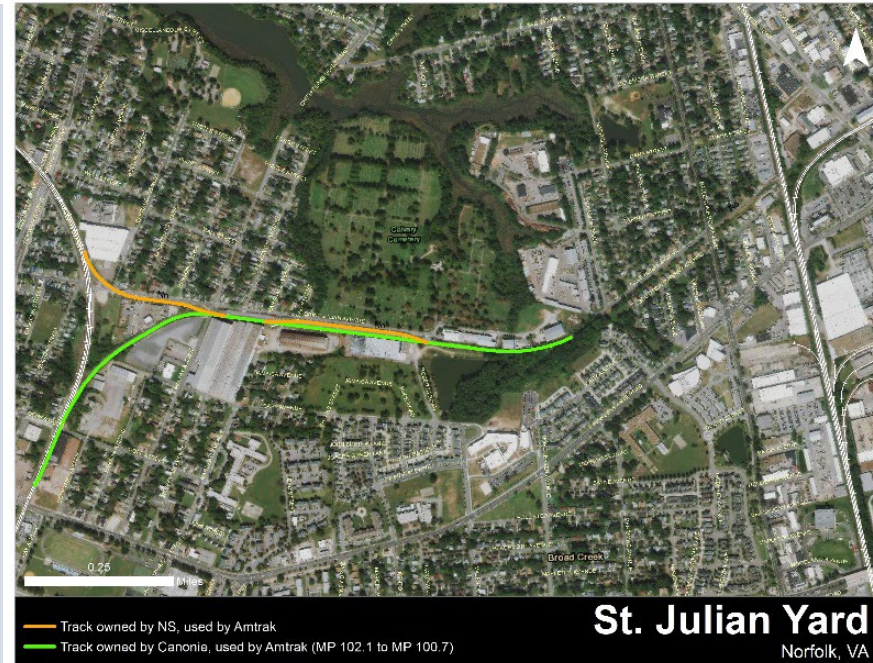
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Capital Improvements -	\$22.5	-	-	3.2	6.5	2.3	2.1	2.2	2.0	\$18.3

PURCHASE OF ST. JULIAN'S YARD: AMTRAK TRAIN SERVICE FACILITY

PROJECT DESCRIPTION:

St. Julian's Yard in Norfolk, Virginia is the site on which Amtrak services Virginia state-supported passenger trains that terminate and originate from Norfolk Station. The land and some rail assets are currently owned by Canonie Atlantic, a private company owned by the Accomack-Northampton Transportation District Commission. When Canonie Atlantic considered selling its rail assets on the Norfolk side of the Chesapeake Bay, the Department of Rail and Public Transportation began negotiating to secure this property for current and future use as an Amtrak train service facility. This property has been in service since 2012 with service equipment, Amtrak crew quarters, two tracks, and a turning wye.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: Purchase of this property by Virginia will secure a service facility for Norfolk Amtrak services, with enough room to accommodate the three daily round trips planned as part of the Transforming Rail in Virginia initiative.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Purchase of St. Julian's Yard: Amtrak Train Service Facility	\$1.9	-	1.9	-	-	-	-	-	-	\$1.9

CAPITAL & OPERATING GRANTS

- **Total Project Budget** – All funding for a project including funds that do not pass through the VPRA financial system of controls.
- **Total VPRA Budget FY22-FY28** – Funding that flows through the VPRA financial system of controls for a grant, expected to be spent during the forecast period of FY2022 through FY2028.
- **VPRA Grant Funding** – Total funding that flows through the VPRA financial system of controls for a grant.

VIRGINIA PASSENGER RAIL AUTHORITY
CAPITAL & OPERATING GRANTS
(IN MILLIONS)

Project Description	Grantee	Total Project Budget	Expenses June 30, 2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total VPRA Budget FY22-FY28	VPRA Grant Funding	VPRA Funding %
VPRA Managed													
Crystal City Platform	VRE	\$50.1	-	-	\$0.7	-	-	-	-	-	\$0.7	\$0.7	1%
L'Enfant Platform	VRE	84.6	-	0.4	1.4	0.4	-	-	-	-	2.2	2.2	3%
Alexandria Station Pedestrian Tunnel	VRE	30.9	-	-	3.8	3.0	-	-	-	-	6.8	6.8	22%
Brooke & Leeland Road Station Improvements	VRE	20.6	-	-	2.9	2.6	0.6	4.7	7.4	-	18.2	18.2	88%
Broad Run Station & 3rd Track Improvements	VRE	164.4	3.1	26.7	33.0	10.4	-	-	-	-	70.1	73.2	45%
Manassas Station Platform Extension	VRE	9.1	-	-	0.3	1.6	3.2	4.0	-	-	9.1	9.1	100%
Manassas Park Parking Garage and Bridge	VRE	30.4	-	2.1	21.4	-	-	-	-	-	23.5	23.5	77%
Real Time Multimodal Information	VRE	3.5	-	-	1.8	1.7	-	-	-	-	3.5	3.5	100%
Quantico Station Improvements	VRE	24.0	1.0	8.9	10.2	3.9	-	-	-	-	23.0	24.0	100%
Rolling Road Platform Extensions	VRE	5.0	0.1	0.9	-	-	-	-	-	-	0.9	1.0	20%
Backlick Road Station Improvement	VRE	6.0	-	-	-	0.1	-	0.1	0.3	-	0.5	0.5	8%
Crossroads Storage Expansion	VRE	8.4	-	0.3	0.4	2.4	5.3	-	-	-	8.4	8.4	100%
Track Lease Payment-Amtrak	VRE ①	47.8	-	-	5.7	5.7	5.7	5.7	5.8	5.8	34.4	34.4	84%
Track Lease Payment-Norfolk Southern	VRE ①	22.7	-	-	2.7	2.7	2.7	2.7	2.8	2.8	16.4	16.4	84%
Newport News Station, Platform, and Service Facility	Newport News	43.9	5.3	5.2	5.0	5.0	-	-	-	-	15.2	20.5	47%
Ettrick Station Improvements – State-of-Good-Repair	Chesterfield County	11.5	-	-	0.5	1.0	5.0	5.0	-	-	11.5	11.5	100%
Arkendale to Powell's Creek Third Track Construction & Island Platforms	CSX	101.4	81.3	4.0	5.5	5.5	5.1	-	-	-	20.1	101.4	100%

① VRE did not request track lease assistance for FY22.

VIRGINIA PASSENGER RAIL AUTHORITY

CAPITAL & OPERATING GRANTS

(IN MILLIONS)

Project Description	Grantee	Total Project Budget	Expenses June 30, 2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total VPRA Budget FY22-FY28	VPRA Grant Funding	VPRA Funding %
VPRA Managed (Continued)													
Amtrak Passenger Information Display System: Ashland & Richmond Main St. Stations	Amtrak/ DRPT	\$1.2	-	\$0.4	\$0.4	\$0.4	-	-	-	-	\$1.2	\$1.2	100%
Station Program & Planning	Amtrak	20.6	-	2.8	2.4	2.0	4.4	4.0	2.5	2.5	20.6	20.6	100%
Positive Train Control	Amtrak	15.6	0.2	-	15.4	-	-	-	-	-	15.4	15.6	100%
Amtrak Train Equipment - New Service	Amtrak	34.0	-	-	16.0	-	-	18.0	-	-	34.0	34.0	100%
Western Rail Initiative Grant	Norfolk Southern	131.5	-	13.1	26.2	13.1	13.2	13.2	13.2	13.2	105.2	131.5	100%
Roanoke Yard Improvements	Norfolk Southern	37.0	-	5.0	20.0	12.0	-	-	-	-	37.0	37.0	100%
S-Line Planning & Development	Various	1.5	-	0.5	1.0	-	-	-	-	-	1.5	1.5	100%
Total VPRA Managed		905.7	91.0	70.3	176.7	73.5	45.2	57.4	32.0	24.3	479.4	596.7	66%
DRPT Managed													
DC2RVA FRA Grant Match	Various	6.6	-	0.3	0.8	0.2	-	-	-	-	1.3	1.3	20%
DRPT Planning Grants	Various	1.9	-	0.5	1.0	0.4	-	-	-	-	1.9	1.9	100%
Marshalling Yard Expansion	Port Authority	7.8	-	0.5	1.1	4.1	2.1	-	-	-	7.8	7.8	100%
Central Rail Yard Expansion	Port Authority	5.5	-	1.7	2.5	1.3	-	-	-	-	5.5	5.5	100%
Front Royal Expansion	Port Authority	6.2	-	1.2	3.7	1.3	-	-	-	-	6.2	6.2	100%
Total DRPT Managed		28.0	-	4.2	9.1	7.3	2.1	-	-	-	22.7	22.7	81%
Total		\$933.7	\$91.0	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1	\$619.4	

VIRGINIA PASSENGER RAIL AUTHORITY
CAPITAL & OPERATING GRANTS
USES & SOURCES
(IN MILLIONS)

	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28	% of Total Sources
Total Uses	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1	
CMAQ	3.2	2.9	1.0	-	0.3	0.4	-	7.8	
I-66 Concession	26.3	54.0	12.9	3.2	4.0	-	-	100.4	
SMART SCALE	4.4	11.6	9.6	5.9	4.5	7.2	-	43.2	
Total CTB Allocated - Grants	33.9	68.5	23.5	9.1	8.8	7.6	-	151.4	24%
2020 Appropriations Act	-	41.8	-	-	-	-	-	41.8	
SMART SCALE	18.2	4.5	-	-	-	0.8	-	23.5	
I-81 Corridor Improvement Program	-	-	16.2	11.2	-	12.2	-	39.6	
Total CTB Allocated - VPRA	18.2	46.3	16.2	11.2	-	13.0	-	104.9	16%
VPRA Fund	22.4	71.0	41.1	27.0	48.6	11.4	24.3	245.8	38%
Total Sources	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1	

CRYSTAL CITY PLATFORM

PROJECT DESCRIPTION:

This project includes the planning, design, permitting, and construction for an expanded and relocated station and platform for the VRE Crystal City Station and related track modifications in Arlington County, VA. The project will construct an island platform to enable simultaneous boarding of two trains and accommodate full-length trains and the planned fourth track at the station. This project is related to and must be coordinated with the fourth track project between AF and RO interlockings, the planned pedestrian bridge connection to Ronald Reagan National Airport, and Long Bridge Capacity Improvements.



Photo courtesy of VRE

Project Benefits: This project will aim to improve station access and customer convenience by doubling the number of platform edges serving passenger trains, which will also improve service reliability.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Crystal City Platform	\$50.1	-	-	0.7	-	-	-	-	-	\$0.7

L'ENFANT PLATFORM

PROJECT DESCRIPTION:

This project includes the planning, design, permitting, and construction for an expanded and relocated station/platform for the VRE L'Enfant Station. The project will construct an island platform to enable simultaneous boarding of two trains and accommodate full-length trains and the planned fourth track at L'Enfant, VRE's busiest station. The current platform is only six cars long and serviced by one track, resulting in an operational bottleneck that reduces service reliability. The project must be coordinated with the L'Enfant Train Storage Track South and Long Bridge Capacity Improvements projects.



Photo courtesy of VRE

Project Benefits: This project will aim to improve station access and customer convenience by doubling the number of platform edges serving passenger trains, which will also improve service reliability.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
L'Enfant Platform	\$84.6	-	0.4	1.4	0.4	-	-	-	-	\$2.2

ALEXANDRIA STATION AND PEDESTRIAN TUNNEL

PROJECT DESCRIPTION:

The project will provide an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at the VRE/Amtrak station in Alexandria and modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, from a track on each side of the platform. The west platform adjacent to the station building will also be modified to raise its height relative to the top of rail as part of the project. Project funding sources include state SmartScale and Federal funds (through VDOT) to eliminate railroad grade crossings.



Rendering courtesy of VRE

Project Benefits: Removing the at-grade pedestrian crossing will improve the interface between the track and platform in order to eliminate step boxes and improve boarding capabilities.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Alexandria Station Pedestrian Tunnel	\$30.9	-	-	3.8	3.0	-	-	-	-	\$6.8

BROOKE & LEELAND ROAD DESIGN & CONSTRUCTION

PROJECT DESCRIPTION:

The project includes design and construction funding for station and track improvements at multiple stations along the VRE Fredericksburg Line.

- **BROOKE PLATFORM:** platform extension to better accommodate up to 8-car train consists. All doors will be able to open onto the platform for more efficient boarding. Total estimated cost for this project is \$8.8M and completion is anticipated by 2030.
- **LEELAND PLATFORM:** platform extension to better accommodate up to 8-car train consists and a parking expansion. All doors will be able to open onto the platform for more efficient boarding. Total estimated cost for this project is \$6.3M and completion is anticipated by 2026.
- **LEELAND PARKING IMPROVEMENTS:** parking expansion by approximately 225 spaces. Total estimated cost for this project is \$5.5M and completion is anticipated by 2024.

Project Benefit: Improvements at Brooke and Leeland stations will improve operational efficiency and accommodate eight-car trainsets. The new Potomac Shores VRE station is part of an upcoming transit oriented development in Prince William County.



VRE Brooke Station



VRE Leeland Station

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Brooke & Leland Road Station Improvements: Design & Construction	\$20.6	-	-	2.9	2.6	0.6	4.7	7.4	-	\$18.2

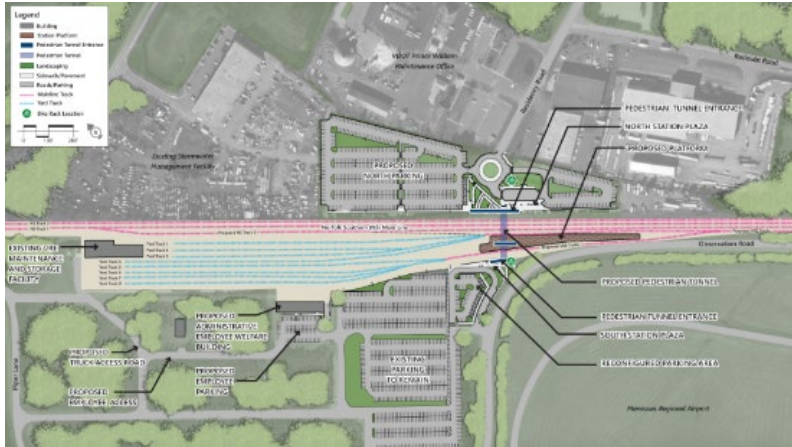
BROAD RUN STATION & 3RD TRACK IMPROVEMENTS

PROJECT DESCRIPTION:

This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. 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-term (2030) demand, and platform modifications to provide access to expanded parking, and construction of about 2.75 miles of third track within the NSR right-of-way. The estimated cost also includes real estate acquisition to expand the station footprint and accommodate the third track.

PROJECT DESCRIPTION:

This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. 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-term (2030) demand, and platform modifications to provide access to expanded parking, and construction of about 2.75 miles of third track within the NSR right-of-way. The estimated cost also includes real estate acquisition to expand the station footprint and accommodate the third track.



Rendering courtesy of VRE

Project Benefits: The Broad Run Expansion Project provides expanded facilities to accommodate growth in passenger boardings, parking demand associated with future service, and equipment storage needs as identified in the VRE System Plan 2040. The project also provides a third main track along the existing Norfolk Southern Railway tracks to improve operational efficiency into the MSF and Station and increase rail capacity in the corridor.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Broad Run Station & 3 rd Track Improvements	\$164.4	3.1	26.7	33.0	10.4	-	-	-	-	\$70.1

MANASSAS STATION PLATFORM EXTENSIONS

PROJECT DESCRIPTION:

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 the Prince William St. parking lot. Extension of the track will require relocation of an existing switch (Moore) on the Norfolk Southern main line.



Photo courtesy of VRE

Project Benefits: The project expands the VRE Manassas Station platform to serve full length trains and better serve future forecasted demand at the station.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Manassas Station Platform Extensions	\$9.1	-	-	0.3	1.6	3.2	4.0	-	-	\$9.1

MANASSAS PARK PARKING GARAGE AND BRIDGE

PROJECT DESCRIPTION:

This project will add a parking facility (approximately 560 spaces) 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.



Photo courtesy of VRE

Project Benefit: This project will provide enhanced parking capacity at the Manassas Park station.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Manassas Park Parking Garage and Bridge	\$30.4	-	2.1	21.4	-	-	-	-	-	\$23.5

REAL TIME MULTIMODAL INFORMATION

PROJECT DESCRIPTION:

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 real-time train arrival information in the future. Software upgrades will be required to provide these real-time 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. Separate funding has been committed for implementing automatic passenger counters and automatic parking counters at existing VRE facilities.

FREDERICKSBURG STATION						1:29 PM
TIME	TRAIN	ROUTE	DESTINATION	STATUS	TRACK	
2:31 PM	301	VA Railway Exp	Spotsylvania	On Time	2	
3:40 PM	95	N.E. Regional	Norfolk	-	-	
4:46 PM	303	VA Railway Exp	Spotsylvania	On Time	2	
5:01 PM	305	VA Railway Exp	Spotsylvania	On Time	2	
5:12 PM	125	N.E. Regional	Newport News	-	-	
5:46 PM	307	VA Railway Exp	Spotsylvania	On Time	2	
6:16 PM	309	VA Railway Exp	Spotsylvania	On Time	2	
6:51 PM	311	VA Railway Exp	Spotsylvania	On Time	2	

OTHER INFORMATION

Connecting transit available via Fredericksburg Regional Transit - more information is available at www.ridefred.com.

Project Benefit: Real time train arrival information for enhanced passenger experience.

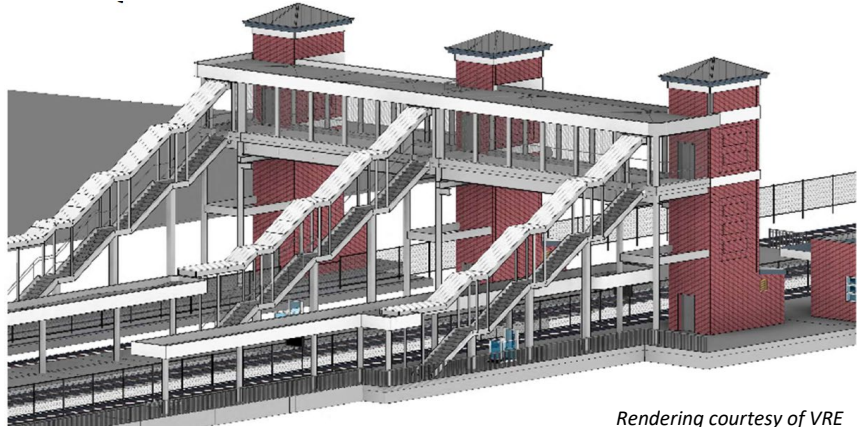
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Real Time Multimodal Information	\$3.5	-	-	1.8	1.7	-	-	-	-	\$3.5

QUANTICO STATION IMPROVEMENTS

PROJECT DESCRIPTION:

The Quantico Station improvement project will replace the Track 3 side platform with a new island platform between the existing Track 3 and the new third track constructed as part of the Arkendale to Powell's Creek Third Track project. The Quantico Station improvements will also extend and improve the existing platform on Track 2, provide a grade-separated pedestrian crossing, and other safety improvements.

VRE is designing and constructing the station improvements and will coordinate efforts with the ongoing Arkendale to Powell's Creek third track project constructed by CSX. Both the Quantico Station improvements and the Arkendale to Powell's Creek Third track project were part of a grant from the Federal Railroad Administration, and include state Commonwealth Rail Fund and SmartScale funding.



Rendering courtesy of VRE

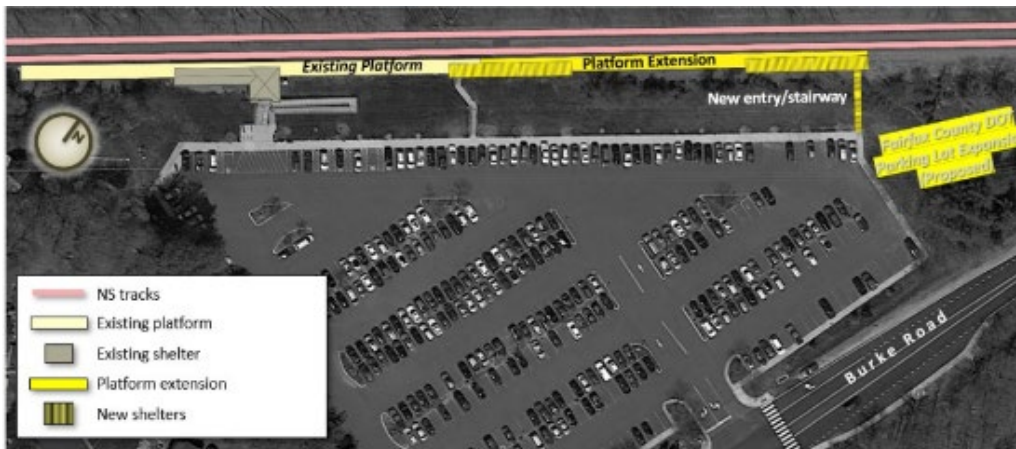
Project Benefit: Extends existing platform lengths to allow for boarding options along the entire train consist (both VRE and Amtrak trains). A new island platform will allow passenger trains to serve the station on any track that traverses station limits.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Quantico Station Improvements	\$24.0	1.0	8.9	10.2	3.9	-	-	-	-	\$23.0

ROLLING ROAD PLATFORM EXTENSIONS

PROJECT DESCRIPTION:

The Rolling Road station currently has a platform which will accommodate a six-car train set for boarding and detraining. 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.



Project Benefit: Extends existing platform lengths to eliminate passenger movement within cars and decrease loading and unloading time at station. Other station improvements will help enhance customer experience at the station.

Photo courtesy of VRE

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Rolling Road Platform Extensions	\$5.0	0.1	0.9	-	-	-	-	-	-	\$0.9

BACKLICK ROAD STATION IMPROVEMENT

PROJECT DESCRIPTION:

The VRE Backlick Road Station is located on the Manassas Line, which operates from Washington, D.C. to Bristow, Virginia, on Norfolk Southern (NS) tracks. The existing platform accommodates five-car train sets for boarding and detraining. Passengers must move to different cars for detraining longer eight-car trains. The platform extension project will build a 290-foot platform extension to accommodate eight-car trains to eliminate the passenger movement within cars and decrease loading and unloading time. The project also includes rehabilitation and repair of the existing platform and canopy, an upgrade of the lighting and communication systems.



Photo courtesy of VRE

Project Benefit: Extends existing platform lengths to eliminate passenger movement within cars and decrease loading and unloading time at station. Other station improvements will help enhance customer experience at the station.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Backlick Road Station Improvement	\$6.0	-	-	-	0.1	-	0.1	0.3	-	\$0.5

CROSSROADS STORAGE EXPANSION

PROJECT DESCRIPTION:

Building a new maintenance facility south of the Spotsylvania Station, which allows VRE to perform heavy maintenance on-site for Fredericksburg Line trains. Today, vehicle overhauls need to take place off-site because VRE doesn't have the equipment and facility to perform such work on-site. That involves time and money to get equipment off-site, sometimes to maintenance locations in different regions in the U.S. It also puts equipment out of use. Overhauls result in VRE locomotives and passenger cars operating at the highest level of reliability throughout the life of the equipment. A part of the facility was constructed on land acquired from CSX as part of the Virginia-CSX agreement signed in the Spring of 2021.



Photo courtesy of VRE

Project Benefit: Provide approximately 33,000 square feet of maintenance capability, including two tracks to hold a maximum of four cars at one time. The facility will be equipped with VRE's own Drop Table and Wheel Truing Machine. Shifts two tracks to a new location adjacent and to the east of the existing yard.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Crossroads Storage Expansion	\$8.4	-	0.3	0.4	2.4	5.3	-	-	-	\$8.4

VRE TRACK LEASE PAYMENTS TO NORFOLK SOUTHERN AND AMTRAK

PROJECT DESCRIPTION:

VRE pays access fees to operate on host railroad (Norfolk Southern, and Amtrak) lines and access host railroad owned stations. Historically, track access fees were paid through a combination of state transit capital and state discretionary Federal Surface Transportation Program (STP) grants that equaled 84% of the total track access fees. The remaining 16% of track access fees comes from a VRE local match. Starting in FY23, the state portion for VRE access fees to host railroads will come from VPRA's share of the Commonwealth Rail Fund due to the revenue realignment of the Commonwealth Transportation Trust Fund. NOTE: CSX Access fees are included in the operations budget.



Photo courtesy of VRE

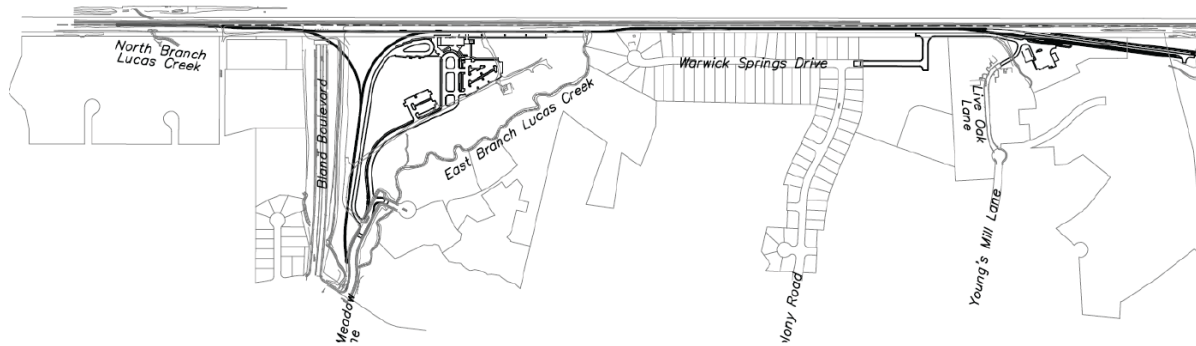
Project Benefit: Track lease payments secure the right of VRE to operate commuter rail service over host railroad lines.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Amtrak	\$47.8	-	-	5.7	5.7	5.7	5.7	5.8	5.8	\$34.4
Norfolk Southern	\$22.7	-	-	2.7	2.7	2.7	2.7	2.8	2.8	\$16.4

NEWPORT NEWS STATION, PLATFORM, AND TRAIN SERVICE FACILITY

PROJECT DESCRIPTION:

Newport News has designed a new Amtrak station, with plans for future multi-modal connectivity for the peninsula. Construction of the new facility has begun, and will include a level boarding platform (the second in Virginia after Roanoke Station). The project will also construct storage for future Amtrak Service frequencies, remove the conflict with existing CSX coal yard facilities, and address current Amtrak station deficiencies. The site will also serve as an HRT Bus Transfer Facility.



Project Benefit: The new station and associated improvements will provide storage for future Amtrak Service frequencies, remove the conflict with existing CSX coal yard facilities, and address current Amtrak station deficiencies.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Newport News Station, Platform, and Service Facility	\$43.9	5.3	5.2	5.0	5.0	-	-	-	-	\$15.2

ETTRICK STATION IMPROVEMENTS – STATE-OF-GOOD REPAIR

PROJECT DESCRIPTION:

As part of the 2019 Station Needs Assessment conducted by the Department of Rail and Public Transportation (DRPT), Ettrick Station was identified as an Amtrak station with the greatest need for state of good repair improvements. It is also not in compliance with standards under the Americans with Disabilities Act (ADA).

Under the 2020 Transforming Rail in Virginia agreements executed with CSX and the Partnership Funding Agreement with Amtrak, the VPRA will take ownership of land and certain station assets at Ettrick. Ownership responsibilities require VPRA to bring Ettrick Station into compliance with ADA standards and maintaining a state of good repair.

VPRA has therefore prioritized Ettrick Station among the station assets it will own for funding to address ADA deficiencies and state of good repair issues. Working with Chesterfield County and Amtrak, VPRA plans to leverage local, state, and federal funding to fund capital improvements. Planned improvements will include, among other things, platform rehabilitation, stormwater drainage, and parking lot improvements.



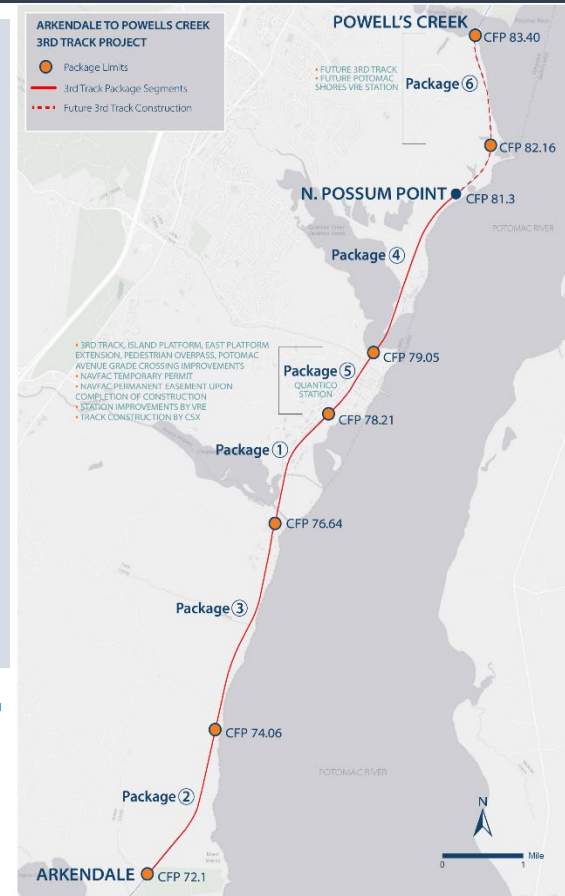
Project Benefit: Virginia's investment in Ettrick Station seeks to leverage federal and local funds to address State of Good Repair deficiencies and Americans with Disability Act access at the station. This project will provide an improved customer experience as service at the station grows with the additional frequencies between Washington, D.C. and Norfolk, Virginia.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Ettrick Station Improvements	\$11.5	-	-	0.5	1.0	5.0	5.0	-	-	\$11.5

ARKENDALE TO POWELL'S CREEK THIRD TRACK CONSTRUCTION AND ISLAND PLATFORMS

PROJECT DESCRIPTION:

Arkendale to Powell's Creek is a third mainline track construction project in Stafford and Prince William Counties, which includes third track construction through the Quantico Station limits. Track construction runs 9.2 miles from CP Arkendale to CP North Possum Point, with design planned for a future third track to continue north through the proposed new Potomac Shores VRE station. This project is currently under construction. Virginia contracted with CSXT to construct all track work. The associated station improvements for a pedestrian overpass, east platform extension, and west island platform are funded under the Quantico Station project, which will be constructed by Virginia Railway Express.



Project Benefit: The Arkendale to Powell's Creek third track capacity will allow faster passenger trains to overtake and pass freight trains on the congested RF&P corridor, improving overall network fluidity between Washington, D.C. and Richmond, VA.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Arkendale to Powell's Creek Third Track Construction and Island Platforms	\$101.4	81.3	4.0	5.5	5.5	5.1	-	-	-	\$20.1

AMTRAK PASSENGER INFORMATION DISPLAY SYSTEM INSTALLATION: ASHLAND, RICHMOND MAIN STREET STATIONS

PROJECT DESCRIPTION:

In order to improve the customer experience at Ashland and Richmond Main Street stations – and pilot projects for similar improvements at other Virginia stations – the VPRA is working with Amtrak for installation of a Passenger Information Display Systems (PIDS) at these two stations. The PIDS systems will also meet ADA requirements for station announcements and visual displays regarding train schedules and travel information.

Ashland Station is a two track station without an Amtrak attendant or adequate announcement system to update customers boarding and alighting. This can leave customers unaware of which side of the tracks to wait for the train.

Main Street Station in downtown Richmond is currently a one-platform station, but plans are underway to add a second passenger platform to the west side, and in addition to informing passengers which platform the train is arriving on the station lacks an adequate announcement system for schedule and travel updates regarding Amtrak trains.

Project Benefit: PIDS system will improve customer experience by displaying train status and schedule information on screens at stations on an ADA compliant system.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Amtrak PIDS: Ashland, and Richmond Main Street	\$1.2	-	0.4	0.4	0.4	-	-	-	-	\$1.2

STATION PROGRAM AND PLANNING

PROJECT DESCRIPTION:

In 2019 the Virginia Department of Rail and Public Transportation (DRPT) conducted a Station Needs Analysis of Amtrak stations in Virginia. The study sought to identify state of good repair needs at each station in the Commonwealth. As part of the 2020 Transforming Rail in Virginia agreements with CSX, and the Partnership Funding Agreement with Amtrak, the VPRA will take over land and certain assets at passenger stations around the Commonwealth. Prioritization criteria will include targeting deficiencies in American with Disability Act standards at VPRA owned station assets as well as addressing general state of good repair needs identified in the 2019 DRPT analysis.

VPRA plans to leverage state and local funds on federal grant funding opportunities to address the backlog of passenger rail station improvements necessary for a safe and pleasant customer experience.



Project Benefit: ADA/State of Good Repair funds will allow Virginia to plan for ADA compliant station access, improve the customer experience at passenger rail stations, and overcome deferred maintenance issues. Allocating funds into future years will allow Virginia to leverage federal and local funds as the state's passenger rail planning efforts lead the way for an improved customer experience.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Station Program and Planning	\$20.6	-	2.8	2.4	2.0	4.4	4.0	2.5	2.5	\$20.6

POSITIVE TRAIN CONTROL PAYMENT TO AMTRAK AND OTHER AMTRAK SERVICE IMPROVEMENTS

PROJECT DESCRIPTION:

Positive Train Control (PTC) systems are technology to prevent train-to-train collisions, derailments due to speed, incursions into established work zone limits, and movements of trains through switches in the wrong position. In 2008 the federal government mandated PTC be installed on rail lines and locomotives with certain freight shipments, or passenger services by 2018, with PTC in operation by 2020. In Virginia, PTC is installed and in operation on lines where it was required, which includes VRE and Amtrak passenger routes. Amtrak and host railroads (CSX and NS) have existing agreements for service, which obligates Amtrak to pay its proportional share of costs related to federally mandated improvements. VRE has similar agreements which obligate them to share in the cost of PTC installation on host railroads where they operate.

Amtrak – through the PRIIA 209 Methodology, which allocates certain costs to states for state-supported service – will pass on a proportional cost of PTC installation costs to Virginia for the share of costs associated with state-supported service. VPRA has begun budgeting for some of the anticipated costs as it works with Amtrak to verify host railroad expenditures.



Project Benefit: Positive Train Control payments to host railroads are Virginia's share of safety improvements through technology investments mandated by the federal government to improve safety for freight and passenger rail services across the United States.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Positive Train Control	\$15.6	0.2	-	15.4	-	-	-	-	-	\$15.4

AMTRAK TRAIN EQUIPMENT - NEW SERVICE

PROJECT DESCRIPTION:

Virginia utilizes Amtrak owned trainsets used in Amtrak's Northeast Regional services. Essentially, trains that previously terminated/originated at Washington Union Station have been extended to Virginia cities with each service expansion and extension since 2009. As Virginia expanded service in prior years, Amtrak has had to refurbish equipment to increase the number of trainsets in circulation between the Northeast and Virginia.

As new services begin, Virginia will need Amtrak to refurbish new trainsets to deliver new and extended services. Any funds Amtrak requires VPRA to spend to refurbish equipment would be credited back to VPRA against the annual capital equipment use charges under the PRIIA 209 operating agreement for state-supported service.

Project Benefit: New train equipment is necessary to meet new service goals to accommodate service growth on Virginia's state-supported routes.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Amtrak Train Equipment - New Service	\$34.0	-	-	16.0	-	-	18.0	-	-	\$34.0

WESTERN RAIL INITIATIVE GRANT

PROJECT DESCRIPTION:

As part of the agreement with Norfolk Southern, VPRA will make payments to Norfolk Southern in equal tranches of \$13.15 million per year for the ten years following the executed agreement. Norfolk Southern will use the funds from the Western Virginia Rail Initiative to finance capital improvements, capital maintenance, and program maintenance on or affecting the rail corridor, south and west of Manassas. Funds for the Nokesville to Calverton 3rd track project will derive from the Western Rail Initiative Grant.



Proposed Extension of Virginia Sponsored Amtrak Service to New River Valley

Project Benefit: Increase Amtrak service to Roanoke, Virginia, and expand service to the New River Valley.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Western Rail Initiative Grant	\$131.5	-	13.1	26.2	13.1	13.2	13.2	13.2	13.2	\$105.2

ROANOKE YARD IMPROVEMENTS

PROJECT DESCRIPTION:

A second mainline track (Main #1) will be added to Roanoke Yard to increase speed and reduce travel time for future passenger trains between Roanoke and the New River Valley. Approximately five miles of new or upgraded track will create this second mainline. Three existing yard ladders will be improved or realigned. Nine crossovers and approximately 27 turnouts will be added or improved. Existing train speeds of 15 mph in the yard will be increased to 40 mph on Main #1 west of the first control point west of the Roanoke Station.



Project Benefit: A second mainline will improve future passenger train travel times through the yard.

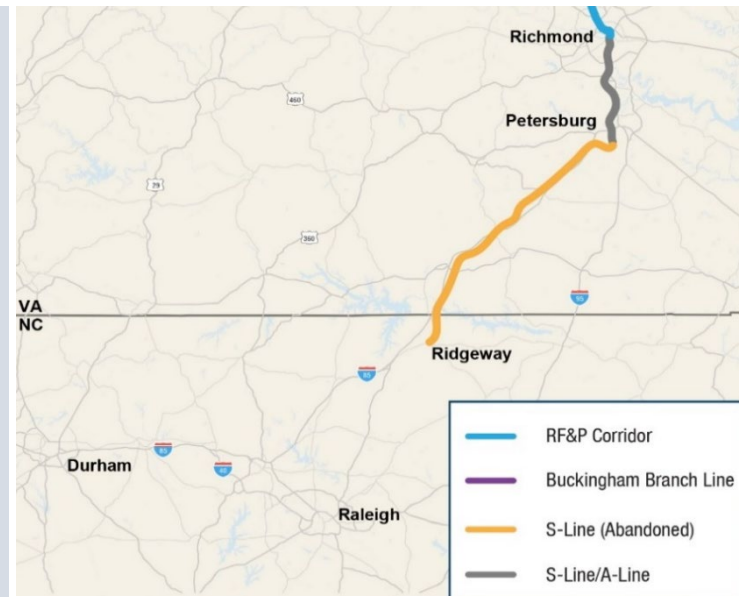
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	FY22 Amended	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Roanoke Yard Improvements	\$37.0	-	5.0	20.0	12.0	-	-	-	-	\$37.0

S-LINE CORRIDOR PLANNING AND DEVELOPMENT

PROJECT DESCRIPTION:

In 2017 the Federal Railroad Administration (FRA) issued a Record of Decision for the Raleigh, NC to Richmond, VA environmental process, making the corridor ready for further design, environmental permitting, and (depending on funding availability) right-of-way acquisition and construction with federal funds. As part of the Transforming Rail in Virginia initiative, Virginia acquired the CSX owned portions of the S-line between Petersburg, Virginia and Ridgeway, NC. NCDOT is working to acquire the alignment south to Raleigh as well.

Amtrak, Virginia, and North Carolina continue to collaborate and plan for the S-line corridor development, which would reduce travel times between Richmond and Raleigh more than an hour, with speeds reaching up to 110mph. VPRA will conduct a boundary survey of the CSX owned right-of-way beginning in 2022. NCDOT and VPRA are also coordinating efforts to conduct a photogrammetry survey of the entire corridor in early 2022. VPRA, NCDOT, and Amtrak will pursue federal funds to further develop the corridor. In November 2021, NCDOT, with VPRA as a co-applicant, led a joint application to the FRA's Consolidated Rail Infrastructure & Safety Improvement (CRISI) Program to advance 30 percent design.



Project Benefit: The S-line survey and planning work sets the stage for a federal funding partnership to construct the corridor in the future, which would reduce travel times between Richmond and Raleigh by over an hour. It would also have benefits to Norfolk trains that travel on the corridor from Petersburg to Richmond.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
S-Line Corridor Planning and Development	\$1.5	-	0.5	1.0	-	-	-	-	-	\$1.5

DC2RVA FRA GRANT MATCH & DRPT PLANNING GRANT – DRPT MANAGED

PROJECT DESCRIPTION:

DC2RVA GRANT MATCH: The DC2RVA Grant was awarded to DRPT in 2013 by the Federal Railroad Administration to be used on the DC to RVA corridor. The total estimated cost of the Project was \$55,385,000, with a 80/20 split. At this time, there is \$6.6M remaining on the grant, the VPRA budget includes the 20% match of \$1.3M. These funds will be spent on various I-95 corridor projects to further the planning and design. Due to the limited amount of remaining funds, the DC2RVA grant will remain at DRPT until the funds are exhausted.

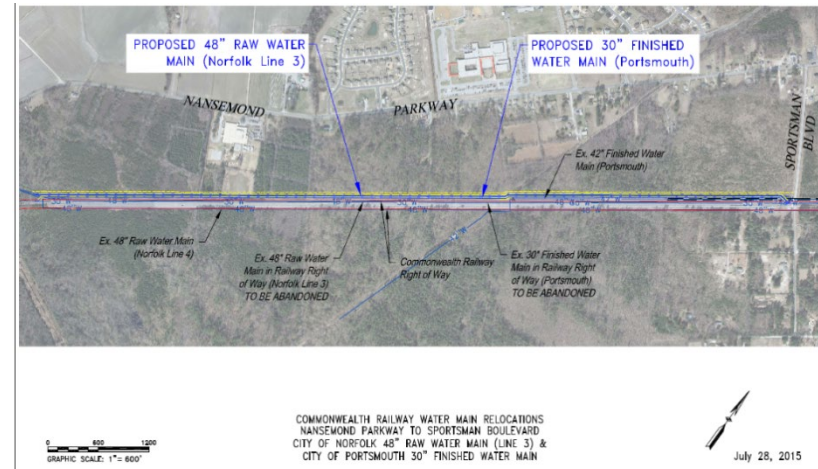
DRPT PLANNING GRANTS: Certain planning grants that are funded with historical IPROC/REF funds. In order to maintain consistently in project management these grants are administered by DRPT.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
DC2RVA FRA Grant Match	\$6.6	-	0.3	0.8	0.2	-	-	-	-	\$1.3
DPRT Planning Grants	\$1.9	-	0.5	1.0	0.4	-	-	-	-	\$1.9

MARSHALLING YARD EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

This project constructs two additional storage tracks at the Commonwealth Railway's Marshalling Yard located in Suffolk, Virginia. CWRV currently provides dual access to the Port of Virginia's International Gateway Terminal, with the transfer of the intermodal trains occurring at this site. As VIG's rail traffic grows, additional storage tracks are needed. The construction includes adding two additional 8,000 foot storage tracks and associated utility work. This grant project is managed solely by DRPT, involvement by the VPRA is limited to the monetary commitment detailed below.



Project Benefit: increase rail capacity and storage for increased and more reliable rail service to VIG. Increasing multimodal options can reduce highway congestion, pavement maintenance costs and reduce fuel consumption.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Marshalling Yard Expansion	\$7.8	-	0.5	1.1	4.1	2.1	-	-	-	\$7.8

CENTRAL RAIL YARD EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

This project includes a rail capacity expansion at the Port of Virginia's Norfolk International Terminal. Construction of an intermodal yard with additional track and storage space, as well as streamlined operations; including rail mounted gantry cranes to expedite necessary intermodal transfers. This grant project is managed solely by DRPT, involvement by the VPRA is limited to the monetary commitment detailed below.



Project Benefit: increase rail capacity and storage for increased and more reliable rail service to VIG. Increasing multimodal options can reduce highway congestion, pavement maintenance costs and reduce fuel consumption.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Central Rail Yard Expansion	\$5.5	-	1.7	2.5	1.3	-	-	-	-	\$5.5

FRONT ROYAL EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

The Virginia Inland Port (VIP) is located 220 miles inland from the Port of Virginia's marine terminals and serves a crucial role as an off port marshaling point for container cargo to and from the marine terminals. It provides the capability to enhance container handling at the terminals by moving a significant number of containers off of and on to the port terminals, freeing capacity in the terminals. The project includes the construction of new tracks along the outside edges of the existing yard to increase storage and rail capacity. This grant project is managed solely by DRPT, involvement by the VPRA is limited to the monetary commitment detailed below.



Project Benefit: increase rail capacity and storage for increased and more reliable rail service to VIG. Increasing multimodal options can reduce highway congestion, pavement maintenance costs and reduce fuel consumption.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Front Royal Expansion	\$6.2	-	1.2	3.7	1.3	-	-	-	-	\$6.2