



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority Board

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RESOLUTION OF THE VIRGINIA PASSENGER RAIL AUTHORITY BOARD

May 25, 2023

MOTION

Made By: Jay Fisette

Seconded By: Cynthia Moses-Nedd

Action: Motion Carried, Unanimously

Title: Virginia Passenger Rail Authority FY24 Budget

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

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

WHEREAS, the VPRA Finance and Audit Committee met on December 22, 2022, to review the Recommended FY24 VPRA Budget; and

WHEREAS, on January 24, 2023, the Board approved the Recommended FY24 VPRA Budget for submission to the CTB; and

WHEREAS, on March 29, 2023, the CTB approved VPRA's proposed budget for capital projects and capital and operating grants for fiscal year 2024 as set forth in the Recommended FY24 VPRA Budget; and

WHEREAS, VPRA has developed a final budget for fiscal year 2024 based on the Recommended FY24 VPRA Budget, with discrete changes since January 24, 2023 explained to the VPRA Board in a presentation on May 25, 2023.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves and adopts as VPRA's fiscal year 2024 budget the document attached hereto as **EXHIBIT A**.

EXHIBIT A

[SEE ATTACHED BUDGET DOCUMENT]

FISCAL YEAR 2024 BUDGET



BACKGROUND

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

EXECUTIVE SUMMARY

BUDGET OVERVIEW





BUDGET OBJECTIVE		
To compile accurate data reflective of the Authority's operations and future commitments in order to provide guidance and inform decision making to enable the Authority to deliver its program wide objectives.		
BUDGET CLASSIFICATIONS		
<u>OPERATIONS</u> Expenditures related to the core passenger rail service operations.	<u>CAPITAL PROJECTS</u> Expenditures for rail infrastructure that will be retained by the Authority as a capital asset.	<u>CAPITAL & OPERATING GRANTS</u> Funds provided to third party entities to build and improve their rail infrastructure or operate their rail service.
VPRA PROJECT VS. UNFUNDED PROJECT		
<u>VPRA PROJECTS</u> Included in FY24 budget as a VPRA project. Once Budget is approved, VPRA has delegated authority to deliver the project.	<u>UNFUNDED PROJECTS</u> Disclosed in VPRA's Budget as Unfunded. Requires Board approval prior to becoming a Funded VPRA project.	

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

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

Each year the VPRA Board adopts a one-year operations budget and long-range capital budget. The capital budget is submitted by February 1st to the Commonwealth Transportation Board for feedback and approval. The forecasted expenditures for Capital Projects and Capital and Operating Grants are detailed in the VPRA budget for the life of the underlying project. The key parameters used in developing the VPRA budget are presented in Table 1.

TABLE 1: BUDGET DEVELOPMENT FACTORS

BUDGET PARAMETERS			
 Fiscal year July 1 to June 30	 FY24 Budget	 Modified Accrual Basis Accounting	 Based on best cost estimate available

EXECUTIVE SUMMARY

FINANCIAL PLANNING RESULTS

Through the FY24 financial planning process, the Authority aggregates the best available data for revenues (sources) and expenditures (uses) at a point in time. VPRA has funding commitments from various sources, some of which are estimates with ongoing adjustment. These sources determine the budget capacity for the Authority. The expenditure estimates for operational costs and capital projects continue to be refined. As the capital project program advances through design, VPRA will bring any significant change in project budgets to the board as key milestones are met. The result of the FY24 financial planning update was that the uses exceed the sources by \$705M.



As a result, a portion of the Authority's projects will not have full funding. To determine the prioritization for the Authority's revenues, a methodology was formed to apply funding in the following priority order:



Operations

Core of VPRA's mission, running passenger train service and administering VPRA's program are key functions.



Capital and Operating Grants

Minimal flexibility, funds passthrough from the Commonwealth Transportation Board or were obligated under an existing grant agreement.



Capital Projects

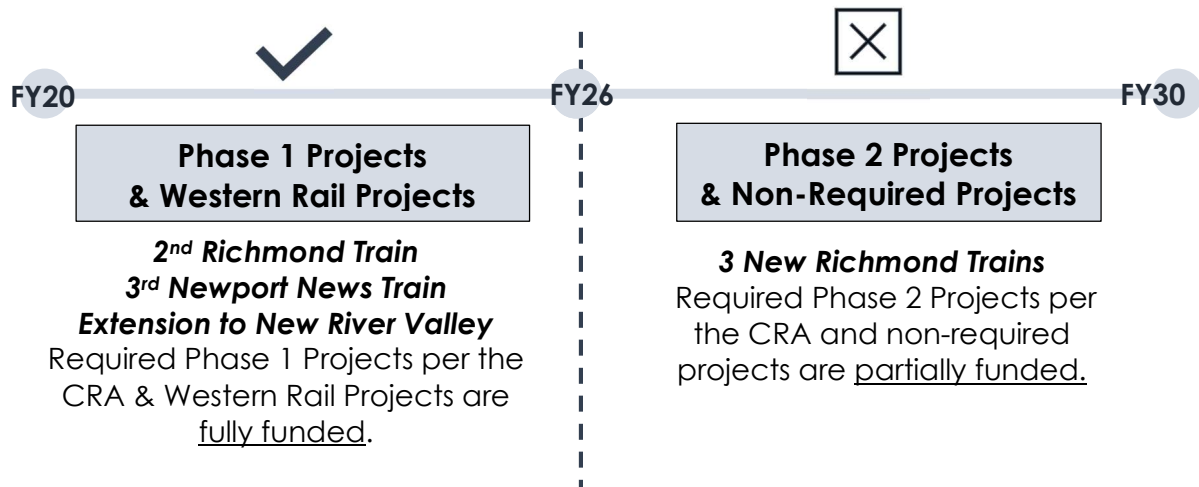
Prioritize projects that meet requirements for new or extended service.

VPRA evaluated the portfolio of capital projects and prioritized projects that provide the highest benefit to the citizens of the Commonwealth in terms of additional passenger rail service. In the I-95 Corridor, the CSX Comprehensive Rail Agreement ('CRA') defined required Phase 1 and Phase 2 projects that will enable VPRA to increase passenger rail service. In the Western Rail Corridor, capital projects will facilitate the extension of service to the New River Valley. These required projects will be prioritized based on completion date.

Additionally, VPRA has established a new project methodology allowing initial funding of non-required capital projects for 30% design. Once an informed cost estimate is obtained, VPRA will provide a recommendation to the board regarding the inclusion of the project in the capital program. The recommendation will consider funding capacity and project prioritization.

EXECUTIVE SUMMARY

The application of VPRA's funding methodology is depicted below.



Throughout this document, projects or project components that have funding will be included in the **VPRA Budget**. Projects or project components that do not currently have funding will be denoted as an **Unfunded Project**. Unfunded projects are included in the budget to demonstrate the full project costs. These projects require subsequent Board approval to authorize VPRA to advance them.

EXECUTIVE SUMMARY

CAPITAL PROJECTS

In December 2019, Virginia announced a landmark rail agreement between the Commonwealth and CSX Corporation ('CSX'), and the legal agreements were finalized in March of 2021. The 2019 announcement became the catalyst for what we know today as Transforming Rail in Virginia ('TRV'), a path to enhancing our communities and increasing economic opportunities through strategic investments in rail. Since this announcement, VPRA's program of capital projects has grown to include the I-95 Corridor, the Western Rail Corridor and other capital projects. Table 2 further summarizes by primary category the annual forecasted expenditures for VPRA's capital projects through completion.

**TABLE 2: SUMMARY OF CAPITAL PROJECT EXPENDITURE FORECAST
(IN MILLIONS)**

Capital Project Category	Total Project Budget	Prior Expenses	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
I-95 Corridor	\$4,398.7	\$433.8	\$219.5	\$306.6	\$712.9	\$863.7	\$603.8	\$473.7	\$452.8	\$224.8	\$107.1
Western Rail Corridor	274.0	41.0	17.4	61.9	61.5	43.5	22.7	7.9	8.6	9.5	-
Other Capital Projects	203.3	-	27.6	129.2	32.5	9.0	2.5	2.5	-	-	-
Total	\$4,876.0	\$474.8	\$264.5	\$497.7	\$806.9	\$916.2	\$629.0	\$484.1	\$461.4	\$234.3	\$107.1

As noted in the financial planning results section above, required Phase 1 Projects and Western Rail Projects will be included in the VPRA budget. Required Phase 2 Projects and non-required projects are subject to funding constraints. For Phase 2 projects, the design phase is fully funded, for non-required projects 30% design has been funded and the remaining funding has been applied to the Long Bridge construction phase. Please refer to the capital project section of the budget document for full project funding details. Table 3 details the annual forecasted expenditures by primary category for VPRA's capital projects with available sources of funding.

**TABLE 3: SUMMARY OF VPRA CAPITAL PROJECT BUDGET BY YEAR
(IN MILLIONS)**

Capital Project Category	Total VPRA Budget	Prior Expenses	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
I-95 Corridor	\$3,699.7	\$433.8	\$219.5	\$306.6	\$712.9	\$862.2	\$590.1	\$354.0	\$113.2	\$72.7	\$34.7
Western Rail Corridor	274.0	41.0	17.4	61.9	61.5	43.5	22.7	7.9	8.6	9.5	-
Other Capital Projects	197.6	-	27.6	128.2	27.8	9.0	2.5	2.5	-	-	-
Total	\$4,171.3	\$474.8	\$264.5	\$496.7	\$802.2	\$914.7	\$615.3	\$364.4	\$121.8	\$82.2	\$34.7

EXECUTIVE SUMMARY

Table 4 details annual expenditures that are not currently funded in VPRA's budget and are included as unfunded projects. The majority of the \$704.7M funding shortfall occurs in the FY28-FY31 timeframe. This coincides with budget methodology that prioritizes service expansion from Phase 1 and Western Rail capital projects. Additionally, this approach allows more time for VPRA to seek additional sources to fully fund the Phase 2 capital projects.

**TABLE 4: SUMMARY OF UNFUNDED CAPITAL PROJECTS BY YEAR
(IN MILLIONS)**

Capital Project Category	Total Unfunded Projects	Prior Expenses	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
I-95 Corridor	\$699.0	-	-	-	-	\$1.5	\$13.7	\$119.7	\$339.6	\$152.1	\$72.4
Western Rail Corridor	-	-	-	-	-	-	-	-	-	-	-
Other Capital Projects	5.7	-	-	1.0	4.7	-	-	-	-	-	-
Total	\$704.7	-	-	\$1.0	\$4.7	\$1.5	\$13.7	\$119.7	\$339.6	\$152.1	\$72.4

EXECUTIVE SUMMARY

I-95 Corridor

The Comprehensive Rail Agreement ('CRA') between DRPT and CSX was finalized on March 26th, 2021. Through the agreement with CSX, Virginia acquired 384 miles of CSX right-of-way and 223 miles of track in rail corridors paralleling I-95, I-64, and I-85. The executed CRA defined the scope and budgets for the major I-95 Corridor Capital Projects. The scope and budgets for the corridor continue to be refined as projects move through development and engineering. As the projects approach construction, the true scope and budget become more reasonably assured. VPRA updates project budgets as key milestones are met. Table 5 compares the FY23 budget to the FY24 budget for each element of the I-95 Corridor development. Portions of the Phase 2 Projects and non-required projects are not included in the FY24 VPRA budget due to funding constraints. Please refer to the corresponding project narratives for further details about each I-95 Corridor component.

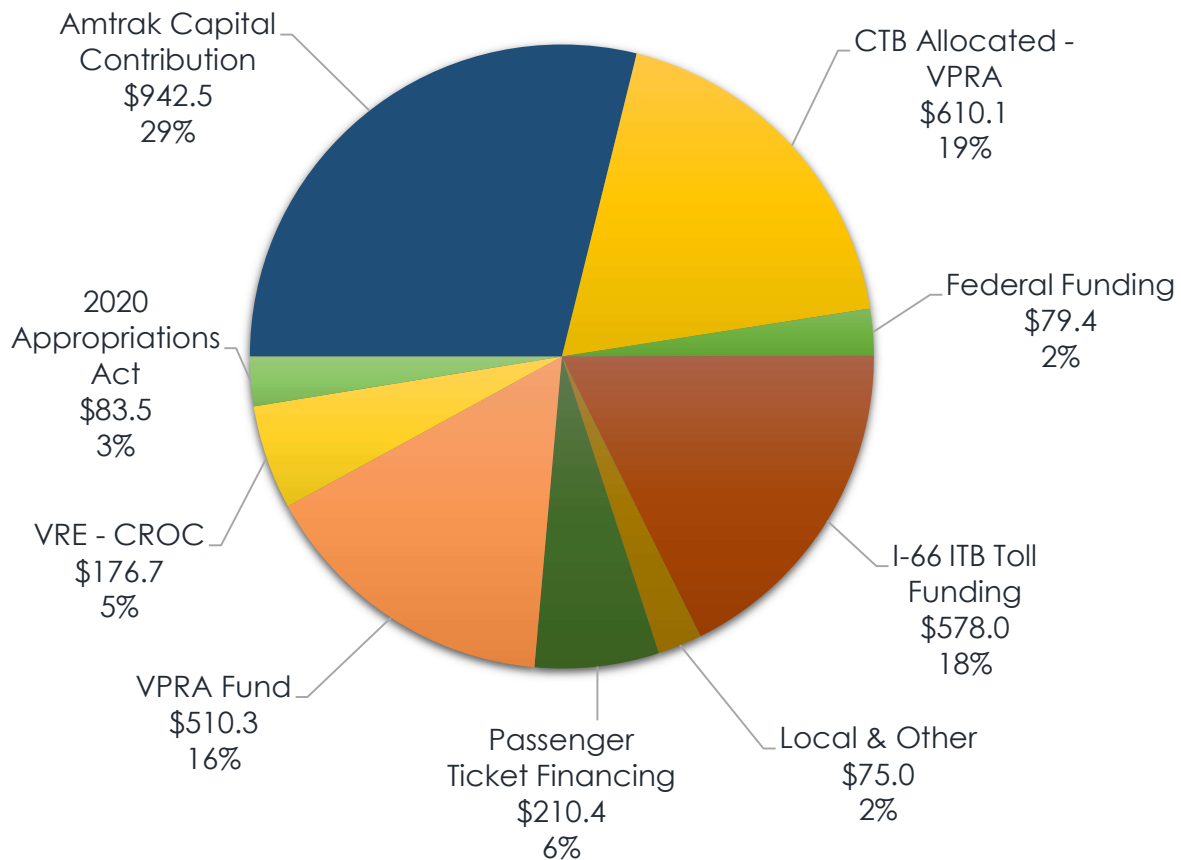
**TABLE 5: CROSSWALK OF I-95 CORRIDOR PROGRAM EXPENDITURES TO COMPLETION
(IN MILLIONS)**

Project Description	FY23 Project Budget	Revised Project Budget	Change (\$)	FY24 VPRA Budget	Unfunded Projects
Phase 1 Required					
Alexandria Fourth Track	\$210.4	\$210.5	\$0.1	\$210.5	-
Franconia to Lorton Third Track	208.5	275.0	66.5	275.0	-
Franconia-Springfield Bypass	241.4	405.0	163.6	405.0	-
Railroad Bridges over Newington Road	36.2	61.0	24.8	61.0	-
Potomac Creek Third Track South (Siding A)	107.6	143.0	35.4	143.0	-
Woodford to Milford Third Track (Siding B)	66.6	85.2	18.6	85.2	-
Hanover Third Track (Siding C)	58.9	84.4	25.5	84.4	-
Phase 2 Required					
Long Bridge	2,039.3	2,279.0	239.7	1,818.1	460.9
Neabsco Creek to Woodbridge Third Track (Siding D)	90.7	100.4	9.7	8.5	91.9
Aquia Creek Third Track (Siding E)	53.0	58.8	5.8	5.4	53.4
Crossroads Third Track (Siding F)	92.7	102.8	10.1	10.0	92.8
L'Enfant Fourth Track and Station Improvements	22.4	22.8	0.4	22.8	-
Phase 1 Timeline (not required for service)					
Richmond Layover Facility	35.6	2.6	(33.0)	2.6	-
King and Commonwealth Bridges	3.1	3.9	0.8	3.9	-
Phase 3					
Railroad Bridges over Route 1	57.4	3.2	(54.2)	3.2	-
Lorton to Route 1 Third Track	20.8	1.2	(19.6)	1.2	-
Other					
Other: CIG Grant	1.9	3.1	1.2	3.1	-
TRV Right of Way Acquisition	525.0	525.0	-	525.0	-
TRV Right of Way Transaction Costs	38.0	31.8	(6.2)	31.8	-
Total I-95 Corridor Projects	\$3,909.5	\$4,398.7	\$489.2	\$3,699.7	\$699.0

EXECUTIVE SUMMARY

Funding for the I-95 Corridor is largely made up of Amtrak's Capital Contribution (29%), I-66 ITB Toll Financing (18%), CTB Allocated funds (19%), and VPRA funds (16%). Figure 1 shows the breakdown of the sources of funding to be used for the budgeted expenditures from FY23 to FY31 and does not include prior year expenses.

FIGURE 1: FY23-FY31 I-95 CORRIDOR FUNDING BY SOURCE
\$3,265.9 M
(IN MILLIONS)



EXECUTIVE SUMMARY

Western Rail Corridor

In June of 2022, the Authority completed efforts to purchase 28.5 miles of rail capacity, right-of-way (V-Line), and rail infrastructure from Norfolk Southern for \$38.2 million as a continuation of the TRV initiative to expand passenger rail to southwest Virginia from the Salem Crossovers to Christiansburg. The acquisition of railroad right-of-way and tracks, along with infrastructure improvements and improved operations, will allow for the expansion of high-quality passenger rail services from Roanoke to Christiansburg. As corridor development continues, project scope and budget estimates continue to be enhanced. At this time, all projects in the Western Rail Corridor are in the project development phase and have rough order of magnitude budget estimates.

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

**TABLE 6: CROSSWALK OF WESTERN RAIL CORRIDOR
(IN MILLIONS)**

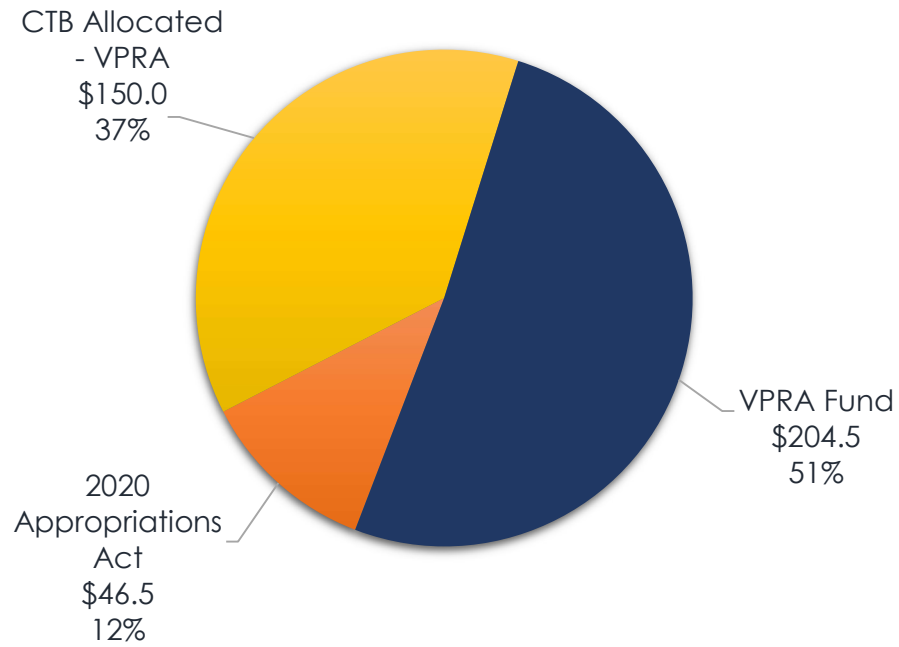
Project Description	Budget Category	FY23 VPRA Budget	FY24 VPRA Budget	Change (\$)
Western Rail Corridor				
New River Valley Platform & Track Improvements ①	Capital Projects	\$41.8	\$83.1	\$41.3
Service Facility & Temporary Platform		-	2.4	2.4
V-Line Tunnels		47.9	47.9	-
Capital Improvements - Bridges		30.7	30.7	-
Capital Improvements - Other		6.1	36.0	29.9
V-Line Positive Train Control ①		32.4	32.4	-
V-Line Right of Way Transaction Costs		13.0	3.3	(9.7)
V-Line Purchase		38.0	38.2	0.2
Total Capital Projects		\$209.9	\$274.0	\$64.1
Roanoke Yard Improvements	Capital & Operating Grants	\$37.0	\$36.5	(\$0.5)
Western Rail Initiative Grant		131.5	131.5	-
Total Capital & Operating Grants		\$168.5	\$168.0	(\$0.5)
Total Western Rail Corridor Projects		\$378.4	\$442.0	\$63.6

① Projects combined in FY23 Budget.

Funding for the Western Rail Corridor capital projects and grants is made up of 2020 Appropriations Act funding (12%) and CTB Allocated funds (37%) dedicated to the Western Rail initiative and the remaining 51% is VPRA funds. Figure 2 shows the breakdown of the sources of funding to be used for the budgeted expenditures from FY23 to FY30 and does not include prior year expenses.

EXECUTIVE SUMMARY

FIGURE 2: FY23-FY30 WESTERN RAIL CORRIDOR FUNDING BY SOURCE
\$401 M
(IN MILLIONS)



EXECUTIVE SUMMARY

Other Capital Projects

Other Capital Projects budget line item represents capital expenditures for stations, platforms and rail corridors that are owned by VPRA. These projects will be capitalized as assets. This section also includes the board management reserve. The board management reserve has been established as a risk mitigation strategy to be utilized upon BOD approval to cover unknown capital costs, uncertainty in revenues or to fund new opportunities.

**TABLE 7: EXPECTED PROGRAM COSTS FOR OTHER CAPITAL PROJECTS
(IN MILLIONS)**

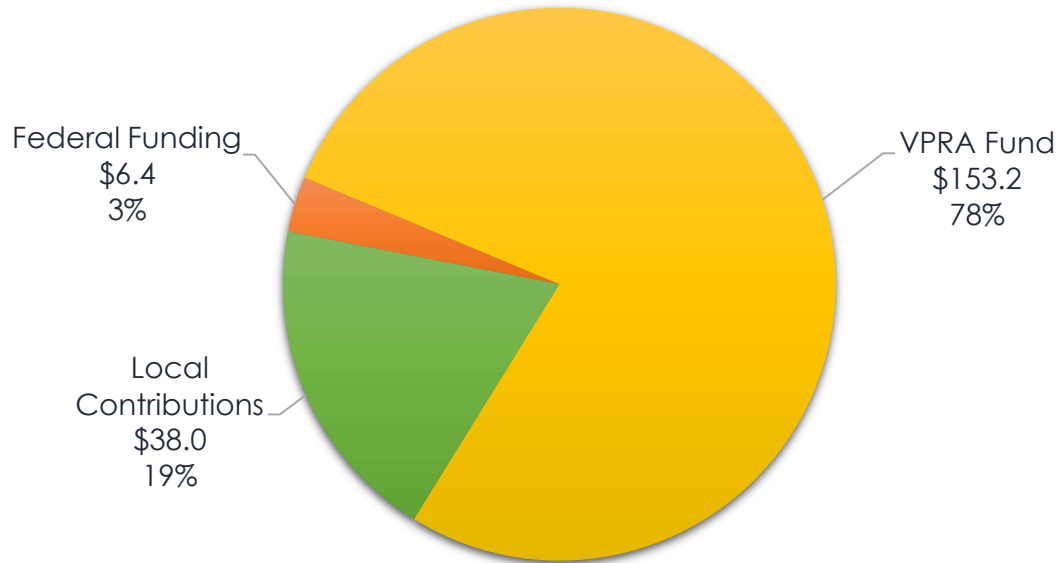
Project Description	FY23 VPRA Budget	FY24 VPRA Budget	Change (\$)
Other Capital Projects			
Ettrick Station Improvements - SOGR ①	\$11.5	\$11.8	\$0.3
Platform & Station Improvements - SOGR/ADA ①	20.6	20.6	-
S-Line 30% Design ①	1.5	39.5	38.0
S-Line 60% Design Grant Match	-	-	-
Board Management Reserve	15.0	123.5	108.5
Purchase of St. Julian's Yard: Amtrak Train Service Facility	1.9	2.2	0.3
Total I-95 Corridor Projects	\$50.5	\$197.6	\$147.1

① Previously included as a Capital Grant in FY23 Budget.

Funding for the Other Capital Projects consists of 3% federal grant contributions for Ettrick Station, 19% of Local Contributions for S-Line 30% Design, the remaining 78% is made up of VPRA funds. Figure 3 shows the breakdown of the sources of funding to be used for the budgeted expenditures from FY23 to FY30 and does not include prior year expenses.

EXECUTIVE SUMMARY

FIGURE 3: FY23-FY30 OTHER CAPITAL PROJECTS FUNDING BY SOURCE
\$197.6 M
(IN MILLIONS)



EXECUTIVE SUMMARY

OPERATIONS

One of the core functions of VPRA is to provide intercity passenger rail service to the citizens of the Commonwealth. The operating budget includes the operational costs of the state sponsored intercity passenger rail service as well as the general and administrative costs to run the Authority.

As seen in Table 8, the FY24 operating budget is projected to increase by \$24.6M offset by additional revenues of \$14.0M. During FY23, ridership surpassed the pre-pandemic levels, and the Authority expects that trend to continue in the coming year as the pandemic recovery continues and the demand for travel returns. Further, VPRA added two new trains increasing capacity for the Roanoke and Norfolk routes. The federal credits applied to Virginia passenger rail operations costs were exhausted in FY23, resulting in higher FY24 operations costs paid by VPRA. The other operating expenses increase is primarily due to increasing capital equipment maintenance and administrative costs.

**TABLE 8: SUMMARY OF FY24 OPERATIONS BUDGET
(IN MILLIONS)**

Operations Category (in millions)	FY23 Budget	FY24 Budget	Change (\$)
Total Operating Revenues	\$62.7	\$76.7	\$14.0
Train Operations	90.0	104.7	14.7
Other Operating Expenses ①	22.1	25.6	3.5
Administrative Budget	10.2	16.6	6.4
Total Operating Expense	122.3	146.9	24.6
Additional Funding Required	\$59.6	\$70.2	\$10.6

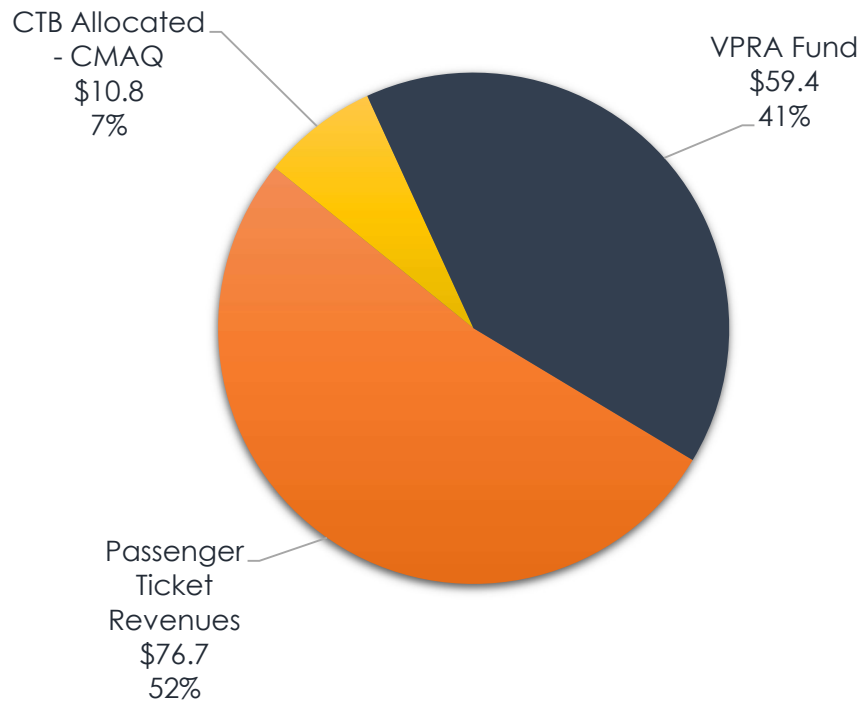
① Includes budget adjustments made through Delegated Authority.

The administrative costs are anticipated to rise from \$10.2M in FY23 to \$16.6M in FY24 as VPRA continues to establish the organization to execute the passenger rail program. The Authority expects to employ 70 average full-time employees during FY24 compared to 39 average full-time employees in FY23. Professional services are needed to supplement VPRA staff with specialized skill sets or to provide organizational stand-up assistance. Additionally, the increase reflects several one-time investments (Enterprise Resource Planning System, Project Management System, one-time Northern Virginia office set-up costs) that are anticipated to occur in FY24 as the organization continues to mobilize.

The operations expenditures are covered by three sources of revenue: passenger ticket revenues, CTB allocated CMAQ funds, and the VPRA dedicated share of the Commonwealth Rail Fund (CRF or VPRA fund). Figure 4 shows the breakdown of the sources of funding to be used for the FY24 budgeted expenditures. An overall cost recovery of 51% is expected from FY24 anticipated passenger ticket revenues.

EXECUTIVE SUMMARY

FIGURE 4: FY24 OPERATIONS FUNDING BY SOURCE
\$146.9 M
(IN MILLIONS)



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CAPITAL AND OPERATING GRANTS

Capital and Operating Grants consist of projects in which VPRA provides capital funding to a third party (such as a Class I Railroad or local government) that executes design and construction utilizing their respective financial control systems. As evidenced by the annual expenditures in Table 9, the management of these grants is a significant responsibility for the Authority. In addition, VPRA must fund several historical rail grants that are managed by the Department of Rail and Public Transit (DRPT). As part of the creation of VPRA, historical rail cash balances of \$44.7M were transferred to VPRA to assist with the cash flow needs of the acquisition of rail assets. \$22.0M of these funds have been deobligated by DRPT and reprogramed on VPRA projects. Of the remaining \$22.7M DRPT managed grants, \$22.6M are outstanding as of December 2022. If these projects do not proceed, VPRA will retain the funds and the Board may allocate them at their discretion.

**TABLE 9: SUMMARY OF GRANTS EXPENDITURE FORECAST
(IN MILLIONS)**

Capital and Operating Grant Category	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total VPRA Budget FY23-FY30
VPRA Managed Grants	\$121.9	\$109.2	\$75.8	\$55.9	\$29.3	\$29.3	\$29.6	\$38.0	\$489.0
DRPT Managed Grants	3.3	10.8	6.5	2.0	-	-	-	-	22.6
Total	\$125.2	\$120.0	\$82.3	\$57.9	\$29.3	\$29.3	\$29.6	\$38.0	\$511.6

The grants can be divided into the following classifications:

VPRA Managed Grants: Most grants administered by the VPRA are CTB allocated. Grantees apply through the CTB process and if awarded state funds, the VPRA will be tasked with administering the passenger rail operations and infrastructure projects. In addition to CTB allocated grants, the VPRA will administer historical grants transferred from prior rail programs and grants previously approved by the VPRA Board. There are no newly recommended grants in the FY24 budget.

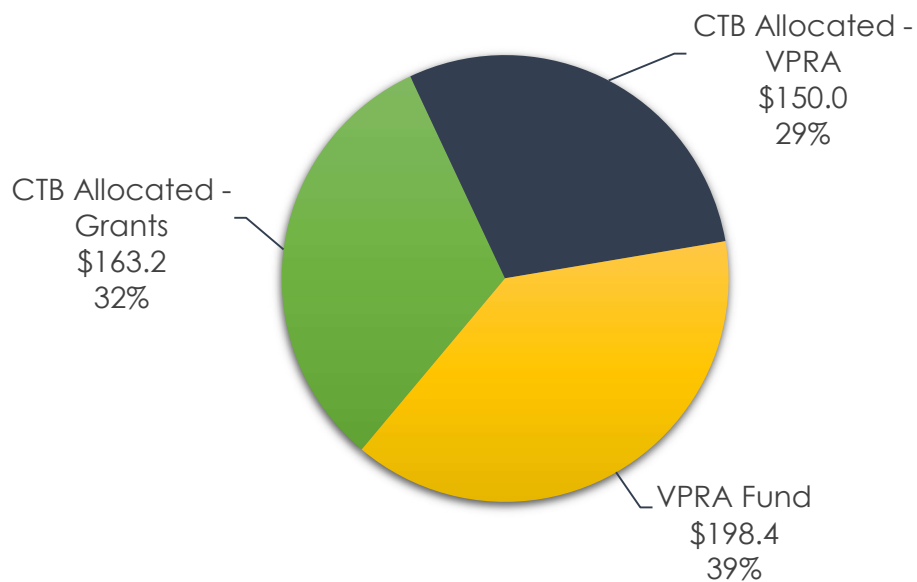
DRPT Managed Grants: Historical grants that continue to be administered by DRPT in accordance with the Board approved agreement between DRPT and VPRA. Currently, \$22.6M of funds are obligated to DRPT managed grants.

The funding sources for Capital and Operating Grants are displayed in a manner that mirrors the award process. Grants allocated by the CTB consists of sources such as SMART SCALE, CMAQ or I-66 Concession Funds. As seen in Figure 5, CTB Allocated - Grants make up approximately 32% of grant expenditures from FY23-FY30. VPRA will administer these grants on behalf of the CTB.

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Funding from the CTB Allocated-VPRA source, a 29% total, was added in FY22 to fund the Western Rail Corridor grants sponsored by VPRA. The remaining 39% of the sources for Capital and Operating Grants consists of \$198.4M of VPRA revenues and historical DRPT rail program funds. About one half of these funds will be used to pay for historical rail program grants assumed by VPRA, and the other half will cover grants approved by the VPRA Board beginning in FY21. Figure 5 shows the breakdown of the sources of funding to be used for the budgeted expenditures from FY23 to FY30 and does not include prior year expenses.

FIGURE 5: FY23-FY30 CAPITAL & OPERATING GRANT FUNDING BY SOURCE
\$511.6M
(IN MILLIONS)



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REVENUES

The largest funding sources for the Capital Projects and Capital and Operating Grants are the VPRA Fund Revenues, I-66 Inside the Beltway (ITB) Toll Funding, the Amtrak Capital Contribution, the CTB-Allocated funding (Priority Transportation Funds, I-95 Toll concessions, SMART SCALE, CMAQ), and 2020 Appropriations Act Funding. Since inception VPRA has collected over \$1B of these commitments to fund its capital program.

In addition to the numerous funding partners, the complexity of the funding model is heightened due to the inclusion of three debt financings, two of which are outstanding. The required timing and structure for the Passenger Ticket financing and the I-66 ITB Toll financing are actively assessed and adjusted as needed. In FY23, VRE completed the Commuter Rail Operating and Capital funds financing contributing \$119M to the VPRA capital plan.

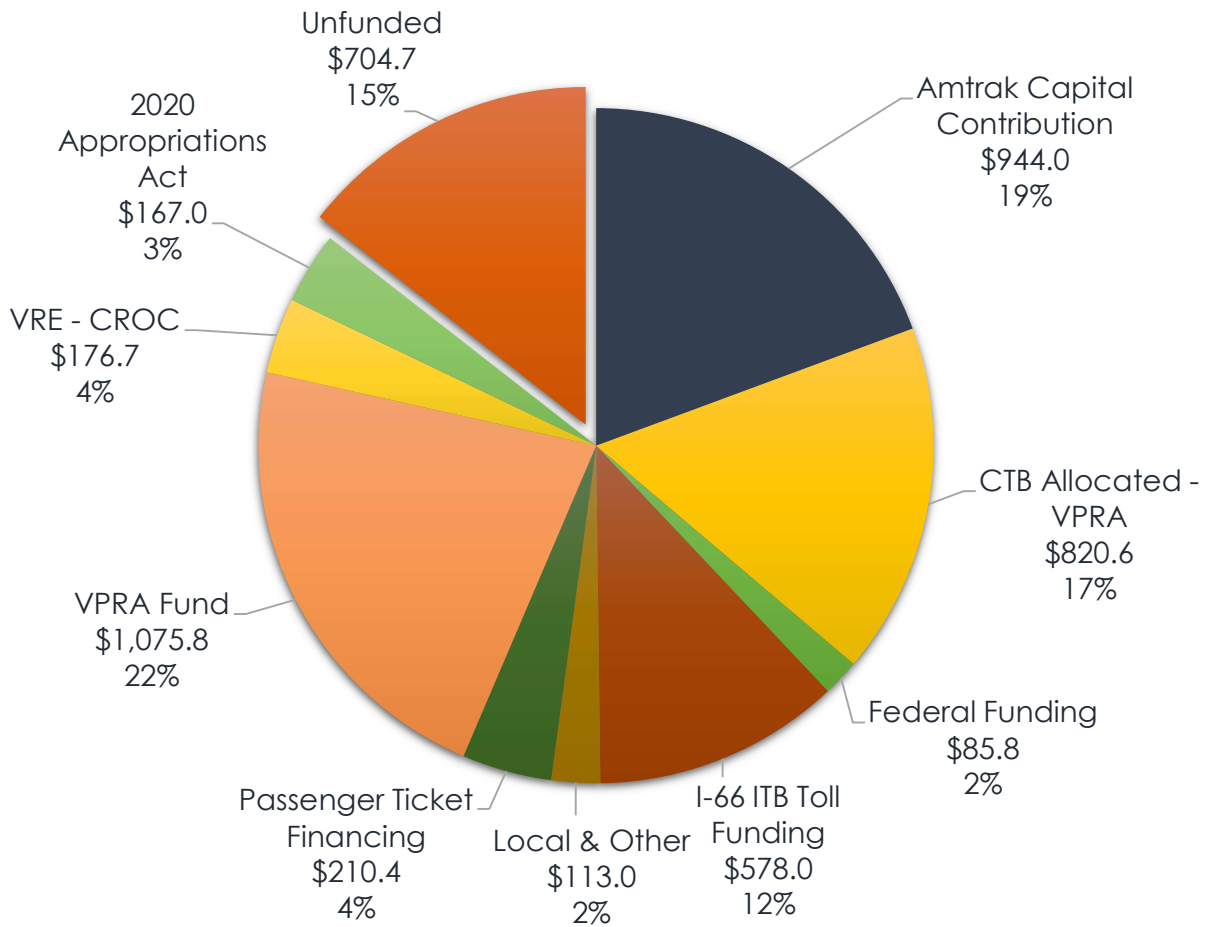
Agreements are in place for several of the significant revenue sources, notably Amtrak and VRE. While other agreements still need to be finalized (mostly intergovernmental agreements related to the CTB allocated funds), it is important to note that the CTB has allocated funds through FY2023 and included planned allocations in its Six Year Improvement Plan for the VPRA initiatives.

At this time, there is a 15% gap in our financial plan. The Authority is actively working to identify sources of revenue in order to deliver all components of our capital program. The notable funding opportunities VPRA is advancing are Federal Transit Administration's Capital Investment Grant program and the Federal Railroad Administration's ongoing grant programs distributing Infrastructure Investment and Jobs Act funds. The financial plan will be updated with new sources of revenue once awarded. Figure 6 details the total capital project costs by funding source.

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FIGURE 6: TOTAL CAPITAL PROJECT COST BY SOURCE

\$4,876.0M
(IN MILLIONS)



The sources of funding under the direct control of the Authority consist of the dedicated Commonwealth Rail Funds (VPRA Fund) and the projected financing proceeds of the passenger ticket revenue stream. Table 10 shows the projected revenues of the VPRA 93% share of the Commonwealth Rail Fund through FY30 as well as the projected proceeds from leveraging the gross passenger ticket revenues planned for FY2025.

TABLE 10: REVENUE FORECAST

(IN MILLIONS)

Description	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total
VPRA Revenues	184.4	158.4	165.3	168.3	171.4	174.3	176.9	181.4	1,380.4
Passenger Ticket Financing	-	-	210.4	-	-	-	-	-	210.4
Total	\$184.4	\$158.4	\$375.7	\$168.3	\$171.4	\$174.3	\$176.9	\$181.4	\$1,590.8

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ANNUAL BUDGET COMPARISON

The FY24 budget is detailed by the three budget classifications in Table 11, compared to the FY23 budget. The FY24 budget for VPRA includes an estimated total outlay of \$763.6M which represents a 22% increase from FY23.

**TABLE 11: SUMMARY COMPARISON OF FY24 AND FY23 BUDGETS
(IN MILLIONS)**

Budget Category	Adopted FY23	FY24	Change	
			\$	%
Operations ①	\$122.3	\$146.9	\$24.6	17%
Capital Projects	286.9	496.7	209.8	42%
Capital & Operating Grants	185.8	120.0	(65.8)	-55%
Total	\$595.0	\$763.6	\$168.6	22%

① Includes budget adjustments made through Delegated Authority.

The Operations budget for FY24 increased primarily due to an increase in train operations expense of \$14.7M and other operations expenses of \$9.9M. Additionally, the federal COVID-19 relief credits applied by Amtrak against operational costs in prior years have been exhausted. The largest of the increases in train operations expenses are \$8.9M for NEC through credit expense and \$3.9M for fuel costs. Other operations expenses had increases in maintenance costs of \$2.0M and administrative costs of \$6.4M as VPRA continues to grow to meet its responsibilities to deliver rail services and projects. The revenues from the existing trains and the two new trains have been projected using historical data and Amtrak forecasts.

The Capital Projects budget increased \$209.8M due to the continued project development and engineering efforts to advance VPRA's program of capital projects, and the \$108.5M increase of funding allocated to the management reserve.

Planned expenditures for Capital and Operating Grants decreased by \$65.8M in FY24. The decrease is primarily attributed to the Virginia Railway Express ('VRE') capital program which has delayed planned expenditures as they integrate their capital projects with the Transforming Rail Initiative. The planned expenditures for the Western Rail Corridor grants have shifted \$21.2M into FY24 offsetting the VRE Grant decrease.

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

OPERATIONS BUDGET

- One year budget (FY2024)
- Anticipated expenditures using an accrual basis
- Two main elements:
 1. Passenger Train Operations
 2. Administrative Expenses

VIRGINIA PASSENGER RAIL AUTHORITY

OPERATIONS BUDGET

(IN MILLIONS)

Operations Category	FY23 Budget	FY24 Budget	Change (\$)
Train Operating Revenues			
Train Revenue	\$33.1	\$42.3	\$9.2
Food Service Revenue	1.0	1.3	0.3
Other Revenue	0.6	1.0	0.4
NEC Through Revenue	28.0	32.1	4.1
Total Operating Revenues	62.7	76.7	14.0
Train Operations Expenses ①			
Route Costs and Additives	61.2	62.4	1.2
Fuel Costs	4.1	8.0	3.9
NEC Through Credit Expense	18.4	27.3	8.9
Host Railroad Costs	3.3	3.4	0.1
Host RR Performance Incentives	3.0	3.6	0.6
Total Train Operations Expense	90.0	104.7	14.7
Other Operating Expenses			
Capital Equipment Maintenance	6.7	8.7	2.0
Bedford Amtrak Thruway Intercity Bus Connector	0.4	0.4	-
Amtrak Marketing	0.9	0.9	-
I-95 Corridor Maintenance of Way (VRE Access Rate) ②	7.2	7.5	0.3
Western Rail Maintenance of Way	2.1	2.9	0.8
Western Rail Access Fee	3.7	3.8	0.1
Insurance ③	1.1	1.4	0.3
Administrative Budget	10.2	16.6	6.4
Total Operating Expenses	\$122.3	\$146.9	\$24.6
Additional Funding Required	\$59.6	\$70.2	\$10.6
<i>Federal Credits Applied to Train Operation Expense</i>	4.4	-	(4.4)
Total Operating Expenses (w/o Federal Credits)	\$126.7	\$146.9	\$20.2
Overall Cost Recovery	49%	52%	3%
Fully-Loaded Operations Costs ④			
Depreciation & Amortization	1.0	3.6	2.6
Fully-Loaded Operations Costs	\$127.7	\$150.5	\$22.8
Fully Loaded Cost Recovery	49%	51%	2%

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

② Per CSX Agreement, VRE access rate covers VPRA track maintenance.

③ Includes budget adjustments made through Delegated Authority.

④ Depreciation & amortization is a non-cash expense recorded to ratably account for the capital infrastructure investments required to operate VPRA's passenger train service. The fully-loaded cost recovery includes this non-cash expense to illustrate the full cost of running the passenger train service.

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

Train Operations Category	Route 46 - Roanoke -	Route 47 - Newport News -	Route 50 - Norfolk -	Route 51 - Richmond -	Total FY24 Budget
	2 Trains	2 Trains	3 Trains	1 Train	
Train Operating Revenues					
Train Revenue	\$13.1	\$11.9	\$14.7	\$2.6	\$42.3
Food Service Revenue	0.5	0.3	0.4	0.1	1.3
Other Revenue	0.3	0.3	0.3	0.1	1.0
NEC Through Revenue	9.8	7.8	11.0	3.5	32.1
Total Operating Revenues	23.7	20.3	26.4	6.3	76.7
Train Operations Expenses					
Route Costs and Additives	14.2	18.9	22.6	6.7	62.4
Fuel Costs	2.9	2.4	2.2	0.5	8.0
NEC Through Credit Expense	8.3	6.6	9.3	3.1	27.3
Host Railroad Costs	1.0	0.6	1.5	0.3	3.4
Host RR Performance Incentives	0.6	0.7	1.9	0.4	3.6
Total Train Operations Expense	27.0	29.2	37.5	11.0	104.7
Capital Equipment Maintenance	1.8	2.1	4.1	0.7	8.7
Other Operating Expenses	4.5	4.1	6.2	2.1	16.9
Total Operations Cost per Route	\$33.3	\$35.4	\$47.8	\$13.8	\$130.3
Net Operating Loss	(\$9.6)	(\$15.1)	(\$21.4)	(\$7.5)	(\$53.6)

VIRGINIA PASSENGER RAIL AUTHORITY

OPERATIONS

USES & SOURCES (IN MILLIONS)

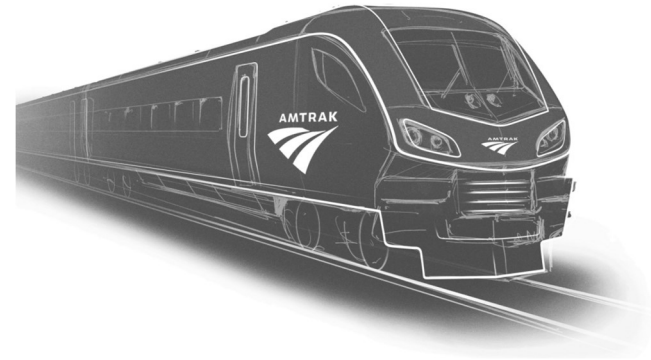
	FY23	FY24
Total Uses	\$122.3	\$146.9
Passenger Ticket Revenues	62.6	76.7
CTB Allocated - CMAQ	24.4	10.8
VPRA Fund	35.3	59.4
Total Sources	\$122.3	\$146.9

AMTRAK OPERATIONAL SUPPORT

DESCRIPTION:

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

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



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

Project Description	FY23 (Millions)	FY24 (Millions)
Amtrak Operational Support	\$90.0	\$104.7

AMTRAK CAPITAL EQUIPMENT MAINTENANCE

DESCRIPTION:

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

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



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

Project Description	FY23 (Millions)	FY24 (Millions)
Amtrak Capital Equipment Maintenance	\$6.7	\$8.7

ADMINISTRATIVE BUDGET

DESCRIPTION:

The administrative budget for FY24 contemplates to the ongoing stand-up of the organization. The budget includes salaries and benefits for 70 Average FTE, up from 39 Average FTE in FY23. Professional support is needed to assist with the ongoing establishment of the Authority's policies and procedures, to perform studies and other support functions. Software will be implemented for Enterprise Resource Planning, Project Management and Content Management to run the daily activities of the Authority. Additional office space in Northern Virginia will be acquired. Other Employee Costs will be incurred for incremental personnel, employee training and conferences, work travel to oversee projects, employee incentives such as a transit pass subsidy or tuition reimbursement, organizational memberships and licenses, continuing education, and recruiting costs.

Expense Category	FY23 Budget	FY24 Budget	Change (\$)
Payroll & Benefits ①	\$7,390,000	\$9,218,000	\$1,828,000
Professional Services	1,010,000	3,645,000	2,635,000
Information Technology ②	831,000	1,390,000	559,000
Building & Office Related ②	531,000	1,472,000	941,000
Other Employee Costs	460,000	880,000	420,000
Total	\$10,222,000	\$16,605,000	\$6,383,000

① \$4M of payroll & benefits costs are being charged to capital projects.

② Includes budget reclassification made through Delegated Authority.

Project Description	FY23 (Millions)	FY24 (Millions)
VPRA Administrative Budget	\$10.2	\$16.6

OTHER OPERATING EXPENSE

DESCRIPTION:

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

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

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

WESTERN RAIL MAINTENANCE OF WAY: Expenses to maintain owned rail infrastructure on V-line purchased of right-of-way.

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

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

DEPRECIATION: This is a non-cash expense that has been included as it has a direct impact on operation returns. Rail Infrastructure and other capitalizable assets acquired or built by VPRA will be depreciated over their respective useful life.

Project Description	FY23 (Millions)	FY24 (Millions)
Bedford Amtrak Thruway Intercity Bus Connector	\$0.4	\$0.4
Amtrak Marketing	\$0.9	\$0.9
I-95 Corridor Maintenance of Way (VRE Access Rate)	\$7.2	\$7.5
Western Rail Maintenance of Way	\$2.1	\$2.9
Western Rail Access Fee	\$3.7	\$3.8
Insurance	\$1.1	\$1.4
Depreciation & Amortization	\$1.0	\$3.6

CAPITAL PROJECTS

- **Total Project Budget** – Estimated full project costs through completion of the project.
- **VPRA Project Budget** - Project costs to be included in VPRA program.
- **Potential Project Budget** – Projects and/or project costs not currently included in VPRA program.

I-95 CORRIDOR

VIRGINIA PASSENGER RAIL AUTHORITY

I-95 CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget	VPRA Project Budget	Unfunded Project Budget
I-95 Corridor														
Phase 1 Required														
Alexandria Fourth Track	3	\$3.1	\$10.5	\$53.7	\$57.3	\$57.3	\$28.6	-	-	-	-	\$210.5	\$210.5	-
Franconia to Lorton Third Track	2	1.0	9.7	12.6	100.7	120.8	30.2	-	-	-	-	275.0	275.0	-
Franconia-Springfield Bypass	3	0.8	14.2	22.0	85.2	141.4	141.4	-	-	-	-	405.0	405.0	-
Railroad Bridges over Newington Road	2	0.2	1.8	2.3	22.1	27.7	6.9	-	-	-	-	61.0	61.0	-
Potomac Creek Third Track South (Siding A)	2	0.1	5.6	10.3	56.5	56.4	14.1	-	-	-	-	143.0	143.0	-
Woodford to Milford Third Track (Siding B)	2	0.1	3.3	6.2	45.6	30.0	-	-	-	-	-	85.2	85.2	-
Hanover Third Track (Siding C)	2	0.1	2.9	5.5	31.5	44.4	-	-	-	-	-	84.4	84.4	-
Phase 2 Required														
Long Bridge	2	14.9	30.0	182.0	306.5	365.0	349.6	349.5	349.6	224.8	107.1	2,279.0	1,818.1	460.9
Neabsco Creek to Woodbridge Third Track (Siding)	2	0.1	0.1	0.1	0.1	4.4	5.6	38.9	51.1	-	-	100.4	8.5	91.9
Aquia Creek Third Track (Siding E)	2	0.1	0.1	0.1	0.1	3.6	13.2	41.6	-	-	-	58.8	5.4	53.4
Crossroads Third Track (Siding F)	2	0.1	0.1	0.1	0.1	4.6	6.1	39.6	52.1	-	-	102.8	10.0	92.8
L'Enfant Fourth Track and Station Improvements	1	0.2	0.3	-	2.0	8.1	8.1	4.1	-	-	-	22.8	22.8	-
Phase 1 Timeline (not required for service)														
Richmond Layover Facility	1	0.2	0.8	0.8	0.8	-	-	-	-	-	-	2.6	2.6	-
King and Commonwealth Bridges	1	-	1.7	2.2	-	-	-	-	-	-	-	3.9	3.9	-
Phase 3														
Railroad Bridges over Route 1	2	0.1	3.1	-	-	-	-	-	-	-	-	3.2	3.2	-
Lorton to Route 1 Third Track	2	0.1	1.1	-	-	-	-	-	-	-	-	1.2	1.2	-
Other														
Other: CIG Grant	7	0.2	1.7	1.2	-	-	-	-	-	-	-	3.1	3.1	-
TRV Right of Way Acquisition	7	400.0	125.0	-	-	-	-	-	-	-	-	525.0	525.0	-
TRV Right of Way Transaction Costs	7	12.4	7.5	7.5	4.4	-	-	-	-	-	-	31.8	31.8	-
Total I-95 Corridor Projects		\$433.8	\$219.5	\$306.6	\$712.9	\$863.7	\$603.8	\$473.7	\$452.8	\$224.8	\$107.1	\$4,398.7	\$3,699.7	\$699.0

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

VIRGINIA PASSENGER RAIL AUTHORITY

I-95 CORRIDOR CAPITAL PROJECTS

VPRA PROJECT BUDGET

(IN MILLIONS)

Project Description	Project Phase	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	VPRA Project Budget
I-95 Corridor Projects												
Phase 1 Required												
Alexandria Fourth Track	Full Project	\$3.1	\$10.5	\$53.7	\$57.3	\$57.3	\$28.6	-	-	-	-	\$210.5
Franconia to Lorton Third Track	Full Project	1.0	9.7	12.6	100.7	120.8	30.2	-	-	-	-	275.0
Franconia-Springfield Bypass	Full Project	0.8	14.2	22.0	85.2	141.4	141.4	-	-	-	-	405.0
Railroad Bridges over Newington Road	Full Project	0.2	1.8	2.3	22.1	27.7	6.9	-	-	-	-	61.0
Potomac Creek Third Track South (Siding A)	Full Project	0.1	5.6	10.3	56.5	56.4	14.1	-	-	-	-	143.0
Woodford to Milford Third Track (Siding B)	Full Project	0.1	3.3	6.2	45.6	30.0	-	-	-	-	-	85.2
Hanover Third Track (Siding C)	Full Project	0.1	2.9	5.5	31.5	44.4	-	-	-	-	-	84.4
Phase 2 Required												
Long Bridge	Engineering Partial Construction	14.9	30.0	182.0	306.5	365.0	349.6	349.5	113.2	72.7	34.7	1,818.1
Neabsco Creek to Woodbridge Third Track (Siding D)	Engineering	0.1	0.1	0.1	0.1	3.9	4.0	0.2	-	-	-	8.5
Aquia Creek Third Track (Siding E)	Engineering	0.1	0.1	0.1	0.1	3.2	1.8	-	-	-	-	5.4
Crossroads Third Track (Siding F)	Engineering	0.1	0.1	0.1	0.1	4.0	5.4	0.2	-	-	-	10.0
L'Enfant Fourth Track and Station Improvements	Full Project	0.2	0.3	-	2.0	8.1	8.1	4.1	-	-	-	22.8
Phase 1 Timeline (not required for service)												
Richmond Layover Facility	30% Design	0.2	0.8	0.8	0.8	-	-	-	-	-	-	2.6
King and Commonwealth Bridges	Final Design	-	1.7	2.2	-	-	-	-	-	-	-	3.9
Phase 3												
Railroad Bridges over Route 1	30% Design	0.1	3.1	-	-	-	-	-	-	-	-	3.2
Lorton to Route 1 Third Track	30% Design	0.1	1.1	-	-	-	-	-	-	-	-	1.2
Other												
Other: CIG Grant	Full Project	0.2	1.7	1.2	-	-	-	-	-	-	-	3.1
TRV Right of Way Acquisition	Full Project	400.0	125.0	-	-	-	-	-	-	-	-	525.0
TRV Right of Way Transaction Costs	Full Project	12.4	7.5	7.5	4.4	-	-	-	-	-	-	31.8
Total Budgeted I-95 Corridor Projects		\$433.8	\$219.5	\$306.6	\$712.9	\$862.2	\$590.1	\$354.0	\$113.2	\$72.7	\$34.7	\$3,699.7

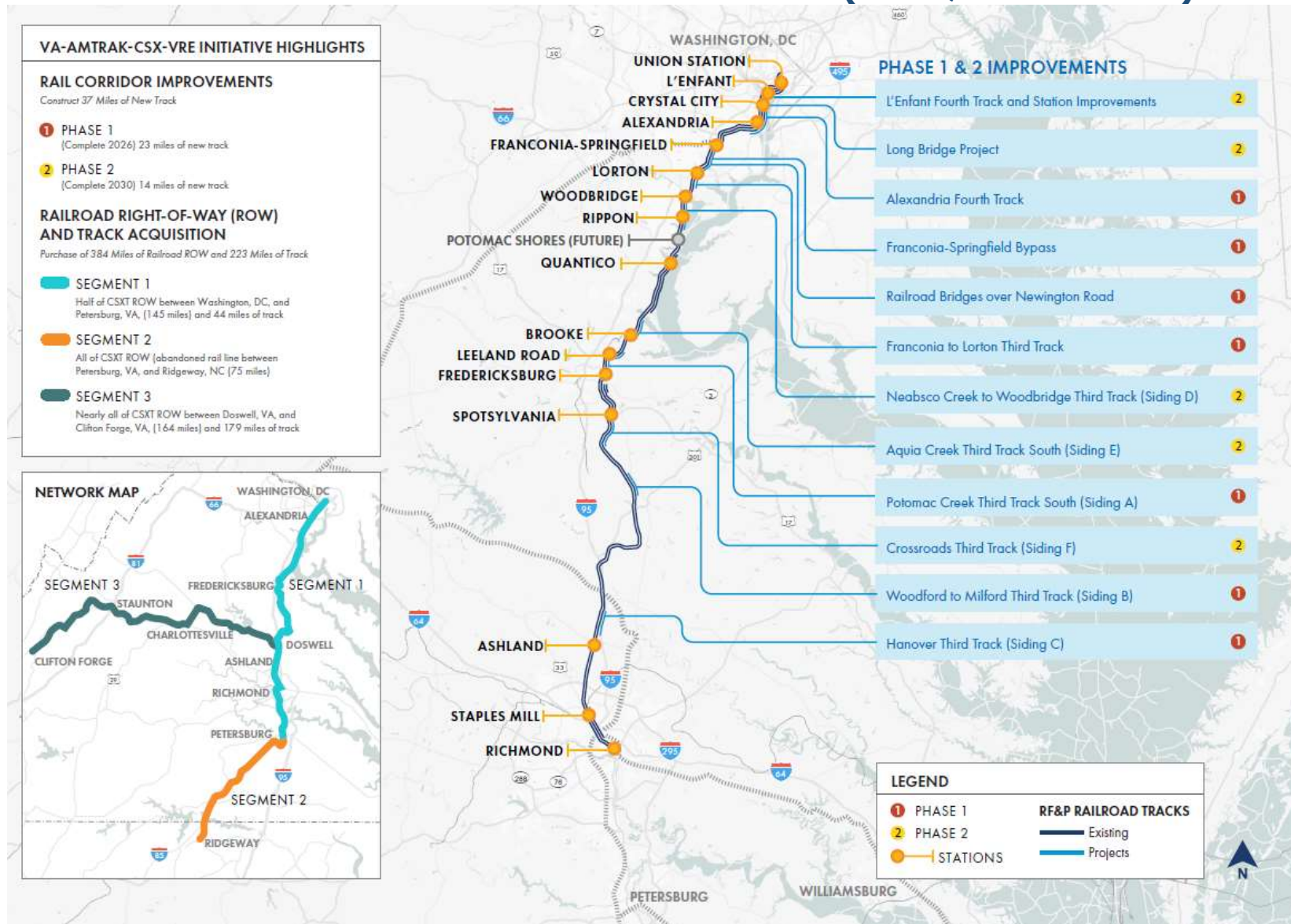
VIRGINIA PASSENGER RAIL AUTHORITY
I-95 CORRIDOR CAPITAL PROJECTS
UNFUNDED PROJECT BUDGET
(IN MILLIONS)

Project Description	Project Phase	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Unfunded Project Budget
I-95 Corridor Projects											
Phase 2 Required											
Long Bridge	Partial Construction	-	-	-	-	-	-	\$236.4	\$152.1	\$72.4	\$460.9
Neabsco Creek to Woodbridge Third Track (Siding D)	Construction	-	-	-	0.5	1.6	38.7	51.1	-	-	91.9
Aquia Creek Third Track (Siding E)	Construction	-	-	-	0.4	11.4	41.6	-	-	-	53.4
Crossroads Third Track (Siding F)	Construction	-	-	-	0.6	0.7	39.4	52.1	-	-	92.8
Total Unfunded I-95 Corridor Projects		\$ -	\$ -	\$ -	\$1.5	\$13.7	\$119.7	\$339.6	\$152.1	\$72.4	\$699.0

VIRGINIA PASSENGER RAIL AUTHORITY
I-95 CORRIDOR CAPITAL PROJECTS
USES & SOURCES
(IN MILLIONS)

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total FY23 - FY31	Total Sources %
Total Uses	\$219.5	\$306.6	\$712.9	\$862.2	\$590.1	\$354.0	\$113.2	\$72.7	\$34.7	\$3,265.9	
2020 Appropriations Act	41.8	41.7	-	-	-	-	-	-	-	83.5	3%
Amtrak Capital Contribution	21.0	48.3	123.0	169.1	188.0	199.1	100.0	76.6	17.4	942.5	29%
CTB Allocated - VPRA	7.3	23.4	142.0	251.0	44.7	47.5	47.1	47.1	-	610.1	19%
Federal Funding	4.0	22.2	33.2	10.0	10.0	-	-	-	-	79.4	2%
I-66 ITB Toll Funding	-	-	-	289.0	289.0	-	-	-	-	578.0	18%
Local & Other	-	-	11.5	31.5	32.0	-	-	-	-	75.0	2%
Passenger Ticket Financing	-	-	210.4	-	-	-	-	-	-	210.4	6%
VRE - CROC	126.7	5.1	7.4	7.5	7.5	7.5	7.5	7.5	-	176.7	5%
VPRA Fund	18.7	165.9	185.4	104.1	18.9	-	-	-	17.3	510.3	16%
Programmed Sources	\$219.5	\$306.6	\$712.9	\$862.2	\$590.1	\$254.1	\$154.6	\$131.2	\$34.7	\$3,265.9	
Short-Term Financing	-	-	-	-	-	99.9	(41.4)	(58.5)	-	-	
Total Sources	\$219.5	\$306.6	\$712.9	\$862.2	\$590.1	\$354.0	\$113.2	\$72.7	\$34.7	\$3,265.9	

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



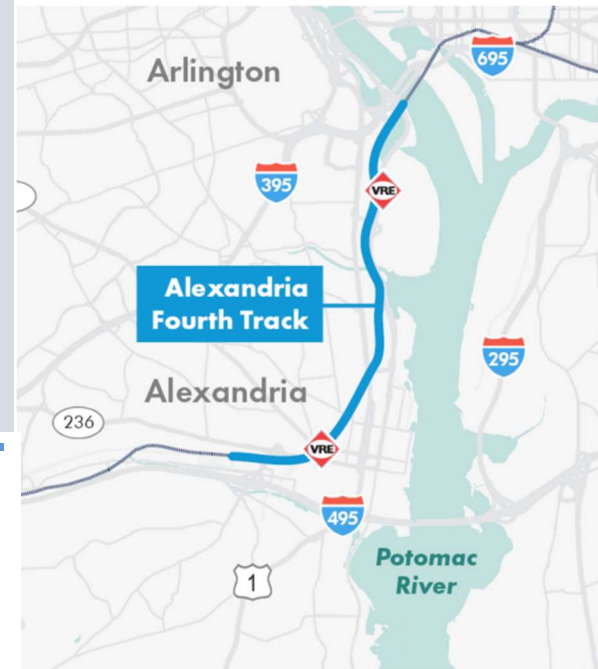
ALEXANDRIA FOURTH TRACK

PROJECT DESCRIPTION:

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

PROJECT STATUS: FINAL DESIGN

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Alexandria Fourth Track	\$3.1	10.5	53.7	57.3	57.3	28.6	-	-	-	\$210.5

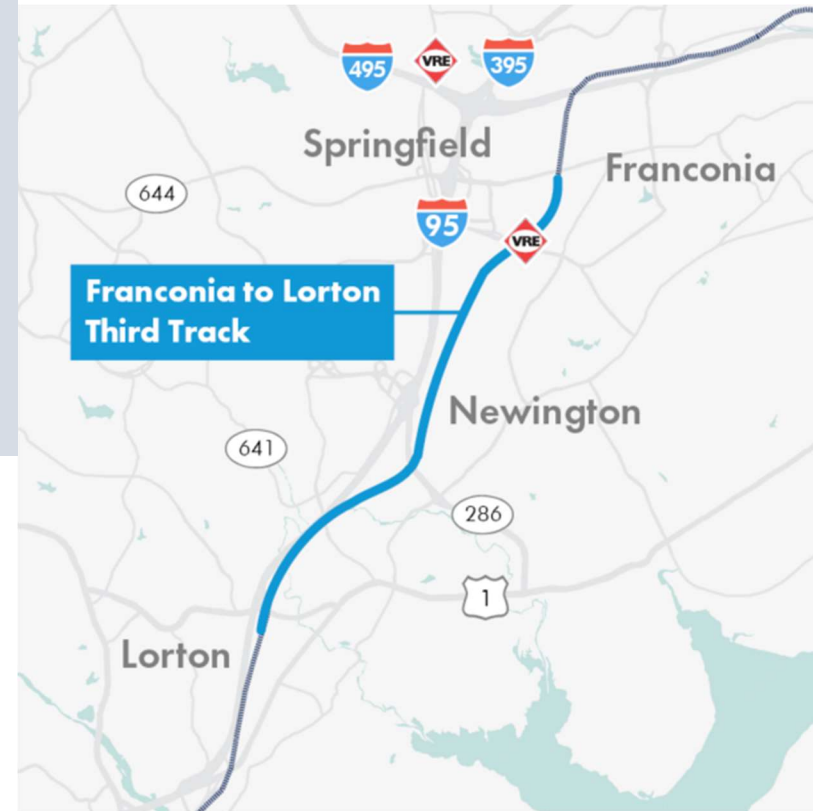
FRANCONIA TO LORTON THIRD TRACK

PROJECT DESCRIPTION:

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

PROJECT STATUS: ENTERING FINAL DESIGN

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Franconia to Lorton Third Track	\$1.0	9.7	12.6	100.7	120.8	30.2	-	-	-	\$275.0

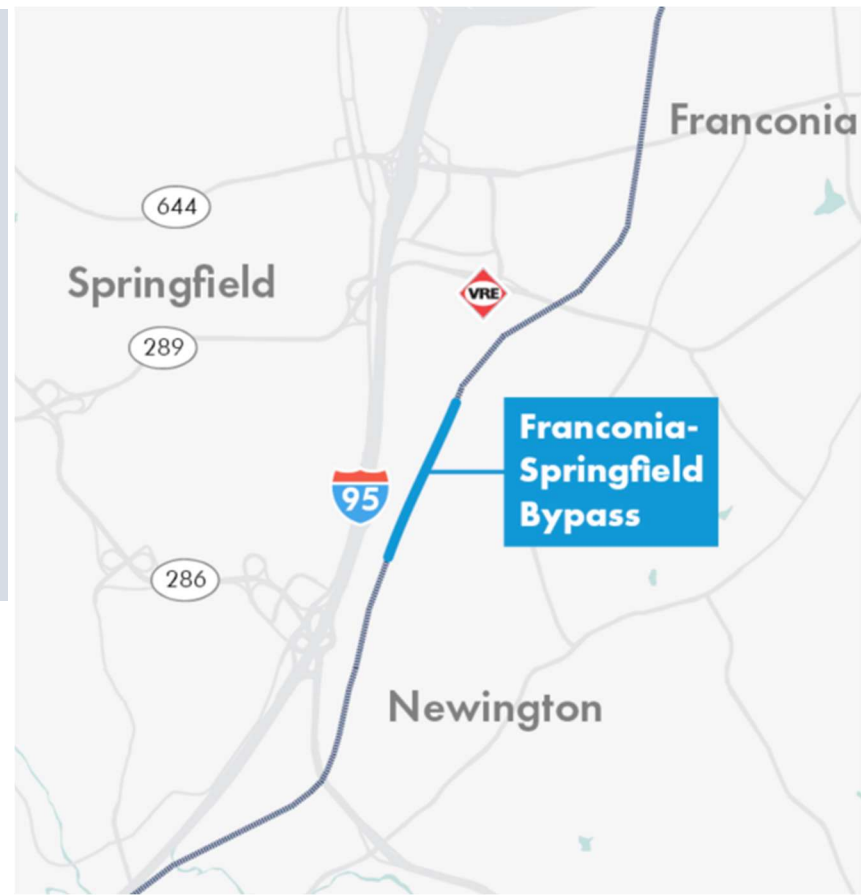
FRANCONIA-SPRINGFIELD BYPASS

PROJECT DESCRIPTION:

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

PROJECT STATUS: CONCEPTUAL DESIGN

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Franconia-Springfield Bypass	\$0.8	14.2	22.0	85.2	141.4	141.4	-	-	-	\$405.0

RAILROAD BRIDGES OVER NEWINGTON ROAD

PROJECT DESCRIPTION:

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

PROJECT STATUS: CONCEPTUAL DESIGN

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Railroad Bridges over Newington Road	\$0.2	1.8	2.3	22.1	27.7	6.9	-	-	-	\$61.0

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

PROJECT DESCRIPTION:

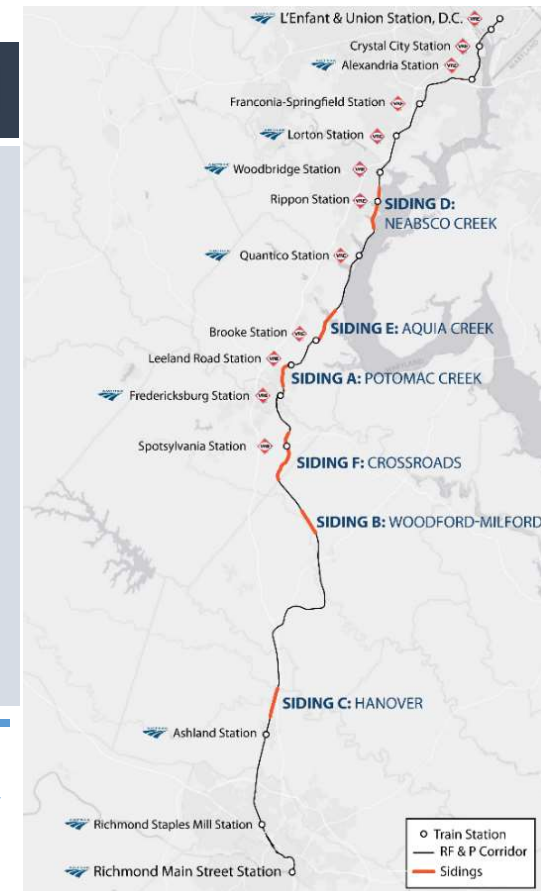
Sidings are the beginnings of what will eventually become a dedicated 3rd track in future Phases 3 & 4 from Alexandria to Spotsylvania. In Phase I, sidings are strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor between Washington,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

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

Each siding is between 2-4 miles in length.

PROJECT STATUS: CONCEPTUAL DESIGN

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Richmond to DC Sidings - Phase 1	\$0.3	11.8	22.0	133.6	130.8	14.1	-	-	-	\$312.6

LONG BRIDGE

PROJECT DESCRIPTION:

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

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

PROJECT STATUS: PRELIMINARY ENGINEERING



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total
VPRA Project Budget	14.9	30.0	182.0	306.5	365.0	349.6	349.5	113.2	72.7	34.7	\$1,818.1
Unfunded Project Budget	-	-	-	-	-	-	-	236.4	152.1	72.4	\$460.9
Total Long Bridge	\$14.9	\$30.0	\$182.0	\$306.5	\$365.0	\$349.6	\$349.5	\$349.6	\$224.8	\$107.1	\$2,279.0

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

PROJECT DESCRIPTION:

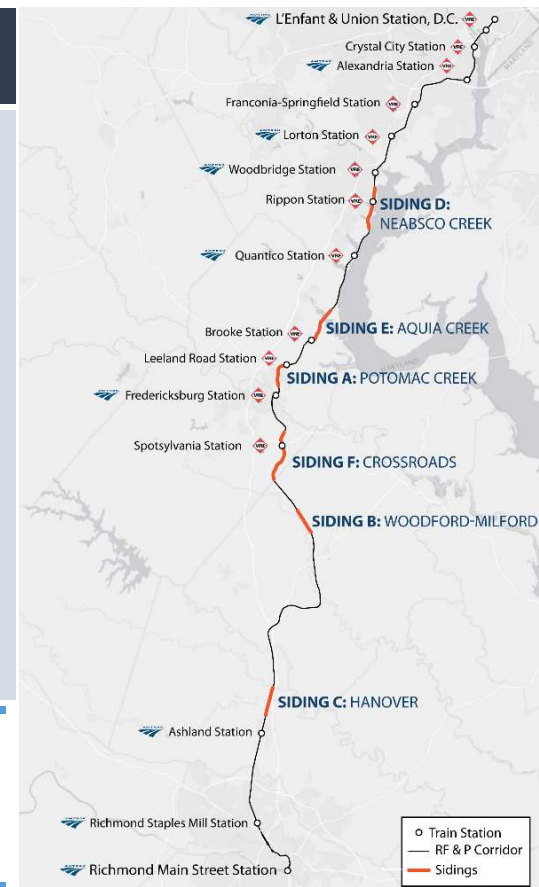
The Sidings projects are the beginnings of what will eventually become a dedicated 3rd track in future Phases 3 & 4 from Alexandria to Spotsylvania. In Phase 2, sidings are strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor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

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

Each siding is between 2-4 miles in length.

PROJECT STATUS: CONCEPTUAL DESIGN

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total
VPRA Project Budget	0.3	0.3	0.3	0.3	11.1	11.2	0.4	-	-	\$23.9
Unfunded Project Budget	-	-	-	-	1.5	13.7	119.7	103.2	-	\$238.1
Total Richmond to DC Sidings - Phase 2	\$0.3	\$0.3	\$0.3	\$0.3	\$12.6	\$24.9	\$120.1	\$103.2	-	\$262.0

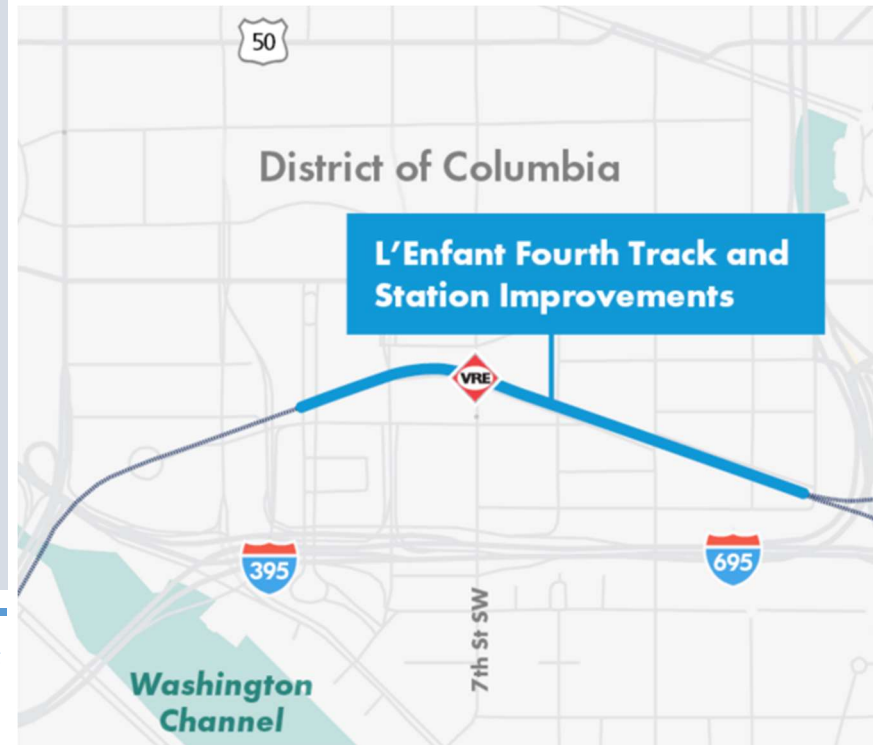
L'ENFANT FOURTH TRACK AND STATION IMPROVEMENTS

PROJECT DESCRIPTION:

VRE will lead the planning, design, permitting, and construction of an expanded VRE L'Enfant station at VRE's busiest station. It will also construct an additional mainline track between the Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC. The expanded station will enable simultaneous boarding of two full-length trains. After construction, the station infrastructure will be owned by VRE and the track infrastructure will be owned by VPRA. VPRA is only funding a portion of the full \$111 million project, with VRE funding the remainder. The project must be coordinated with the Long Bridge project.

PROJECT STATUS: CONCEPTUAL DESIGN, NEPA

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
L'Enfant Fourth Track and Station Improvements	\$0.2	0.3	-	2.0	8.1	8.1	4.1	-	-	\$22.8

RICHMOND LAYOVER FACILITY

PROJECT DESCRIPTION:

The project includes the planning, design, permitting, and construction of a Layover Facility and tracks for the storage and light servicing of existing Amtrak trains serving Main Street Station that are currently stored at the Staples Mill Station. It will also service future trains that will begin service at the end of Phase 1 and Phase 2 in 2026 and 2030. This project is required as part of the Rail Agreement with CSX, as it will reduce rail congestion in and near CSX's Acca yard between Staples Mill and Main Street Stations. VPRA is working with CSX, Amtrak, and others to select a preferred site for the facility. Project has been funded through 30% Design.

PROJECT STATUS: CONCEPTUAL DESIGN



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

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Richmond Layover Facility	\$0.2	0.8	0.8	0.8	-	-	-	-	-	\$2.6

KING AND COMMONWEALTH BRIDGES

PROJECT DESCRIPTION:

This project includes funding for final design activities to replace the railroad bridges over King Street and Commonwealth Avenue in the City of Alexandria. The bridge replacement design will be closely coordinated with the Alexandria 4th Track project and with the adjacent VRE Alexandria Station project. Project has been funded through Final Design.

PROJECT STATUS: FINAL DESIGN

Project Benefit: The replacement of the King and Commonwealth railroad bridges will extend the bridge life duration and reduce maintenance needs. The new bridges will improve safety by providing walkways for emergency egress and by achieving VDOT minimum vertical clearance dimensions under the bridges, reducing the risk of bridge strikes.



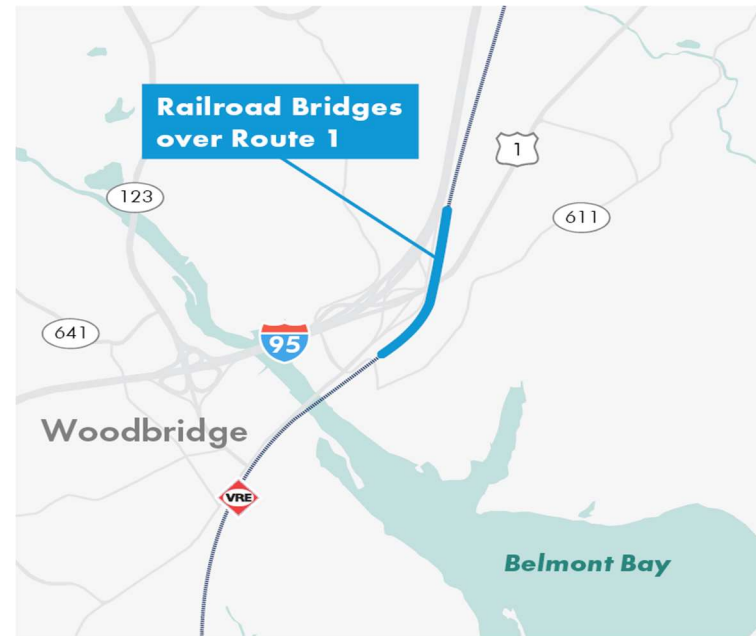
Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
King and Commonwealth Bridges	-	1.7	2.2	-	-	-	-	-	-	\$3.9

RAILROAD BRIDGES OVER ROUTE 1

PROJECT DESCRIPTION:

The Railroad Bridges over Route 1 project in Fairfax County involves the replacement of the existing two-track rail bridge and the construction of a new two-track rail bridge on the west side of the existing tracks over Route 1. The improvements will not only accommodate a total of four tracks that are a down payment on a four-track corridor from Washington, DC to Spotsylvania, but the scope of the project has been expanded to allow for increased vertical and horizontal space under the rail bridges for future Route 1 expansion that will include lanes for a Bus Rapid Transit Project. Therefore, this project is jointly funded among VPRA, VDOT, and Fairfax County. Project has been funded through 30% Design.

PROJECT STATUS: CONCEPTUAL DESIGN



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

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total
Railroad Bridges over Route 1	\$0.1	\$3.1	-	-	-	-	-	-	-	\$3.2

LORTON TO ROUTE 1

PROJECT DESCRIPTION:

The Lorton to Route 1 Third Track project will add approximately 1.2 miles of third track between the southern limit of the Franconia to Lorton Third Track project and the northern limit of the Railroad Bridges over Route 1 project, completing a continuous three-track corridor between Alexandria and Route 1. Project has been funded through 30% Design.

PROJECT STATUS: CONCEPTUAL DESIGN

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total
Lorton to Route 1	\$0.1	\$1.1	-	-	-	-	-	-	-	\$1.2

OTHER TRANSFORMING RAIL IN VIRGINIA INFRASTRUCTURE IMPROVEMENTS

PROJECT DESCRIPTION:

There are a limited number of projects that are not necessary to complete as part of the agreements with CSX and Norfolk Southern, but that are beneficial to the overall rail network in Virginia. These projects include 1) funding to administer the FTA's Capital Investment Grant (CIG) process, and 2) funding that will include any environmental clearance necessary for the CIG process.

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

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Other TRV Infrastructure Improvements	\$0.2	1.7	1.2	-	-	-	-	-	-	\$3.1

WESTERN RAIL CORRIDOR

VIRGINIA PASSENGER RAIL AUTHORITY

WESTERN RAIL CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget	VPRA Project Budget	Unfunded Project Budget
Western Rail Corridor													
New River Valley Platform & Track Improvements	1	\$0.2	\$3.1	\$14.2	\$25.4	\$24.6	\$15.6	-	-	-	\$83.1	\$83.1	-
Service Facility & Temporary Platform	1	-	0.8	1.6	-	-	-	-	-	-	2.4	2.4	-
V-Line Tunnels	1	-	3.1	16.0	16.4	12.4	-	-	-	-	47.9	47.9	-
Capital Improvements - Bridges	1	-	4.1	7.4	3.2	3.0	3.1	3.2	3.3	3.4	30.7	30.7	-
Capital Improvements - Other	1	-	3.2	2.7	6.5	3.5	4.0	4.7	5.3	6.1	36.0	36.0	-
V-Line Positive Train Control	1	-	2.4	20.0	10.0	-	-	-	-	-	32.4	32.4	-
V-Line Right of Way Transaction Costs	7	2.6	0.7	-	-	-	-	-	-	-	3.3	3.3	-
V-Line Purchase	7	38.2	-	-	-	-	-	-	-	-	38.2	38.2	-
Total Western Rail Corridor		\$41.0	\$17.4	\$61.9	\$61.5	\$43.5	\$22.7	\$7.9	\$8.6	\$9.5	\$274.0	\$274.0	-

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

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

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total FY23 - FY30	Total Sources %
Total Uses	\$17.4	\$61.9	\$61.5	\$43.5	\$22.7	\$7.9	\$8.6	\$9.5	\$233.0	
2020 Appropriations Act	17.4	29.1	-	-	-	-	-	-	46.5	20%
VPRA Fund	-	32.8	61.5	43.5	22.7	7.9	8.6	9.5	186.5	80%
Total Sources	\$17.4	\$61.9	\$61.5	\$43.5	\$22.7	\$7.9	\$8.6	\$9.5	\$233.0	

NEW RIVER VALLEY PLATFORM & TRACK IMPROVEMENTS

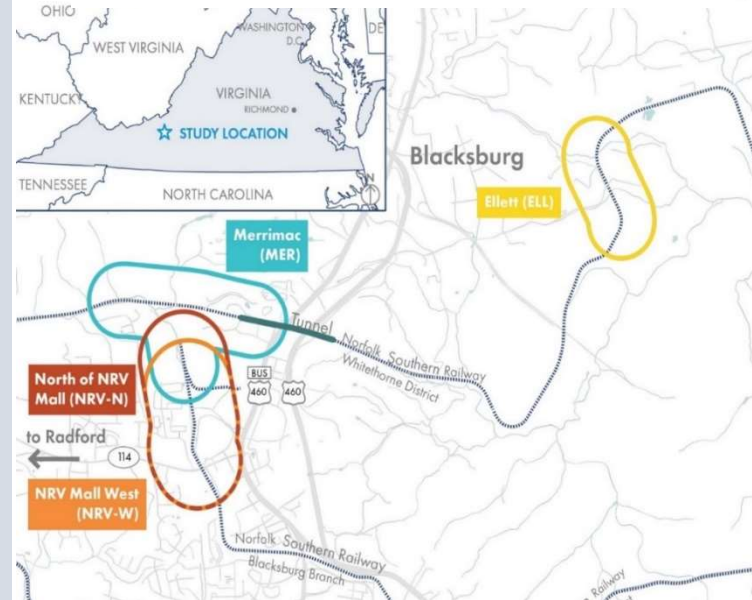
PROJECT DESCRIPTION:

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

VPRA has been working with the community to identify the best location for a passenger station in the New River Valley, and VPRA will fund the planning, design, and construction of a track and platform to serve the rail station. VPRA began community outreach and the Pre- National Environmental Policy Act (NEPA) process for this project in Fall 2021 and continued through 2022. VPRA will fund the NEPA work, planning, design, and construction of a track and platform to serve the rail station. VPRA will collaborate planning of the improvements with the localities to ensure proper multi-modal connections.

PROJECT STATUS: PROJECT DEVELOPMENT

NRV Preferred Station Options are at NRV Mall



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

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
New River Valley Platform & Track Improvements	\$0.2	3.1	14.2	25.4	24.6	15.6	-	-	-	\$83.1

SERVICE FACILITY & TEMPORARY PLATFORM

PROJECT DESCRIPTION:

Following the acquisition of the V-Line, the Commonwealth intends to improve the existing rail infrastructure, which will allow for passenger rail extension to the NRV area. The planned improvements include adding a new passenger platform and related infrastructure to support a rail station and passenger service in the NRV. To provide routine maintenance of the two round-trip trains that will ultimately originate and terminate in the NRV, a layover facility will need to be constructed near the forthcoming NRV Station. The proposed Layover Facility is approximately 2 miles east of the proposed NRV station site and will include equipment and facilities required for Amtrak crews to service passenger trains. Project has been funded through 30% Design.

PROJECT STATUS: PROJECT DEVELOPMENT

Project Benefit: Building the infrastructure necessary to support Virginia sponsored Amtrak service increases the efficiency of passenger trains in Virginia and improves the passenger experience for Virginians.



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Service Facility & Temporary Platform	-	0.8	1.6	-	-	-	-	-	-	\$2.4

VIRGINIAN-LINE TUNNELS

PROJECT DESCRIPTION:

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

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

PROJECT STATUS: PROJECT DEVELOPMENT



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

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
V-Line Tunnels	-	3.1	16.0	16.4	12.4	-	-	-	-	\$47.9

CAPITAL IMPROVEMENTS - BRIDGES

PROJECT DESCRIPTION:

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

PROJECT STATUS: PROJECT DEVELOPMENT



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

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Capital Improvements - Bridges	-	4.1	7.4	3.2	3.0	3.1	3.2	3.3	3.4	\$30.7

CAPITAL IMPROVEMENTS - OTHER

PROJECT DESCRIPTION:

This budget item will support Norfolk Southern efforts to maintain track for existing rail (freight) traffic. This line item will also include budget to upgrade track to accommodate future passenger rail service. Specifically, work will include capital improvements of track (tie and rail replacement), culvert improvements, and surfacing work in the VPRA purchased V-Line corridor. As infrastructure reaches its useful life, programmed funding will provide for replacement as needed.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This budget line item will ensure that existing infrastructure is in a state of good repair and that new infrastructure is installed where necessary along the V-Line to support safe and reliable passenger and freight rail operations.

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Capital Improvements - Other	-	3.2	2.7	6.5	3.5	4.0	4.7	5.3	6.1	\$36.0

V-LINE POSITIVE TRAIN CONTROL

PROJECT DESCRIPTION: Positive Train Control (PTC) systems are designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zones, and movements of trains through switches left in the incorrect position. The Rail Safety Improvement Act of 2008 required PTC systems to be fully implemented on Class I railroads' main lines with regularly scheduled intercity or commuter rail passenger service. This budget line item will support Norfolk Southern and their efforts to implement PTC across the VPRA-purchased V-Line, allowing for the extension of passenger rail service from Roanoke to Christiansburg, Virginia.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This budget line item will ensure that infrastructure needed to extend passenger rail service to the New River Valley of Southwest Virginia is implemented.

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
V-Line Positive Train Control	-	2.4	20.0	10.0	-	-	-	-	-	\$32.4

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

PROJECT DESCRIPTION:

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

PROJECT STATUS: PROJECT DEVELOPMENT

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



Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Salem Right of Way Transaction Costs	\$2.6	0.7	-	-	-	-	-	-	-	\$3.3
Salem Right of Way Acquisition	\$38.2	-	-	-	-	-	-	-	-	\$38.2

OTHER CAPITAL PROJECTS

VIRGINIA PASSENGER RAIL AUTHORITY

OTHER CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget	VPRA Project Budget	Unfunded Project Budget
Other Capital Projects													
Ettrick Station Improvements - SOGR	1	-	\$0.5	\$1.3	\$5.0	\$5.0	-	-	-	-	\$11.8	\$11.8	-
Platform & Station Improvements - SOGR/ADA	1	-	2.4	3.4	5.8	4.0	2.5	2.5	-	-	20.6	20.6	-
S-Line 30% Design	1	-	7.5	15.0	17.0	-	-	-	-	-	39.5	39.5	-
S-Line 60% Design Grant Match	7	-	-	1.0	4.7	-	-	-	-	-	5.7	-	5.7
Board Management Reserve	7	-	15.0	108.5	-	-	-	-	-	-	123.5	123.5	-
Purchase of St. Julian's Yard: Amtrak Train Service Facility	7	-	2.2	-	-	-	-	-	-	-	2.2	2.2	-
Total Other Capital Projects		-	\$27.6	\$129.2	\$32.5	\$9.0	\$2.5	\$2.5	-	-	\$203.3	\$197.6	\$5.7

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

VIRGINIA PASSENGER RAIL AUTHORITY
OTHER CAPITAL PROJECTS
VPRA PROJECT BUDGET & UNFUNDED PROJECT BUDGET
(IN MILLIONS)

Project Description	Project Phase	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Project Budget
Other Capital Projects											
Ettrick Station Improvements - SOGR	Full Project	-	\$0.5	\$1.3	\$5.0	\$5.0	-	-	-	-	\$11.8
Platform & Station Improvements - SOGR/ADA	Full Project	-	2.4	3.4	5.8	4.0	2.5	2.5	-	-	20.6
S-Line 30% Design	30% Design	-	7.5	15.0	17.0	-	-	-	-	-	39.5
Board Management Reserve	N/A Reserve	-	15.0	108.5	-	-	-	-	-	-	123.5
Purchase of St. Julian's Yard: Amtrak Train Service Facility	Full Project	-	2.2	-	-	-	-	-	-	-	2.2
Total Budgeted Other Capital Projects		-	\$27.6	\$128.2	\$27.8	\$9.0	\$2.5	\$2.5	-	-	\$197.6

Project Description	Project Phase	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Unfunded Project Budget
Other Capital Projects											
S-Line 60% Design Grant Match	60% Design	-	-	\$1.0	\$4.7	-	-	-	-	-	\$5.7
Total Unfunded Other Capital Projects		-	-	\$1.0	\$4.7	-	-	-	-	-	\$5.7

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

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total FY23 - FY30	Total Sources %
Total Uses	\$27.6	\$128.2	\$27.8	\$9.0	\$2.5	\$2.5	-	-	\$197.6	
Federal Funding	-	3.2	3.2	-	-	-	-	-	6.4	3%
Local Contributions	6.0	15.0	17.0	-	-	-	-	-	38.0	19%
VPRA Fund	21.6	110.0	7.6	9.0	2.5	2.5	-	-	153.2	78%
Total Sources	\$27.6	\$128.2	\$27.8	\$9.0	\$2.5	\$2.5	-	-	\$197.6	

ETTRICK STATION IMPROVEMENTS – STATE-OF-GOOD REPAIR

PROJECT DESCRIPTION:

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

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

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



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

PROJECT STATUS: PROJECT DEVELOPMENT

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Ettrick Station Improvements	-	0.5	1.3	5.0	5.0	-	-	-	-	\$11.8

PLATFORM & STATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION:

This budget line item is to support prioritized improvements at VPRA owned station properties and of VPRA owned assets at certain stations. Priority improvements include projects that address Americans with Disabilities Act infrastructure deficiencies and upgrading to provide for a state of good repair on existing assets.

Funds may also support design and feasibility analyses to improve station capacity and customer experience.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This budget item ensures VPRA can plan, design, and construction station improvements at VPRA owned stations and improve VPRA owned station assets.

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget
Platform & Station Improvements - SOG/ADA	-	2.4	3.4	5.8	4.0	2.5	2.5	-	-	\$20.6

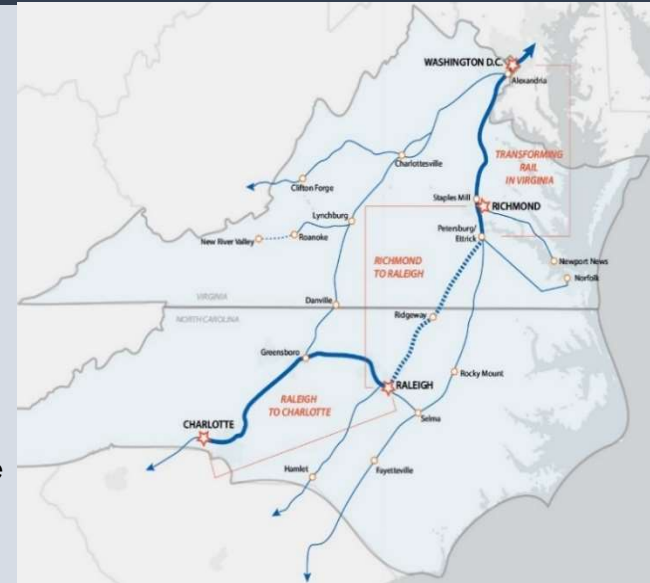
RICHMOND TO RALEIGH CORRIDOR (S-LINE)

PROJECT DESCRIPTION:

The Richmond to Raleigh (R2R) passenger rail corridor received federal environmental clearance in 2017 for a proposed new passenger rail alignment along the I-85 corridor. The R2R corridor, specifically the abandoned 75 miles of the S-line that VPRA acquired from CSX in November of 2022, is important to enhance and grow intercity passenger rail service in the Southeast. The R2R corridor will connect Virginia Amtrak services with growing services from North Carolina and will cut over an hour of travel time between Richmond and Raleigh. When combined with Long Bridge this project will better connect Amtrak service in North Carolina and Virginia with Amtrak connections in the Northeast. The project will also provide better connections from Norfolk to points south.

VPRA, NCDOT, and Amtrak are collaborating with FRA to pursue federal investment from Washington to Charlotte under the newly established Corridor Identification and Development Program. In November 2022, NCDOT, with VPRA as a co-applicant, submitted a Consolidated Rail Infrastructure Safety and Investment (CRISI) application to advance 60 percent design between Raleigh Union Station and Ettrick Station. Virginia's match to the \$293M would be \$5.7M, but it is currently unfunded.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: VPRA's partnership with NCDOT and Amtrak on applications for the R2R corridor is part of a strategy to pursue federal investment in a Washington, DC to Charlotte, NC corridor, which will benefit the Transforming Rail in Virginia initiative and enhance passenger rail services to the Southeast.

Project Description (\$ in millions)	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total
VPRA Project Budget	-	7.5	15.0	17.0	-	-	-	-	-	\$39.5
Unfunded Project Budget	-	-	1.0	4.7	-	-	-	-	-	\$5.7
Total S-Line	-	\$7.5	\$16.0	\$21.7	-	-	-	-	-	\$45.2

CAPITAL & OPERATING GRANTS

- **Total Project Budget** – All funding for a project including funds that do not pass through the VPRA financial system of controls.
- **Total VPRA Budget FY23-FY30** – Funding that flows through the VPRA financial system of controls for a grant, expected to be spent during the forecast period of FY2023 through FY2030.
- **VPRA Grant Funding** – Total funding that flows through the VPRA financial system of controls for a grant.

VIRGINIA PASSENGER RAIL AUTHORITY

CAPITAL & OPERATING GRANTS

(IN MILLIONS)

Project Description	Grantee	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget	Total VPRA Budget FY23-FY30	VPRA Grant Funding	VPRA Funding %
VPRA Managed														
Crystal City Platform	VRE	-	\$0.7	-	-	-	-	-	-	-	\$50.1	\$0.7	\$0.7	1%
L'Enfant Platform	VRE	-	1.4	0.8	-	-	-	-	-	-	110.9	2.2	2.2	2%
Alexandria Station Pedestrian Tunnel	VRE	-	3.8	3.0	8.2	4.5	-	-	-	-	31.6	19.5	19.5	62%
Brooke & Leeland Road Station Improvements	VRE	-	2.9	-	-	-	5.2	5.0	5.0	-	20.6	18.1	18.1	88%
Broad Run Station & 3rd Track Improvements	VRE	3.4	33.0	18.0	18.8	-	-	-	-	-	164.0	69.8	73.2	45%
Manassas Station Platform Extension	VRE	-	0.3	0.5	4.2	4.1	-	-	-	-	9.1	9.1	9.1	100%
Manassas Park Parking Garage & Bridge	VRE	-	21.4	2.1	-	-	-	-	-	-	30.4	23.5	23.5	77%
Real Time Multimodal Information	VRE	-	1.8	1.7	-	-	-	-	-	-	3.5	3.5	3.5	100%
Quantico Station Improvements	VRE	7.2	10.2	6.6	-	-	-	-	-	-	24.0	16.8	24.0	100%
Rolling Road Platform Extensions	VRE	0.3	-	0.7	-	-	-	-	-	-	5.0	0.7	1.0	20%
Backlick Road Station Improvement	VRE	-	-	-	0.5	-	-	-	-	-	6.0	0.5	0.5	8%
Crossroads Storage Expansion	VRE	-	0.4	2.4	5.6	-	-	-	-	-	8.4	8.4	8.4	100%
Woodbridge Platform Improvements	VRE	-	-	-	1.5	1.5	-	-	-	-	3.0	3.0	3.0	100%
Track Lease Payment-Amtrak	VRE	0.3	6.9	7.1	7.3	7.5	7.7	7.9	8.1	8.3	60.8	60.8	61.1	100%
Track Lease Payment-Norfolk Southern	VRE	0.1	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	25.2	25.2	25.3	100%
Newport News Station, Platform, & Service Facility	Newport News	13.7	6.8	-	-	-	-	-	-	-	43.9	6.8	20.5	47%
Arkendale to Powell's Creek Third Track Construction & Island Platforms	CSX	82.5	5.5	8.7	4.7	-	-	-	-	-	101.4	18.9	101.4	100%

VIRGINIA PASSENGER RAIL AUTHORITY

CAPITAL & OPERATING GRANTS

(IN MILLIONS)

Project Description	Grantee	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total Project Budget	Total VPRA Budget FY23-FY30	VPRA Grant Funding	VPRA Funding %
VPRA Managed (Continued)														
Amtrak PIDS: Ashland & Richmond Main St. Stations	Amtrak/ DRPT	-	\$0.4	\$0.4	\$0.4	-	-	-	-	-	\$1.2	\$1.2	\$1.2	100%
Positive Train Control	Amtrak	0.2	7.4	8.0	-	-	-	-	-	-	15.6	15.4	15.6	100%
Amtrak Train Equipment - New Service	Amtrak	-	-	-	-	17.0	-	-	-	-	17.0	17.0	17.0	100%
Roanoke Yard Improvements	Norfolk Southern	0.1	3.0	20.0	8.4	5.0	-	-	-	-	36.5	36.4	36.5	100%
Western Rail Initiative Grant	Norfolk Southern	-	13.2	26.3	13.2	13.2	13.2	13.1	13.1	26.2	131.5	131.5	131.5	100%
Total VPRA Managed		107.8	121.9	109.2	75.8	55.9	29.3	29.3	29.6	38.0	899.7	489.0	596.8	66%
DRPT Managed														
DC2RVA FRA Grant Match	Various	-	0.8	0.2	0.3	-	-	-	-	-	6.6	1.3	1.3	20%
DRPT Planning Grants	Various	0.1	1.0	0.4	0.4	-	-	-	-	-	1.9	1.8	1.9	100%
Marshalling Yard Expansion	Port Authority	-	-	-	5.8	2.0	-	-	-	-	7.8	7.8	7.8	100%
Central Rail Yard Expansion	Port Authority	-	-	5.5	-	-	-	-	-	-	5.5	5.5	5.5	100%
Front Royal Expansion	Port Authority	-	1.5	4.7	-	-	-	-	-	-	6.2	6.2	6.2	100%
Total DRPT Managed		0.1	3.3	10.8	6.5	2.0	-	-	-	-	28.0	22.6	22.7	81%
Total		\$107.9	\$125.2	\$120.0	\$82.3	\$57.9	\$29.3	\$29.3	\$29.6	\$38.0	\$927.7	\$511.6	\$619.5	

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

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total VPRA Budget FY23-FY30	Total Sources %
Total Uses	\$125.2	\$120.0	\$82.3	\$57.9	\$29.3	\$29.3	\$29.6	\$38.0	\$511.6	
CTB Allocated - Grants										
CMAQ	5.4	5.4	-	-	-	-	-	-	10.8	
I-66 OTB Concession	26.3	54.0	12.9	3.2	4.0	-	-	-	100.4	
SMART SCALE	4.3	11.6	9.7	5.9	4.5	7.2	8.8	-	52.0	
Total CTB Allocated - Grants	36.0	71.0	22.6	9.1	8.5	7.2	8.8	-	163.2	32%
CTB Allocated - VPRA										
SMART SCALE	33.0	10.5	1.2	4.6	0.7	-	-	-	50.0	
I-81 Corridor Improvement Program	7.5	14.2	18.6	25.0	19.9	14.8	-	-	100.0	
Total CTB Allocated - VPRA	40.5	24.7	19.8	29.6	20.6	14.8	-	-	150.0	29%
VPRA Fund	48.7	24.3	39.9	19.2	0.2	7.3	20.8	38.0	198.4	39%
Total Sources	\$125.2	\$120.0	\$82.3	\$57.9	\$29.3	\$29.3	\$29.6	\$38.0	\$511.6	

CRYSTAL CITY PLATFORM

PROJECT DESCRIPTION:

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



Photo courtesy of VRE

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Crystal City Platform	\$50.1	-	0.7	-	-	-	-	-	-	-	\$0.7

L'ENFANT PLATFORM

PROJECT DESCRIPTION:

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



Photo courtesy of VRE

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
L'Enfant Platform	\$110.9	-	1.4	0.8	-	-	-	-	-	-	\$2.2

ALEXANDRIA STATION AND PEDESTRIAN TUNNEL

PROJECT DESCRIPTION:

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



Rendering courtesy of VRE

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Alexandria Station & Pedestrian Tunnel	\$31.6	-	3.8	3.0	8.2	4.5	-	-	-	-	\$19.5

BROOKE & LEELAND ROAD

PROJECT DESCRIPTION:

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

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

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



VRE Brooke Station



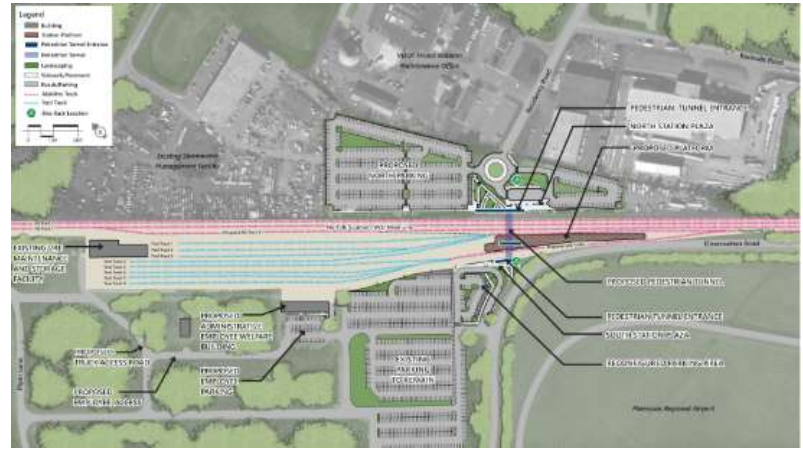
VRE Leeland Station

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Brooke & Leeland Road Station Improvements	\$20.6	-	2.9	-	-	-	5.2	5.0	5.0	-	\$18.1

BROAD RUN STATION & 3RD TRACK IMPROVEMENTS

PROJECT DESCRIPTION:
This project includes expansion of the VRE Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. Improvements include expansion of the MSF site and construction of storage tracks for additional trains and equipment, construction of additional parking spaces to accommodate short-term (2030) demand, and platform modifications to provide access to expanded parking, and construction of about 2.75 miles of third track within the NSR right-of-way. The estimated cost also includes real estate acquisition to expand the station footprint and accommodate the third track.

PROJECT DESCRIPTION:
This project includes expansion of the VRE Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. Improvements include expansion of the MSF site and construction of storage tracks for additional trains and equipment, construction of additional parking spaces to accommodate short-term (2030) demand, and platform modifications to provide access to expanded parking, and construction of about 2.75 miles of third track within the NSR right-of-way. The estimated cost also includes real estate acquisition to expand the station footprint and accommodate the third track.



Rendering courtesy of VRE

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Broad Run Station and 3rd Track Improvements	\$164.0	3.4	33.0	18.0	18.8	-	-	-	-	-	\$73.2

MANASSAS STATION PLATFORM EXTENSIONS

PROJECT DESCRIPTION:

This project includes the development, design, permitting and construction of an extension to the south side (railroad east) platform at the VRE Manassas Station. The platform will be extended approximately 400 feet to the east (railroad north) and will include a pedestrian connection to the Prince William St. parking lot. Extension of the track will require relocation of an existing switch (Moore) on the Norfolk Southern main line.



Photo courtesy of VRE

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Manassas Station Platform Extensions	\$9.1	-	0.3	0.5	4.2	4.1	-	-	-	-	\$9.1

MANASSAS PARK PARKING GARAGE AND BRIDGE

PROJECT DESCRIPTION:

This project will add a parking facility (approximately 560 spaces) at the Manassas Park station to increase station parking capacity for VRE riders to 1,100 spaces. The facility has the potential to be shared with other private or public uses in the vicinity.



Photo courtesy of VRE

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Manassas Park Parking Garage and Bridge	\$30.4	-	21.4	2.1	-	-	-	-	-	-	\$23.5

REAL TIME MULTIMODAL INFORMATION

PROJECT DESCRIPTION:

VRE has a system-wide program to implement automatic passenger counters in all rail cars and automatic parking counters at all VRE parking facilities. While train location information is currently provided on the internet and on screens at the stations, there are plans to provide real-time train arrival information in the future. Software upgrades will be required to provide these real-time data feeds that can then be integrated with VRE Mobile and other third-party apps and websites, as well as on display screens at VRE stations and other locations along the I-66 corridor. Separate funding has been committed for implementing automatic passenger counters and automatic parking counters at existing VRE facilities.

FREDERICKSBURG STATION						1:29 PM
TIME	TRAIN	ROUTE	DESTINATION	STATUS	TRACK	
2:31 PM	301	VA Railway Exp	Spotsylvania	On Time	2	
3:40 PM	95	N.E. Regional	Norfolk	-	-	
4:46 PM	303	VA Railway Exp	Spotsylvania	On Time	2	
5:01 PM	305	VA Railway Exp	Spotsylvania	On Time	2	
5:12 PM	125	N.E. Regional	Newport News	-	-	
5:46 PM	307	VA Railway Exp	Spotsylvania	On Time	2	
6:16 PM	309	VA Railway Exp	Spotsylvania	On Time	2	
6:51 PM	311	VA Railway Exp	Spotsylvania	On Time	2	
OTHER INFORMATION						
Connecting transit available via Fredericksburg Regional Transit - more information is available at www.ridefred.com .						

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Real Time Multimodal Information	\$3.5	-	1.8	1.7	-	-	-	-	-	-	\$3.5

QUANTICO STATION IMPROVEMENTS

PROJECT DESCRIPTION:

The VRE Quantico Station improvement project will replace the Track 3 side platform with a new island platform between the existing Track 3 and the new third track constructed as part of the Arkendale to Powell's Creek Third Track project. The Quantico Station improvements will also extend and improve the existing platform on Track 2, provide a grade-separated pedestrian crossing, and other safety improvements. VRE is designing and constructing the station improvements and will coordinate efforts with the ongoing Arkendale to Powell's Creek third track project constructed by CSX. Both the Quantico Station improvements and the Arkendale to Powell's Creek Third track project were part of a grant from the Federal Railroad Administration and include state Commonwealth Rail Fund and SmartScale funding.

Construction started February 2021 and is scheduled for completion in late 2023.



Pedestrian Bridge Construction at Quantico Station – August 2022.

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Quantico Station Improvements	\$24.0	7.2	10.2	6.6	-	-	-	-	-	-	\$24.0

ROLLING ROAD PLATFORM EXTENSIONS

PROJECT DESCRIPTION:

The VRE Rolling Road station currently has a platform which will accommodate a six-car train set for boarding and detraining. This project provides for a 250-foot platform extension to accommodate an eight-car train set. Project includes funds for equipment and cameras related to the extension.



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

Photo courtesy of VRE

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Rolling Road Platform Extensions	\$5.0	0.3	-	0.7	-	-	-	-	-	-	\$1.0

BACKLICK ROAD STATION IMPROVEMENTS

PROJECT DESCRIPTION:

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



Photo courtesy of VRE

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Backlick Road Station Improvements	\$6.0	-	-	-	0.5	-	-	-	-	-	\$0.5

CROSSROADS STORAGE EXPANSION

PROJECT DESCRIPTION:

VRE is building a new maintenance facility south of the Spotsylvania Station, which allows VRE to perform heavy maintenance on-site for Fredericksburg Line trains. Today, vehicle overhauls need to take place off-site because VRE doesn't have the equipment and facility to perform such work on-site. That involves time and money to get equipment off-site, sometimes to maintenance locations in different regions in the U.S. It also puts equipment out of use. Overhauls result in VRE locomotives and passenger cars operating at the highest level of reliability throughout the life of the equipment. A part of the facility was constructed on land acquired from CSX as part of the Virginia-CSX agreement signed in the Spring of 2021. The project includes rail expansion for storage of 11 new cars, expanded crew and maintenance facilities including parking, locker rooms, training, and office space, and safety improve separating worker facilities from train storage and maintenance facilities.



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

Photo courtesy of VRE

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Crossroads Storage Expansion	\$8.4	-	0.4	2.4	5.6	-	-	-	-	-	\$8.4

WOODBIDGE STATION IMPROVEMENTS

PROJECT DESCRIPTION:

The VRE Woodbridge Station is located on the Fredericksburg Line, which operates from Washington, D.C. to Spotsylvania, Virginia, on CSX tracks. The project includes the development of initial concepts for an expansion of the station to serve full length trains, enhance pedestrian access, and enable the planned addition of a third and fourth main track as part of future phases of the Transforming Rail in Virginia (TRV) program.



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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Woodbridge Station Improvements	\$3.0	-	-	-	1.5	1.5	-	-	-	-	\$3.0

VRE TRACK LEASE PAYMENTS TO NORFOLK SOUTHERN AND AMTRAK

PROJECT DESCRIPTION:

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



Photo courtesy of VRE

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Amtrak	\$60.8	0.3	6.9	7.1	7.3	7.5	7.7	7.9	8.1	8.3	\$61.1
Norfolk Southern	\$25.2	0.1	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	\$25.3

NEWPORT NEWS STATION, PLATFORM, AND TRAIN SERVICE FACILITY

PROJECT DESCRIPTION:

Newport News has designed a new Amtrak station, with plans for future multi-modal connectivity for the peninsula. Construction of the new facility is underway with completion scheduled in 2024. Moving the Newport News existing rail station to this new location will move the station further up the peninsula to Bland Boulevard and closer to the airport. The new station will include a level boarding platform (the second in Virginia after Roanoke Station). The project will also construct train storage and service facilities to accommodate existing and future Amtrak service.

VPRA has committed a total \$20.5M in Commonwealth Rail Funds (CRF) towards the project, specifically towards the track, platform, and train service facilities. The new location for storage and servicing of Amtrak trains will remove the conflict with existing CSX coal yard facilities and allow Amtrak trains to serve the station, turn, and service off CSX mainlines.

The site will also serve as an HRT Bus Transfer Facility.



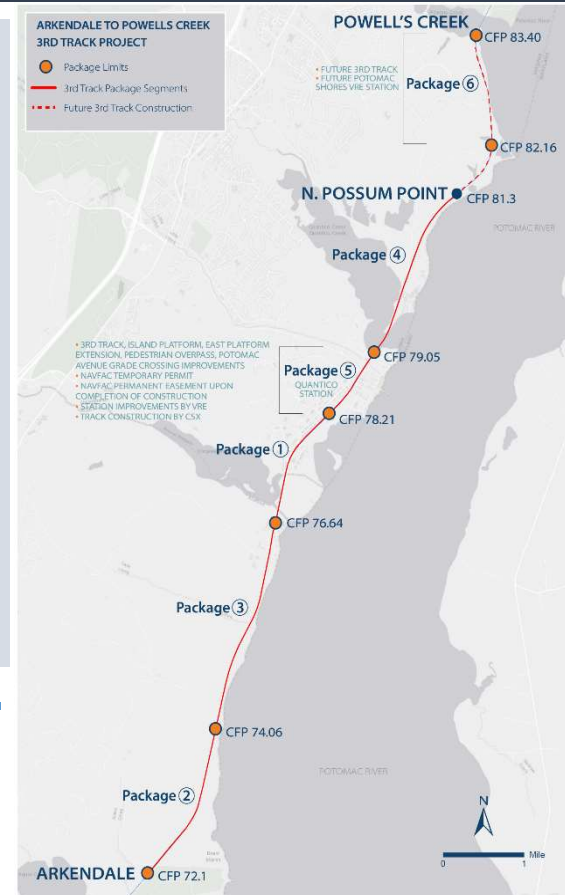
Project Benefit: The new station building will greatly enhance the customer experience. The platform will be Virginia's second level-boarding platform meeting ADA standards for boarding. Station parking and bus circulation anticipates intermodal connectivity with local transit, Amtrak Thruway busses, and other multimodal connections. The train service facility will provide storage for current and planned Amtrak services and remove the existing conflict with CSX coal yard facilities.

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Newport News Station, Platform, and Service Facility	\$43.9	13.7	6.8	-	-	-	-	-	-	-	\$20.5

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

PROJECT DESCRIPTION:

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



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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Arkendale to Powell's Creek Third Track Construction and Island Platforms	\$101.4	82.5	5.5	8.7	4.7	-	-	-	-	-	\$101.4

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

PROJECT DESCRIPTION:

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

Ashland Station is a two-track station without an Amtrak attendant or adequate announcement system to update customers boarding and alighting. This can leave customers unaware of which side of the tracks to wait for the train. Main Street Station in downtown Richmond is currently a one-platform station, but a feasibility analysis is underway to consider a second passenger platform on the west side.

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



Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Amtrak PIDS: Ashland, and Richmond Main Street	\$1.2	-	0.4	0.4	0.4	-	-	-	-	-	\$1.2

POSITIVE TRAIN CONTROL PAYMENT TO AMTRAK AND OTHER AMTRAK SERVICE IMPROVEMENTS

PROJECT DESCRIPTION:

Positive Train Control (PTC) systems are technology to prevent train-to-train collisions, derailments due to speed, incursions into established work zone limits, and movements of trains through switches in the wrong position. In 2008 the federal government mandated PTC be installed on rail lines and locomotives with certain freight shipments, or passenger services by 2018, with PTC in operation by 2020.

In Virginia, PTC is installed and in operation on lines where it was required, which includes VRE and Amtrak passenger routes. Amtrak and host railroads (CSX and NS) have existing agreements for service, which obligates Amtrak to pay its proportional share of costs related to federally mandated improvements. VRE has similar agreements which obligate them to share in the cost of PTC installation on host railroads where they operate.

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



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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Positive Train Control	\$15.6	0.2	7.4	8.0	-	-	-	-	-	-	\$15.6

AMTRAK TRAIN EQUIPMENT - NEW SERVICE

PROJECT DESCRIPTION:

Virginia utilizes Amtrak owned trainsets used in Amtrak's Northeast Regional services. Essentially, trains that previously terminated/originated at Washington Union Station have been extended to Virginia cities with each service expansion and extension since 2009. As Virginia expanded service in prior years, Amtrak has had to refurbish equipment to increase the number of trainsets in circulation between the Northeast and Virginia. As new services begin, Virginia will need Amtrak to refurbish trainsets and supplemental equipment to deliver new and extended services. Any funds Amtrak requires VPRA to spend to refurbish equipment would be credited back to VPRA against the annual capital equipment use charges under the PRIIA 209 operating agreement for state-supported service.

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



Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Amtrak Train Equipment - New Service	\$17.0	-	-	-	-	17.0	-	-	-	-	\$17.0

ROANOKE YARD IMPROVEMENTS

PROJECT DESCRIPTION:

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



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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Roanoke Yard Improvements	\$36.5	0.1	3.0	20.0	8.4	5.0	-	-	-	-	\$36.5

WESTERN RAIL INITIATIVE GRANT

PROJECT DESCRIPTION:

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



Proposed Extension of Virginia Sponsored Amtrak Service to New River Valley

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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Western Rail Initiative Grant	\$131.5	-	13.2	26.3	13.2	13.2	13.2	13.1	13.1	26.2	\$131.5

DC2RVA FRA GRANT MATCH & DRPT PLANNING GRANT – DRPT MANAGED

PROJECT DESCRIPTION:

DC2RVA GRANT MATCH:

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

DRPT PLANNING GRANTS:

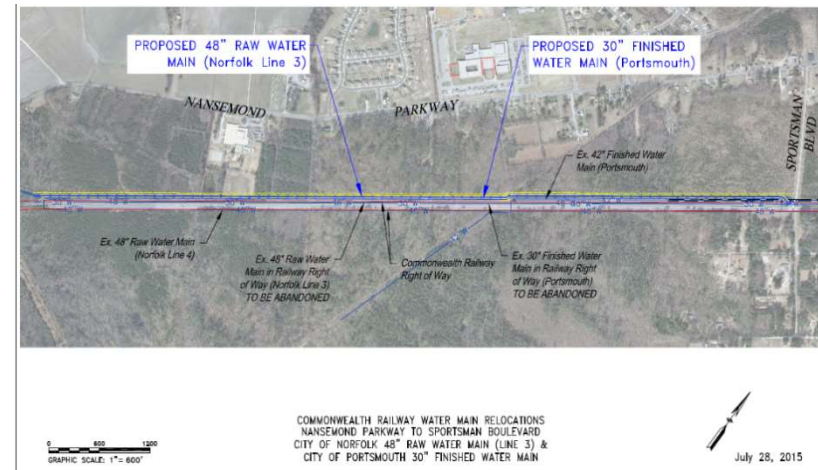
Certain planning grants that are funded with historical IPROC/REF funds. In order to maintain consistency in project management these grants are administered by DRPT.

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
DC2RVA FRA Grant Match	\$6.6	-	0.8	0.2	0.3	-	-	-	-	-	\$1.3
DPRT Planning Grants	\$1.9	0.1	1.0	0.4	0.4	-	-	-	-	-	\$1.9

MARSHALLING YARD EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

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



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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Marshalling Yard Expansion	\$7.8	-	-	-	5.8	2.0	-	-	-	-	\$7.8

CENTRAL RAIL YARD EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

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



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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Central Rail Yard Expansion	\$5.5	-	-	5.5	-	-	-	-	-	-	\$5.5

FRONT ROYAL EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

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



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

Project Description (\$ in millions)	Total Budget	Expenses Incurred to Date	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	VPRA Grant Funding
Front Royal Expansion	\$6.2	-	1.5	4.7	-	-	-	-	-	-	\$6.2