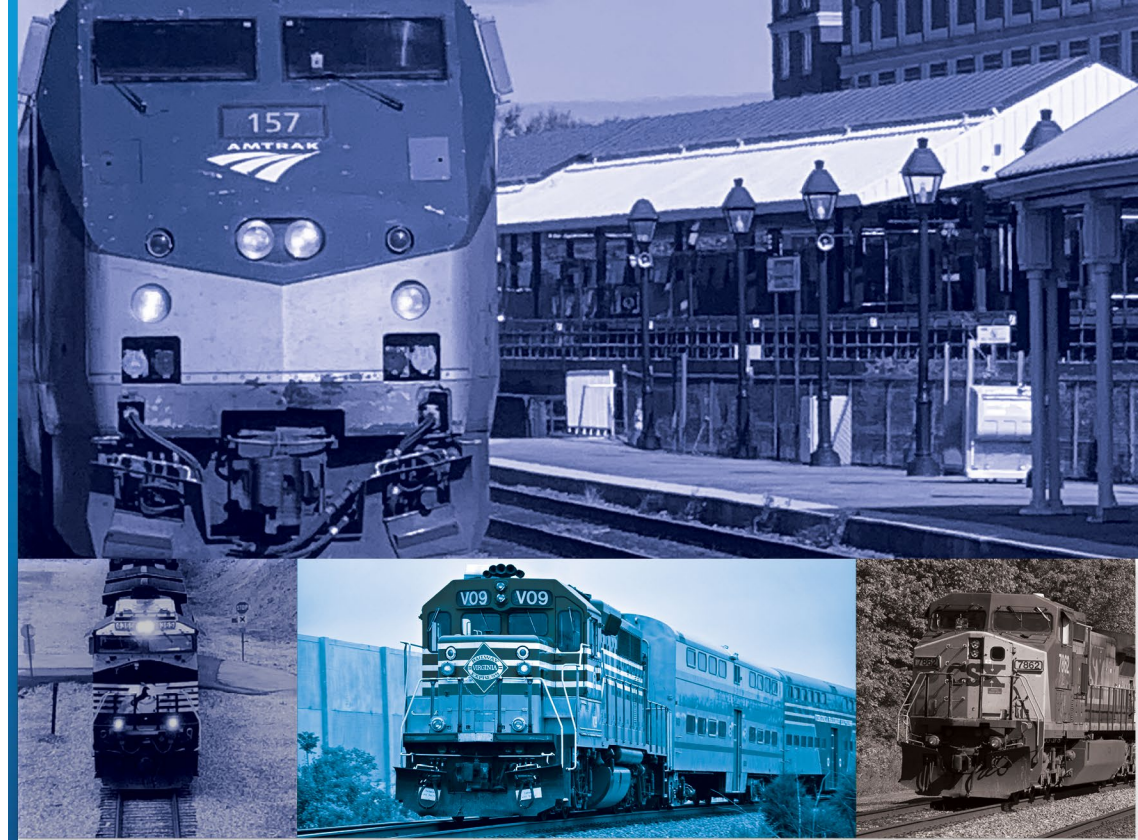


January 2023

# Executive Director's Report





# Executive Director Update

DJ Stadtler, Executive Director, VPRA

# Administrative Updates

- Amtrak announced new dual power Airo trainsets in December. Beginning 2026, existing rolling stock nationwide will be replaced to enhance the customer experience with a focus on safety, reliability, and sustainability. They will also improve efficiency and reduce dwell times at Union Station by 15-20 minutes as locomotives will not be changed out.
- To promote transportation to younger audiences and encourage lifelong travel habits, eligible Amtrak children's tickets (ages 2-12) will be 50% off nationwide starting in February.





# VPRA Organizational Updates

## **Staffing** (as of 1/10/23)

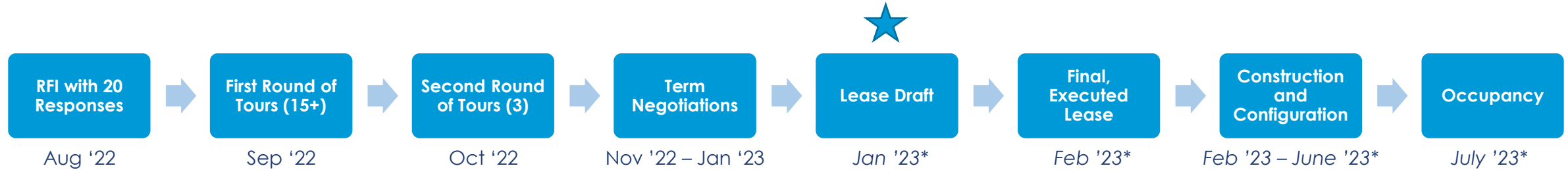
- Employee Count: 39 FTEs, 1 PTE
- Current Openings: 7
- Offers Accepted: 1

## **January Hiring Activity**

- Stephen Barna, Project Manager (Franconia) – started 1/10/23
- Christine Fix, Director of Planning – starting 1/25/23



# NoVA Facilities Update



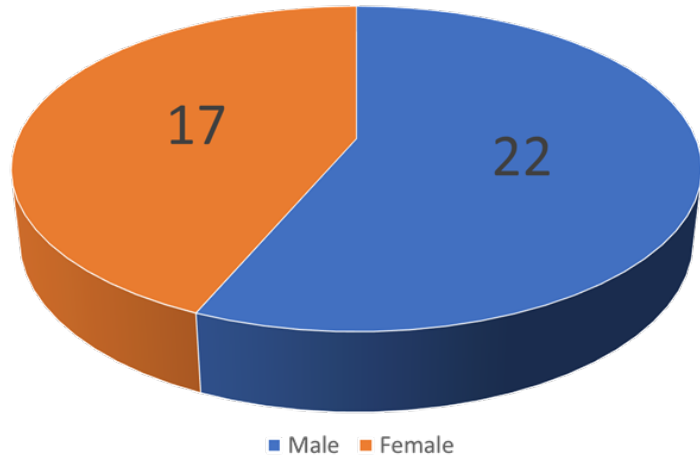
# Short-Term Incentive (STI) Program

- Annual incentive program
- Aligned with market and VPRA philosophy
- Rewards organizational performance
- Payout based on goal accomplishment
- Partial payouts are possible, percentages represent maximum payout if ALL goals are met or exceeded
- Lump sum payment as a percentage of annual salary

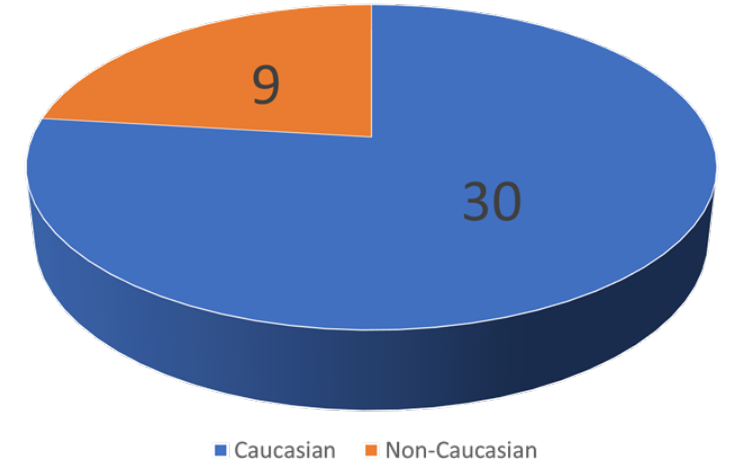
| Level        | Sample Title             | STI Target          |
|--------------|--------------------------|---------------------|
| E3           | Executive Director       | Determined by Board |
| E2           | Chief                    | 20%                 |
| E1           | Vice President           | 15%                 |
| M4 / P5      | Senior Director          | 15%                 |
| M3 / P4      | Director                 | 12%                 |
| M2 / P3      | Senior Manager           | 12%                 |
| M1 / P2 / S4 | Manager                  | 8%                  |
| P1 / S3      | Coordinator / Specialist | 8%                  |
| S2           | Senior Assistant         | 5%                  |
| S1           | Assistant                | 5%                  |

# VPRA Organizational Updates (continued)

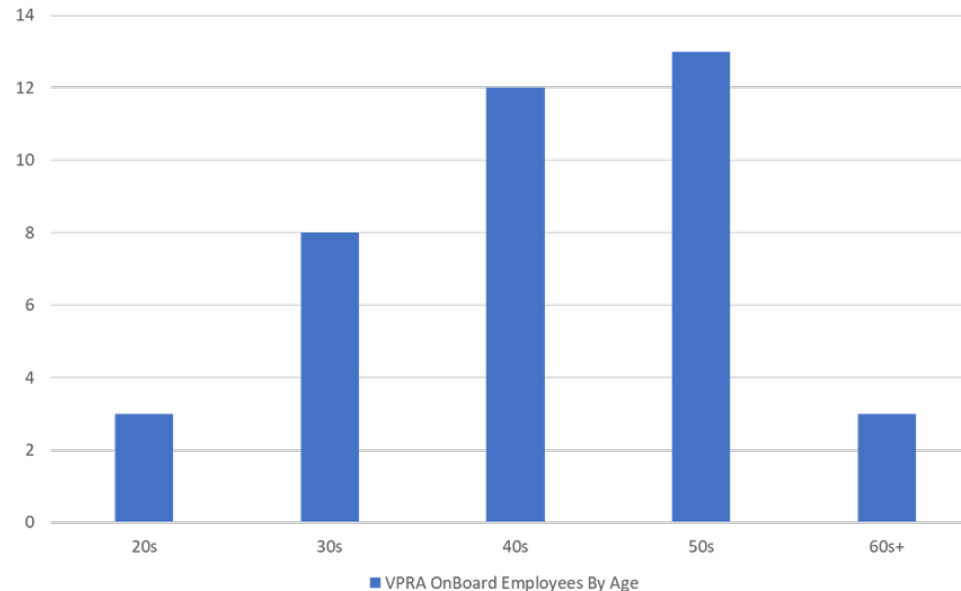
VPRA OnBoard Employees By Gender



VPRA OnBoard Employees By Race



VPRA OnBoard Employees By Age



Data includes employees on board as of **1/10/2023**.

Data does not include those who have accepted offers but are not yet on board.



# FY23 STI Goals

- Increase ridership by 10% (state FY23 ridership compared to state FY19 ridership) while achieving a cost recovery goal of 60%, which is 11% higher than the Board-adopted budget
- Advance key milestones for Long Bridge
  - Execute contract for Long Bridge project support by February 28, 2023
  - Achieve 30% design by May 1, 2023
  - Release both Northern and Southern RFQs for Long Bridge no later than June 30, 2023
- Achieve 30% design of Franconia Bypass by June 30, 2023
- Ensure the organization can deliver against its goals with the right staffing and resources
  - Secure dedicated office space in Northern Virginia by May 31, 2023
  - Implement the first phase of our Enterprise Resource Planning (ERP) initiative by July 31, 2023
  - Establish bench contracts for Finance, Engineering, and Planning no later than March 31, 2023

# FY2023 Budget Adjustments –December FY2023

| Budget Line                                   | Budget Component | Approved Budget | Revised Budget | Delegated Authority Applied  | Description of Change  |
|---|------------------|-----------------|----------------|--|--|
| NRV Service Facility & Feasibility Assessment | Capital Projects | \$ -            | \$876,000      | Added budget to fund project, which is less than \$1M and .03% of the total FY23 capital project budget. | VPRA will assess feasibility for service facility site and other passenger service infrastructure. |



# Operations Updates



# Administrative Budget – December FY2023

| Expense Category          | FY23 Budget         | FY23 Pro Rata Budget | FY23 YTD Actual    | Variance (\$)    |
|---------------------------|---------------------|----------------------|--------------------|------------------|
| Payroll & Benefits        | \$7,390,000         | \$3,695,000          | \$3,255,054        | \$439,946        |
| Professional Services     | 1,010,000           | 505,000              | 647,117            | (142,117)        |
| Information & Technology  | 831,000             | 415,500              | 385,822            | 29,678           |
| Building & Office Related | 531,000             | 265,500              | 350,410            | (84,910)         |
| Other Employee Costs      | 460,000             | 230,000              | 165,772            | 64,228           |
| <b>Total</b>              | <b>\$10,222,000</b> | <b>\$5,111,000</b>   | <b>\$4,804,175</b> | <b>\$306,825</b> |

- 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.
- 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 Budget – December FY2023

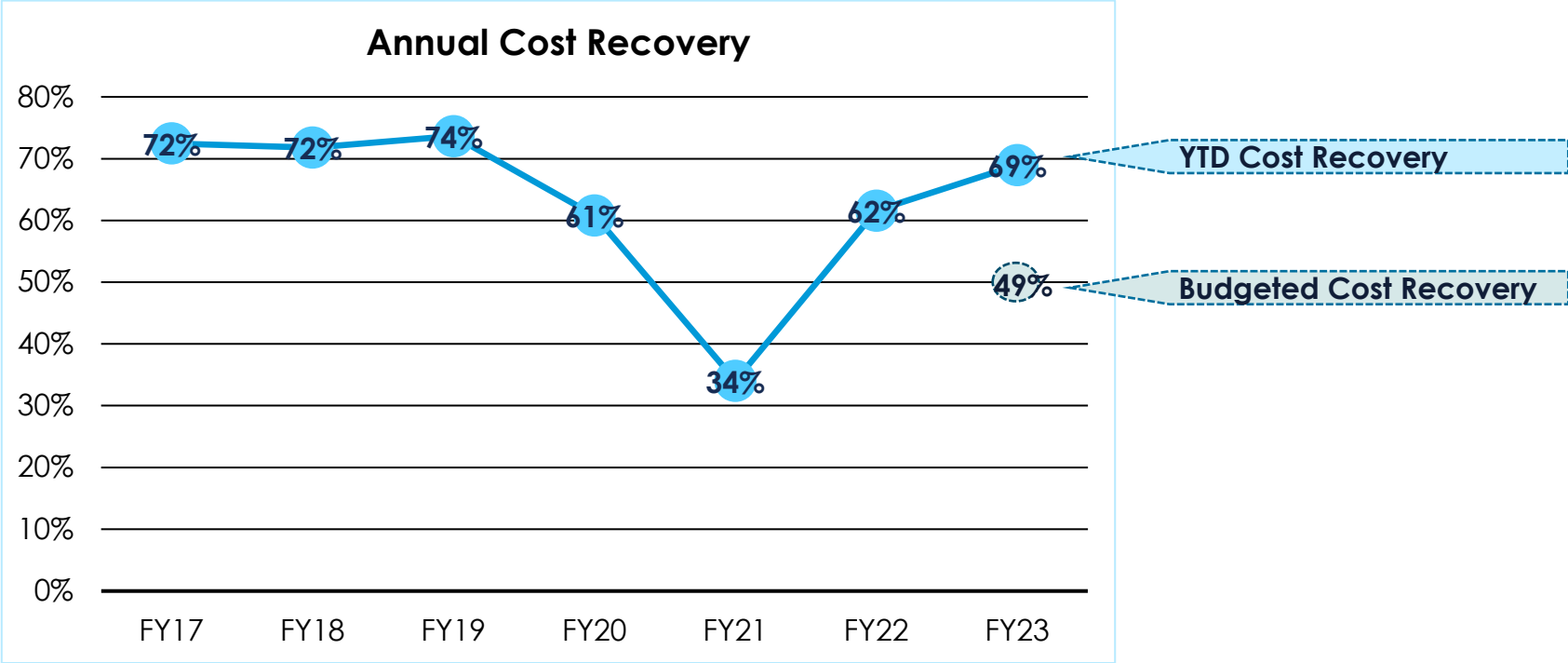
- Train operating revenues exceeded the Pro Rata budget by \$8.6M. Strong coordination with the Amtrak Revenue Management team over the last quarter has had a positive impact on train revenues.
- Train operations expenses are currently \$0.9M under budget, however, upward adjustment is expected in the 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 November. Other Operating Expenses budget and YTD actuals included are through December.*



| Operations Category<br>(in millions)                     | FY23<br>Budget | FY23<br>Pro Rata<br>Budget | FY23<br>YTD<br>Actual | Variance<br>(\$) |
|--|----------------|----------------------------|-----------------------|------------------|
| <b>Train Operating Revenues</b>                          |                |                            |                       |                  |
| Train Revenue  | \$33.1         | \$13.8                     | \$18.5                | (\$4.7)          |
| Food Service Revenue                                     | 1.0            | 0.3                        | 0.7                   | (0.4)            |
| Other Revenue  | 0.6            | 0.3                        | 0.5                   | (0.2)            |
| NEC Through Revenue                                      | 28.0           | 11.7                       | 15.0                  | (3.3)            |
| <b>Total Train Operating Revenues</b>                    | <b>\$62.7</b>  | <b>\$26.1</b>              | <b>\$34.7</b>         | <b>(\$8.6)</b>   |
| <b>Train Operations Expenses</b>                         |                |                            |                       |                  |
| Route Costs and Additives                                | 61.2           | 25.5                       | 20.7                  | 4.8              |
| Fuel Costs   | 4.1            | 1.7                        | 2.3                   | (0.6)            |
| Host Railroad Costs                                      | 3.3            | 1.4                        | 0.8                   | 0.6              |
| Host RR Performance Incentives                           | 3.0            | 1.3                        | 1.3                   | -                |
| NEC Through Credit Expense                               | 18.4           | 7.7                        | 11.6                  | (3.9)            |
| <b>Total Train Operations Expense</b>                    | <b>\$90.0</b>  | <b>\$37.6</b>              | <b>\$36.7</b>         | <b>\$0.9</b>     |
| <b>Other Operating Expenses</b>                          |                |                            |                       |                  |
| Capital Equipment Maintenance                            | 6.7            | 3.4                        | 3.1                   | 0.3              |
| Bedford Amtrak Thruway Intercity Bus Connector           | 0.4            | 0.2                        | -                     | 0.2              |
| Amtrak Marketing   | 0.9            | 0.4                        | 0.2                   | 0.2              |
| I-95 Corridor Maintenance of Way (VRE Access Rate)       | 7.8            | 3.9                        | 0.6                   | 3.3              |
| Western Rail Maintenance of Way                          | 2.1            | 1.1                        | -                     | 1.1              |
| Western Rail Access Fee                                  | 3.7            | 1.9                        | 0.8                   | 1.1              |
| Insurance  | 1.1            | 0.6                        | 0.4                   | 0.2              |
| Depreciation (non-cash expense)                          | 1.0            | 0.4                        | 1.9                   | (1.5)            |
| Administrative Budget                                    | 10.2           | 5.1                        | 4.8                   | 0.3              |
| <b>Total Operating Expenses</b>                          | <b>\$123.9</b> | <b>\$54.6</b>              | <b>\$48.5</b>         | <b>\$6.1</b>     |
| <b>Additional Funding Required</b>                       | <b>\$61.2</b>  | <b>\$28.5</b>              | <b>\$13.8</b>         | <b>\$14.7</b>    |
| Federal Credits Applied to Train Operation Expense       | 4.4            | 2.5                        | 1.8                   | 0.7              |
| <b>Additional Funding Required - w/o Federal Credits</b> | <b>\$65.6</b>  | <b>\$31.0</b>              | <b>\$15.6</b>         | <b>\$15.4</b>    |
| <b>Overall Cost Recovery</b>                             | <b>51%</b>     |                            | <b>72%</b>            |                  |
| <b>Overall Cost Recovery - Without Federal Credits</b>   | <b>49%</b>     |                            | <b>69%</b>            |                  |

# Annual Cost Recovery Trend





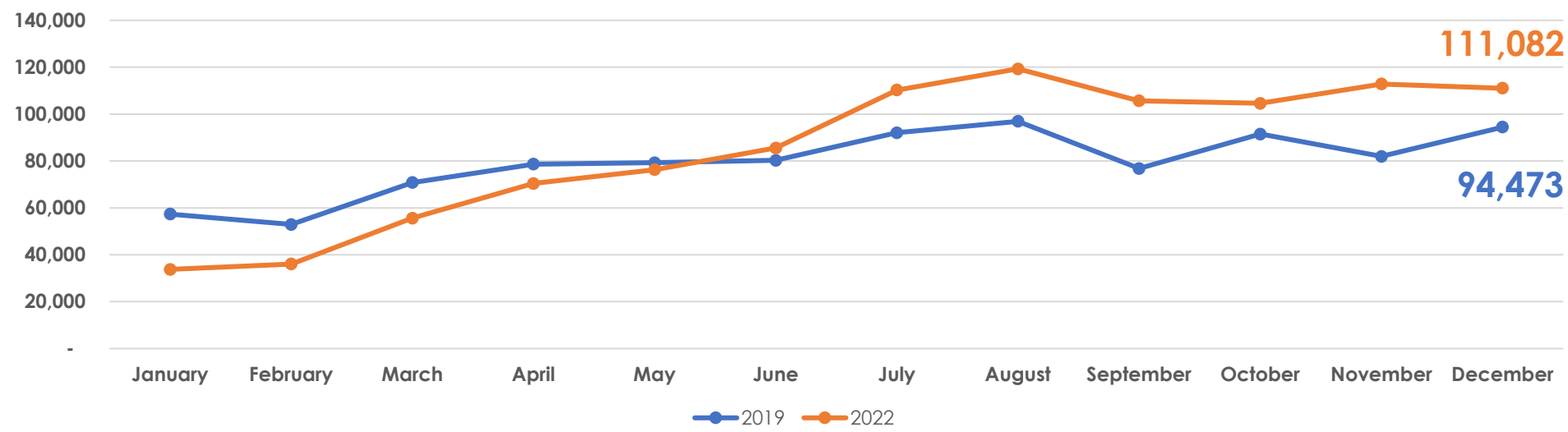
# Virginia-Supported Monthly Ridership and Station Activity

December 2022 saw a 17.6% increase in ridership compared to December 2019.

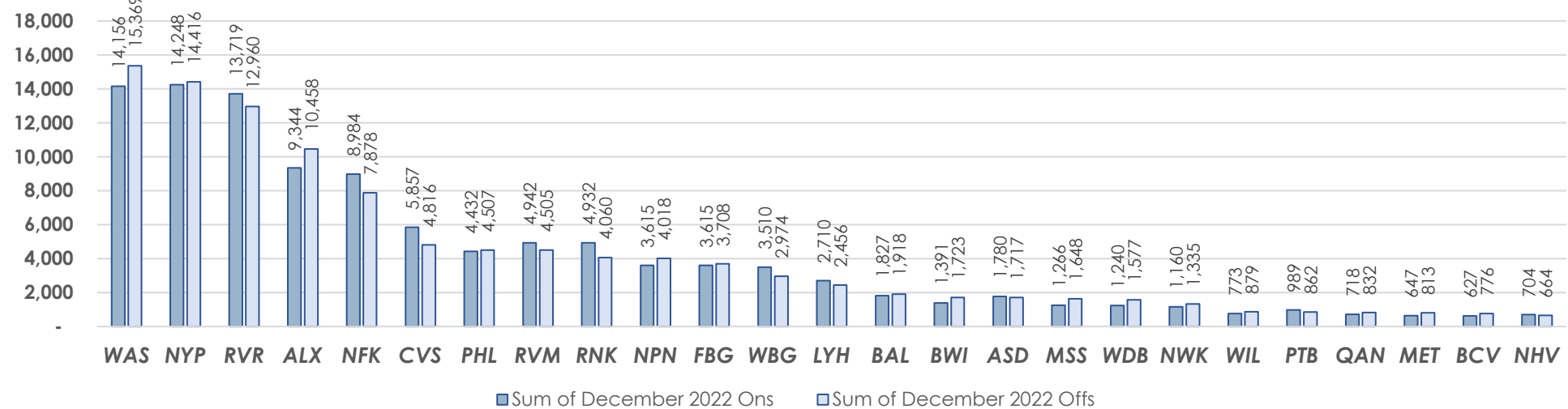
Highest recorded December ridership for Virginia-Supported Service.

Inside of Virginia, RVR, ALX, and NFK were the most visited stations.

State-Supported Monthly Ridership Comparison



Station Activity at Top 25 Stations in December 2022



# Annual Ridership by Federal Fiscal Year in Virginia

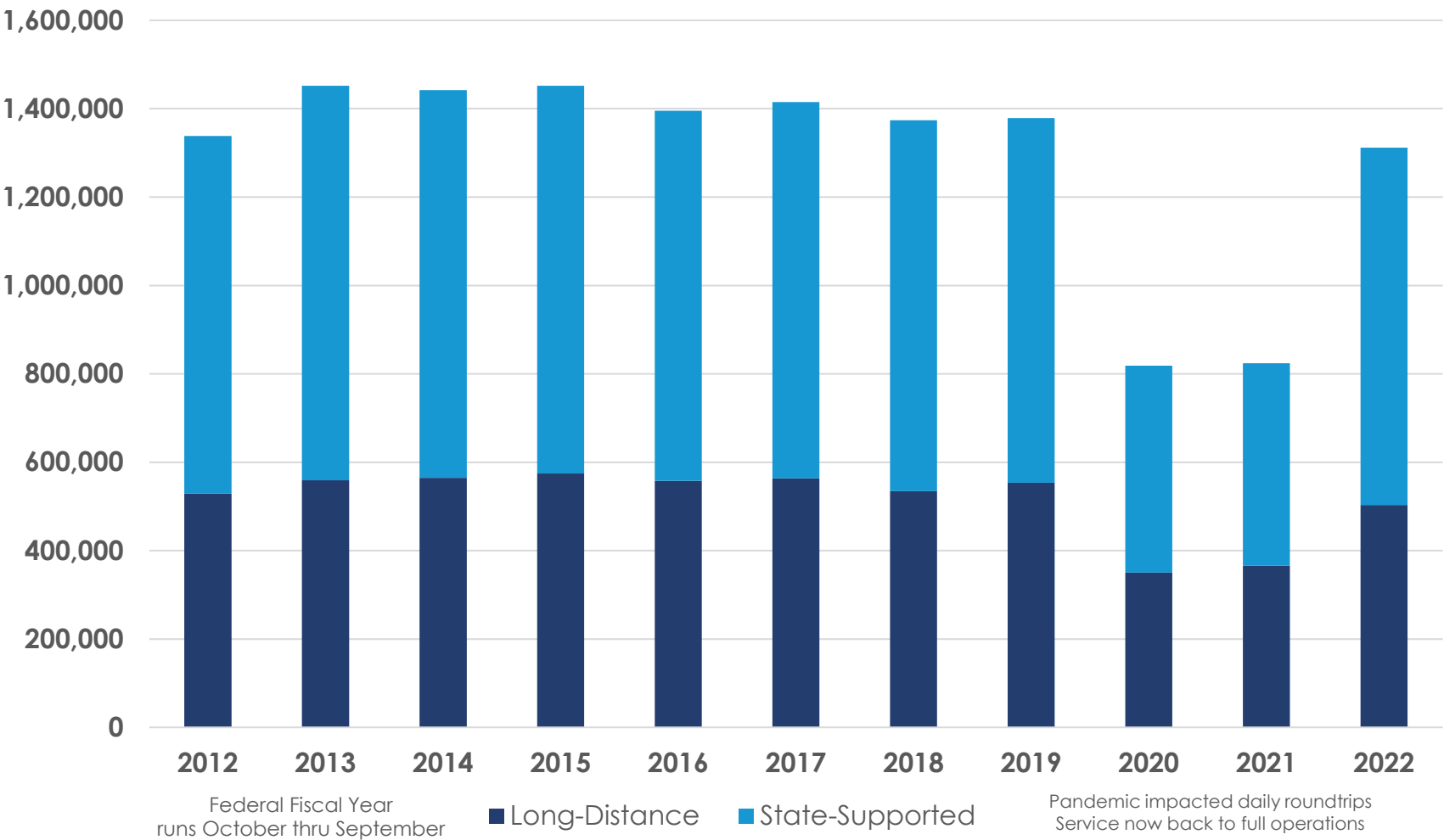
Norfolk service began in 2012.

Lynchburg service extended to Roanoke in 2017.

Richmond service extended to Main Street Station in 2021.

3<sup>rd</sup> Norfolk and 2<sup>nd</sup> Roanoke daily roundtrips began in 2022.

Amtrak Ridership in Virginia (One or Both Endpoints)

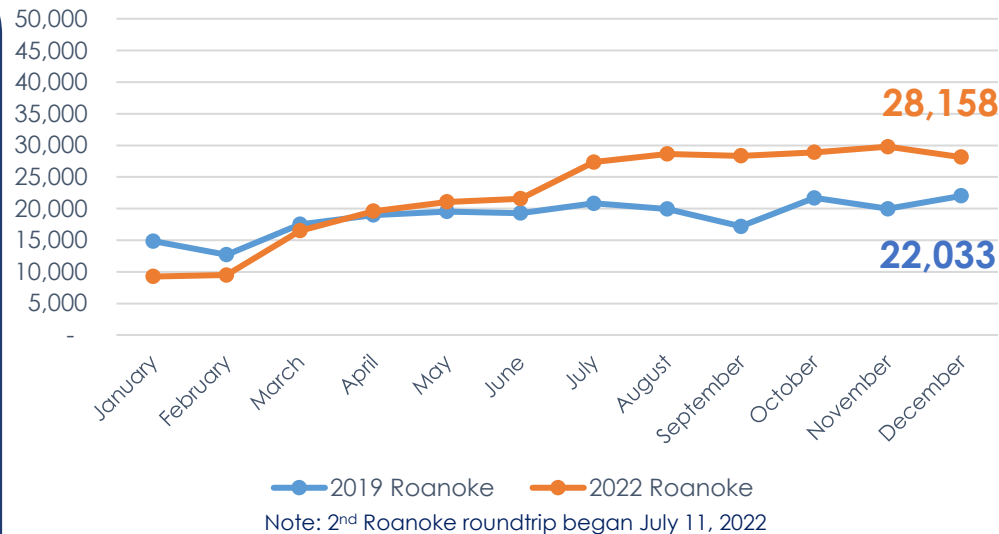


# Virginia-Supported Monthly Ridership by Route 2022 vs 2019

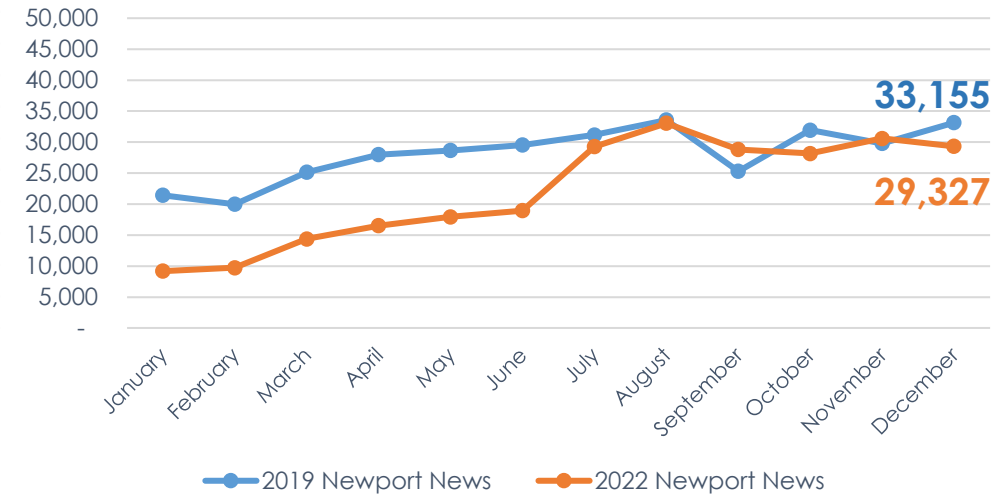
The largest pre-pandemic ridership increase was Route 50: Norfolk at 48.8% (+13,780)

Three of four routes saw an increase in ridership when compared to 2019.

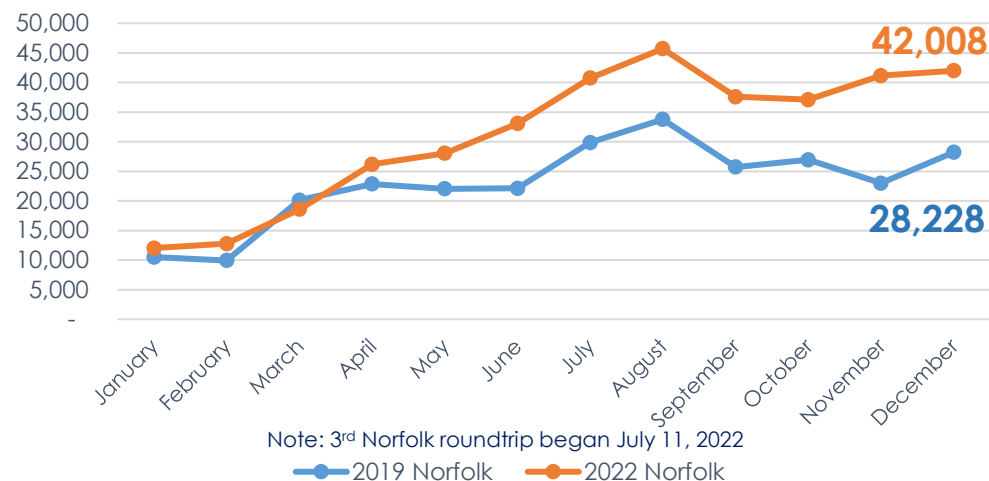
## Route 46: Roanoke Ridership



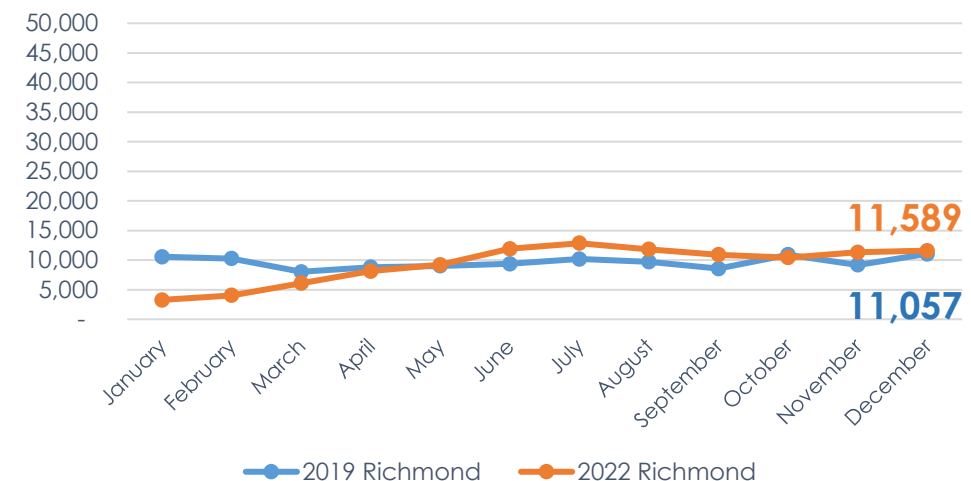
## Route: 47 Newport News Ridership



## Route 50: Norfolk Ridership



## Route 51: Richmond Ridership

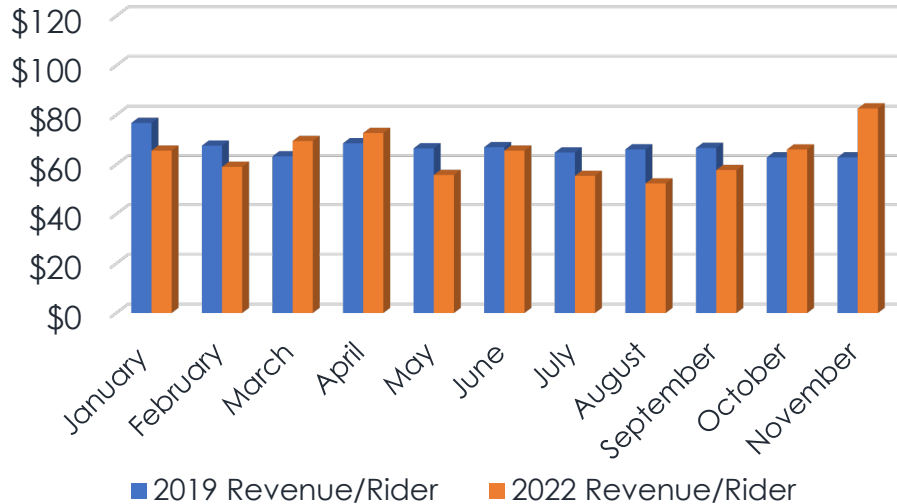




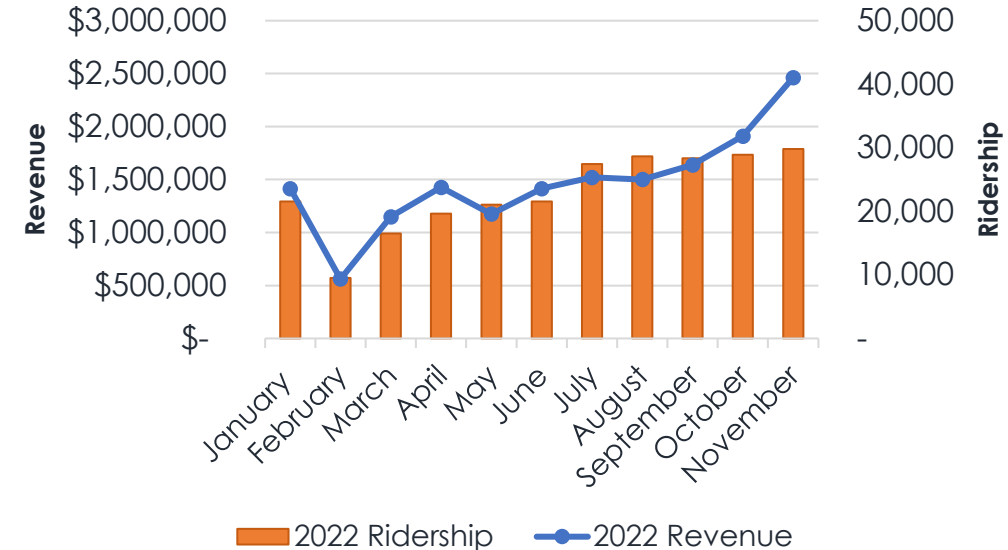
# Route 46: Washington – Roanoke

Train 176(NB), which operates on weekdays, has the highest average daily ridership.

Revenue per Rider (November)

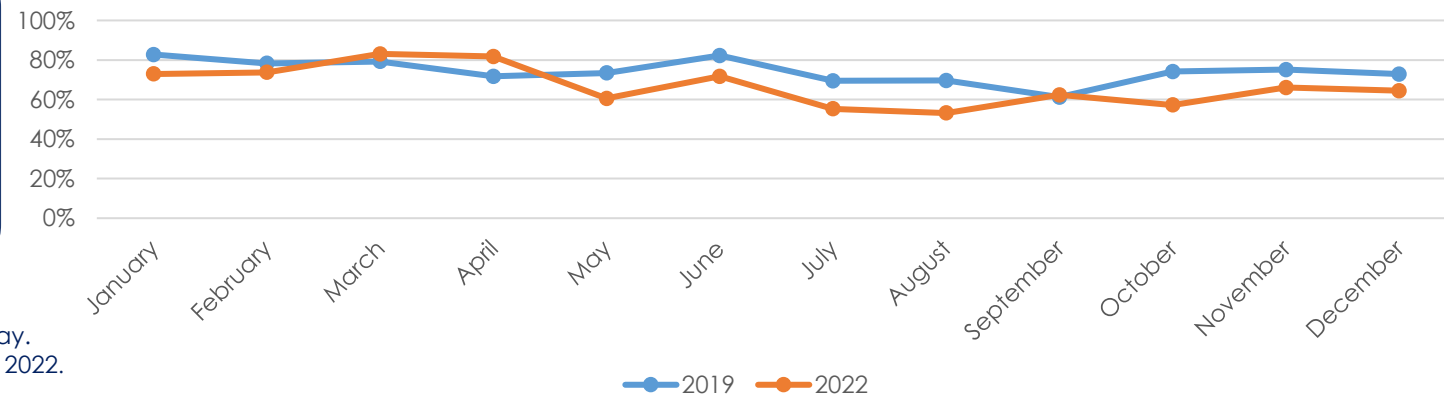


Revenue & Ridership (November)



Major Delay Factors  
Passenger related,  
commuter &  
passenger train  
interference

On Time Performance: All Stations (December)

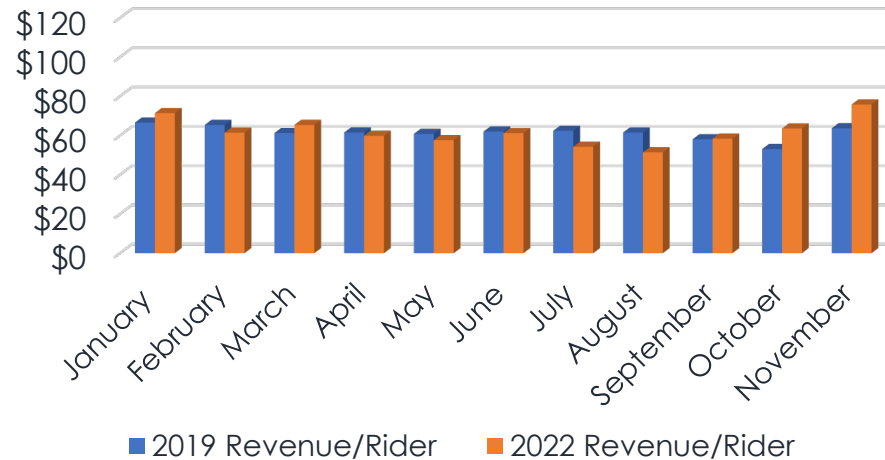


Note: Roanoke route has two roundtrips per day.  
The second roundtrip to Roanoke started July 11, 2022.

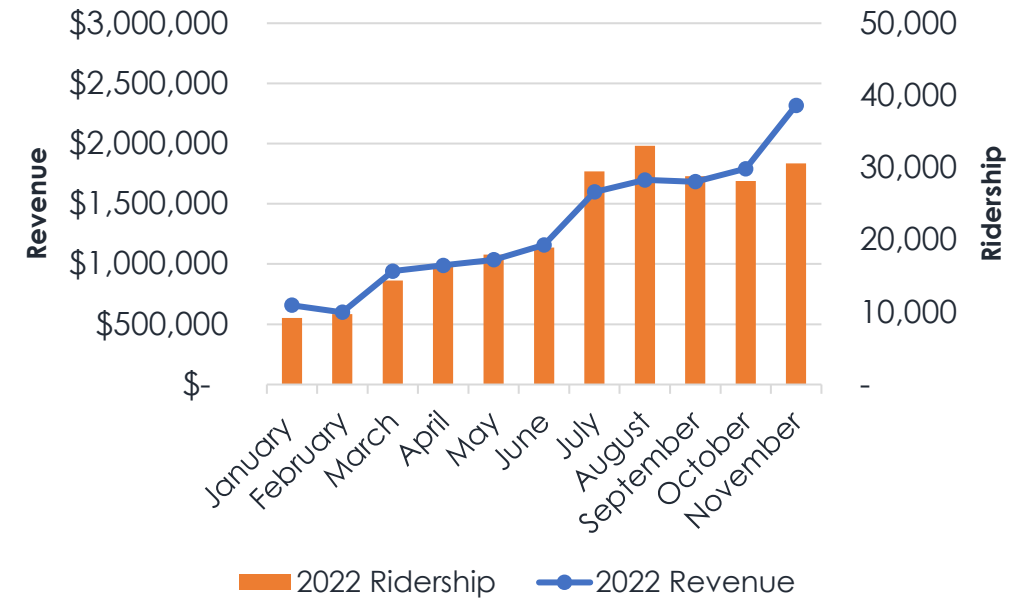
# Route 47: Washington – Newport News

Train 194(NB), which operates on Saturdays, has the highest average daily ridership.

### Revenue per Rider (November)

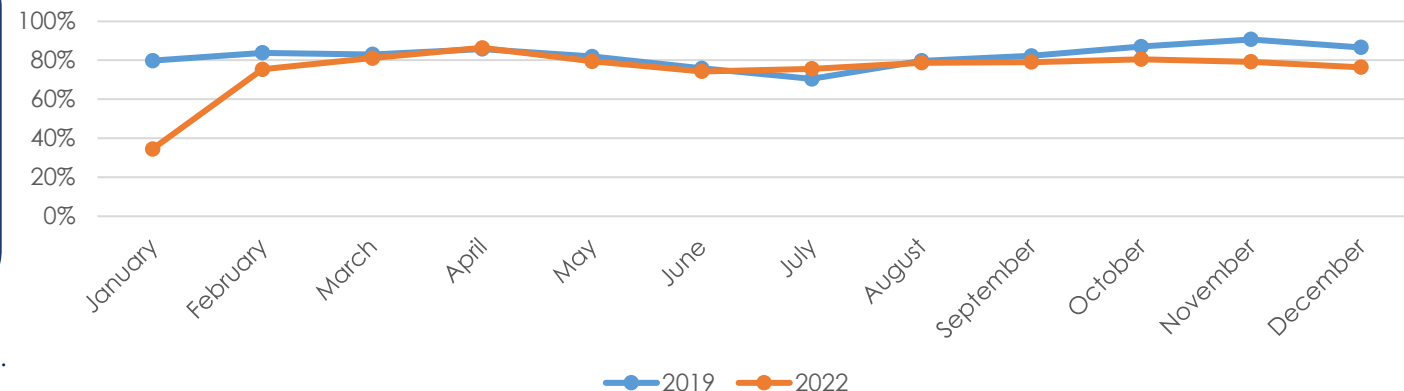


### Revenue & Ridership (November)



Major Delay Factors  
Freight train interference, slow orders, and passenger train interference

### On Time Performance: All Stations (December)

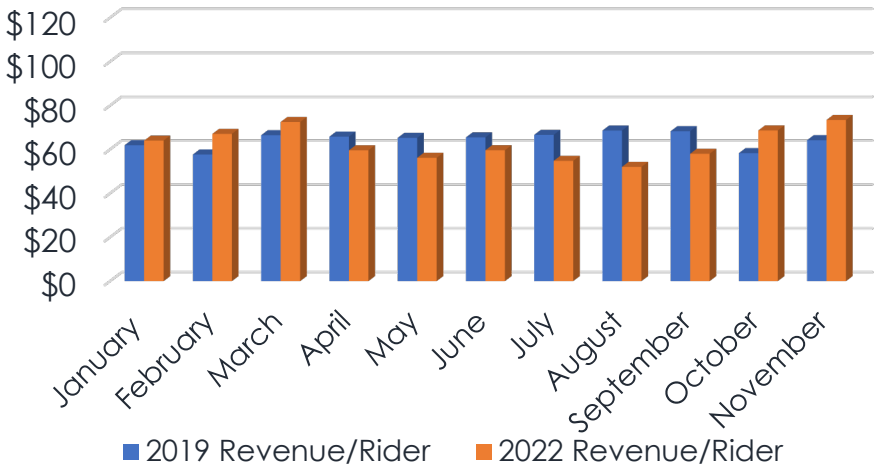


Note: Newport News route has two roundtrips per day.

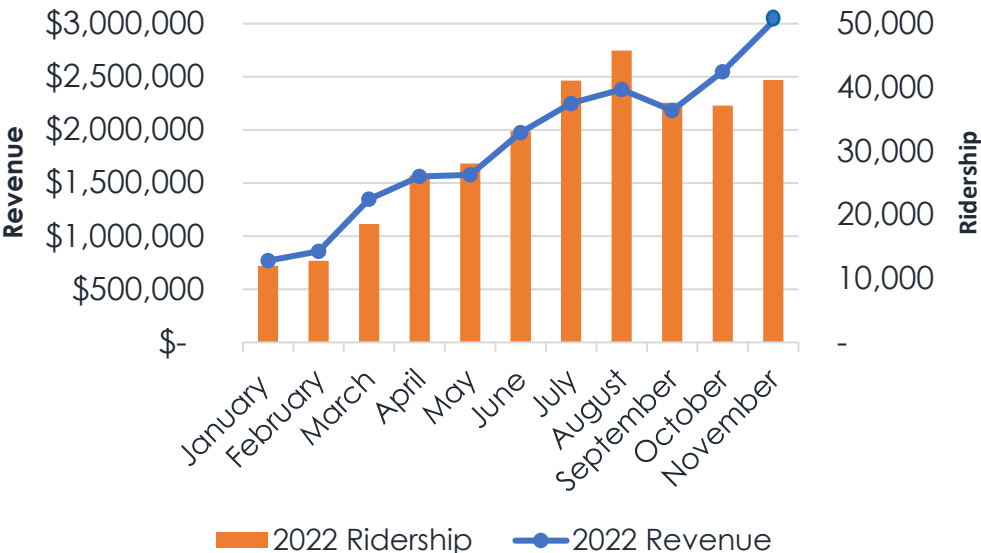
# Route 50: Washington – Norfolk

Train 94(NB), which operates on weekdays, has the highest average daily ridership.

Revenue per Rider (November)



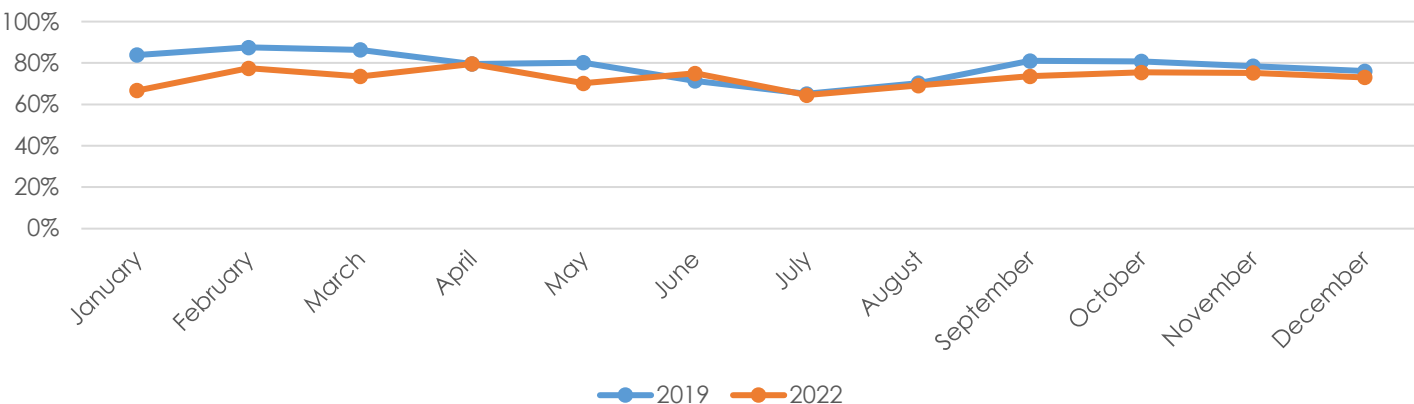
Revenue & Ridership (November)



## Major Delay Factors

Slow orders, commuter train interference, and waiting for scheduled departure

On Time Performance: All Stations (December)

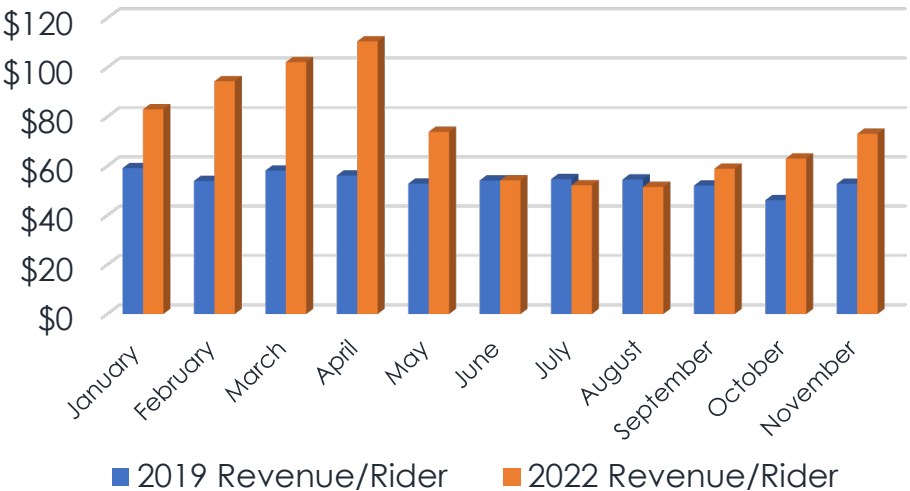


Note: Norfolk route has three roundtrips per day. The third roundtrip to Norfolk started July 11, 2022.

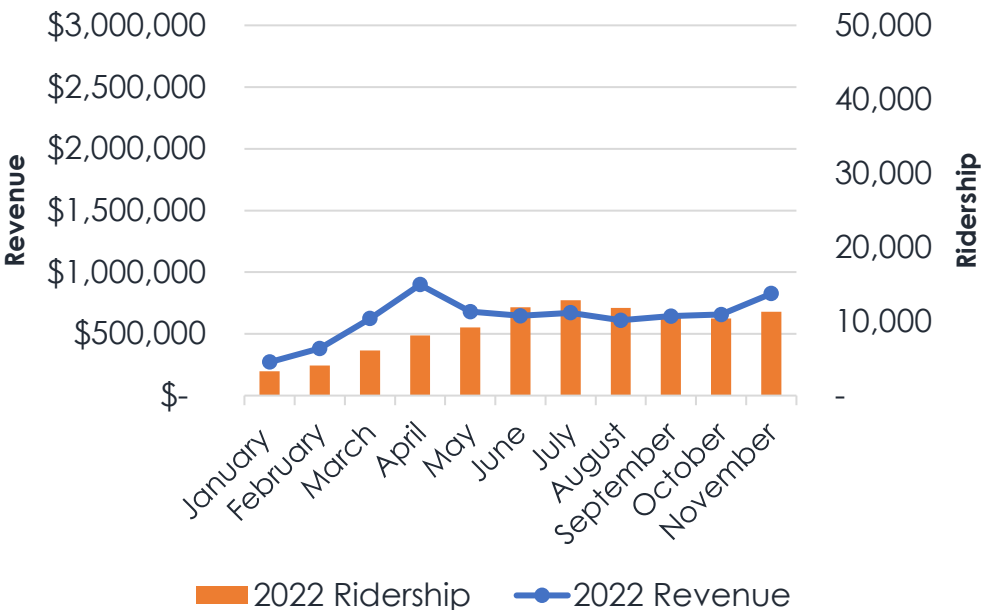
# Route 51: Washington – Richmond

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

Revenue per Rider (November)

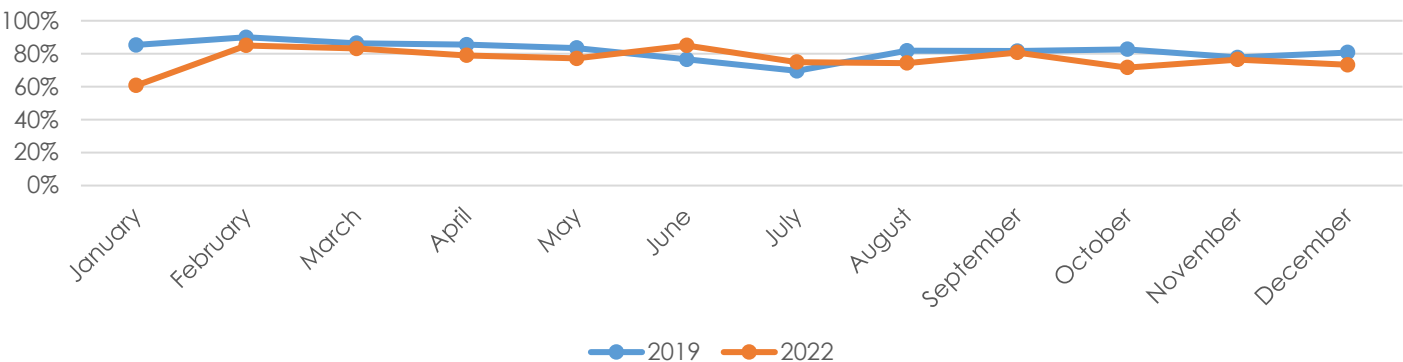


Revenue & Ridership (November)



Major Delay Factors  
Weather related, slow orders, and commuter train interference

On Time Performance: All Stations (December)



Note: Richmond route has one roundtrip per day.



# Capital Project Updates

# Capital Project Expenditures – December FY2023

- ✓ Indicates further project details and variance explanation herein.
- YTD Budget based on quarterly expenditure estimates.
- YTD actuals reported as modified accruals
  - Includes accruals for unbilled services greater than 60 days and exceeding \$100K.

| Project Description<br>(in millions)                   | FY23<br>Budget | FY23<br>Pro Rata<br>Budget | FY23<br>YTD<br>Actual | Variance<br>(\$) |
|--|----------------|----------------------------|-----------------------|------------------|
| <b>I-95 Corridor</b>                                   |                |                            |                       |                  |
| New Long Bridge for Passenger Rail ✓                   | \$31.1         | \$16.3                     | \$5.2                 | \$11.1           |
| Alexandria 4th Track ✓                                 | 42.6           | 28.9                       | 1.1                   | 27.8             |
| Franconia to Lorton 3rd Mainline ✓                     | 10.9           | 5.3                        | 0.9                   | 4.4              |
| Franconia-Springfield Bypass ✓                         | 10.2           | 4.2                        | 1.1                   | 3.1              |
| Richmond to DC Sidings - Phase 1                       | 12.8           | 4.9                        | -                     | 4.9              |
| Richmond to DC Sidings - Phase 2                       | 0.3            | 0.2                        | -                     | 0.2              |
| TRV Right of Way Acquisition                           | 125.0          | 125.0                      | 125.0                 | -                |
| TRV Right of Way Transaction Costs                     | 10.6           | 5.3                        | 1.4                   | 3.9              |
| Newington Bridge                                       | 3.0            | 1.2                        | 0.1                   | 1.1              |
| Route 1 Bridge   | 3.6            | 1.4                        | 0.1                   | 1.3              |
| L'Enfant 4th Track                                     | 1.1            | 0.5                        | -                     | 0.5              |
| Richmond Layover Facility                              | 3.0            | 1.5                        | 0.2                   | 1.3              |
| Lorton to Route 1                                      | 1.1            | 0.6                        | -                     | 0.6              |
| Other TRV Infrastructure                               | 1.4            | 0.7                        | 0.2                   | 0.5              |
| King and Commonwealth Bridges                          | 3.1            | 1.6                        | 0.1                   | 1.5              |
| <b>Total I-95 Corridor</b>                             | <b>\$259.8</b> | <b>\$197.6</b>             | <b>\$135.4</b>        | <b>\$62.2</b>    |
| <b>Western Rail Corridor</b>                           |                |                            |                       |                  |
| Salem Right-of-Way Transaction Costs*                  | -              | -                          | 0.1                   | (0.1)            |
| New River Valley Platform & Track Improvements         | 9.8            | 4.9                        | 0.1                   | 4.8              |
| V-Line Tunnels   | 15.5           | 7.8                        | -                     | 7.8              |
| Capital Improvements - Bridges                         | 1.7            | 0.9                        | -                     | 0.9              |
| Capital Improvements - Other                           | 3.2            | 1.6                        | -                     | 1.6              |
| <b>Total Western Rail Corridor</b>                     | <b>\$30.2</b>  | <b>\$15.1</b>              | <b>\$0.2</b>          | <b>\$14.9</b>    |
| <b>Other</b>   |                |                            |                       |                  |
| Purchase of St. Julian's Yard: Amtrak Service Facility | -              | -                          | 2.0                   | (2.0)            |
| <b>Total Capital Projects</b>                          | <b>\$290.0</b> | <b>\$212.7</b>             | <b>\$137.6</b>        | <b>\$75.1</b>    |

\* Transaction costs for the V-Line were budgeted for FY22, however, minor 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.

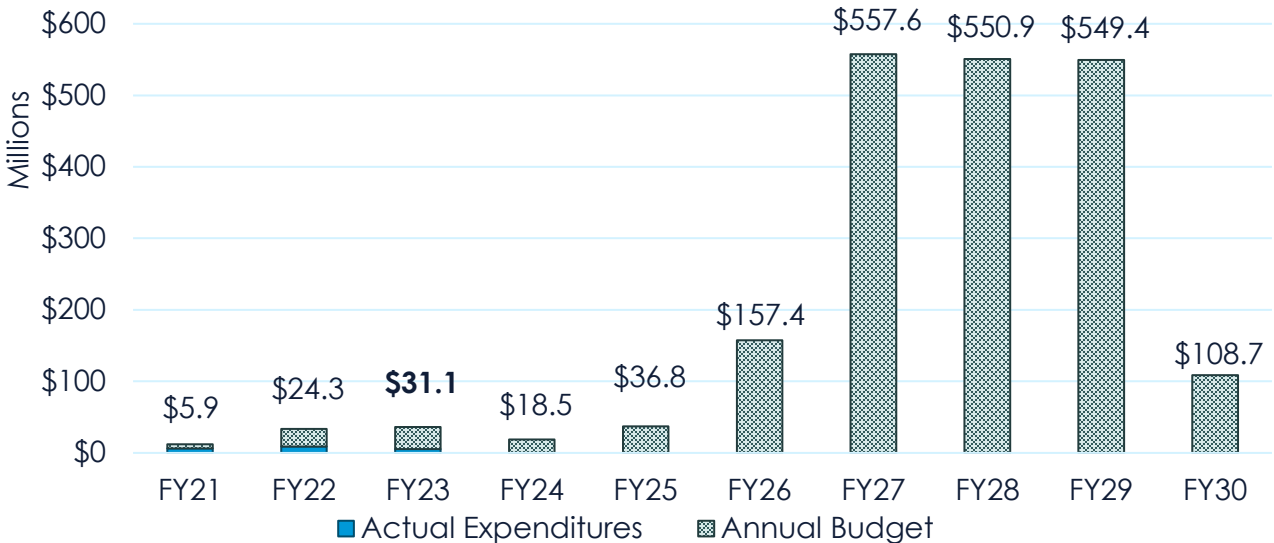


# Capital Projects: Long Bridge

| 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                       | \$19.8                    | \$16.3               | \$ 5.2          | 68%          |

**NOTES:**  
The design team is working towards draft 30% plans by Q1 2023. **Award for the Project Management Support Services (PMSS) contract to assist with delivery of the project through design and construction is anticipated in January 2023, subject to VPRA Board approval.** The project will have two design-build contracts: The South Package over the Potomac will be procured as conventional design-build. Due to the greater risk and complexity of the work in D.C., the North Package will be progressive design-build. It is anticipated that the Request for Qualifications (RFQ) for the North Package will be released in Q1 2023, followed by the RFQ for the South Package in Q2 2023. **VPRA has received Letters of Interest from 8 firms for the Long Bridge South Package and from 9 firms for the Long Bridge North Package.**

Note: **Bold** indicates new information.

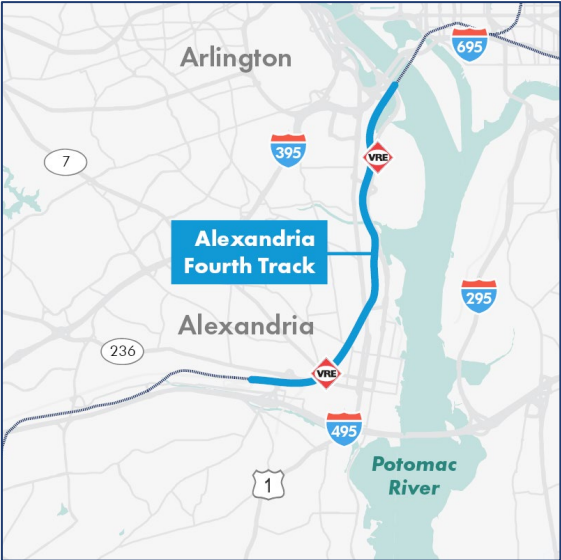
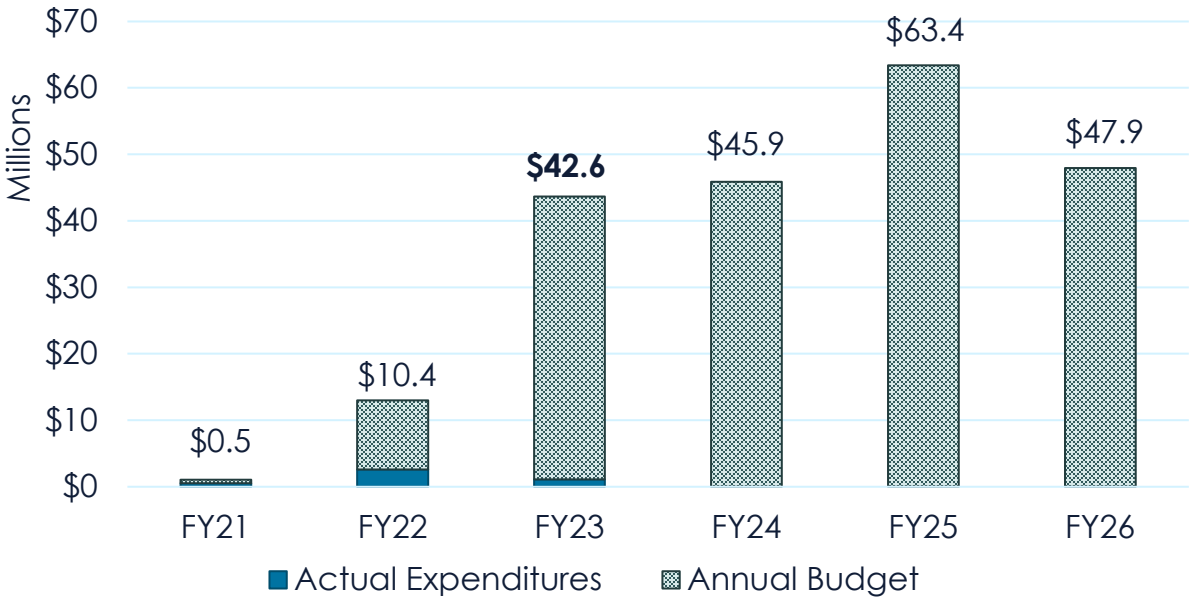


# Capital Projects: Alexandria 4<sup>th</sup> Track

| 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                     | \$3.9                     | \$28.9               | \$1.1           | 96%          |

**NOTES:**  
The 60% design plans will be submitted for VPRA and stakeholder review in February 2023. The final feasibility study for the King & Commonwealth (K&C) rail bridges will be available in January 2023. Final design of the K&C rail bridges will be performed as a separate project from Alexandria 4th Track. **Initial risk register meeting was held with CSX and VRE. Intent is to hold quarterly meetings to identify and manage project risk.**

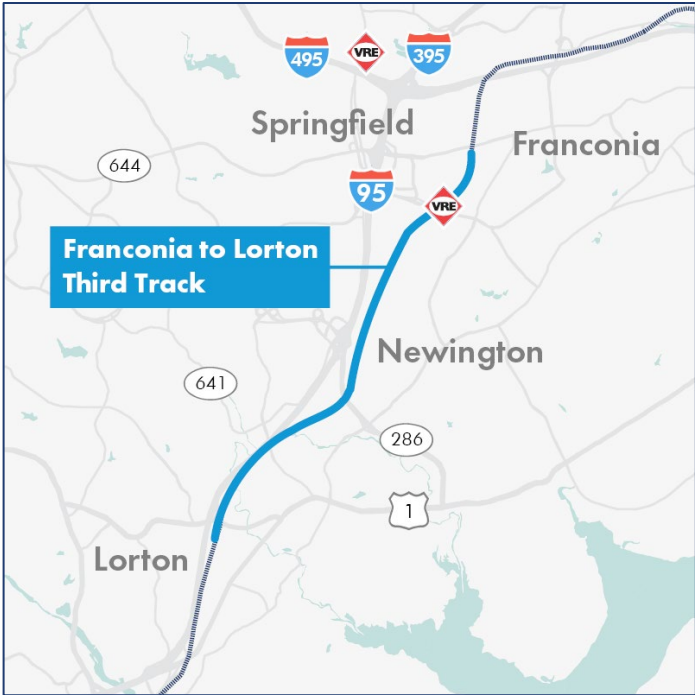
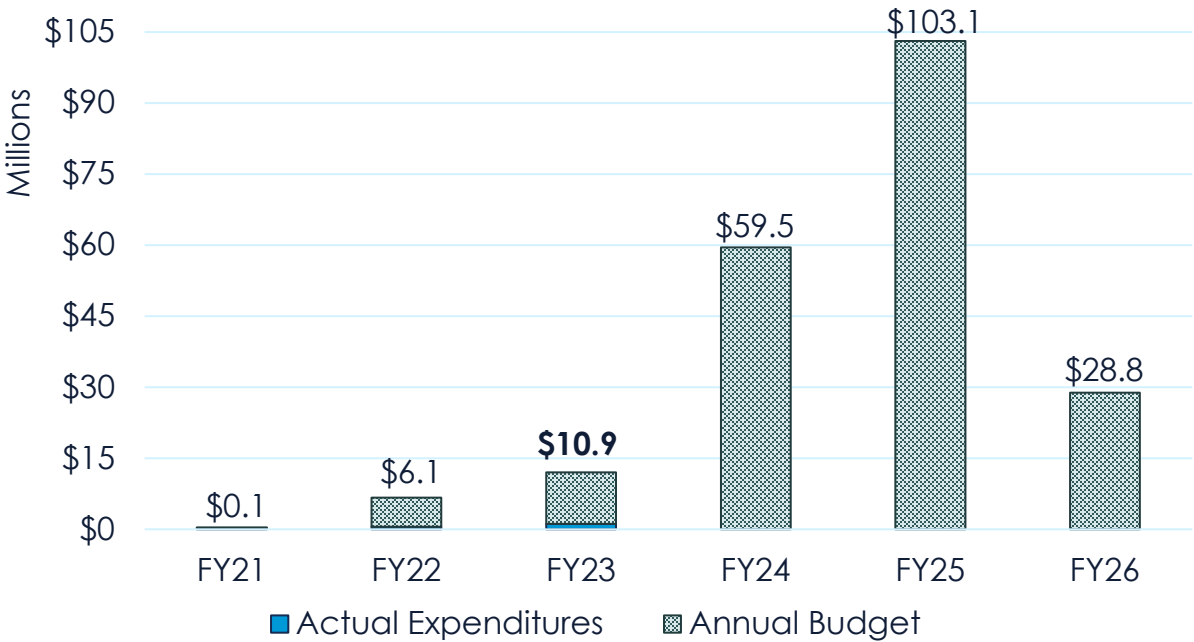
Note: **Bold** indicates new information.



# 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                     | \$1.8                     | \$5.3           | \$0.9           | 83%          |

**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 updated 30% PE design is anticipated in February 2023.** Funding agreements are being coordinated with VDOT and Fairfax County for bridges over Route 1 and Newington Rd.  
Note: **Bold** indicates new information.

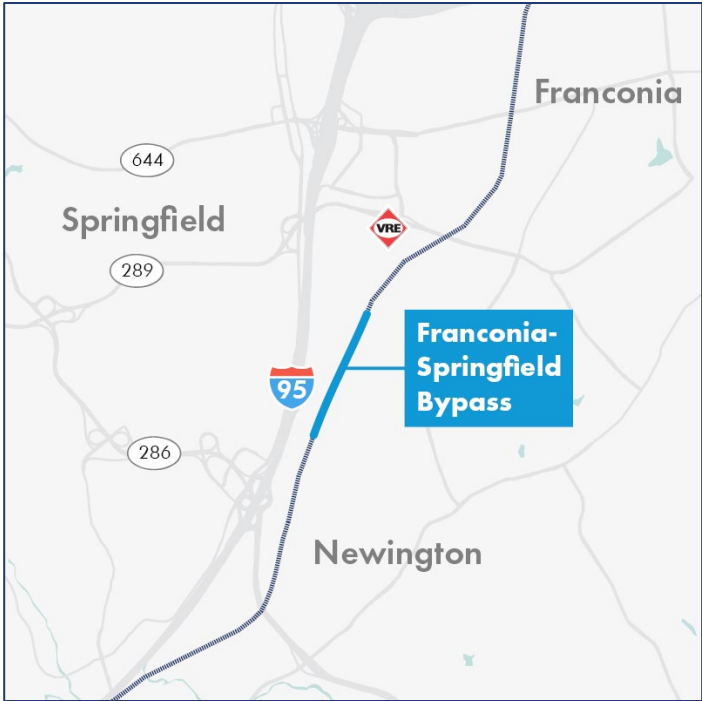
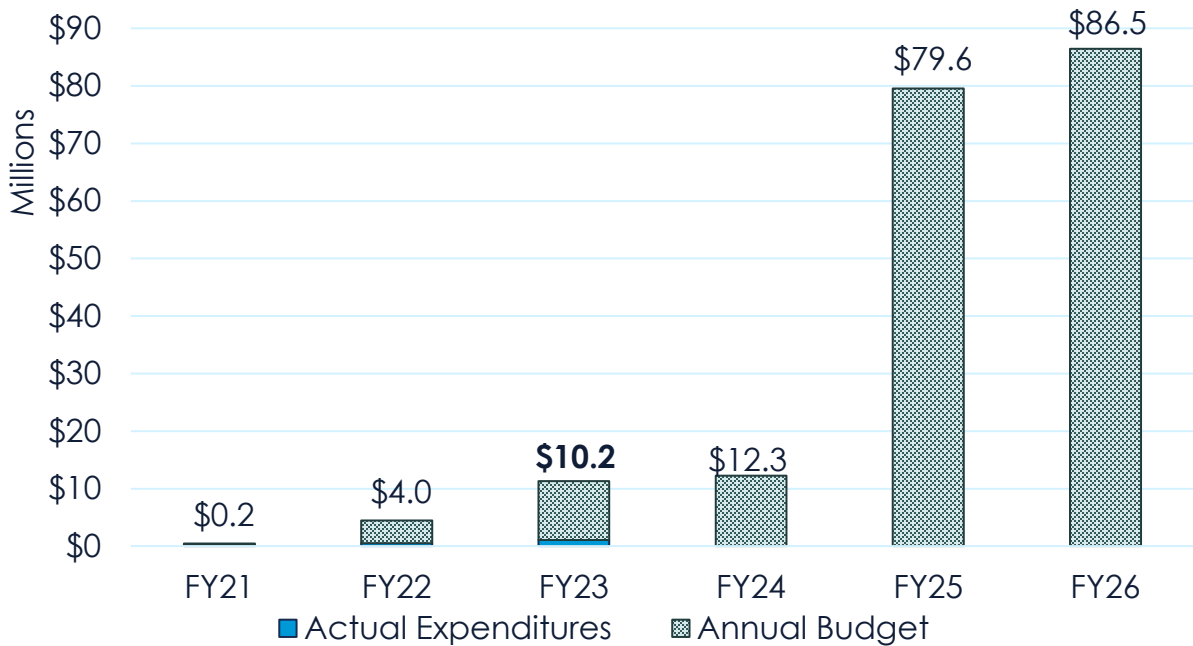


# Capital Projects: Franconia-Springfield Bypass

| 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                     | \$1.5                     | \$4.2                | \$ 1.1          | 74%          |

**NOTES:**  
PE (30% design) was awarded to Parsons in Spring 2022. Concept alignments have been coordinated with the CSXT Third Track Project. **The submission of draft 30% PE design plans were received on December 23rd, 2022 for VPRA review.**

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          | ■  | ●  | ●  |    |    | <b>30% design will be delivered in March 2023 for VPRA and stakeholder review.</b> Coordination of phasing and interfacing between the bridges and VRE's Alexandria Station improvements project is ongoing.  |
| Newington Road RR Bridge                   | \$36               | 2026            | CSX          | ■  | ●  | ■  |    |    | Incorporated into Franconia-Lorton project, grant pre-award activities underway.  |
| Route 1 RR Bridge                          | \$57               | 2026            | CSX          | ■  | ●  | ■  |    |    | Incorporated into Franconia-Lorton project. VDOT and VPRA negotiating draft administrative agreement.   |
| Potomac Creek Third Track (Siding A)       | \$108              | 2026            | 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               | 2026            | 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               | 2026            | CSX          | ●  |    | ■  |    |    | Draft Project Authorization Notice with CSXT targeted Q1 2023.  |
| New River Valley Improvements              | \$74               | 2026            | VPRA         | ●  |    | ●  |    |    | VPRA issued NTP to STV for Environmental Review & Conceptual Design of NRV station platform project. <b>NTP also issued to STV for 30% PE design of the Virginian Line Safety Improvements on January 10th, 2023.</b> \$2M CDS request (earmark) included in Federal FY23 Omnibus 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 – December 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<br>(in millions)  | Grantee             | FY23<br>Budget | FY23 Pro<br>Rata<br>Budget | FY23<br>YTD<br>Actual | Variance<br>(\$) |
|---|---------------------|----------------|----------------------------|-----------------------|------------------|
| Crystal City Platform   | VRE                 | \$0.7          | \$0.4                      | -                     | \$0.4            |
| L'Enfant Platform   | VRE                 | 1.4            | 0.7                        | -                     | 0.7              |
| Alexandria Station Pedestrian Tunnel  | VRE                 | 3.8            | 1.9                        | -                     | 1.9              |
| Brooke & Leeland Road Station Improvements  | VRE                 | 2.9            | 1.5                        | -                     | 1.5              |
| Broad Run Station & 3rd Track Improvements  | VRE                 | 33.0           | 16.5                       | (0.5)                 | 17.0             |
| Manassas Station and Platform Extension   | VRE                 | 0.3            | 0.2                        | -                     | 0.2              |
| Manassas Park Parking Garage and Bridge   | VRE                 | 21.4           | 10.7                       | -                     | 10.7             |
| Real Time Multimodal Information  | VRE                 | 1.8            | 0.9                        | -                     | 0.9              |
| Quantico Station Improvements   | VRE                 | 10.2           | 5.1                        | (6.7)                 | 11.8             |
| Rolling Road Platform Extension   | VRE                 | -              | -                          | (0.3)                 | 0.3              |
| Crossroads Storage Expansion  | VRE                 | 0.4            | 0.2                        | -                     | 0.2              |
| Track Lease Payment-Amtrak  | VRE                 | 5.7            | 2.9                        | -                     | 2.9              |
| Track Lease Payment-Norfolk Southern  | VRE                 | 2.7            | 1.4                        | -                     | 1.4              |
| Newport News Station, Platform, and Service Facility                              | Newport News        | 5.0            | 2.5                        | 1.4                   | 1.1              |
| Ettrick Station Improvements – State-of-Good-Repair                               | Chesterfield County | 0.5            | 0.3                        | -                     | 0.3              |
| Arkendale to Powell's Creek Third Track   | CSX                 | 5.5            | 2.8                        | 1.0                   | 1.8              |
| Amtrak Passenger Information Display System: Ashland & Richmond Main St. Stations | Amtrak/DRPT         | 0.4            | 0.2                        | -                     | 0.2              |
| Station Program & Planning  | Amtrak              | 2.4            | 1.2                        | 0.1                   | 1.1              |
| Positive Train Control  | Amtrak              | 15.4           | 7.7                        | -                     | 7.7              |
| Amtrak Train Equipment - New Service  | Amtrak              | 16.0           | 8.0                        | -                     | 8.0              |
| Western Rail Initiative Grant   | Norfolk Southern    | 26.2           | 13.1                       | 13.1                  | -                |
| Roanoke Yard Improvements   | Norfolk Southern    | 20.0           | 10.0                       | 0.1                   | 9.9              |
| S-Line Planning & Development   | Various             | 1.0            | 0.5                        | 0.2                   | 0.3              |
| DRPT Managed  | Various             | 9.1            | 4.6                        | -                     | 4.6              |
| <b>Total</b>  |                     | <b>\$185.8</b> | <b>\$93.3</b>              | <b>\$8.4</b>          | <b>\$84.9</b>    |

# Capital & Operating Grants Update

| Project  | Project Cost | Completion Year | Project Lead | CD | PE | EC | FD | CN | Notes   |
|--|--------------|-----------------|--------------|----|----|----|----|----|---|
| <b>Nokesville to Calverton (Western Rail Initiative Grant)</b> | \$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.   |
| <b>Roanoke West Yard</b>                                       | \$37         | 2025            | NS           | ●  | ●  |    |    |    | 5 miles of track by grant to better streamline passenger and freight operations in Roanoke Yard. Horizontal track layout plans received from NS on 12/8/22. NS is aiming to begin construction work in late 2023.   |
| <b>Arkendale to Powell's Creek Third Track</b>                 | \$101        | 2023            | CSX          | ■  | ■  | ■  | ■  | ●  | CSX is performing track and signal work at the northern project limits, including constructing a crossover at 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. |
| <b>Quantico Station</b>  | \$24         | 2023            | VRE          | ■  | ■  | ■  | ■  | ●  | VRE led project, CSX will construct track. Construction activities for the platform including concrete and structural steel are ongoing. Soil nails are being installed for the retaining wall north of the station. Estimated completion December 2023.  |
| <b>Newport News Station</b>                                    | \$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. 75% complete. \$1.2M CDS request (earmark) included in Federal FY23 Omnibus Bill.  |



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# Revenue & Investment Updates

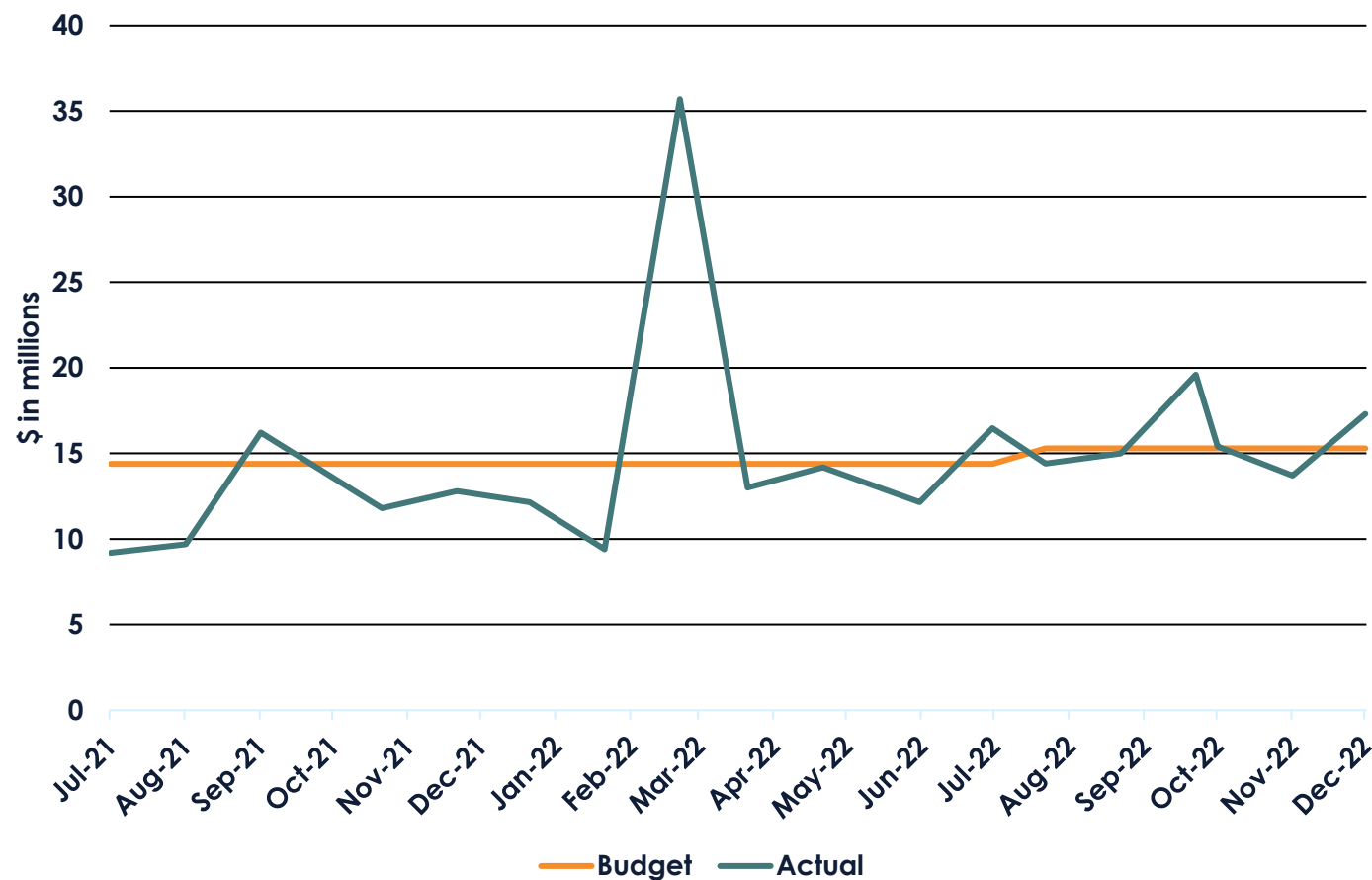
# VPRA Financial Report Summary – December FY2023

| Budget Component<br>(in millions) | FY23<br>Budget | FY23<br>Pro Rata<br>Budget | FY23<br>YTD<br>Actual | Variance |     |
|-----------------------------------|----------------|----------------------------|-----------------------|----------|-----|
|                                   |                |                            |                       | \$       | %   |
| Operations                        | \$123.9        | \$54.6                     | \$48.5                | \$6.1    | 11% |
| Capital Projects                  | 290.0          | 212.7                      | 137.6                 | 75.1     | 35% |
| Capital & Operating Grants        | 185.8          | 93.3                       | 8.4                   | 84.9     | 91% |
| Total                             | \$599.7        | \$360.6                    | \$194.5               | \$166.1  | 46% |

# VPRA Monthly Revenues

## Rolling 18-Month Trend Analysis

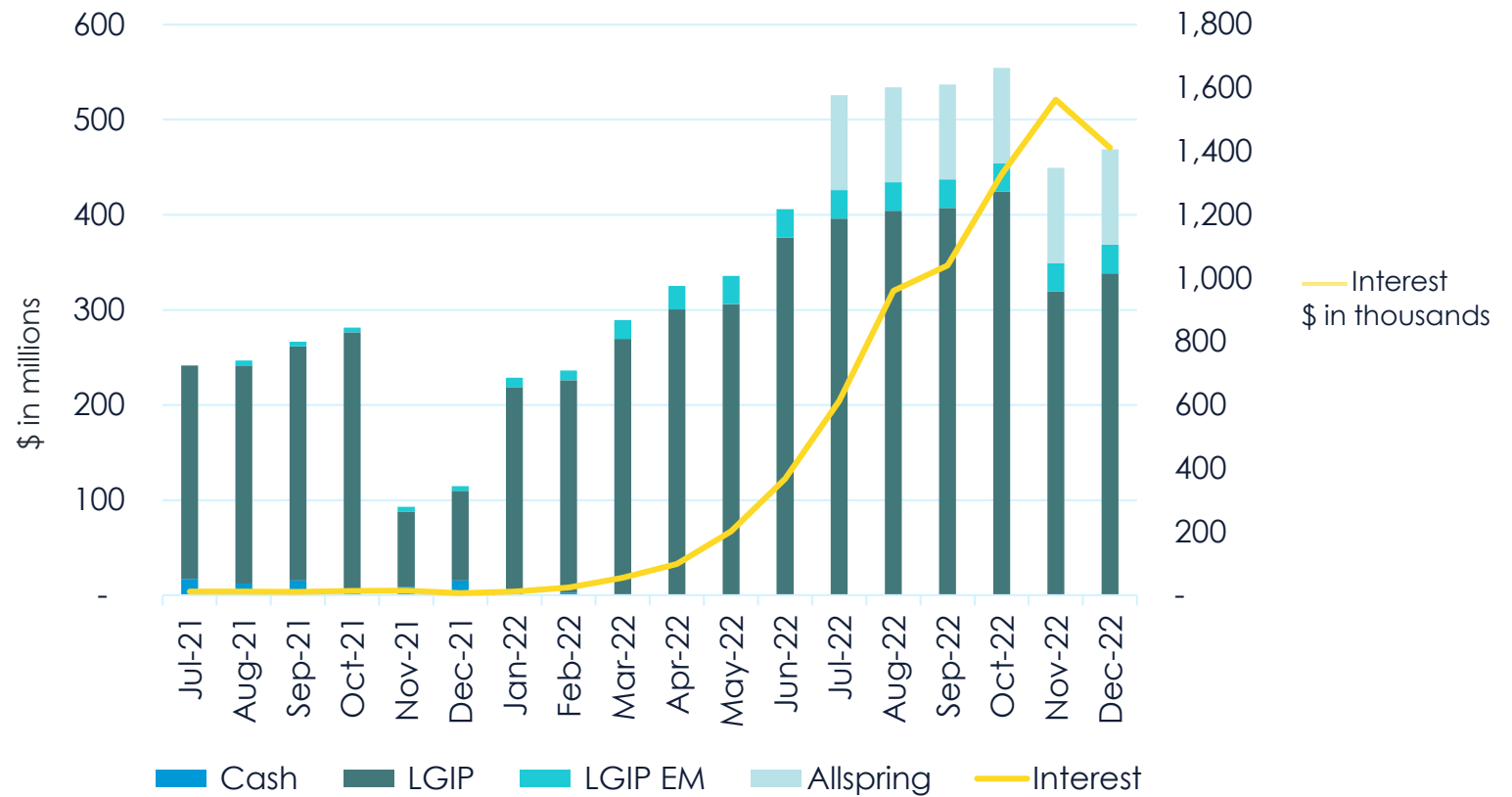
- FY23 CRF revenues are projected to be \$183.2M. Through December, CRF revenues are on track with the estimate.



# VPRA Cash/Investment Mix & Interest

## Rolling 18-Month Trend Analysis

- As of Dec 31, 2022, VPRA's \$468.9M of investments consist of the following:
  - \$338.5M in LGIP
  - \$30.0 M in LGIP Extended Maturity
  - \$100.4M in Allspring Portfolio
- The net increase in cash for FY23 is the result of:
  - + \$95.2M of CRF revenues
  - + \$127M CROC Bonds & Paygo
  - \$125M Final Installment Payment to CSX
- Monthly interest earned in December was over \$1.4M.





# VPRA Investments: Principal

## As of December 31, 2022

|                  | Historical<br>Book Value* | Market<br>Value | Gain/(Loss)<br>(\$) | Gain/(Loss)<br>(%) |
|------------------|---------------------------|-----------------|---------------------|--------------------|
| <b>LGIP EM</b>   | 30,366,118                | 30,039,308      | (326,810)           | (1.1%)             |
| <b>Allspring</b> | 100,364,363               | 99,944,646      | (419,717)           | (0.4%)             |

### LGIP EM

Currently, the investment pool has a 1.1% 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.

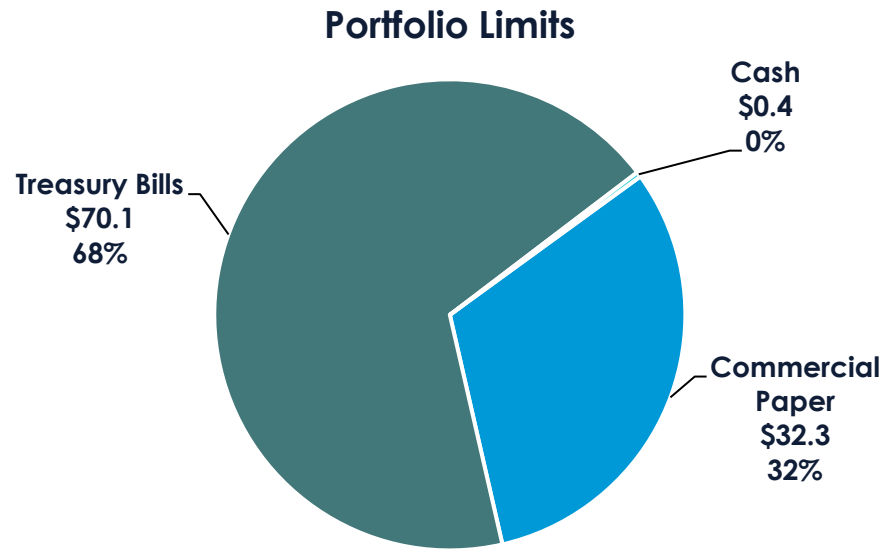
### Allspring

The unrealized loss relates to the \$68M 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.*

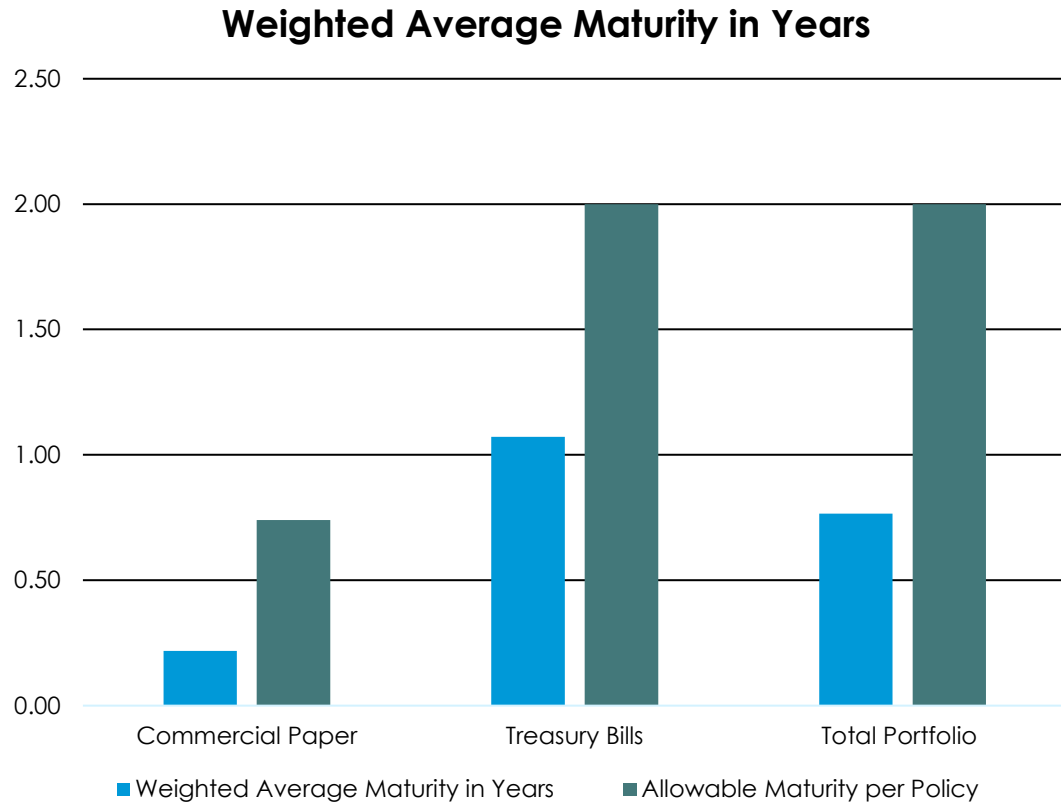
# VPRA Investments: Liquidity

## As of December 31, 2022



Allowable % per Policy

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

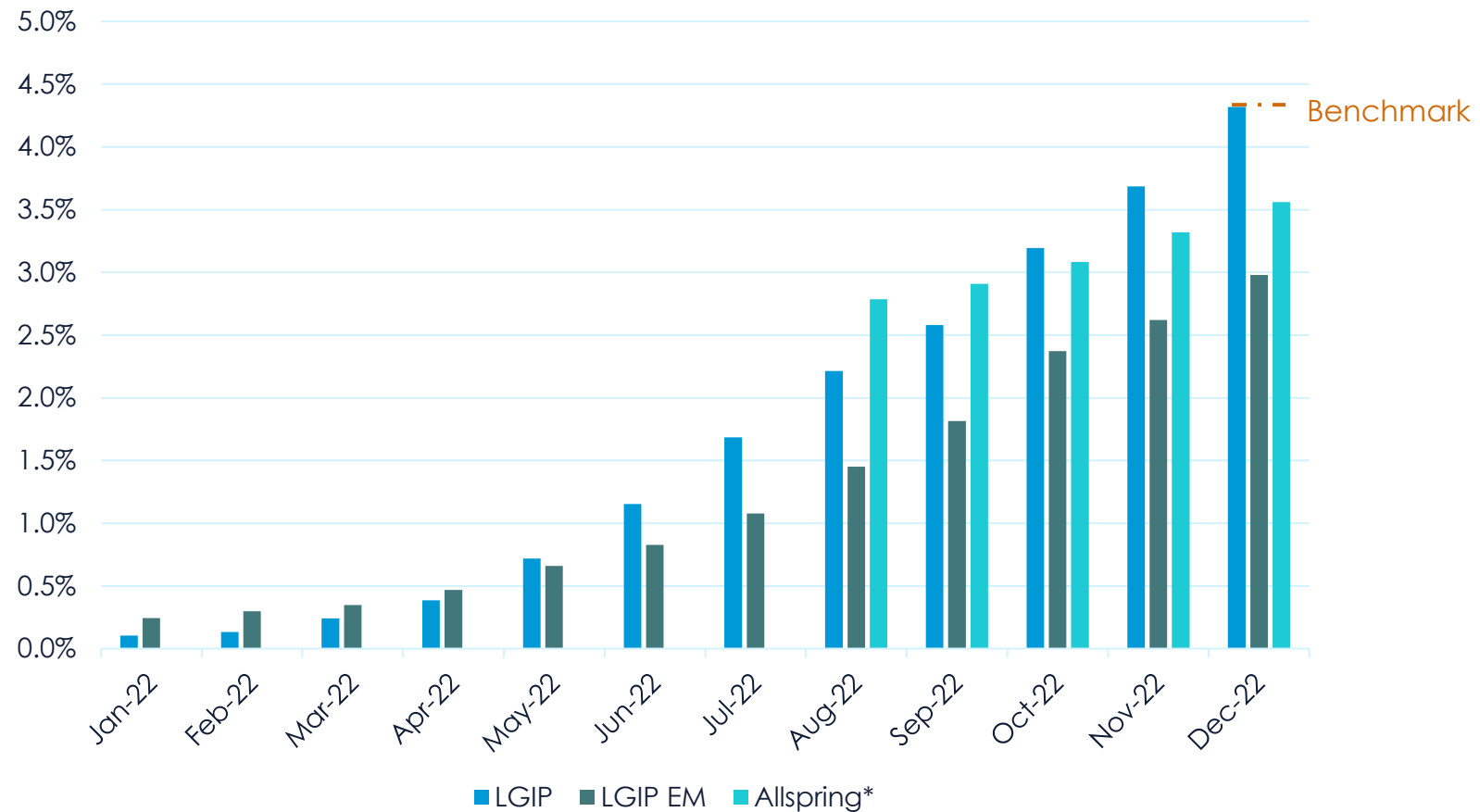


VPRA's investment portfolio currently holds \$67M of short-term investments. Due to the anticipation of further interest rate increases, the strategy to maintain shorter maturity will allow investment at a preferential rate in the near term.

# VPRA Investment: Return

## 2022 Calendar Year Trend Analysis

- VPRA continues to invest a majority (over 70%) of its cash in the LGIP as interest rates are expected to increase in the near term.
- LGIP's short-term strategy is advantageous during a time of interest rate increases. The longer-term maturities in Allspring and LGIP-EM will produce greater returns as interest rates level-off or decline.



\*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      | 0              |
| Franconia Bypass  | FRA - CRISI                                  | 100,000,000      | Open           |
| Northern Virginia Core Capacity Project (Long Bridge, Alexandria 4 <sup>th</sup> 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             | In Omnibus     |
| Newport News Station                    | FY23 Federal CDS Request **             | 1,200,000        | 1,200,000             | In Omnibus     |
| Long Bridge Pedestrian Bridge           | FY23 Federal CDS Request                | 10,000,000       | -                     | -              |

\*\* CDS Requests are in the Appropriations Bill signed December 29, 2022





# THANK YOU

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Questions?

# Appendix A – FY23 Train Operations by Route

|  | Route 46 Roanoke<br>- 2 Trains - |                       |                  | Route 47 Newport News<br>- 2 Trains - |                       |                  | Route 50 Norfolk<br>- 3 Trains - |                       |                  | Route 51 Richmond<br>- 1 Train - |                       |                  | Total Train Operations     |                        |                  |
|--|----------------------------------|-----------------------|------------------|---------------------------------------|-----------------------|------------------|----------------------------------|-----------------------|------------------|----------------------------------|-----------------------|------------------|----------------------------|------------------------|------------------|
| Train Operations Category<br>(in millions) | FY23<br>Pro Rata<br>Budget       | FY23<br>YTD<br>Actual | Variance<br>(\$) | FY23<br>Pro Rata<br>Budget            | FY23<br>YTD<br>Actual | Variance<br>(\$) | FY23<br>Pro Rata<br>Budget       | FY23<br>YTD<br>Actual | Variance<br>(\$) | FY23<br>Pro Rata<br>Budget       | FY23<br>YTD<br>Actual | Variance<br>(\$) | FY23<br>Pro Rata<br>Budget | YTD<br>Actual<br>Total | Variance<br>(\$) |
| <b>Revenues</b>                            |                                  |                       |                  |                                       |                       |                  |                                  |                       |                  |                                  |                       |                  |                            |                        |                  |
| Train Revenue                              | \$3.6                            | \$4.9                 | \$1.3            | \$4.5                                 | \$5.4                 | \$0.9            | \$4.8                            | \$6.9                 | \$2.1            | \$0.9                            | \$1.3                 | \$0.4            | \$13.8                     | \$18.5                 | \$4.7            |
| Food Service Revenue                       | 0.1                              | 0.2                   | 0.1              | 0.1                                   | 0.1                   | 0.0              | \$0.1                            | 0.3                   | 0.2              | 0.0                              | 0.1                   | 0.1              | 0.3                        | 0.7                    | 0.4              |
| Other Revenue                              | 0.1                              | 0.1                   | 0.0              | 0.1                                   | 0.1                   | 0.0              | \$0.1                            | 0.2                   | 0.1              | 0.0                              | 0.1                   | 0.1              | 0.3                        | 0.5                    | 0.2              |
| NEC Through Revenue                        | 3.0                              | 3.9                   | 0.9              | 3.2                                   | 3.6                   | 0.4              | \$4.2                            | 5.5                   | 1.3              | 1.3                              | 2.0                   | 0.7              | 11.7                       | 15.0                   | 3.3              |
| <b>Total Train Operating Revenues</b>      | <b>\$6.8</b>                     | <b>\$9.1</b>          | <b>\$2.3</b>     | <b>\$7.9</b>                          | <b>\$9.2</b>          | <b>\$1.3</b>     | <b>\$9.2</b>                     | <b>\$12.9</b>         | <b>\$3.7</b>     | <b>\$2.2</b>                     | <b>\$3.5</b>          | <b>\$1.3</b>     | <b>\$26.1</b>              | <b>\$34.7</b>          | <b>\$8.6</b>     |
| <b>Expenses</b>                            |                                  |                       |                  |                                       |                       |                  |                                  |                       |                  |                                  |                       |                  |                            |                        |                  |
| Route Costs and Additives                  | 7.3                              | 5.3                   | (2.0)            | 5.9                                   | 5.6                   | (0.3)            | 10.6                             | 7.5                   | (3.1)            | 1.7                              | 2.3                   | 0.6              | 25.5                       | 20.7                   | (4.8)            |
| Fuel Costs                                 | 0.6                              | 0.8                   | 0.2              | 0.4                                   | 0.6                   | 0.2              | 0.6                              | 0.7                   | 0.1              | 0.1                              | 0.2                   | 0.1              | 1.7                        | 2.3                    | 0.6              |
| Host Railroad Costs                        | 0.4                              | 0.1                   | (0.3)            | 0.2                                   | 0.2                   | 0.0              | 0.7                              | 0.4                   | (0.3)            | 0.1                              | 0.1                   | 0.0              | 1.4                        | 0.8                    | (0.6)            |
| Host RR Performance Incentives             | 0.1                              | 0.5                   | 0.4              | 0.3                                   | 0.0                   | (0.3)            | 0.8                              | 0.8                   | 0.0              | 0.1                              | 0.0                   | (0.1)            | 1.3                        | 1.3                    | 0.0              |
| NEC Through Credit Expense                 | 1.9                              | 3.3                   | 1.4              | 2.1                                   | 2.6                   | 0.5              | 3.0                              | 4.3                   | 1.3              | 0.7                              | 1.4                   | 0.7              | 7.7                        | 11.6                   | 3.9              |
| <b>Total Train Operations Expense</b>      | <b>\$10.3</b>                    | <b>\$10.0</b>         | <b>(\$0.3)</b>   | <b>\$8.9</b>                          | <b>\$9.0</b>          | <b>\$0.1</b>     | <b>\$15.7</b>                    | <b>\$13.7</b>         | <b>(\$2.0)</b>   | <b>\$2.7</b>                     | <b>\$4.0</b>          | <b>\$1.3</b>     | <b>\$37.6</b>              | <b>\$36.7</b>          | <b>(\$0.9)</b>   |
| Capital Equipment Maintenance              | 0.5                              | 0.7                   | 0.2              | 0.8                                   | 0.8                   | 0.0              | 1.7                              | 1.3                   | (0.4)            | 0.4                              | 0.3                   | (0.1)            | 3.4                        | 3.1                    | (0.3)            |
| Other Operating Expense                    | 3.4                              | 0.7                   | (2.7)            | 1.7                                   | 1.1                   | (0.6)            | 2.6                              | 1.6                   | (1.0)            | 0.8                              | 0.5                   | (0.3)            | 8.5                        | 3.9                    | (4.6)            |
| <b>Net Operating Income/(Loss)</b>         | <b>(\$7.4)</b>                   | <b>(\$2.3)</b>        | <b>\$5.1</b>     | <b>(\$3.5)</b>                        | <b>(\$1.7)</b>        | <b>\$1.8</b>     | <b>(\$10.8)</b>                  | <b>(\$3.7)</b>        | <b>\$7.1</b>     | <b>(\$1.7)</b>                   | <b>(\$1.3)</b>        | <b>\$0.4</b>     | <b>(\$23.4)</b>            | <b>(\$9.0)</b>         | <b>\$14.4</b>    |
| <b>Total Federal Credits Applied</b>       | 0.5                              | 0.2                   | (0.3)            | 1.4                                   | 1.4                   | 0.0              | 0.0                              | 0.0                   | 0.0              | 0.6                              | 0.2                   | (0.4)            | 2.5                        | 1.8                    | (0.7)            |

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