

July 2022

Executive Director's Report





Executive Director Update

DJ Stadtler, Executive Director, VPRA

Administrative Updates

- VPRA & Norfolk Southern finalized the acquisition of the Virginian Line on June 30. This allowed for the commencement of the second Roanoke train.
- VPRA and Amtrak celebrated the launch of the 2nd Roanoke and 3rd Norfolk roundtrips with events held at Alexandria, Roanoke, and Norfolk stations on July 11th and 12th.
- This marks the second big milestone in the Transforming Rail in Virginia Initiative, with the extension of Richmond service to Main Street Station in September 2021 being the first one.
- The suspended Newport News roundtrip was also reinstated on July 11th, taking the total number of roundtrips serving the Hampton Roads area to five daily (two to Newport News and three to Norfolk).
- This brings the total frequency of State Supported Service in Virginia to eight roundtrips daily.



Administrative Updates

Inauguration of the new and restored services to Roanoke, Norfolk, and Newport News with a ribbon cutting ceremony in Alexandria, VA.

- From L to R: Delegate Charniele Herring, Jackie Corletto (NS), Stephen Flippin (CSX), Vice-Mayor Amy Jackson, DJ Stadtler, Alison Ishihara Fultz (FRA), Stephen Gardner (Amtrak), & Anh Phan (Office of Sen. Warner)



Administrative Updates

Inauguration of the Second Roanoke Train with ribbon cutting for the arrival of the inaugural train in Roanoke, VA.

- From L to R: DJ Stadtler, Mayor Sherman Lea, Landon Howard (VVBR), Senator John Edwards, Delegate Christopher Head, Senator David Suetterlein, Congressman Morgan Griffith, Jennifer DeBruhl, Michael McLaughlin, Jackie Corletto (NS).



Administrative Updates

Inauguration of the Third Norfolk train with a ribbon cutting for the northbound inaugural train in Norfolk, VA.

- From L to R: Wayne Coleman (CTB), Jennifer DeBruhl, DJ Stadtler, Secretary Shep Miller, Mayor Kenneth Alexander, Delegate Jackie Glass, Vice-Mayor Martin Thomas, Jackie Corletto (NS), Randy Marcus (CSX).



VPRA Administrative Updates

2nd Roanoke:

New afternoon departure from Roanoke and morning departure from Washington D.C.

Roanoke Service

Northbound

	Roanoke		Washington D.C.
Train #	Departure		Arrival
176	6:32 AM	→	11:34 AM
66*	4:30 PM	→	9:28 PM

Southbound

	Washington D.C.		Roanoke
Train #	Departure		Arrival
171	5:00 PM	→	10:06 PM
151*	8:05 AM	→	1:00 PM

3rd Norfolk:

New afternoon departure from Washington D.C. and Norfolk

Norfolk Service

Northbound

	Norfolk		Washington D.C.
Train #	Departure		Arrival
84	6:15 AM	→	10:46 AM
94	9:00 AM	→	1:28 PM
138*	1:00 PM	→	5:37 PM

Southbound

	Washington D.C.		Norfolk
Train #	Departure		Arrival
95	2:35 PM	→	7:07 PM
93	5:45 PM	→	10:30 PM
185*	12:05 PM	→	4:47 PM

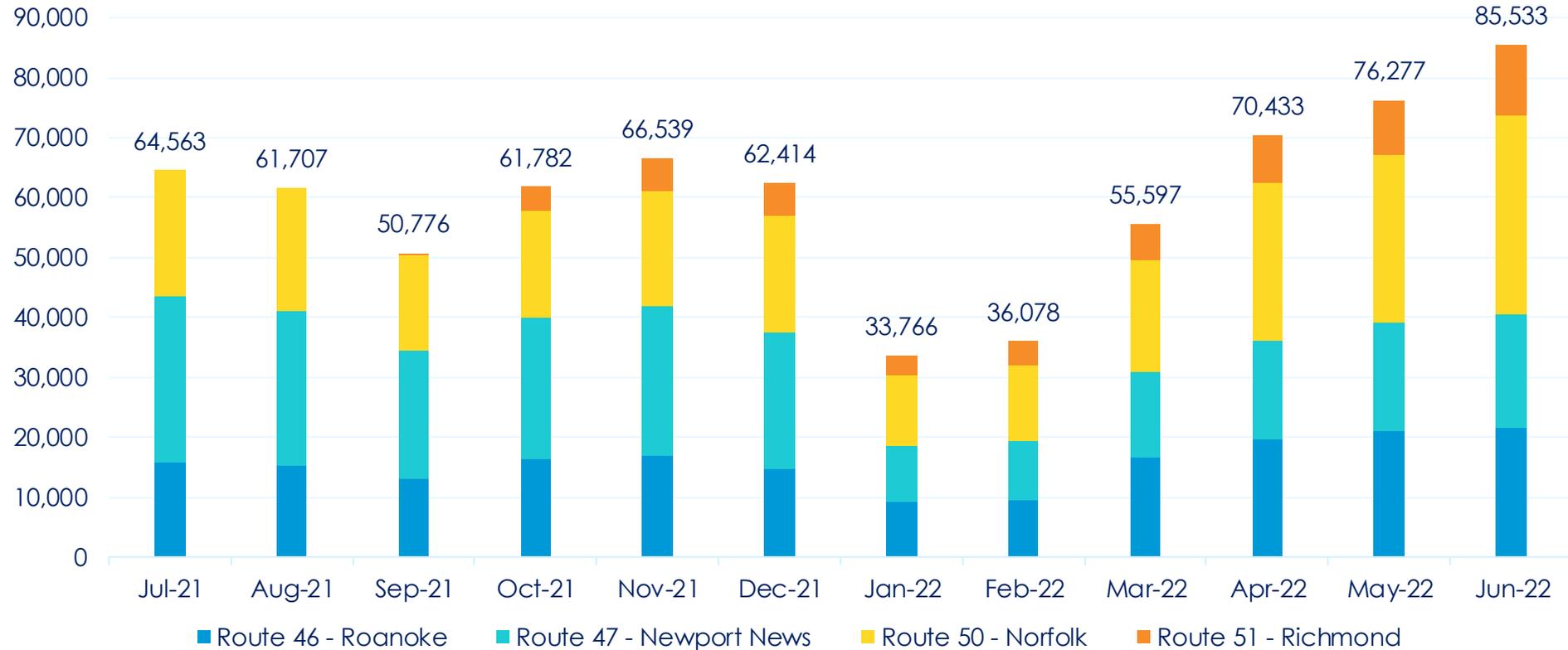
* Denotes new service



State-Supported FY-22 Monthly Ridership

- Ridership increased by 12.1% in June (+9,256) compared to the previous month.
- On average, the change in ridership from May to June is usually less than 5%.
- The cancellation of one of the two Newport News roundtrips has contributed to lower-than-expected ridership recovery compared to other Virginia routes in June.

Virginia FY22 State Supported Monthly Ridership



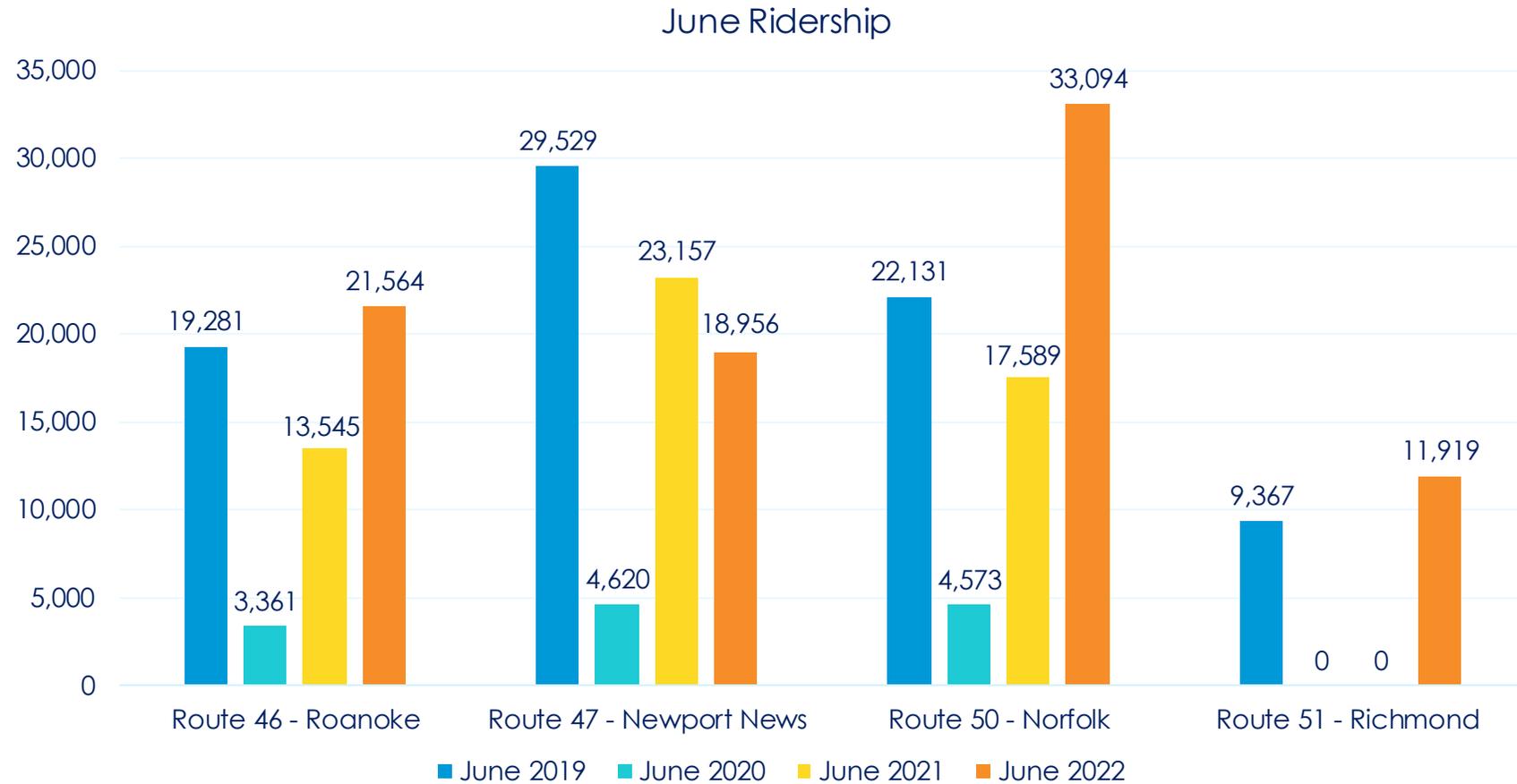
Route	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	VA FY22 YTD Total
Route 46 - Roanoke	15,903	15,280	13,026	16,358	16,991	14,809	9,278	9,509	16,516	19,605	21,059	21,564	189,898
Route 47 - Newport News	27,722	25,733	21,524	23,735	24,800	22,583	9,210	9,750	14,392	16,519	17,961	18,956	232,885
Route 50 - Norfolk	20,938	20,694	15,852	17,649	19,247	19,526	12,007	12,769	18,582	26,195	28,052	33,094	244,605
Route 51 - Richmond	0	0	374	4,040	5,501	5,496	3,271	4,050	6,107	8,114	9,205	11,919	58,077
Total	64,563	61,707	50,776	61,782	66,539	62,414	33,766	36,078	55,597	70,433	76,277	85,533	725,465

Note: One of two Newport News roundtrips was suspended from January to June 2022 due to an Amtrak staffing shortage.



June Ridership Comparison: Year-over-Year

- In June 2022, Roanoke, Norfolk, and Richmond routes exceeded their June 2019 (pre-pandemic) ridership levels.
- Virginia ridership in June 2022 was up 6.5% compared to June 2019 (pre-pandemic), despite the cancellation of one Newport News roundtrip.
- One Newport News roundtrip was suspended Jan through June 2022 due to an Amtrak staffing shortage. One round-trip frequency for both Newport News and Norfolk routes was suspended in June 2020, and Richmond Rt 51 was suspended in June 2020 & 2021 due to pandemic-related service cuts.



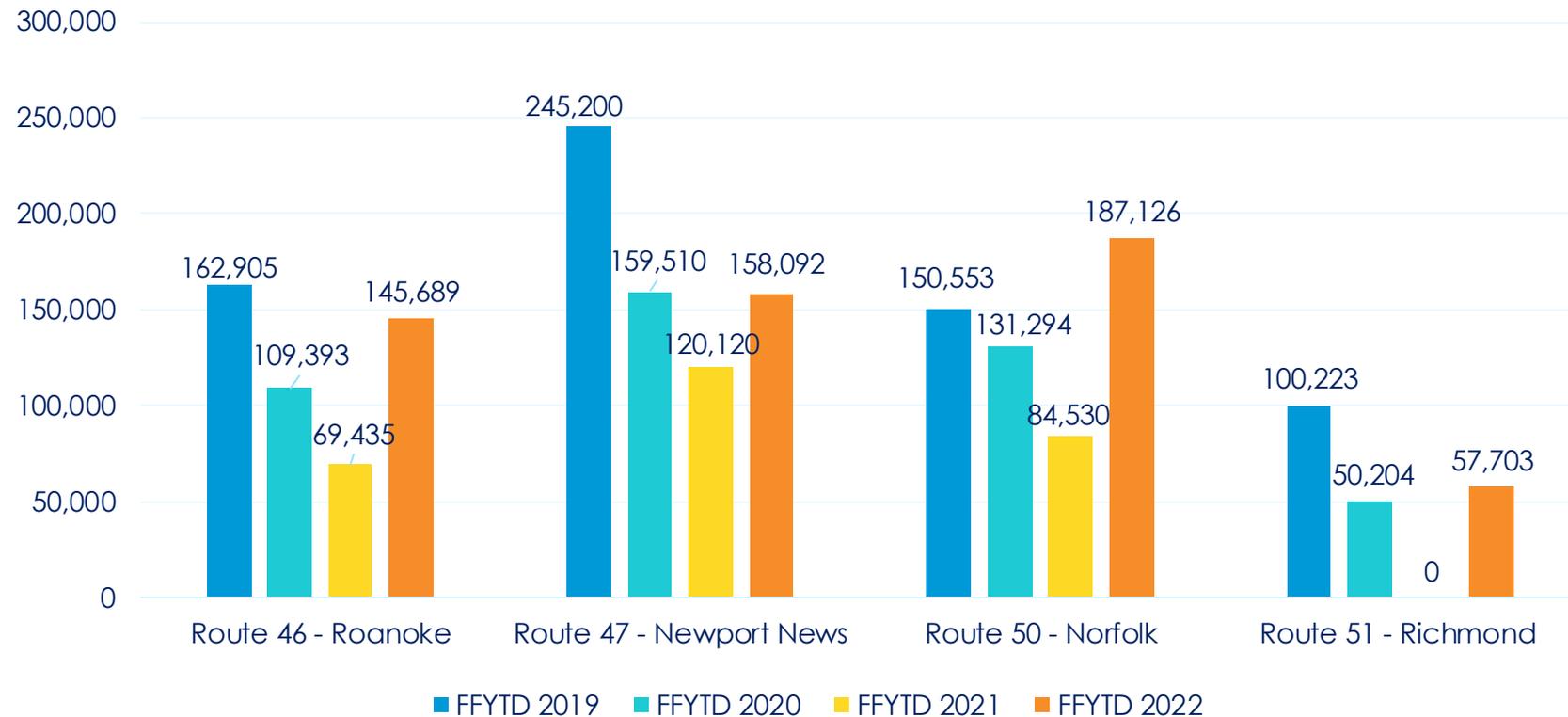
Route	June 2019	June 2020	June 2021	June 2022	June 2022 vs 2019	June 2022 vs 2020	June 2022 vs 2021
Route 46 - Roanoke	19,281	3,361	13,545	21,564	11.8%	541.6%	59.2%
Route 47 - Newport News	29,529	4,620	23,157	18,956	-35.8%	310.3%	-18.1%
Route 50 - Norfolk	22,131	4,573	17,589	33,094	49.5%	623.7%	88.2%
Route 51 - Richmond	9,367	0	0	11,919	27.2%	-	-
Total	80,308	12,554	54,291	85,533	6.5%	581.3%	57.5%



Federal Fiscal Year-to-Date (FFYTD) Ridership: (Oct-June)

- FFY22 YTD ridership in June for Virginia Supported Amtrak service was 16.7% lower than FFY19, but higher by 21.8% compared to FFY20 ridership.
- FFY22 YTD ridership in June was double the FFY21 YTD ridership.
- Please note the following pandemic service details: FFY2020 had five pre-pandemic ridership months. One round-trip frequency for both Newport News and Norfolk routes was suspended from April 2020 to September 2020. Richmond Route 51 was not operational from April 2020 to September 26, 2021. One Newport News roundtrip was suspended Jan to June 2022.

Virginia Supported Amtrak Ridership (FFYTD October-June)



Route	FFYTD 2019	FFYTD 2020	FFYTD 2021	FFYTD 2022	FFYTD 2022 vs 2019	FFYTD 2022 vs 2020	FFYTD 2022 vs 2021
Route 46 - Roanoke	162,905	109,393	69,435	145,689	-10.6%	33.2%	109.8%
Route 47 - Newport News	245,200	159,510	120,120	158,092	-35.5%	-0.9%	31.6%
Route 50 - Norfolk	150,553	131,294	84,530	187,126	24.3%	42.5%	121.4%
Route 51 - Richmond	100,223	50,204	0	57,703	-42.4%	14.9%	-
Total	658,881	450,401	274,085	548,610	-16.7%	21.8%	100.2%



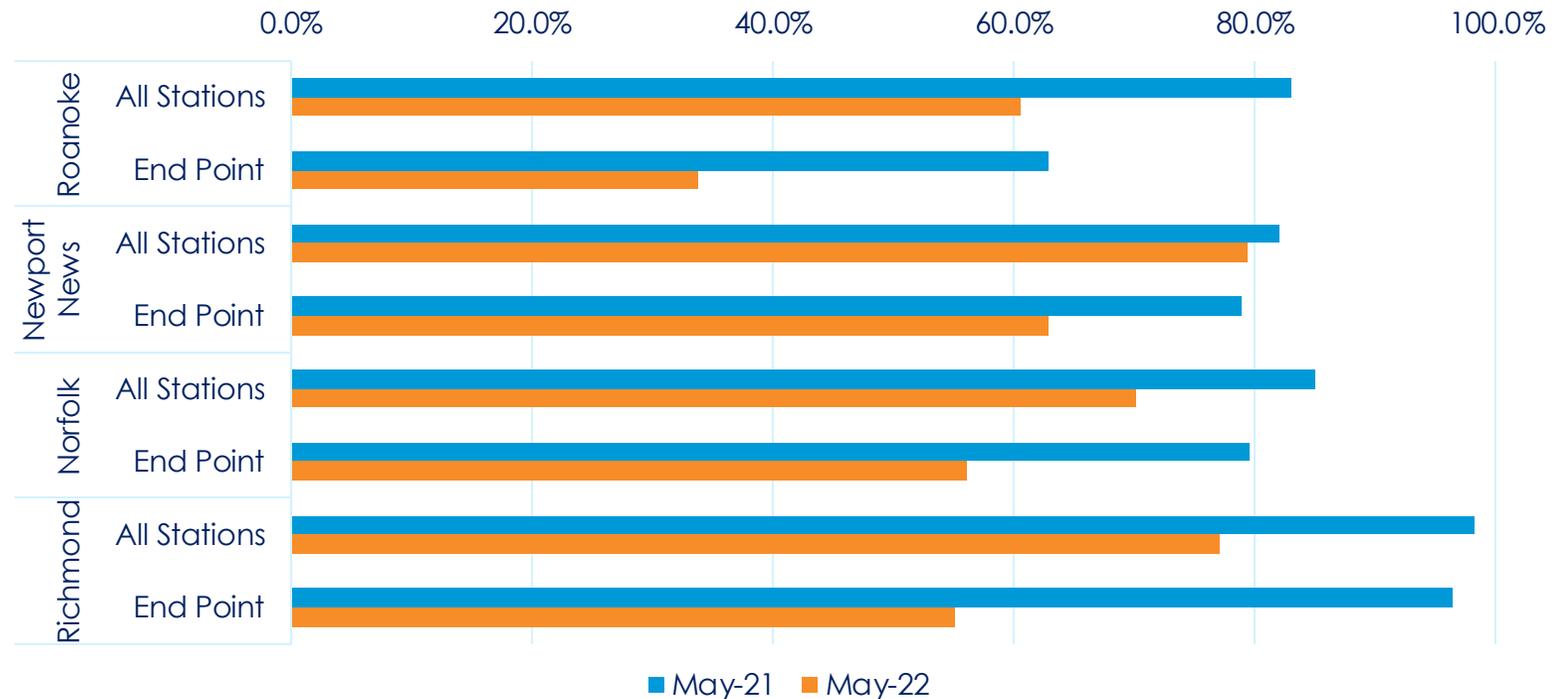
Federal Fiscal Year-to-Date (FFYTD) (May 2022) On-Time Performance

Major delay factors affecting OTP in May 2022 by responsibility were:

- **Host delays:** Commuter & freight train interference, speed restriction due to defects or slow orders, and routing delays.
- **Amtrak delays:** Passenger-related delays, disabled passengers, and engine failure.
- **Third-party delays:** Waiting for scheduled departure time at a station, police-related, and weather-related delays.

Host responsible delay was the biggest cause of delayed minutes for Virginia trains in May 2022.

On-Time Performance, May 2022



		May-21	May-22	FY 2021	FY 2022
Roanoke	All Stations	83.1%	60.6%	88.5%	78.2%
	End Point	62.9%	33.9%	83.9%	62.8%
Newport News	All Stations	82.1%	79.4%	88.0%	72.2%
	End Point	79.0%	62.9%	85.9%	75.0%
Norfolk	All Stations	85.1%	70.2%	86.8%	75.1%
	End Point	79.6%	56.1%	82.8%	66.3%
Richmond	All Stations	98.3%	77.2%	95.2%	77.1%
	End Point	96.4%	55.2%	93.5%	64.5%

Note: Amtrak trains are considered on time if arrival at the endpoint is within 15 minutes of scheduled arrival time.



VPRA Organizational Updates

Staffing

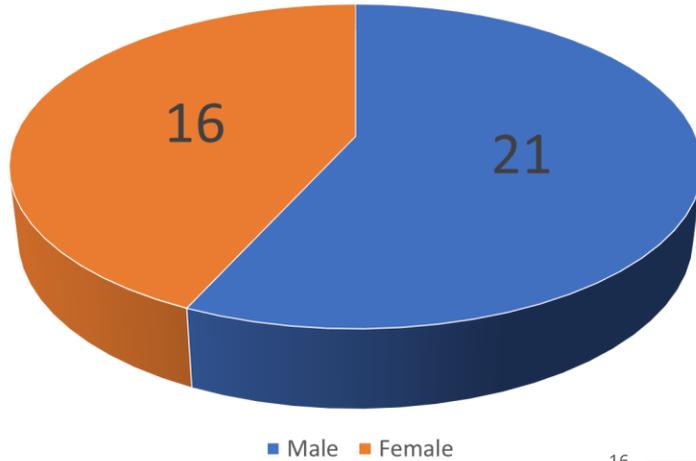
- Employee Count at End of July: 35 FTEs, 3 PTE (including 2 interns)
- Current Openings: 4 FTEs
- Offers Accepted: 1

July Hiring Activity

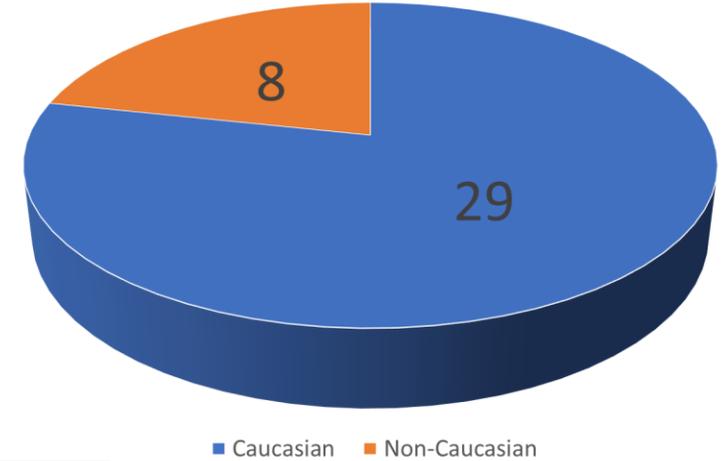
- Christian Pedersen, Associate General Counsel
- Zachary Collier, Rail Project Support Specialist
- Naomi Klein, Planning Manager

VPRA Organizational Updates (continued)

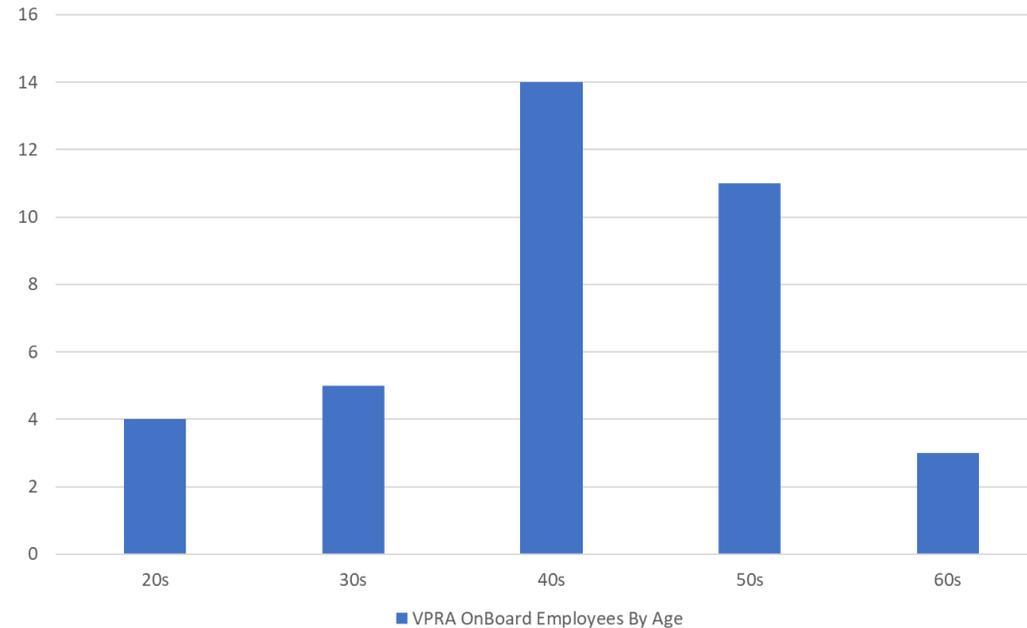
VPRA OnBoard Employees By Gender



VPRA OnBoard Employees By Race



VPRA OnBoard Employees By Age



Data includes employees on board as of **7/10/2022**. Data does not include those who have accepted offers but are not yet on board.



Capital Project Updates

Capital Projects Update: RF&P Corridor

Project	Project Cost (\$M)	Completion Year	Project Lead	CD	PE	EC	FD	CN	Notes
New Long Bridge for Passenger Rail	\$2 B	2030	VPRA	■	●	■			Stakeholder meetings & discussions with DDOT regarding an MOA and funding opportunities continue. 15% design comment review and incorporation underway. Conclusion of public meetings & online survey in 2nd week of July. NCPC and CFA meetings and submissions underway, marking a major design review milestone.
Alexandria Fourth Track	\$210	2026	CSX	■	■	■	●		Draft King & Commonwealth (K&C) feasibility study and 30% design under review; meeting to discuss comments and responses for 30% design scheduled 7/19; Design team notified to move forward w/ K&C bridge replacement concept designs 6/27.
Franconia to Lorton Third Mainline	\$208	2025	CSX	●		■			NTP issued to CSXT March 15, 2022, internal project work has commenced; VPRA/CSXT project kickoff meeting held June 7 th and 8 th .
Franconia - Springfield Bypass	\$241	2026	VPRA	●		■			PE (30% design) awarded to Parsons. Field walk of proposed site held with VPRA/CSX and Parsons representatives in early June.
Newington Road RR Bridge	\$36	2025	CSX	●		■			Incorporated into Franconia-Lorton project, grant pre-award activities underway.
Route 1 RR Bridge	\$57	2025	CSX	●		■			Being incorporated into Franconia-Lorton project. VDOT funding for Rt. 1 project included in SYIP. VDOT, VPRA, and Fairfax drafting Administrative Agreement.



CD = Conceptual Design; PE = Preliminary Engineering; EC = Environmental Clearance; FD = Final Design; CN = Construction
 ■ = Complete ● = Ongoing ▲ = On Hold

Capital Projects Update: RF&P Corridor (continued)

Project	Project Cost (\$M)	Completion Year	Project Lead	CD	PE	EC	FD	CN	Notes
Potomac Creek Third Track (Siding A)	\$108	2025	CSX	●		■			Draft Project Authorization Notices with CSXT targeted Summer 2022. Project was entered into the FAMPO CLRP 3/2022. Entry into regional TIP Fall 2022.
Woodford to Milford Third Track (Siding B)	\$67	2025	CSX	●		■			Draft Project Authorization Notices with CSXT targeted Fall 2022. Project will be entered into the Rural Plan LRTP Winter 2023.
Hanover Third Track (Siding C)	\$59	2025	CSX	●		■			Draft Project Authorization Notices with CSXT targeted Fall 2023.
Neabsco Creek to Woodbridge Third Track (Siding D)	\$91	2030	CSX	●		■			No Update - Phase 2 Project
Aquia Creek Third Track South (Siding E)	\$53	2028	CSX	●		■			No Update - Phase 2 Project
Crossroads Third Track (Siding F)	\$93	2030	CSX	●		■			No Update - Phase 2 Project



CD = Conceptual Design;

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Capital Projects Update: Western Rail Initiative

Project	Project Cost (\$M)	Completion Year	Project Lead	Notes					
				CD	PE	EC	FD	CN	
Nokesville to Calverton	\$50M	2025	NS	●					7 miles of double track by grant to NS. Completion of definitive agreements on January 10, 2022; With financial close in June, NS to bill VPRA for ongoing design work.
Roanoke West Yard	\$37M	2025	NS	●					Bypass Track. Grant to NS. Completion of definitive agreements on January 10, 2022; With financial close in June, NS to bill VPRA for ongoing design work.
New River Valley Improvements	\$74M	2026	VPRA	●					Qtrly meeting with limited NRV Stakeholders held July 11th to discuss status of projects, and meetings with local agencies occurred July 12-13. Scope of Work for Environmental Review and Engineering Design is underway.



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Capital Grants Update: Other Major Construction Projects

Project	Project Cost (\$M)	Completion Year	Project Lead	CD	PE	EC	FD	CN	Notes
L'Enfant Fourth Track	\$85	2028	VRE	●					VRE led project, \$22M from VPRA, and VPRA will own the 4th Track. Property boundary and topographical survey complete. Alternatives analysis and concept design to define a preferred alternative to be complete Sept. 2022.
Arkendale to Powell's Creek	\$101	2022	CSX	■	■	■	■	●	3 rd track construction. \$75M in Federal funds and \$26M in State Commonwealth Rail Funds. CSX to begin track work from Possum Pt. to North Possum Pt. and signal construction for entire length of project in third quarter of 2022. CSX to perform track work in Quantico Station area once VRE is complete with their station work.
Quantico Station	\$24	2023	VRE	■	■	■	■	●	VRE led project, CSX will construct track. Retaining wall H pile installation continues. Mat slab installation ongoing. Platform installation forthcoming. Estimated completion December 2023.
Newport News Station	\$44	2023	City of NPN	■	■	■	■	●	Construction of new multimodal transportation center on Bland Boulevard. \$20.5M from VPRA. Production pile installation for Phase 2 began on June 6th, 2022. Project 50% complete. Project completion estimated in fall 2023.



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Newport News Station Construction



July 2022



Contracting Updates*

Budget Component	Month	Project	Vendor/Grantee	Project Description	Amount
Capital Projects	June	Western Rail Right-of-Way Acquisition	Norfolk Southern	V-Line Closing Costs	\$394,656

*This report is for contracts between \$250,000 to \$5M awarded by VPRA



Financial Updates

VPRA Financial Update – June FY22

The June financial update will be limited to VPRA revenues, and cash and investments. The fiscal group is working through the year-end financial close. A detailed FY22 Budget-to-Actual analysis will be provided in August.

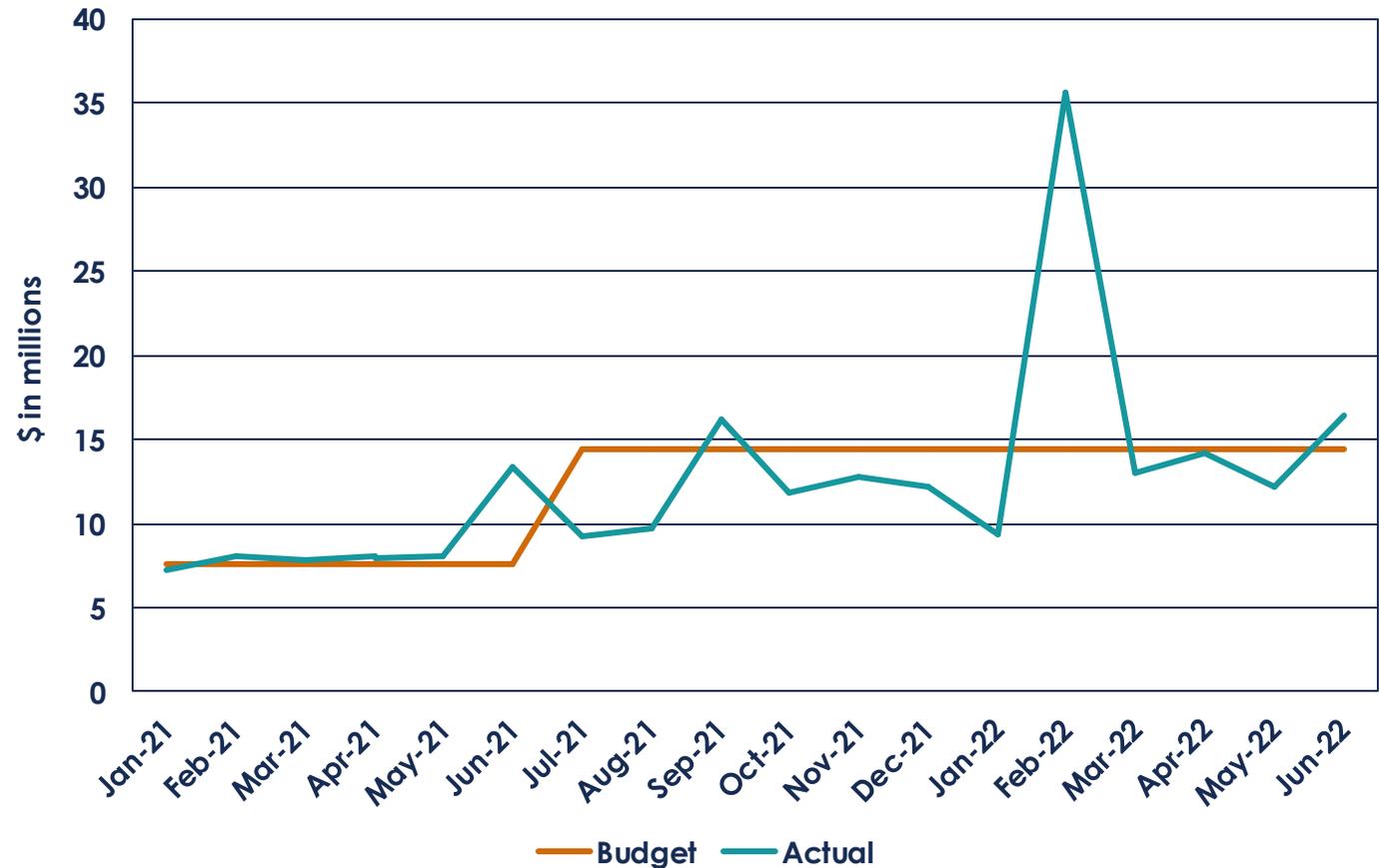
Budget Adjustments

Budget Line	Budget Component	Approved Budget	Revised Budget	Delegated Authority Applied
Purchase of St. Julian's Yard	Capital Project	\$ 1,900,000	\$ 1,946,000	Added an additional \$31,000, for a total increase of \$46,000 or 2% to budget line.
Description of Change				
Additional costs for soil testing required as a result of Phase I ESA. Costs were not included in the budget estimate.				

VPRA Monthly Revenues

Rolling 18-Month Trend Analysis

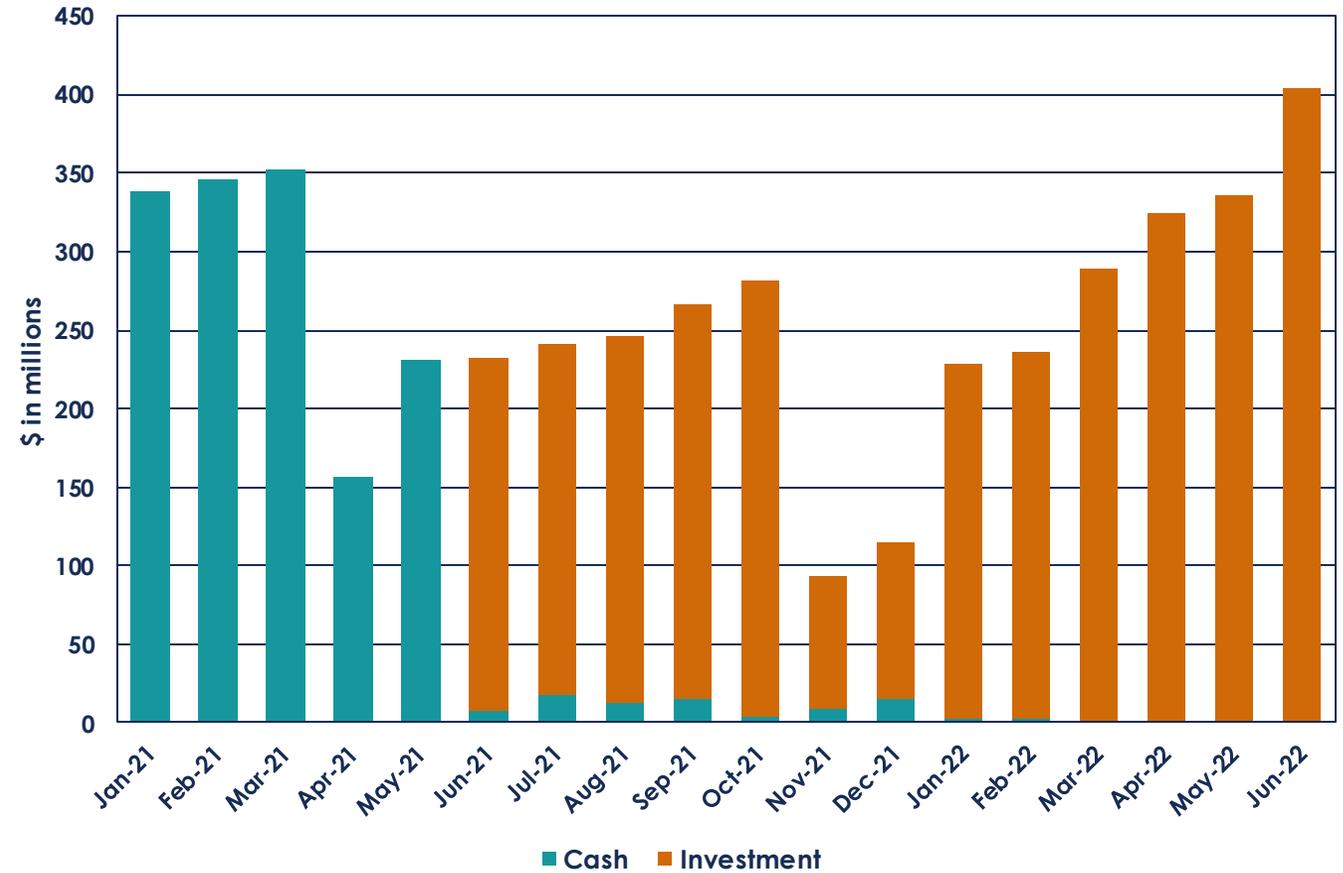
- Updated revenue forecast provided in December, increasing expected FY22 revenue to \$172.6M.
- In February, VDOT processed a catch-up payment which made up the year-to-date shortfall.
- FY22 CRF Revenue receipts are \$200K above the forecast.



VPRA Cash & Investment Balance

Rolling 18-Month Trend Analysis

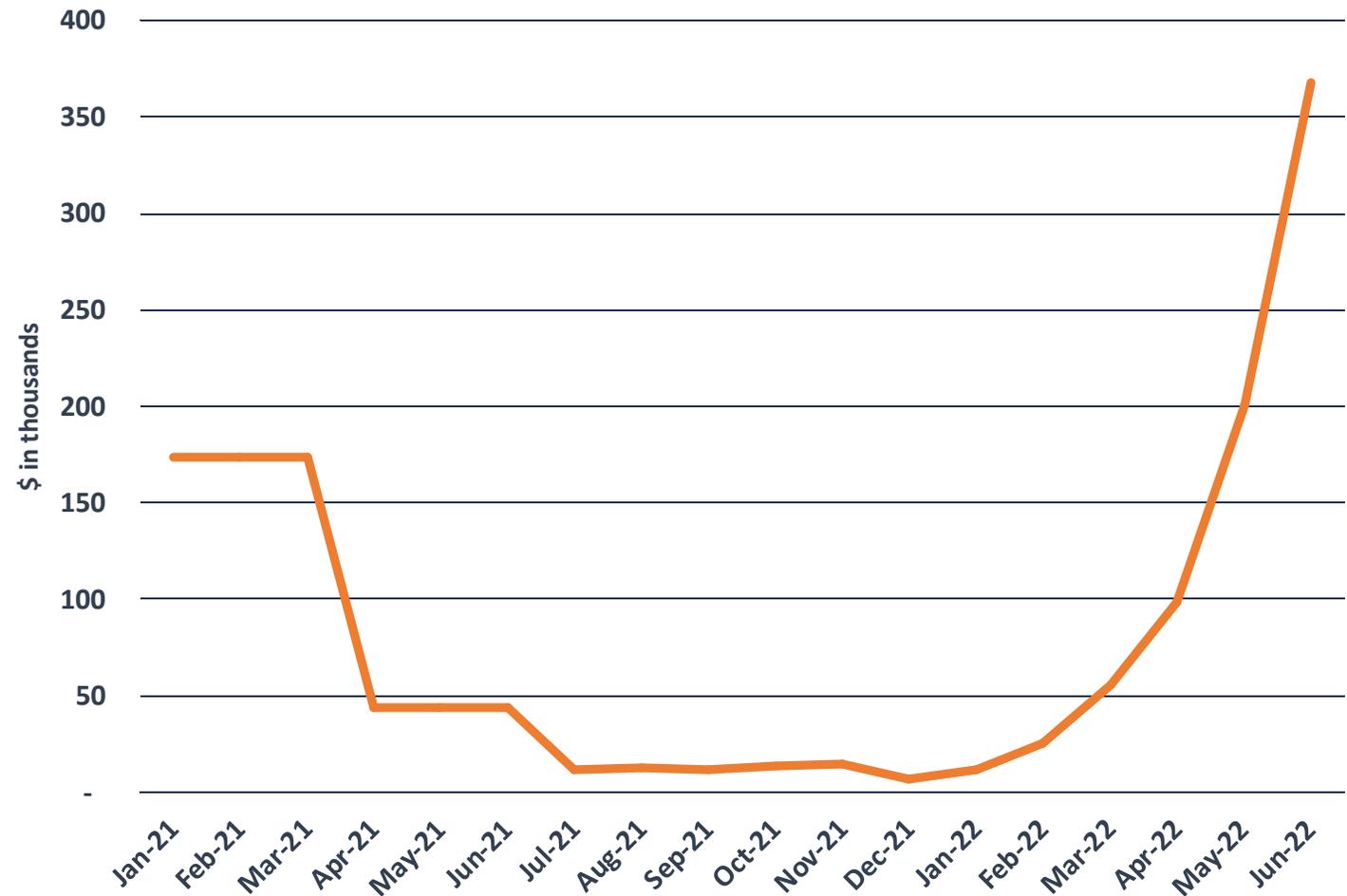
- \$375.8M is invested in LGIP & \$29.8M is invested in LGIP Extended Maturity as of June 30, 2022.
- In 2021, March and November cash balance decrease was due to \$200 million payment to CSX for ROW.
- 2022 increase results from the collection of:
 - \$111M of Priority Transportation Funds
 - \$23M of I-95 Concession funds from VDOT that were allocated in FY21
 - \$173M of CRF revenues
 - \$38M of Amtrak contributions
 - \$83.5M Budget Bill Item 447.10 for Western Rail initiative



VPRA Cash & Investment Earnings

Rolling 18-Month Trend Analysis

- The significant decline in interest earnings in the last half of FY2021 is attributed to:
 - A decrease in rates from 0.5% in January 2021 to 0.07% in Summer 2021
 - Cash payment in March 2021 decreased balance 55% to pay for the ROW acquisition
- Recent rate hikes are positively impacting LGIP investments:
 - LGIP effective yield has increased 107 basis points from December to **1.154% in June**
 - LGIP EM effective yield has increased 62 basis points from December to **0.828% in June**



VPRA Investment Update

- Investment Management Relationship:
 - Relationship with Allspring Global Investments and TD Bank was kicked off in early-July.
- LGIP Extended Maturity Investment:
 - As of June 30, the market value of the \$30M investment has decreased ~\$235,000 or 0.7%. The short-term market value decrease is a result of higher interest rates on the horizon. As the portfolio invests in higher-yield securities, the market value will rebound. This is expected to occur within the next year as interest rates level off. The VPRA has the ability and intent to hold this investment until the market value has rebounded.

Federal Funding Status

Project	Federal Program	Requested Amount	Awarded Amount
Station Program and Planning: Bedford Station	FRA - CRISI	600,000	-
Etrick Station Improvements	FRA - CRISI	10,000,000	6,500,000
S-Line Development	FRA - CRISI	100,000,000	58,000,000
Long Bridge Pedestrian Bridge	FRA - RAISE	25,000,000	Open
New Long Bridge	FRA - MPDG	300,000,000	Open
Long Bridge Pedestrian Bridge	FY23 Federal Earmark Request	10,000,000	Open
New River Valley Passenger Service Extension	FY23 Federal Earmark Request	10,000,000	Open
Newport News Station	FY23 Federal Earmark Request	1,200,000	Open



Supplier Diversity

John Kostyniuk, Director of Procurement, VPRA

Transforming Rail / Transforming Communities

VPRA will promote equity in business and support a diverse local economy by fostering community and business relationships.

- Virginia Passenger Rail Authority is transforming rail in Virginia by connecting communities and increasing economic opportunities through strategic investments in rail. While promoting, sustaining, and expanding the availability of passenger and commuter rail service in the Commonwealth.

FY23 Supplier Diversity Goals

- Establish VPRA's Supplier Diversity Program
- Prioritize small and diverse entities on procurements for small purchases
- Provide opportunities for small and diverse entities in all competitive procurements
- Expand VPRA's supplier network
- Spend 10% of discretionary spend with small and diverse entities



THANK YOU

Questions?

