

November 2022

Executive Director's Report





Executive Director Update

DJ Stadtler, Executive Director, VPRA

Administrative Updates

- Multiple freight rail labor unions representing conductors, engineers, and rail workers voted to reject the tentative deal struck in September leading to the possibility of a rail strike on December 9th. Amtrak service cancellations could begin a few days before the December 9th deadline. In Virginia, state-supported Amtrak and VRE services would be canceled due to the strike.
- 8 of 12 unions ratified the deal, however, all 12 unions must unanimously approve the agreement for ratification.



Administrative Updates

- VPRA began receiving monthly payments from Amtrak, including a one-time catch-up payment for the period between July 2018 to June 30, 2022, from the Staples Mills Station Parking Lot Agreement. Net parking revenues are shared with Amtrak, with 80% directed to VPRA.
- VPRA executed an agreement with Amtrak to install a Passenger Information Display System (PIDS) at the Richmond-Main Street Station in Spring 2024 with additional plans to install a PIDS at the Ashland Station in Winter 2024. This technology lets passengers know the arrival time of an Amtrak train and which track it will be on.



VPRA Organizational Updates

Staffing (as of 11/16/22)

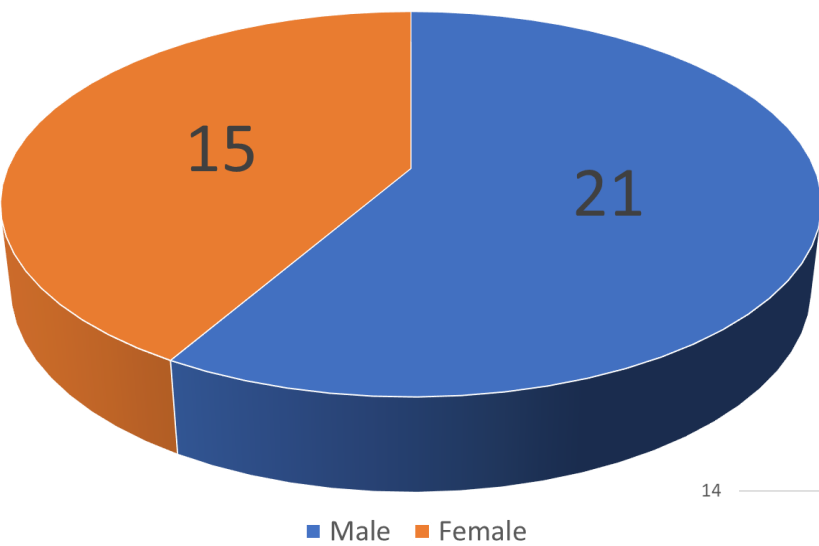
- Employee Count: 36 FTEs, 1 PTE
- Current Openings: 12 FTEs, 1 PTE
- Offers Accepted: 1

November Hiring Activity

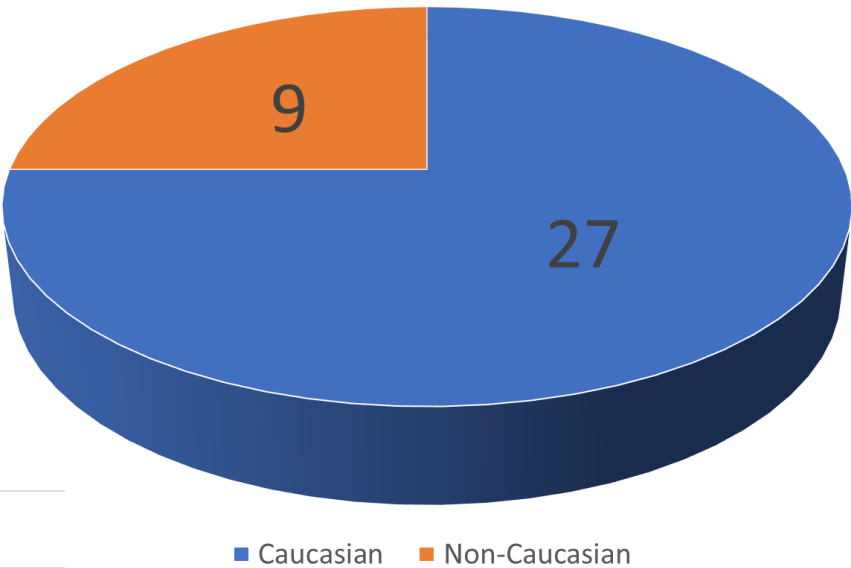
- Selma Nuhanovic, FP&A Senior Manager – started 11/10/22
- Regina Hill, Human Resources Manager – started 11/10/22
- Matthew Jett, Administrative Assistant – started 11/10/22

VPRA Organizational Updates (continued)

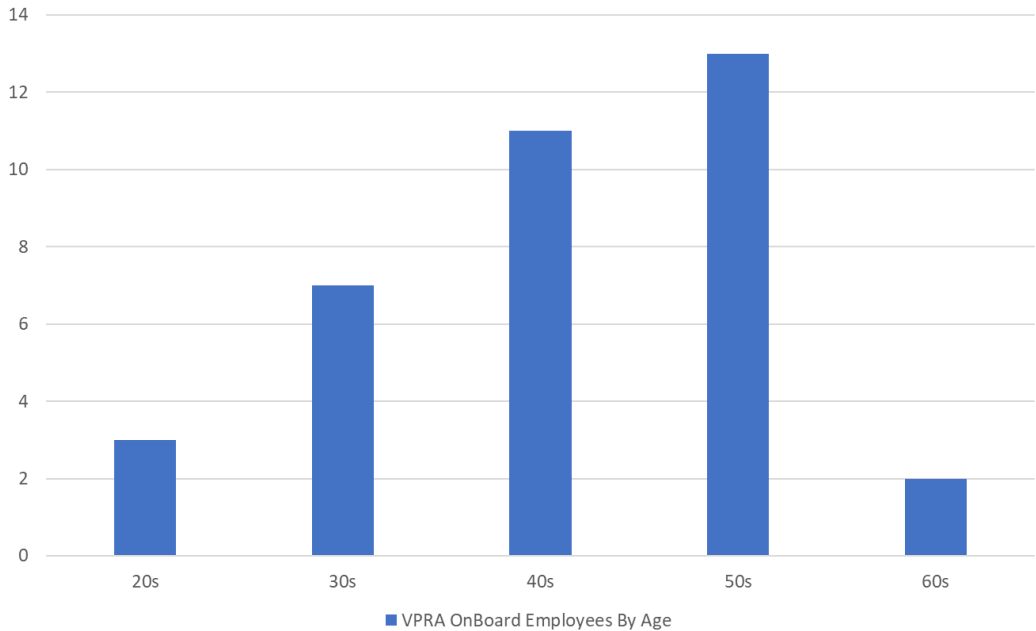
VPRA OnBoard Employees By Gender



VPRA OnBoard Employees By Race



VPRA OnBoard Employees By Age



Data includes employees on board as of **11/25/2022**. Data does not include those who have accepted offers but are not yet on board.

FY2023 Budget Adjustments

| Budget Line | Budget Component | Approved Budget | Revised Budget | Delegated Authority Applied | Description of Change |
|------------------------------------|------------------|-----------------|----------------|-----------------------------|-----------------------|
| No budget adjustments this period. | | | | | |

Administrative Budget – October FY2023

| Expense Category | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) |
|---------------------------|---------------------|----------------------|--------------------|------------------|
| Payroll & Benefits | \$7,390,000 | \$2,463,333 | \$2,061,039 | \$402,294 |
| Professional Services | 1,010,000 | 336,667 | 442,873 | (106,206) |
| Information & Technology | 831,000 | 277,000 | 163,806 | 113,194 |
| Building & Office Related | 531,000 | 177,000 | 270,403 | (93,403) |
| Other Employee Costs | 460,000 | 153,333 | 99,356 | 53,977 |
| Total | \$10,222,000 | \$3,407,333 | \$3,037,477 | \$369,856 |

- A budget adjustment has been processed to increase the Building & Office line item to reflect the Richmond Office lease and the cost of cubicle construction. Another adjustment will be required once a Northern Virginia office is identified and the move-in costs are known.
- The Information Technology budget has been reduced to cover the Building & Office budget adjustment. As the go-live date for the ERP is July 2023 (FY24), the expenses associated with this effort will be incurred in the next fiscal year.
- Review of administrative budget categories is underway to assess if further reclassifications or adjustments are required for FY23.



Operations Updates

Operations Budget – October FY2023

- Train operating revenues exceeded the Pro Rata budget by \$2.9M during the high ridership summer months. This excess is expected to decrease as we enter lower ridership months.
- Train operations expenses are currently \$0.4M under budget, however, we expect an upward adjustment in the coming months to reflect the FY23 rates once the operating agreement is executed.
- See Appendix A for Train Operations by route.

**Train operations are reported on a one-month lag, pro rata budget and YTD actuals included are through September. Other Operating Expenses budget and YTD actuals included are through October.*

| Operations Category (in millions) | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) |
|--|----------------|----------------------------|-----------------------|------------------|
| Train Operating Revenues | | | | |
| Train Revenue | \$33.1 | \$8.4 | \$9.9 | (\$1.5) |
| Food Service Revenue | 1.0 | 0.3 | 0.3 | - |
| Other Revenue | 0.6 | 0.3 | 0.3 | - |
| NEC Through Revenue | 28.0 | 7.0 | 8.4 | (1.4) |
| Total Train Operating Revenues | \$62.7 | \$16.0 | \$18.9 | (\$2.9) |
| Train Operations Expenses | | | | |
| Route Costs and Additives | 61.2 | 15.4 | 12.0 | 3.4 |
| Fuel Costs | 4.1 | 1.2 | 1.6 | (0.4) |
| Host Railroad Costs | 3.3 | 0.9 | 0.5 | 0.4 |
| Host RR Performance Incentives | 3.0 | 0.9 | 0.6 | 0.3 |
| NEC Through Credit Expense | 18.4 | 4.6 | 7.9 | (3.3) |
| Total Train Operations Expense | \$90.0 | \$23.0 | \$22.6 | \$0.4 |
| Other Operating Expenses | | | | |
| Capital Equipment Maintenance | 6.7 | 2.1 | 2.2 | (0.1) |
| Bedford Amtrak Thruway Intercity Bus Connector | 0.4 | 0.1 | - | 0.1 |
| Amtrak Marketing | 0.9 | 0.3 | 0.1 | 0.2 |
| I-95 Corridor Maintenance of Way (VRE Access Rate) | 7.8 | 2.6 | - | 2.6 |
| Western Rail Maintenance of Way | 2.1 | 0.7 | - | 0.7 |
| Western Rail Access Fee | 3.7 | 1.2 | - | 1.2 |
| Insurance | 1.1 | 0.4 | 0.3 | 0.1 |
| Depreciation | 1.0 | 0.3 | 1.0 | (0.7) |
| Administrative Budget | 10.2 | 3.4 | 3.0 | 0.4 |
| Total Operating Expenses | \$123.9 | \$34.1 | \$29.2 | \$4.9 |
| Additional Funding Required | \$60.0 | \$18.1 | \$10.3 | \$7.8 |
| Federal Credits Applied to Train Operation Expense | 4.4 | 1.5 | 1.4 | 0.1 |
| Additional Funding Required - w/o Federal Credits | \$64.4 | \$19.6 | \$11.7 | \$7.9 |
| Overall Cost Recovery | 51% | | 65% | |
| Overall Cost Recovery - Without Federal Credits | 49% | | 62% | |



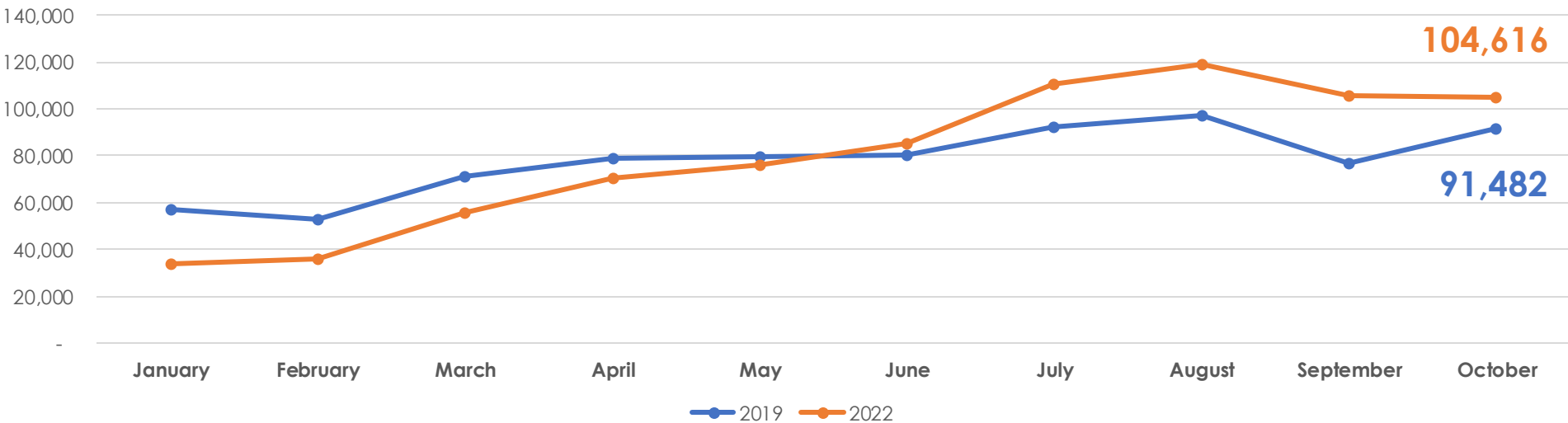
Virginia-Supported Monthly Ridership and Station Activity

October 2022 saw a +14.4% increase in ridership compared to October 2019

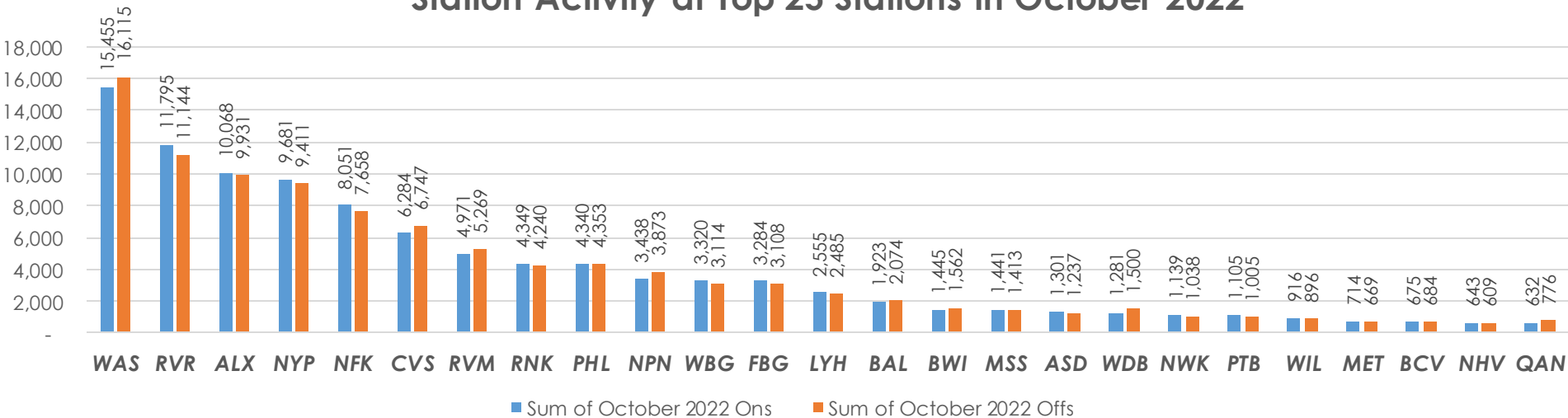
Highest ever October ridership recorded in Virginia

Outside of VA
WAS, NYP, PHL were most visited stations.

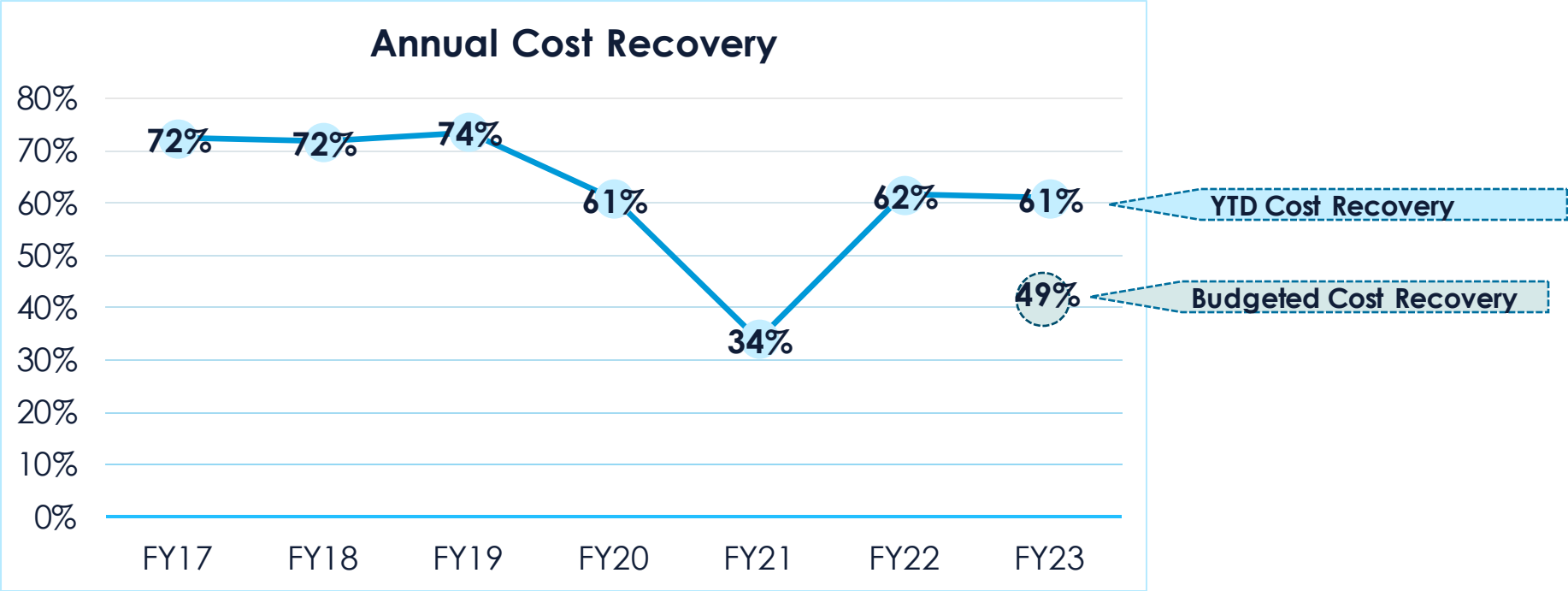
State-Supported Monthly Ridership Comparison



Station Activity at Top 25 Stations in October 2022



Annual Cost Recovery Trend

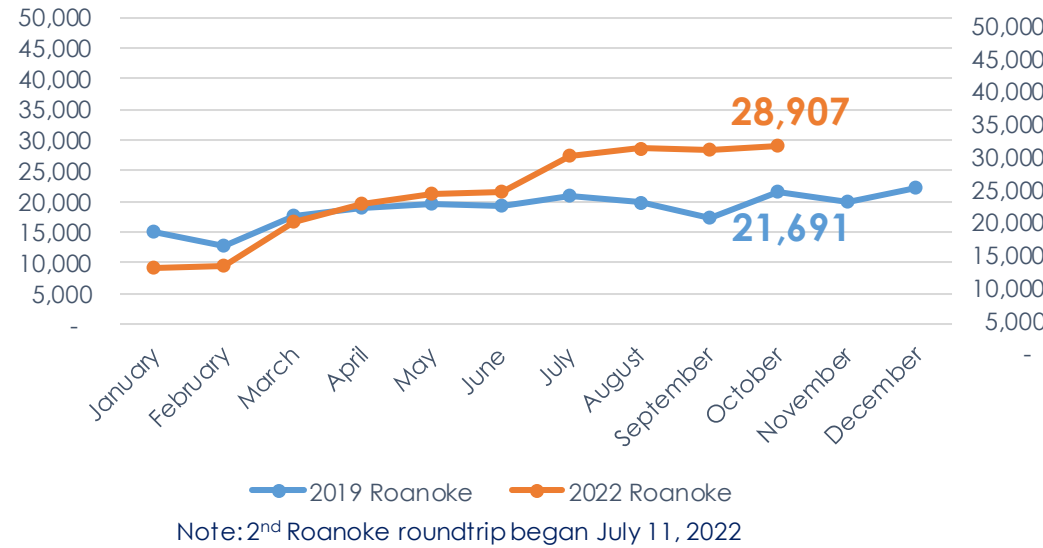


Virginia-Supported Monthly Ridership by Route 2022 vs 2019

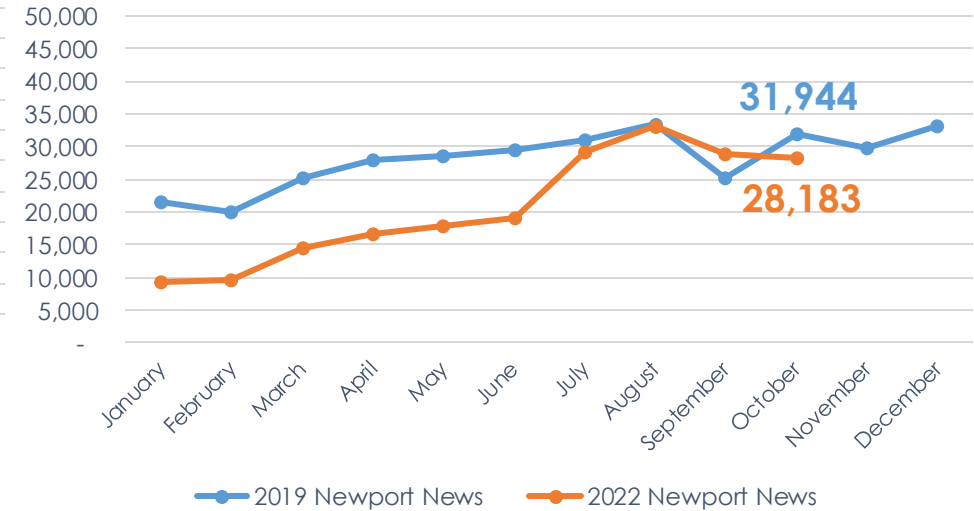
The largest pre-pandemic ridership increase was Route 50: Norfolk at +37.8% (+10,174)

Note: \$10 fares were on sale October 2019 celebrating 10 years of State Supported Service

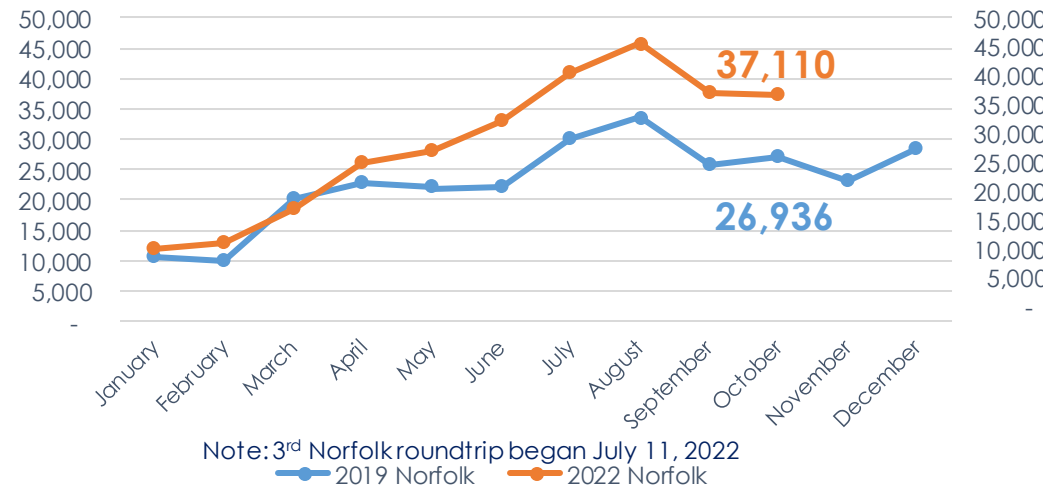
Route 46: Roanoke Ridership



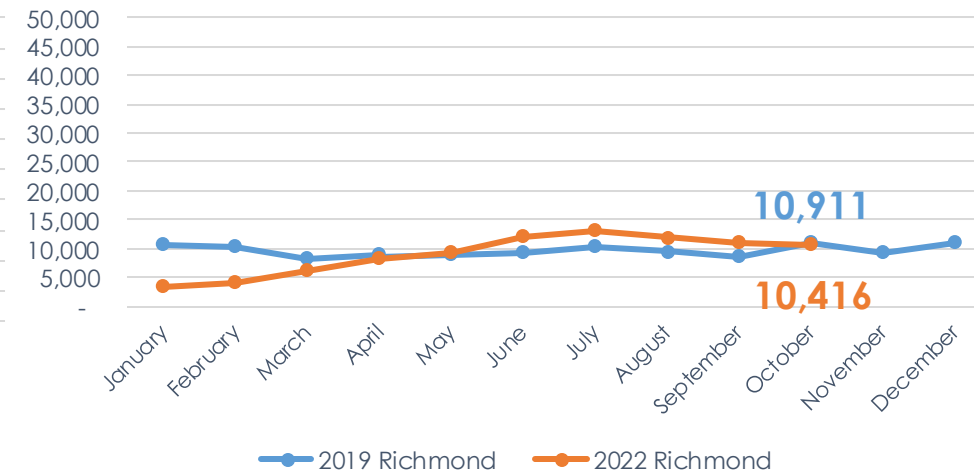
Route: 47 Newport News Ridership



Route 50: Norfolk Ridership



Route 51: Richmond Ridership



Amtrak Pricing and Revenue Management System

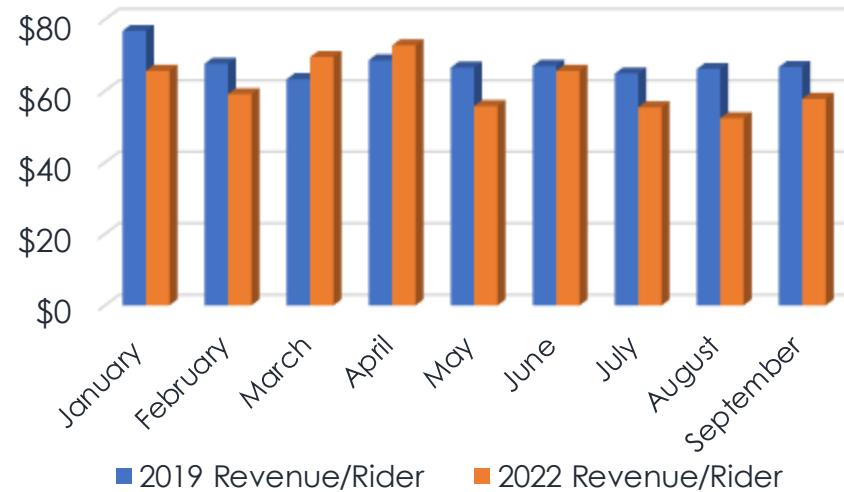
- Amtrak implemented a new pricing and revenue management system in late March 2022 for Virginia-Supported service.
- The new fare model introduced expanded price points to capture unused capacity on Virginia trains.
- The new lower price points have boosted ridership, but revenue has not kept up with the upward ridership trend.
- In recent months, VPRA has been working closely with the Amtrak revenue management team to adjust the fare model used for the Commonwealth's service. Analysis continues to determine the proper balance between ridership and revenue.



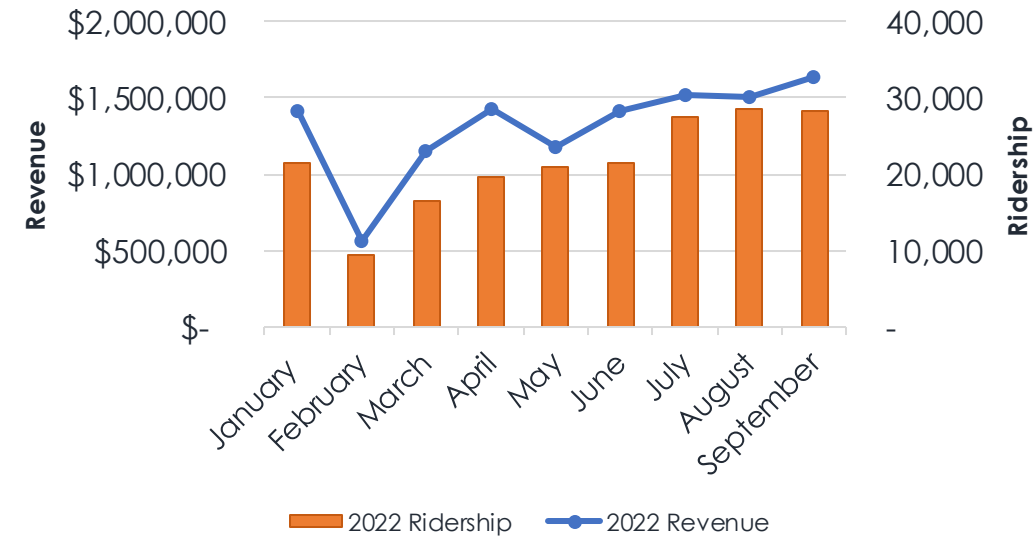
Route 46: Washington – Roanoke

Train 145(SB), which operates on Sundays, has the highest average daily ridership.

Revenue per Rider (September)

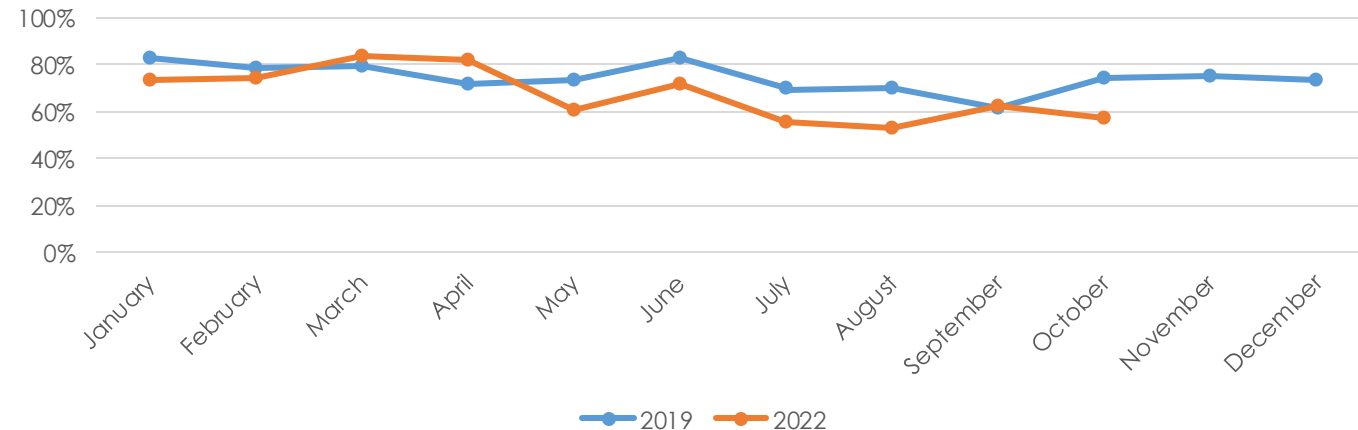


Revenue & Ridership (September)



Major Delay Factors
Passenger related,
passenger &
commuter train
interference

On Time Performance: All Stations (October)

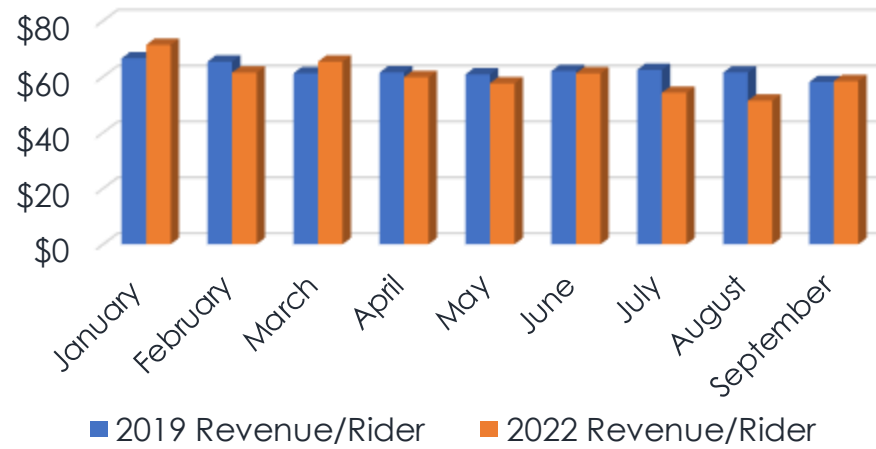


Note: Roanoke route has two roundtrips per day.
The second roundtrip to Roanoke started July 11, 2022.

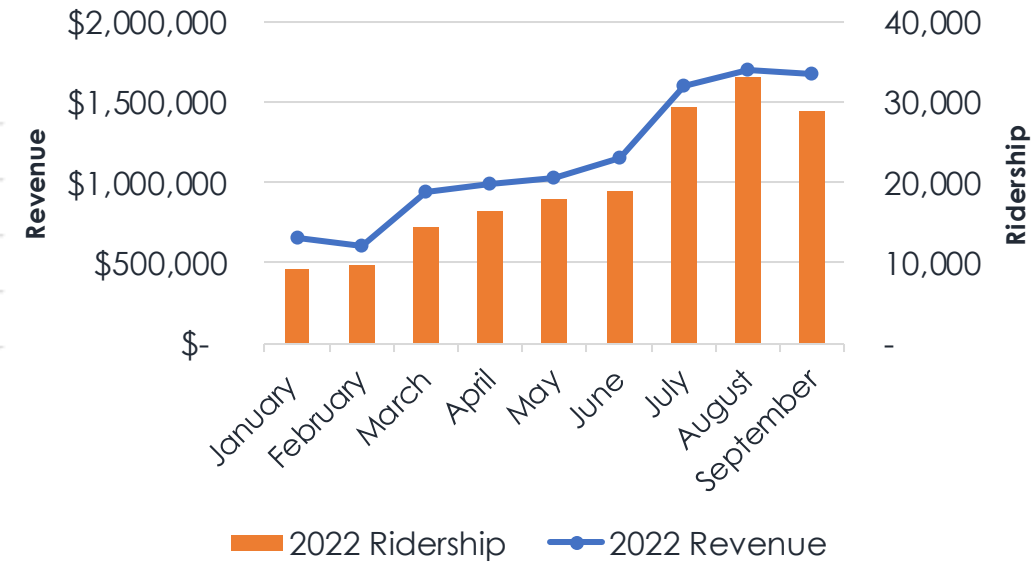
Route 47: Washington – Newport News

Train 96(NB), which operates on Sundays, has the highest average daily ridership.

Revenue per Rider (September)

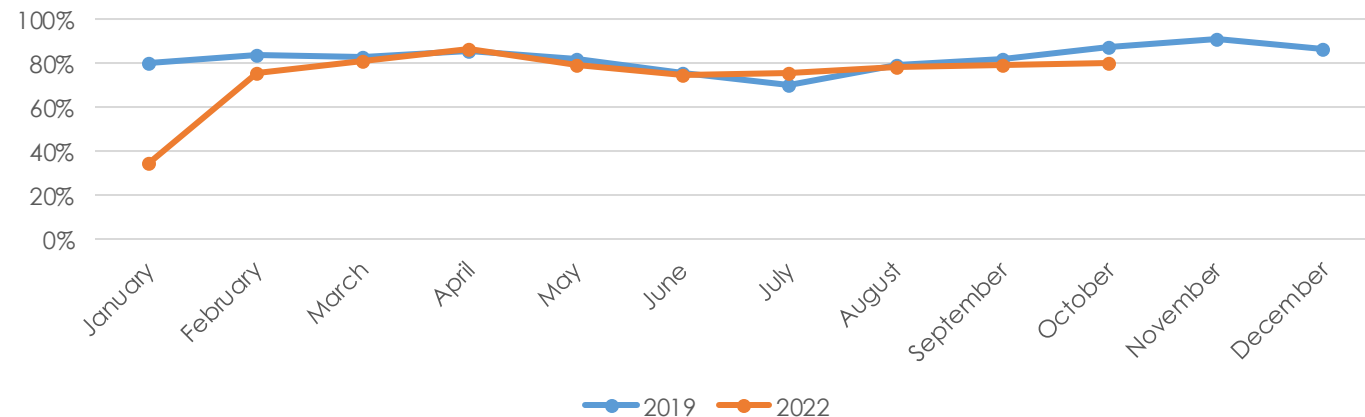


Revenue & Ridership (September)



Major Delay Factors
Slow orders, waiting for scheduled departure, and freight train interference

On Time Performance: All Stations (October)

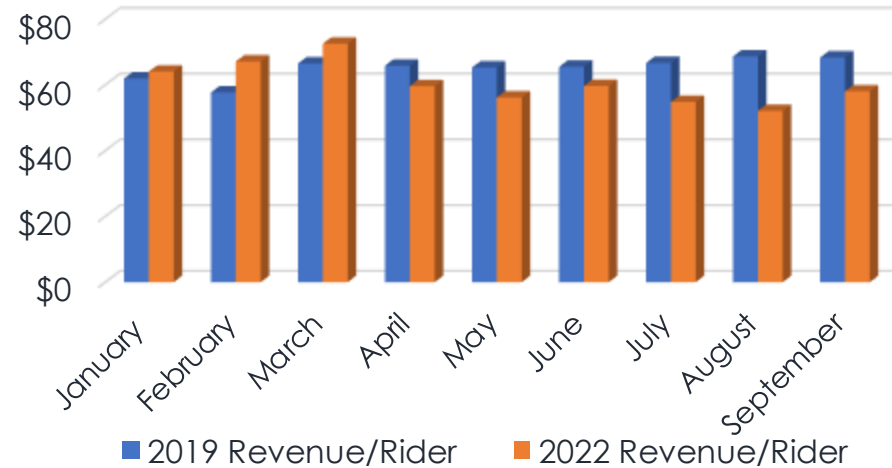


Note: Newport News route has two roundtrips per day.

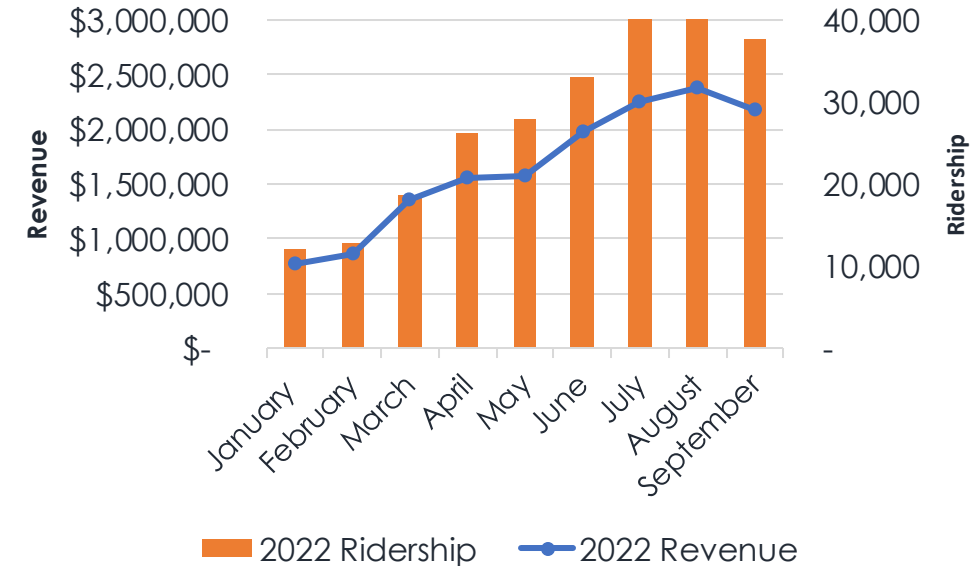
Route 50: Washington – Norfolk

Train 157(SB), which operates on Sundays, has the highest average daily ridership.

Revenue per Rider (September)

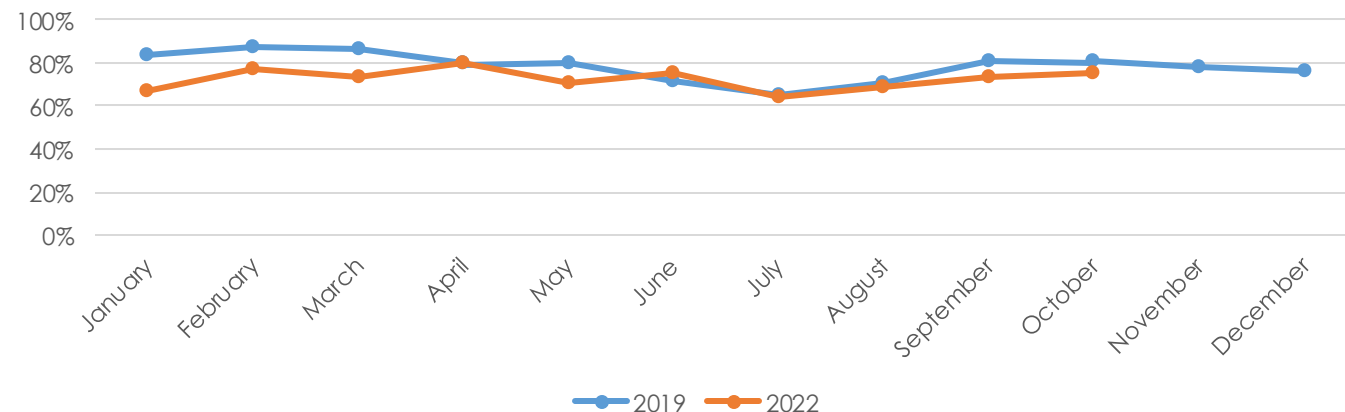


Revenue & Ridership (September)



Major Delay Factors
Slow orders, freight and commuter train interference

On Time Performance: All Stations (October)

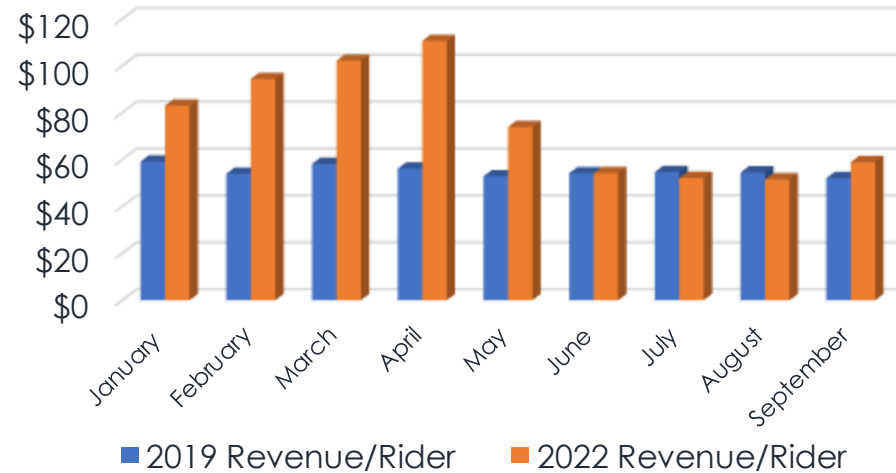


Note: Norfolk route has three roundtrips per day. The third roundtrip to Norfolk started July 11, 2022.

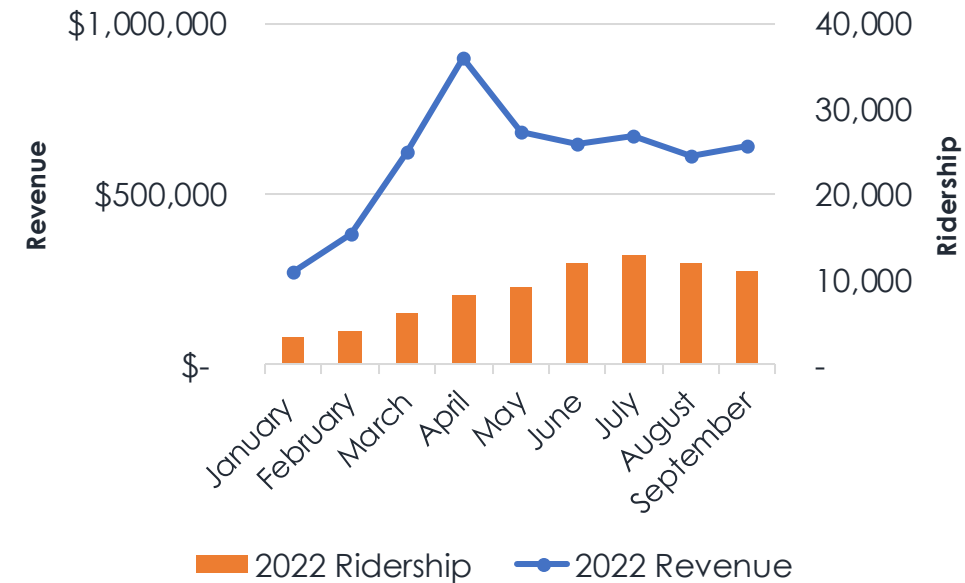
Route 51: Washington – Richmond

Train 195(SB), which operates on Saturdays & Sundays, has the highest average daily ridership.

Revenue per Rider (September)

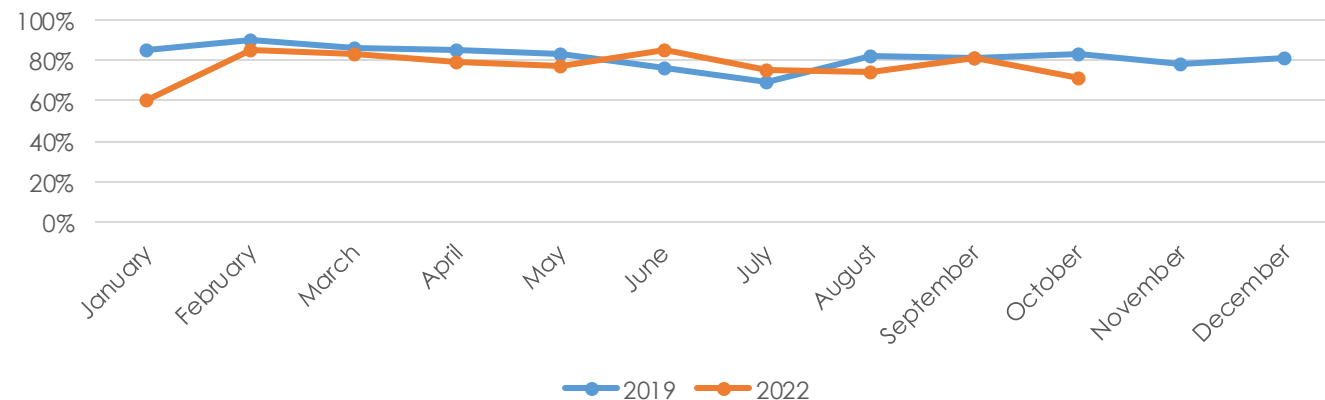


Revenue & Ridership (September)



Major Delay Factors
Slow orders, commuter and passenger train interference

On Time Performance: All Stations (October)



Note: Richmond route has one roundtrip per day.



Capital Project Updates

Capital Project Expenditures – October FY2023

- YTD Budget based on quarterly expenditure estimates.
- ✓ Indicates further project details and variance explanation herein.

| Project Description (in millions) | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) |
|--|----------------|----------------------------|-----------------------|------------------|
| I-95 Corridor | | | | |
| New Long Bridge for Passenger Rail ✓ | \$31.1 | \$11.0 | \$0.5 | \$10.5 |
| Alexandria 4th Track ✓ | 42.6 | 19.0 | 0.6 | 18.4 |
| Franconia to Lorton 3rd Mainline ✓ | 10.9 | 3.6 | 0.3 | 3.3 |
| Franconia-Springfield Bypass ✓ | 10.2 | 2.6 | 0.6 | 2.0 |
| Richmond to DC Sidings - Phase 1 | 12.8 | 2.4 | - | 2.4 |
| Richmond to DC Sidings - Phase 2 | 0.3 | 0.1 | - | 0.1 |
| TRV Right of Way Acquisition | 125.0 | 0.0 | - | - |
| TRV Right of Way Transaction Costs | 10.6 | 3.5 | 1.0 | 2.5 |
| Newington Bridge | 3.0 | 0.6 | 0.1 | 0.5 |
| Route 1 Bridge | 3.6 | 0.7 | - | 0.7 |
| L'Enfant 4th Track | 1.1 | 0.4 | - | 0.4 |
| Richmond Layover Facility | 3.0 | 1.0 | 0.1 | 0.9 |
| Lorton to Route 1 | 1.1 | 0.4 | - | 0.4 |
| Other TRV Infrastructure | 1.4 | 0.5 | 0.2 | 0.3 |
| King and Commonwealth Bridges | 3.1 | 1.0 | - | 1.0 |
| Total I-95 Corridor | \$259.8 | \$46.8 | \$3.4 | \$43.4 |
| Western Rail Corridor | | | | |
| Salem Right-of-Way Transaction Costs* | - | - | 0.1 | (0.1) |
| New River Valley Platform & Track Improvements | 9.8 | 3.3 | - | 3.3 |
| V-Line Tunnels | 15.5 | 5.2 | - | 5.2 |
| Capital Improvements - Bridges | 1.7 | 0.6 | - | 0.6 |
| Capital Improvements - Other | 3.2 | 1.1 | - | 1.1 |
| Total Western Rail Corridor | \$30.2 | \$10.2 | \$0.1 | \$10.1 |
| Other | | | | |
| Purchase of St. Julian's Yard: Amtrak Service Facility | - | - | 2.0 | (2.0) |
| Total Capital Projects | \$290.0 | \$57.0 | \$5.5 | \$51.5 |

* Transaction costs for the V-Line were budgeted for FY22, however, mirror costs have been received in FY23. The remaining budget from FY22 was \$10.5M which is sufficient to cover the cost incurred during the current fiscal year.

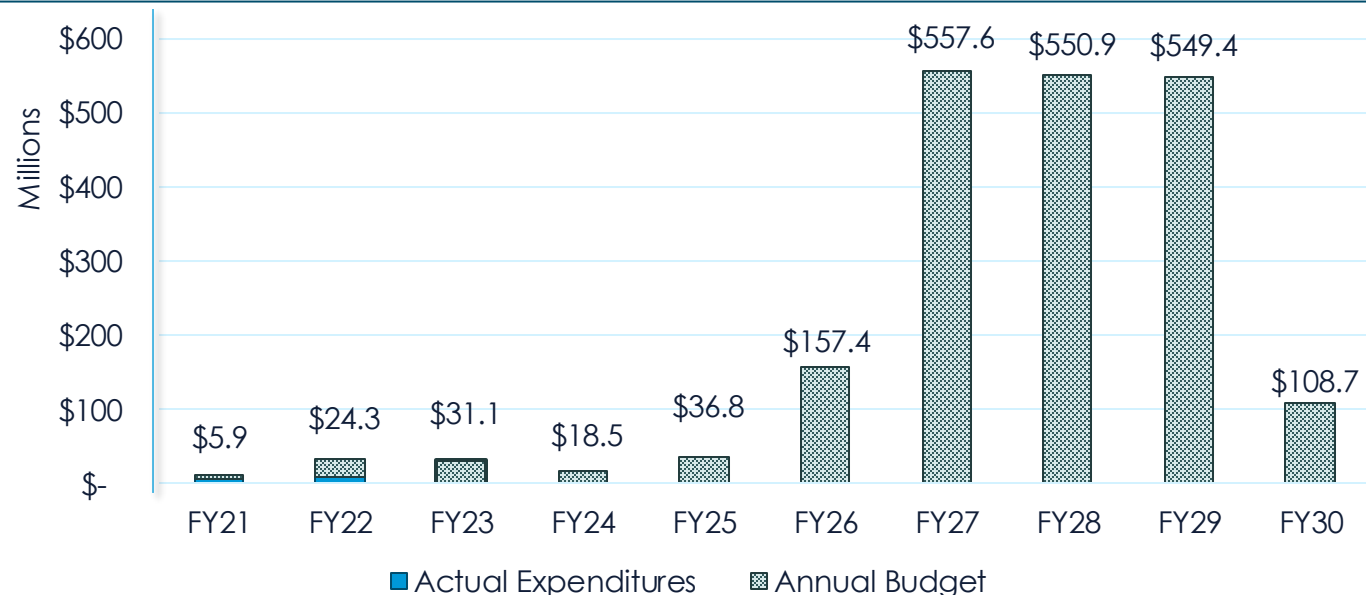
Capital Projects: Long Bridge

| Project Information | | | Financial Information (\$M) | | | | |
|---------------------|--------------|----------------|-----------------------------|---------------------------|----------------------|-----------------|--------------|
| Completion Year | Project Lead | Project Status | Project Cost | Inception to Date Expense | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (%) |
| 2030 | VPRA | 15% Design | \$2 B | \$15.1 | \$11.0 | \$ 0.5 | 95% |

NOTES:

The design team is working towards draft 30% plans by Q1 2023. The pedestrian bridge scope is being coordinated with DDOT and NPS. **Notice of Intent for Award has been established for the Project Management Support Services (PMSS) contract to assist with delivery of the project through design and construction. Award is anticipated in early Q1.** The project will have two design-build contracts: one for work in Virginia and over the Potomac River, and one for the remainder of the work in the District of Columbia.

Note: **Bold** indicates new information.



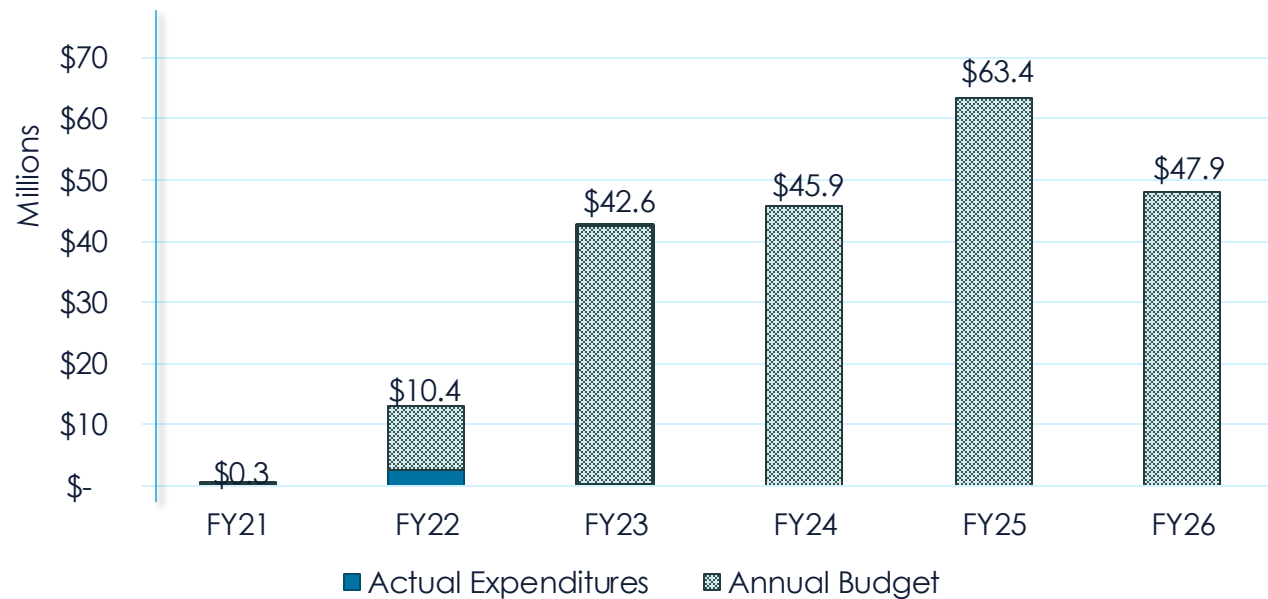
Capital Projects: Alexandria 4th Track

| Project Information | | | Financial Information (\$M) | | | | |
|---------------------|--------------|----------------|-----------------------------|---------------------------|----------------------|-----------------|--------------|
| Completion Year | Project Lead | Project Status | Project Cost | Inception to Date Expense | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (%) |
| 2026 | CSX | 30% Design | \$210 M | \$3.4 | \$19.0 | \$0.6 | 97% |

NOTES:

The 30% AF-RO conformed design plans have been finalized and design is advancing to 60%. **VPRA has completed the draft feasibility study for the King & Commonwealth rail bridges. A virtual public meeting was held on 11/2/2022, and comments on the feasibility study are requested by 12/02/2022. VPRA also presented the feasibility study for King & Commonwealth to the Alexandria Transportation Commission on 11/16/2022. Final design of the King & Commonwealth bridges will be completed as a separate project from Alexandria 4th Track.**

Note: **Bold** indicates new information.



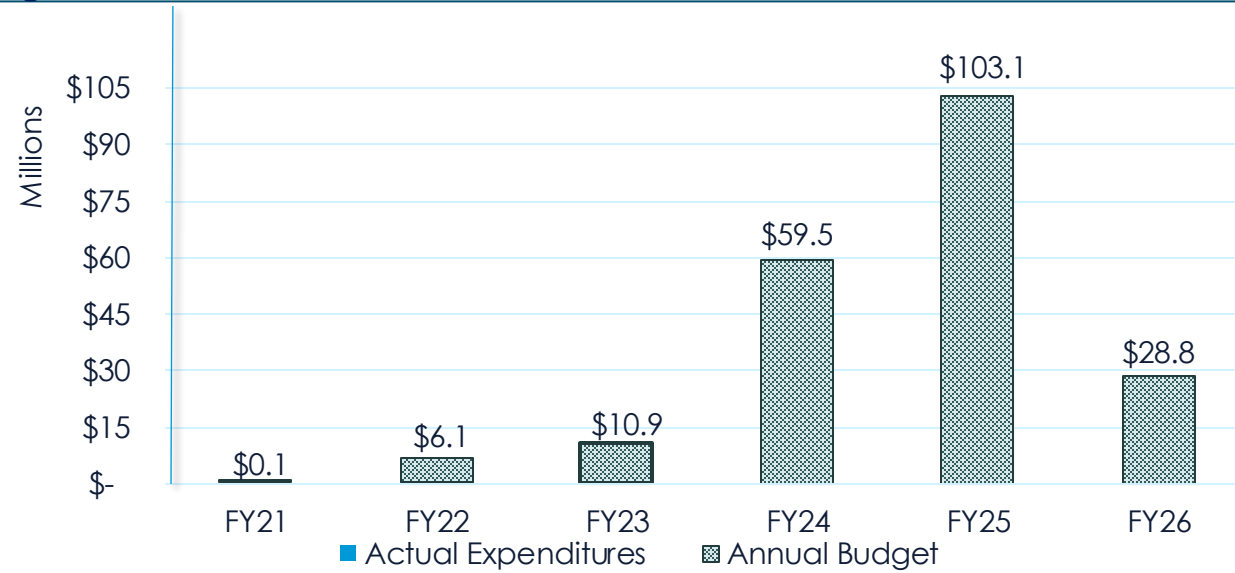
Capital Projects: Franconia to Lorton 3rd Track

| Project Information | | | Financial Information (\$M) | | | | |
|---------------------|--------------|----------------|-----------------------------|---------------------------|-----------------|-----------------|--------------|
| Completion Year | Project Lead | Project Status | Project Cost | Inception to Date Expense | FY23 YTD Budget | FY23 YTD Actual | Variance (%) |
| 2026 | CSX | 30% Design | \$241 M | \$1.2 | \$3.6 | \$0.3 | 92% |

NOTES:

NTP was issued to CSXT on March 15, 2022. Track concept plans have been developed by CSX and were submitted in September for VPRA review. **The submission of the draft 30% plan deliverable is anticipated in January 2023.** Funding agreements are being coordinated with VDOT and Fairfax County for bridges over Route 1 and Newington Rd.

Note: **Bold** indicates new information.



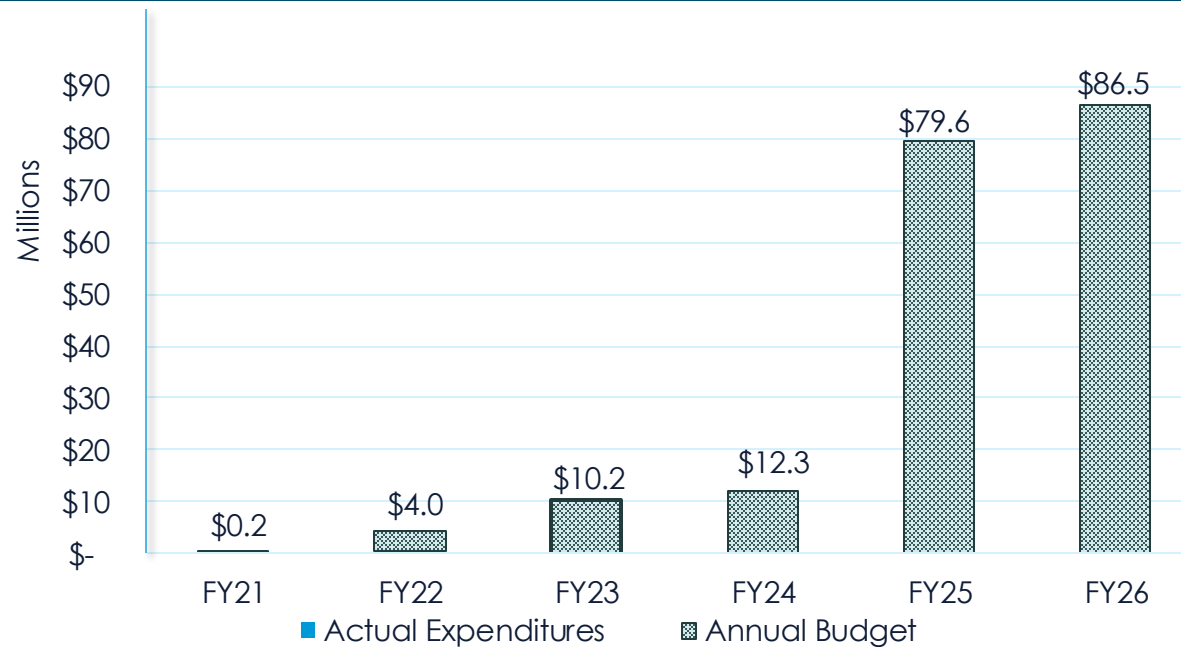
Capital Projects: Franconia-Springfield Bypass

| Project Information | | | Financial Information (\$M) | | | | |
|---------------------|--------------|----------------|-----------------------------|---------------------------|----------------------|-----------------|--------------|
| Completion Year | Project Lead | Project Status | Project Cost | Inception to Date Expense | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (%) |
| 2026 | VPRA | 15% Design | \$209 M | \$1.0 | \$2.6 | \$ 0.6 | 77% |

NOTES:

PE (30% design) was awarded to Parsons in Spring 2022. Concept alignments have been coordinated with the CSXT Third Track Project. **Review comments for the 15% plan set submittal are being reviewed by Parsons. The submission of draft 30% plans is scheduled for January 2023.**

Note: **Bold** indicates new information.



Other Capital Projects Updates

| Project | Project Cost (\$M) | Completion Year | Project Lead | CD | PE | EC | FD | CN | Notes |
|--|--------------------|-----------------|--------------|----|----|----|----|----|--|
| King and Commonwealth (Engineering Only) | \$3M | 2026 | CSX | ■ | ● | ● | | | The VPRA Board approved a resolution on 10/20/2022 to authorize an additional \$2.3M to complete final design. An agreement for final design was executed with CSX on 10/20/2022. |
| Newington Road RR Bridge | \$36 | 2025 | CSX | ■ | ● | ■ | | | Incorporated into Franconia-Lorton project, grant pre-award activities underway. |
| Route 1 RR Bridge | \$57 | 2025 | CSX | ■ | ● | ■ | | | Incorporated into Franconia-Lorton project. VDOT and VPRA negotiating draft administrative agreement. |
| Potomac Creek Third Track (Siding A) | \$108 | 2025 | CSX | ■ | ● | ■ | | | Project Authorization Notice was executed with CSX on November 10, 2022. Project was entered into the region's long-range plan 3/2022. Entry into regional TIP Fall 2022. |
| Woodford to Milford Third Track (Siding B) | \$67 | 2025 | CSX | ● | | ■ | | | Draft Project Authorization Notice with CSXT targeted Q1 2023 . Project will be entered into the Rural Plan LRTP in 2023. |
| Hanover Third Track (Siding C) | \$59 | 2025 | CSX | ● | | ■ | | | Draft Project Authorization Notice with CSXT targeted Q1 2023. |
| New River Valley Improvements | \$74 | 2026 | VPRA | ● | | ● | | | VPRA issued NTP on November 17th to STV for Environmental Review & Conceptual Design (GPC) of NRV station platform and associated appurtenances. A consultant will be selected for PE design (GEC) of the Virginia Line Safety Improvements by December 12, 2022. \$2M earmark included in U.S. Senate draft Appropriations Bill. |



CD = Conceptual Design;

■ = Complete

PE = Preliminary Engineering;

● = Ongoing

EC = Environmental Clearance;

▲ = On Hold

FD = Final Design;

CN = Construction

Note: **Bold** indicates new information.



Capital & Operating Grants Updates

Capital & Operating Grant Expenditures – October FY2023

See [Capital Grants Update](#) for variance explanation.

Note: The FY22 year-end accrual reversal has been recorded. Grants will carry negative balances until the FY22 reimbursement requests are received.

| Project Description (in millions) | Grantee | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) |
|---|---------------------|----------------|----------------------------|-----------------------|------------------|
| Crystal City Platform | VRE | \$0.7 | \$0.2 | - | \$0.2 |
| L'Enfant Platform | VRE | 1.4 | 0.5 | - | 0.5 |
| Alexandria Station Pedestrian Tunnel | VRE | 3.8 | 1.3 | - | 1.3 |
| Brooke & Leeland Road Station Improvements | VRE | 2.9 | 1.0 | - | 1.0 |
| Broad Run Station & 3rd Track Improvements | VRE | 33.0 | 11.0 | (0.5) | 11.5 |
| Manassas Station and Platform Extension | VRE | 0.3 | 0.1 | - | 0.1 |
| Manassas Park Parking Garage and Bridge | VRE | 21.4 | 7.1 | - | 7.1 |
| Real Time Multimodal Information | VRE | 1.8 | 0.6 | - | 0.6 |
| Quantico Station Improvements | VRE | 10.2 | 3.4 | (6.7) | 10.1 |
| Rolling Road Platform Extension | VRE | - | - | (0.3) | 0.3 |
| Crossroads Storage Expansion | VRE | 0.4 | 0.1 | - | 0.1 |
| Track Lease Payment-Amtrak | VRE | 5.7 | 1.9 | - | 1.9 |
| Track Lease Payment-Norfolk Southern | VRE | 2.7 | 0.9 | - | 0.9 |
| Newport News Station, Platform, and Service Facility | Newport News | 5.0 | 1.7 | 1.4 | 0.3 |
| Ettrick Station Improvements – State-of-Good-Repair | Chesterfield County | 0.5 | 0.2 | - | 0.2 |
| Arkendale to Powell's Creek Third Track | CSX | 5.5 | 1.8 | 0.5 | 1.3 |
| Amtrak Passenger Information Display System: Ashland & Richmond Main St. Stations | Amtrak/DRPT | 0.4 | 0.1 | - | 0.1 |
| Station Program & Planning | Amtrak | 2.4 | 0.8 | - | 0.8 |
| Positive Train Control | Amtrak | 15.4 | 5.1 | - | 5.1 |
| Amtrak Train Equipment - New Service | Amtrak | 16.0 | 5.3 | - | 5.3 |
| Western Rail Initiative Grant | Norfolk Southern | 26.2 | 13.1 | 13.1 | - |
| Roanoke Yard Improvements | Norfolk Southern | 20.0 | 6.7 | 0.9 | 5.8 |
| S-Line Planning & Development | Various | 1.0 | 0.3 | - | 0.3 |
| DRPT Managed | Various | 9.1 | 3.0 | - | 3.0 |
| Total | | \$185.8 | \$66.2 | \$8.4 | \$57.8 |



Capital & Operating Grants Update

| Project | Project Cost | Completion Year | Project Lead | CD | PE | EC | FD | CN | Notes |
|---|--------------|-----------------|--------------|----|----|----|----|----|---|
| Nokesville to Calverton (Western Rail Initiative Grant) | \$50 | 2025 | NS | ● | ● | | | | 7 miles of double track by grant to NS. Completion of definitive agreements 1/10/22; Financial close occurred in June, NS to bill VPRA for ongoing design work. |
| Roanoke West Yard | \$37 | 2025 | NS | ● | ● | | | | Bypass Track. Grant to NS. Completion of definitive agreements 1/10/22; Financial close occurred in June, NS to bill VPRA for ongoing design work. Horizontal track layout plans are expected from NS in Q1 2023. |
| Arkendale to Powell's Creek Third Track | \$101 | 2023 | CSX | ■ | ■ | ■ | ■ | ● | CSX is performing track and signal work at the northern project limits, including constructing a turnout at North Possum Point. CSX to perform track work in the Quantico Station area beginning in Spring 2023 in coordination with VRE construction activities at Quantico Station. Estimated completion December 2023. |
| Quantico Station | \$24 | 2023 | VRE | ■ | ■ | ■ | ■ | ● | VRE led project, CSX will construct track. Construction ongoing. VRE coordinated with Fish and Wildlife Service to document an abandoned eagle nest that was re-established beyond the station project limits. The related time of year restriction for construction activities has been lifted. Estimated completion December 2023. |
| Newport News Station | \$44 | 2023 | City of NPN | ■ | ■ | ■ | ■ | ● | Relocation and construction of a new multimodal transportation center on Bland Boulevard. \$20.5M from VPRA. Estimated completion Fall 2023. 70% complete. \$1.2M earmark included in U.S. Senate draft Appropriations Bill. |



CD = Conceptual Design;

PE = Preliminary Engineering;

EC = Environmental Clearance;

FD = Final Design;

CN = Construction

■ = Complete

● = Ongoing

▲ = On Hold

Note: **Bold** indicates new information.



Revenue & Investment Updates

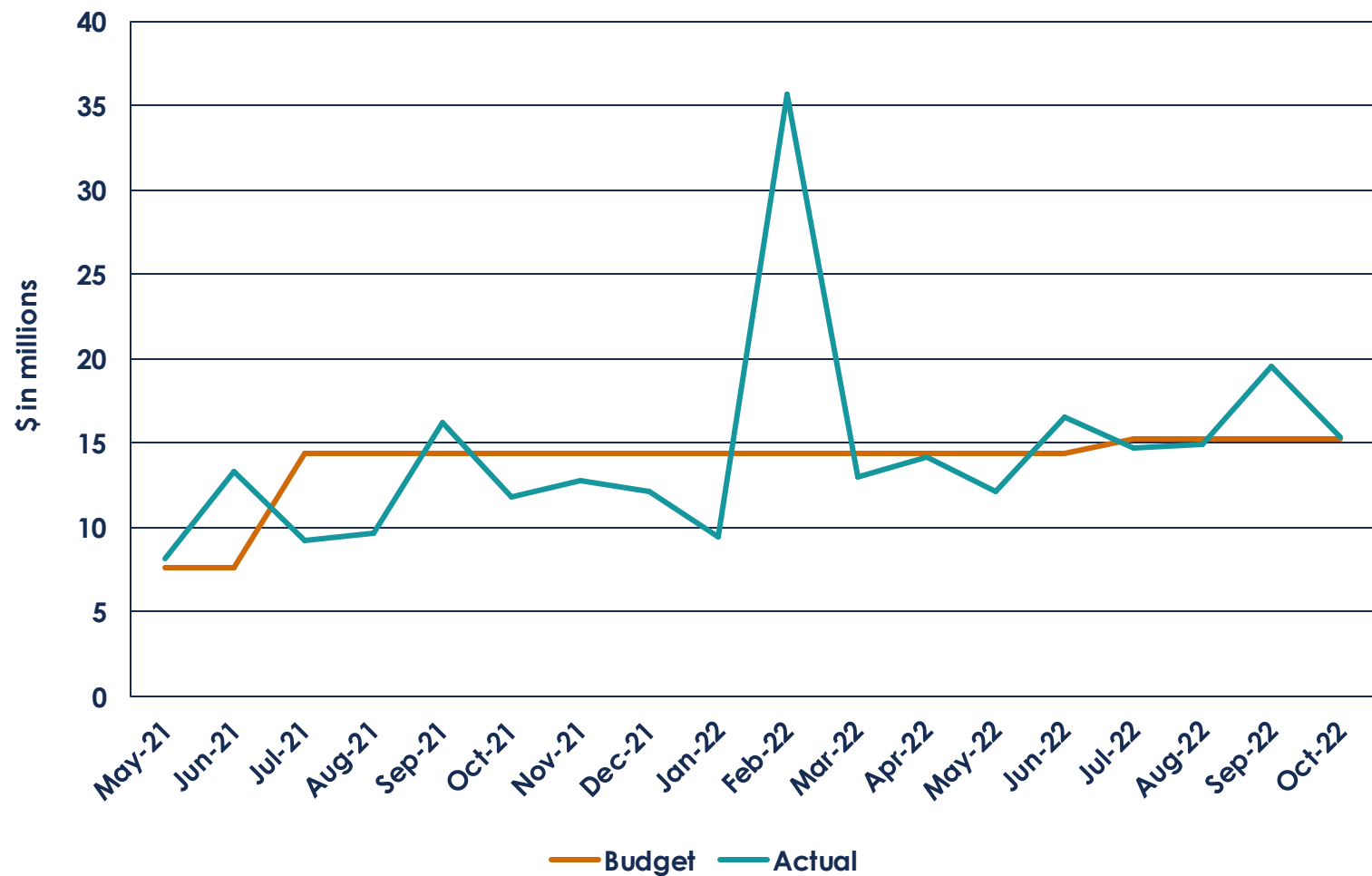
VPRA Financial Report Summary – October FY2023

| Budget Component (in millions) | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance | |
|-----------------------------------|----------------|----------------------------|-----------------------|----------|-----|
| | | | | \$ | % |
| Operations | \$123.9 | \$34.1 | \$29.2 | \$4.9 | 14% |
| Capital Projects | 290.0 | 57.0 | 5.5 | 51.5 | 90% |
| Capital & Operating Grants | 185.8 | 66.2 | 8.4 | 57.8 | 87% |
| Total | \$599.7 | \$157.3 | \$43.1 | \$114.2 | 73% |

VPRA Monthly Revenues

Rolling 18-Month Trend Analysis

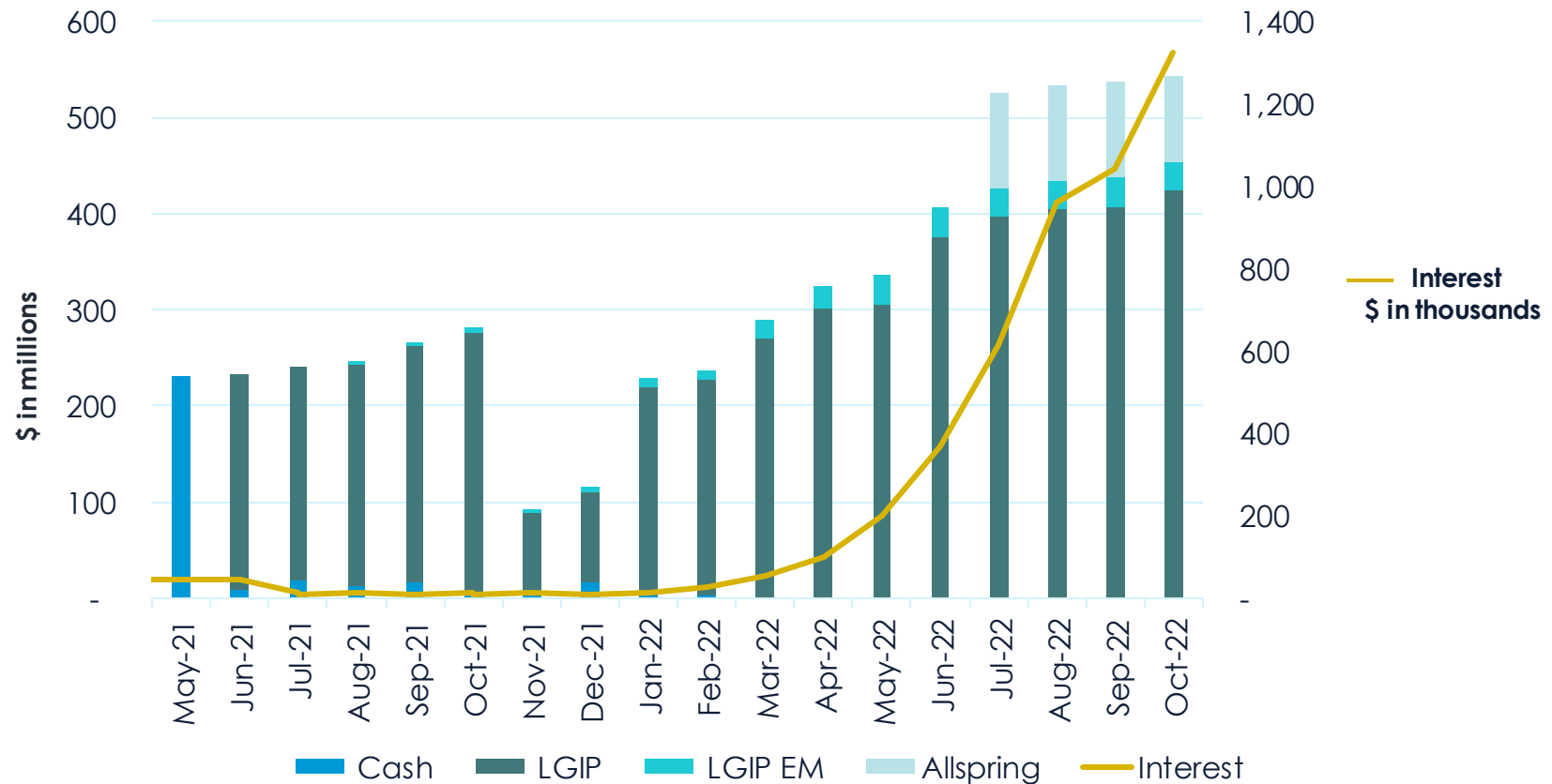
- FY23 CRF revenues are projected to be \$183.2M.
- In October, CRF revenues were \$15.4M, exceeding the monthly estimate by \$0.1M. The year-to-date excess is \$3.2M above the forecast.



VPRA Cash/Investment Mix & Interest

Rolling 18-Month Trend Analysis

- As of Oct 31, 2022, VPRA's \$554.5M of investments consist of the following:
 - \$424.4M in LGIP
 - \$29.8M in LGIP Extended Maturity
 - \$100.3M in Allspring Portfolio
- The FY23 increase results from the collection of:
 - \$64M of CRF revenues
 - \$127M CROC Bonds & Paygo
- Monthly interest earned in October was over \$1.3M, a substantial increase from \$6K in December 2021.



VPRA Investments: Principal

As of October 31, 2022

| | Historical Book Value* | Market Value | Gain/(Loss) (\$) | Gain/(Loss) (%) |
|------------------|---------------------------|-----------------|---------------------|--------------------|
| LGIP EM | 30,165,271 | 29,806,937 | (358,334) | (1.2%) |
| Allspring | 100,293,348 | 99,583,723 | (709,624) | (0.7%) |

LGIP EM

Currently, the investment pool has a 1.2% market value loss which is attributable to the continued rise in interest rates. As assets in the portfolio are reinvested in higher-yield securities, the market value is expected to rebound. The VPRA has the ability and intent to hold this investment until the market value has rebounded.

Allspring

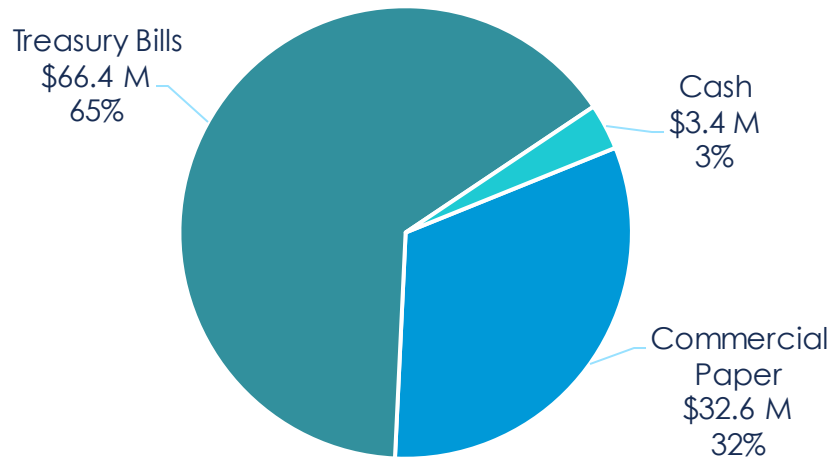
The unrealized loss relates to the \$65M of treasury bills which were purchased at a discount. We do not anticipate selling any treasury bills prior to them maturing at face value, therefore the unrealized loss will not be recognized. The treasury bills in VPRA's portfolio have an average maturity of one year.

**Investment book value is as of the date of purchase.*

VPRA Investments: Liquidity

As of October 31, 2022

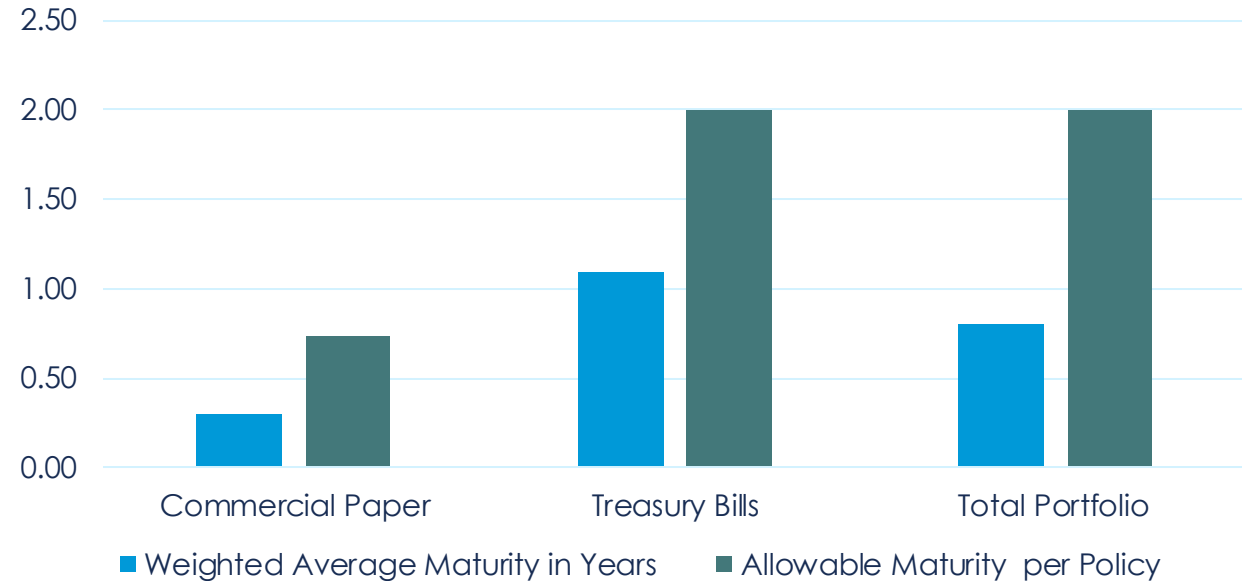
Portfolio Limits



Allowable % per Policy

| | |
|------------------|------|
| Commercial Paper | 35% |
| Treasury Bills | 100% |

Weighted Average Maturity in Years



VPRA's investment portfolio currently holds \$68M of short-term investments. Due to the anticipation of further interest rate increases, the strategy to maintain shorter maturity will allow investment at a preferential rate in the near term.

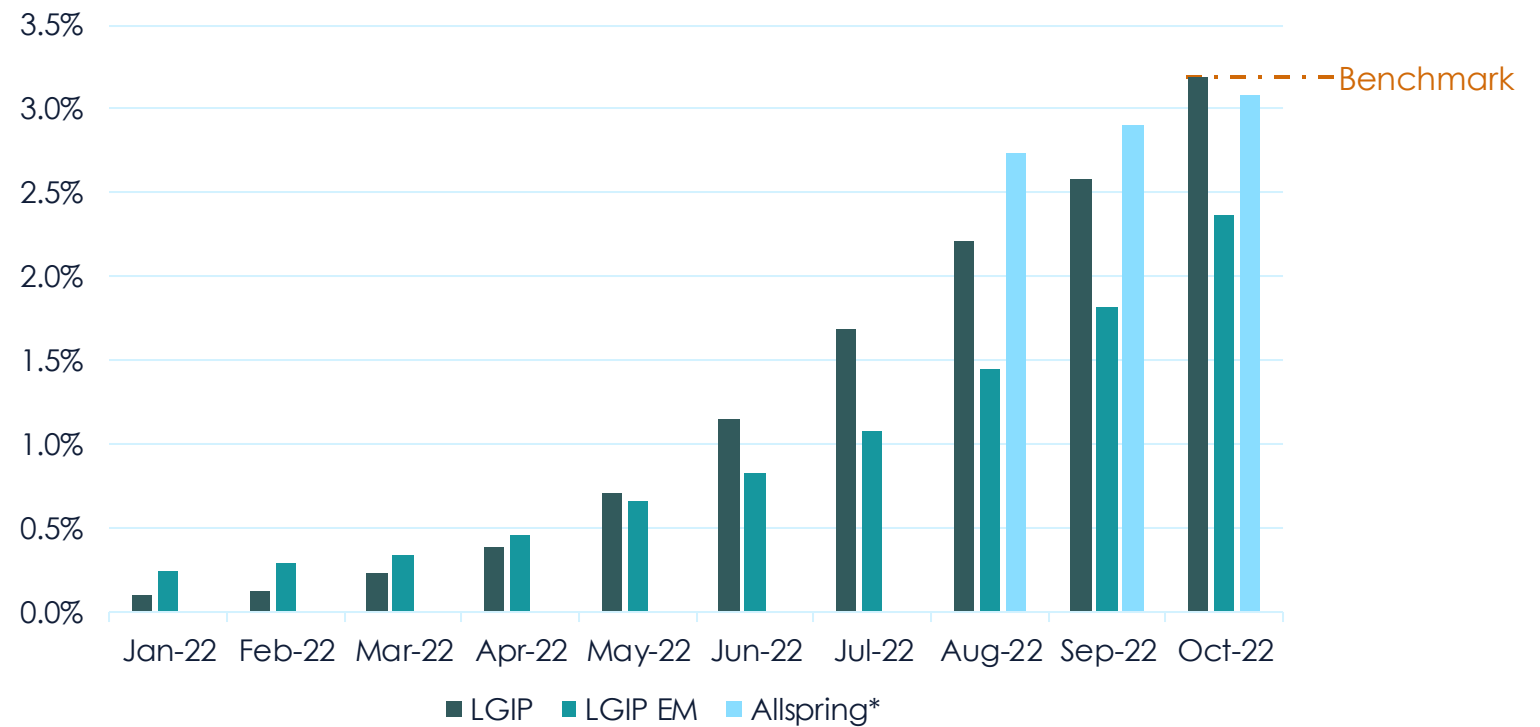
**Quarterly
Average
ESG Score**

ESGiQ Score reported through September 30, 2022 was **4/5**. This score is compliant with VPRA'S Investment Policy to maintain an above average score (over 3.5).

VPRA Investment: Return

2022 Calendar Year Trend Analysis

- The October Allspring Effective Yield of 3.1% was lower than the benchmark of 3.2%.
- VPRA is monitoring the effective yield produced by Allspring as the portfolio is established.
- As a result, VPRA has retained the majority (over 75%) of its cash in the LGIP.



**Allspring's Effective Yield has been reduced by investment management & custodian fees.*

Federal Funding Status

| Project | Federal Programs | Requested Amount | Awarded Amount |
|---|--|------------------|----------------|
| Long Bridge Pedestrian Bridge | US DOT - RAISE | 25,000,000 | 20,000,000 |
| New Long Bridge | FRA - MPDG | 300,000,000 | Open |
| Franconia Bypass | FRA - CRISI | 100,000,000 | Open |
| Northern Virginia Core Capacity Project (Long Bridge, Alexandria 4 th Track) | FTA - Capital Investment Grant(CIG) Program* | TBD | |

*FTA's CIG Program is a unique multi-step, multi-year process in which VPRa entered the FTA's pipeline in November of 2021 and is expected to progress to the next step by the end of 2023.

| Project | Congressionally Directed Spending (CDS) | Amount Requested | Appropriations Amount | Awarded Amount |
|---|---|------------------|-----------------------|----------------|
| New River Valley Passenger Service Ext. | FY23 Federal CDS Request** | 10,000,000 | 2,000,000 | Open |
| Newport News Station | FY23 Federal CDS Request** | 1,200,000 | 1,200,000 | Open |
| Long Bridge Pedestrian Bridge | FY23 Federal CDS Request** | 10,000,000 | - | - |

** CDS Requests are in the Senate version of the Appropriations Bill, pending passage.





THANK YOU

Questions?

Appendix A – FY23 Train Operations by Route

| | Route 46 Roanoke - 2 Trains - | | | Route 47 Newport News - 2 Trains - | | | Route 50 Norfolk - 3 Trains - | | | Route 51 Richmond - 1 Train - | | | Total Train Operations | | |
|--|----------------------------------|-----------------------|------------------|---------------------------------------|-----------------------|------------------|----------------------------------|-----------------------|------------------|----------------------------------|-----------------------|------------------|----------------------------|------------------------|------------------|
| Train Operations Category (in millions) | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) | FY23 Pro Rata Budget | YTD Actual Total | Variance (\$) |
| Revenues | | | | | | | | | | | | | | | |
| Train Revenue | \$2.2 | \$2.5 | \$0.3 | \$2.7 | \$2.9 | \$0.2 | \$2.9 | \$3.8 | \$0.9 | \$0.6 | \$0.7 | \$0.1 | \$8.4 | \$9.9 | \$1.5 |
| Food Service Revenue | 0.1 | 0.1 | 0.0 | 0.1 | 0.0 | (0.1) | \$0.1 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.0 |
| Other Revenue | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | \$0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.0 |
| NEC Through Revenue | 1.8 | 2.1 | 0.3 | 1.9 | 2.1 | 0.2 | \$2.5 | 3.0 | 0.5 | 0.8 | 1.2 | 0.4 | 7.0 | 8.4 | 1.4 |
| Total Train Operating Revenues | \$4.2 | \$4.8 | \$0.6 | \$4.8 | \$5.1 | \$0.3 | \$5.6 | \$7.1 | \$1.5 | \$1.4 | \$1.9 | \$0.5 | \$16.0 | \$18.9 | \$2.9 |
| Expenses | | | | | | | | | | | | | | | |
| Route Costs and Additives | 4.4 | 3.1 | (1.3) | 3.6 | 3.2 | (0.4) | 6.4 | 4.4 | (2.0) | 1.0 | 1.3 | 0.3 | 15.4 | 12.0 | (3.4) |
| Fuel Costs | 0.4 | 0.7 | 0.3 | 0.3 | 0.3 | 0.0 | 0.4 | 0.5 | 0.1 | 0.1 | 0.1 | 0.0 | 1.2 | 1.6 | 0.4 |
| Host Railroad Costs | 0.3 | 0.1 | (0.2) | 0.1 | 0.1 | 0.0 | 0.4 | 0.2 | (0.2) | 0.1 | 0.1 | 0.0 | 0.9 | 0.5 | (0.4) |
| Host RR Performance Incentives | 0.1 | 0.2 | 0.1 | 0.2 | 0.0 | (0.2) | 0.5 | 0.4 | (0.1) | 0.1 | 0.0 | (0.1) | 0.9 | 0.6 | (0.3) |
| NEC Through Credit Expense | 1.1 | 2.5 | 1.4 | 1.3 | 1.5 | 0.2 | 1.8 | 3.1 | 1.3 | 0.4 | 0.8 | 0.4 | 4.6 | 7.9 | 3.3 |
| Total Train Operations Expense | \$6.3 | \$6.6 | \$0.3 | \$5.5 | \$5.1 | (\$0.4) | \$9.5 | \$8.6 | (\$0.9) | \$1.7 | \$2.3 | \$0.6 | \$23.0 | \$22.6 | (\$0.4) |
| Capital Equipment Maintenance | 0.3 | 0.5 | 0.2 | 0.5 | 0.6 | 0.1 | 1.1 | 0.9 | (0.2) | 0.2 | 0.2 | 0.0 | 2.1 | 2.2 | 0.1 |
| Other Operating Expense | 2.3 | 0.3 | (2.0) | 1.1 | 0.4 | (0.7) | 1.6 | 0.5 | (1.1) | 0.6 | 0.2 | (0.4) | 5.6 | 1.4 | (4.2) |
| Net Operating Income/(Loss) | (\$4.7) | (\$2.6) | \$2.1 | (\$2.3) | (\$1.0) | \$1.3 | (\$6.6) | (\$2.9) | \$3.7 | (\$1.1) | (\$0.8) | \$0.3 | (\$14.7) | (\$7.3) | \$7.4 |
| Total Federal Credits Applied | 0.3 | 0.2 | (0.1) | 0.8 | 1.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.4 | 0.2 | (0.2) | 1.5 | 1.4 | (0.1) |

- Train operations are reported on a one-month lag; pro rata budget and YTD actuals included are through September.