

May 2023

Executive Director's Report



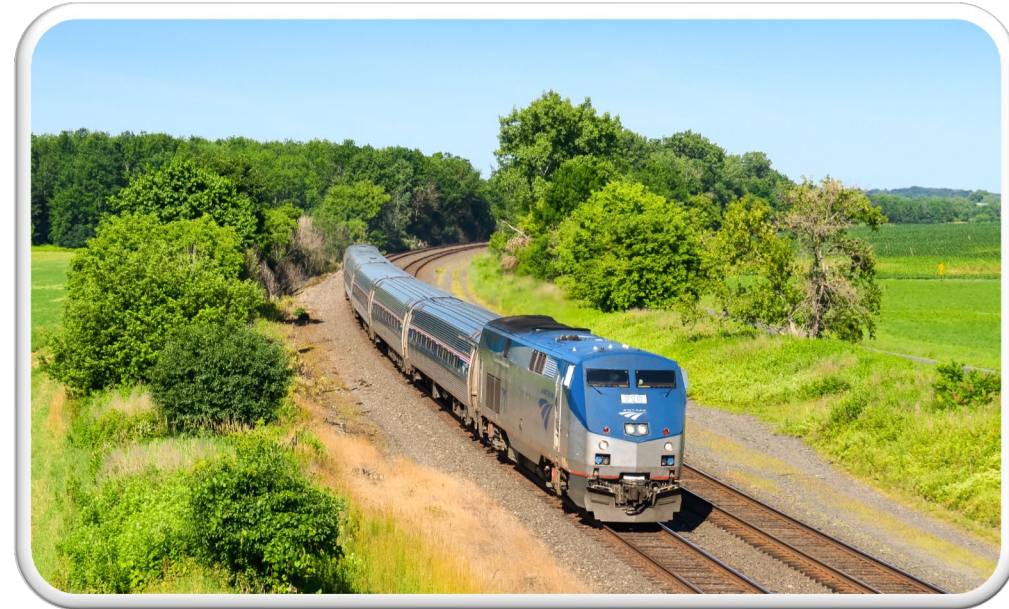


Executive Director Update

DJ Stadtler, Executive Director, VPRA

Administrative Updates

- The Food & Beverage Working Group (FBWG), established by the Bipartisan Infrastructure Law, submitted its report to Congress earlier this month. This report proposes a framework for including locally-sourced products on the café cars and an enhanced QAQC accountability program to better evaluate state-supported services. VPRA staff served as the state representative on the FBWG.
- VPRA's digital advertising directly converted into a record breaking \$229,724 in ticket sales the second week of May. The previous weekly record was \$203,950.



VPRA Organizational Updates

Staffing (as of 5/10/23)

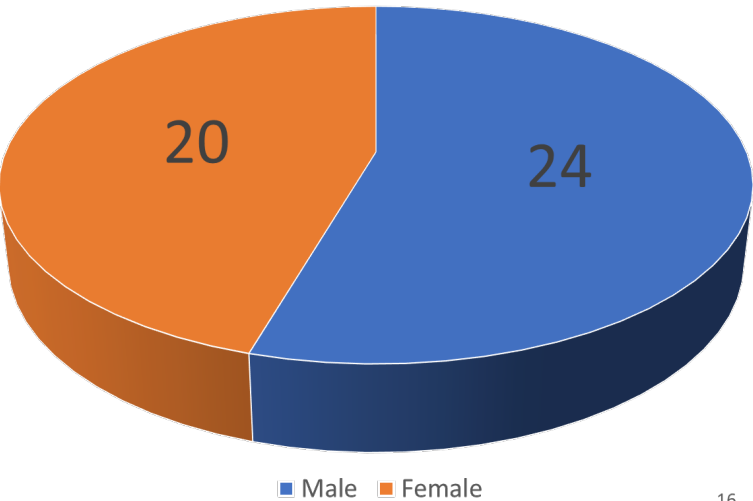
- Employee Count: 44 FTEs, 2 PTE
- Current Postings: 11 + 1 interns
- Offers Accepted: 3 (including the two listed below)

May Hiring Activity

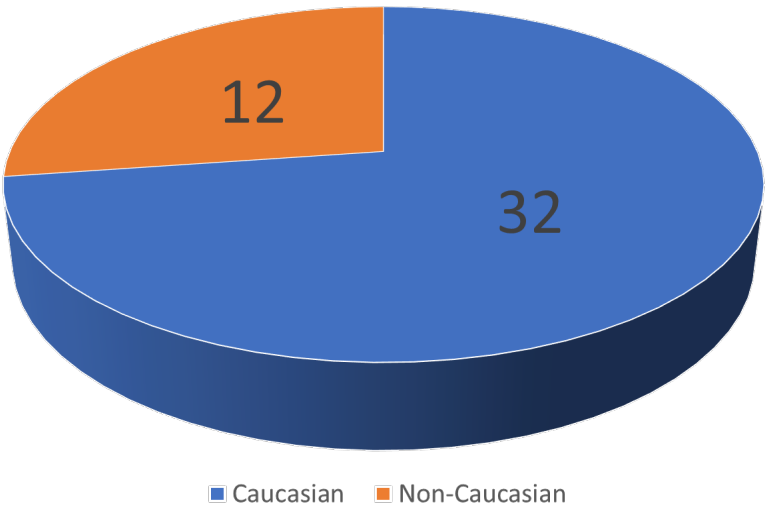
- Mark Augustine, Internal Compliance Senior Manager – starting 5/25/23
- Clare Lawler, Intern – starting 5/25/23

VPRA Organizational Updates (continued)

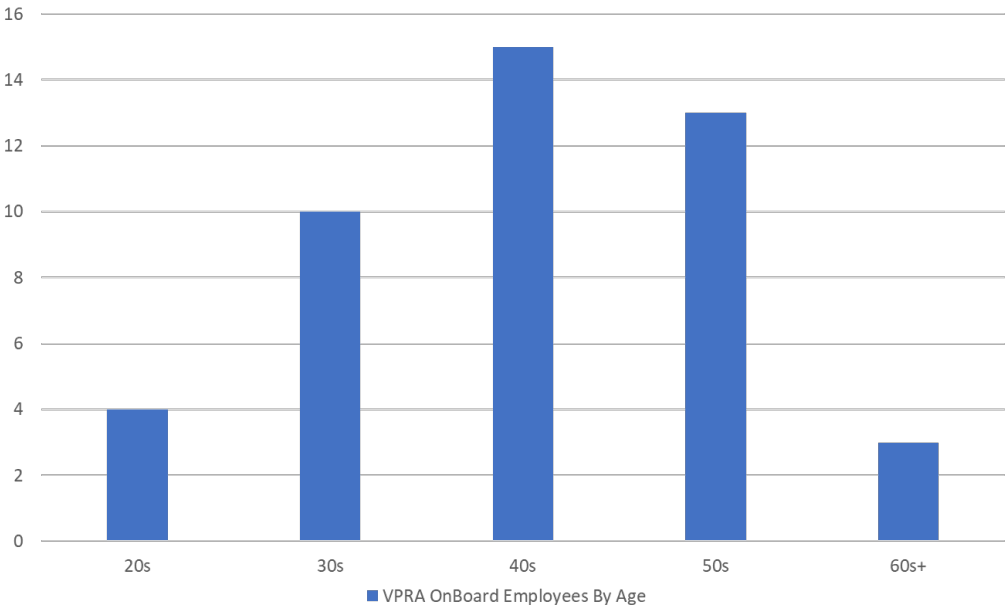
VPRA OnBoard Employees By Gender



VPRA OnBoard Employees By Race

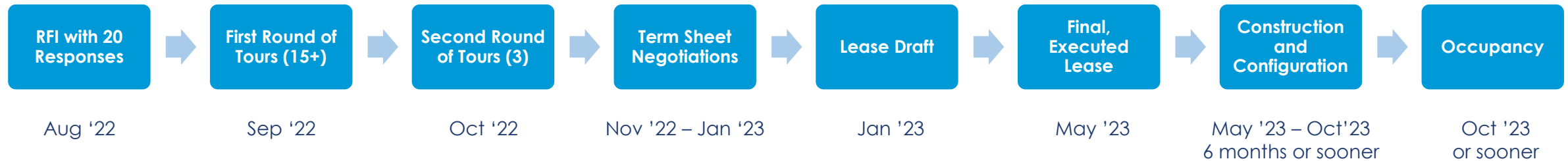


VPRA OnBoard Employees By Age



Data includes FT employees on board as of **5/10/2023**. Data does not include those who have accepted offers but are not yet on board.

NoVA Facilities Estimated Timeline



FY23 Annual Incentive Plan Goal Progress

- Increase ridership by 10% (state FY23 ridership compared to state FY19 ridership) while achieving a cost recovery goal of 60%, which is 11% higher than the Board adopted budget **(On track)**
- Advance key milestones for Long Bridge
 - Execute contract for Long Bridge project support by February 28, 2023 **(Complete)**
 - Achieve 30% design by May 1, 2023 **(Complete)**
 - Release both Northern and Southern RFQs for Long Bridge no later than June 30, 2023 **(Northern RFQ released March 24, 2023 – Southern RFQ On Track)**
- Achieve 30% design of Franconia Bypass by June 30, 2023 **(Complete)**
- Ensure the organization can deliver against its goals with the right staffing and resources
 - Secure dedicated office space in Northern Virginia by May 31, 2023 **(Complete)**
 - Implement the first phase of our Enterprise Resource Planning (ERP) initiative by July 31, 2023 **(On track)**
 - Establish bench contracts for Finance, Engineering, and Planning no later than March 31, 2023 **(Complete)**

Contracting Updates*

| Budget Component | Month | Project | Vendor/Grantee | Project Description | Amount |
|------------------|-------|---|-------------------------|---|--------------|
| Operations | May | NOVA Office Lease | King I Associates LLC | Office lease at King Street Station located at 1800 Diagonal Road, Alexandria, Virginia 22314 | \$5,608,088 |
| Capital Projects | May | CSX-PM Support / Franconia-Springfield Bypass | CSXT | Project Management Support for Franconia-Springfield Bypass | \$360,000 |
| Operations | May | Segments 1 & 3 | Marsh & McLennan Agency | Insurance for DC to Petersburg and Doswell to Clifton Forge Segments 1 & 3 | \$923,967.69 |

FY2023 Budget Adjustments – April FY2023

| Budget Line | Budget Component | Approved Budget | Revised Budget | Delegated Authority Applied | Description of Change |
|-------------|------------------|-----------------|----------------|-----------------------------|-----------------------|
|-------------|------------------|-----------------|----------------|-----------------------------|-----------------------|

| | | | | | |
|-----------------------------------|--|--|--|--|--|
| No budget adjustments this period | | | | | |
|-----------------------------------|--|--|--|--|--|



Operations Updates

Administrative Budget – April FY2023

| Expense Category | FY23 Budget* | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) |
|---------------------------|---------------------|----------------------|--------------------|------------------|
| Payroll & Benefits | \$6,650,000 | \$5,541,667 | \$5,485,421 | \$56,246 |
| Professional Services | 2,012,000 | 1,676,667 | 1,331,552 | 345,115 |
| Information & Technology | 550,000 | 458,333 | 401,754 | 56,579 |
| Building & Office Related | 590,000 | 491,667 | 511,182 | (19,515) |
| Other Employee Costs | 420,000 | 350,000 | 306,408 | 43,592 |
| Total | \$10,222,000 | \$8,518,334 | \$8,036,317 | \$482,017 |

**Includes adjustments made through delegated authority.*

- Based on forecasted FY23 spend & VPRA needs, additional funds have been allocated to Professional Services and Building & Office. VPRA has required greater Professional Services in FY23 to assist in the ongoing establishment of the entity. The slight adjustment to the Building & Office line was required to capture the full build-out & cost of the Richmond office lease. These increases were primarily offset by lower payroll costs and IT costs that will be incurred in future years.

Operations Budget – April FY2023

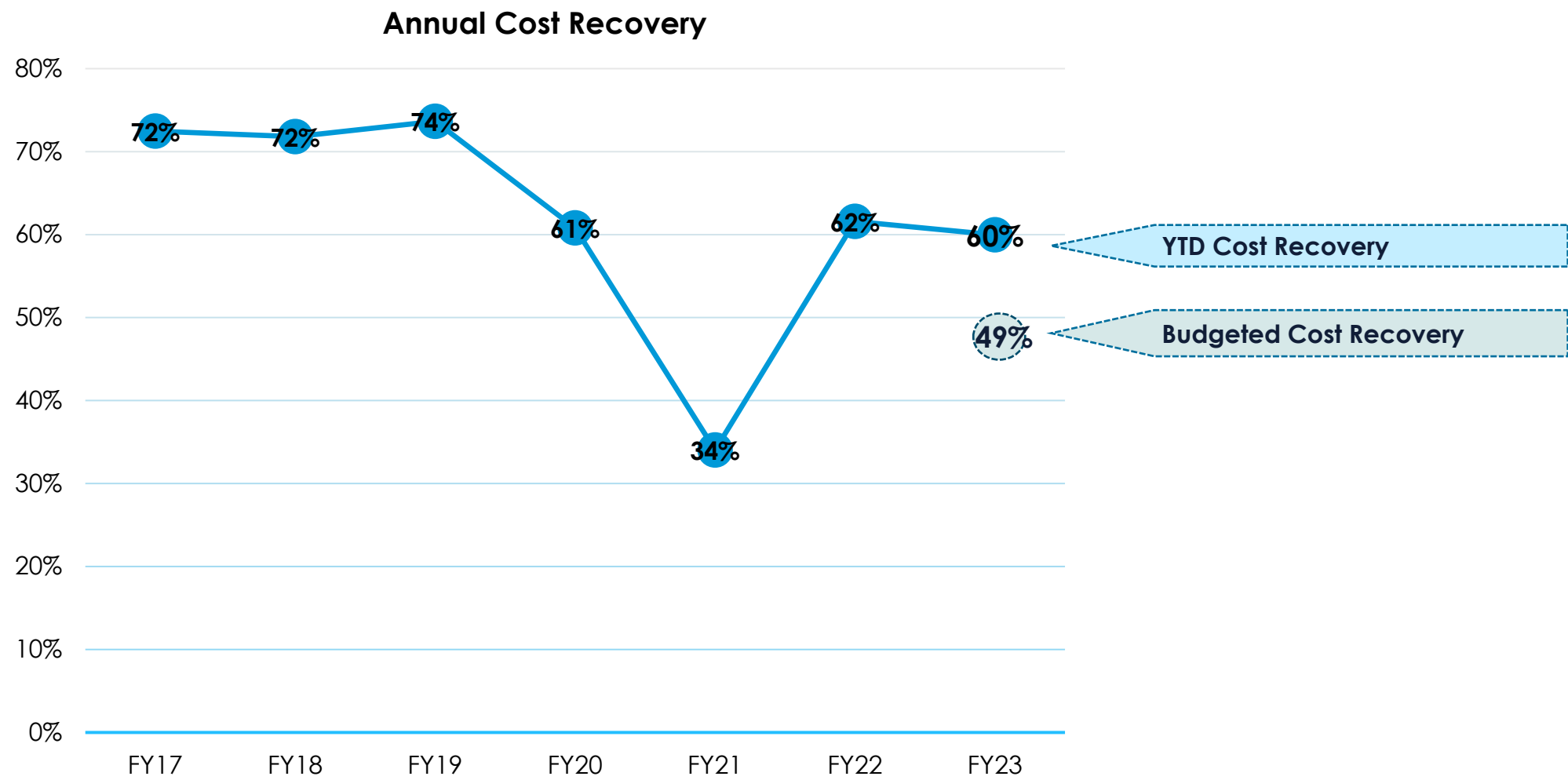
- Train operating revenues exceeded the Pro Rata budget by \$13M YTD, primarily related to revenues for the 2nd Roanoke and 3rd Norfolk trains exceeding the forecast, as well as strong revenue management coordination.
- YTD actuals for Train Operations Expenses and Other Operating Expenses reported as modified accruals:
 - Includes accruals for unbilled services greater than 60 days and exceeding \$100K.
- See Appendix A for Train Operations by route.

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

| Operations Category (in millions) | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) |
|--|----------------|----------------------------|-----------------------|------------------|
| Train Operating Revenues | | | | |
| Train Revenue | \$33.1 | \$24.9 | \$32.6 | (\$7.7) |
| Food Service Revenue | 1.0 | 0.7 | 1.0 | (0.3) |
| Other Revenue | 0.6 | 0.6 | 1.0 | (0.4) |
| NEC Through Revenue | 28.0 | 21.1 | 25.7 | (4.6) |
| Total Train Operating Revenues | \$62.7 | \$47.3 | \$60.3 | (\$13.0) |
| Train Operations Expenses | | | | |
| Route Costs and Additives | 61.2 | 46.0 | 38.0 | 8.0 |
| Fuel Costs | 4.1 | 3.2 | 3.9 | (0.7) |
| Host Railroad Costs | 3.3 | 2.6 | 1.9 | 0.7 |
| Host RR Performance Incentives | 3.0 | 2.4 | 2.7 | (0.3) |
| NEC Through Credit Expense | 18.4 | 13.8 | 19.5 | (5.7) |
| Total Train Operations Expense | \$90.0 | \$68.0 | \$66.0 | \$2.0 |
| Other Operating Expenses | | | | |
| Capital Equipment Maintenance | 6.7 | 5.5 | 7.7 | (2.2) |
| Bedford Amtrak Thruway Intercity Bus Connector | 0.4 | 0.3 | - | 0.3 |
| Amtrak Marketing | 0.9 | 0.8 | 0.8 | - |
| I-95 Corridor Maintenance of Way (VRE Access Rate) | 7.8 | 6.5 | 6.5 | - |
| Western Rail Maintenance of Way | 2.1 | 1.8 | 0.7 | 1.1 |
| Western Rail Access Fee | 3.7 | 3.1 | 2.9 | 0.2 |
| Insurance | 1.5 | 1.3 | 0.9 | 0.4 |
| Depreciation (non-cash expense) | 1.0 | 0.8 | 2.4 | (1.6) |
| Administrative Budget | 10.2 | 8.5 | 8.0 | 0.5 |
| Total Operating Expenses | \$124.3 | \$96.6 | \$95.9 | \$0.7 |
| Additional Funding Required | \$61.6 | \$49.3 | \$35.6 | \$13.7 |
| Federal Credits Applied to Train Operation Expense | 4.4 | 4.8 | 3.8 | 1.0 |
| Additional Funding Required - w/o Federal Credits | \$66.0 | \$54.1 | \$39.4 | \$14.7 |
| Overall Cost Recovery | 50% | | 63% | |
| Overall Cost Recovery - Without Federal Credits | 49% | | 60% | |



Annual Cost Recovery Trend



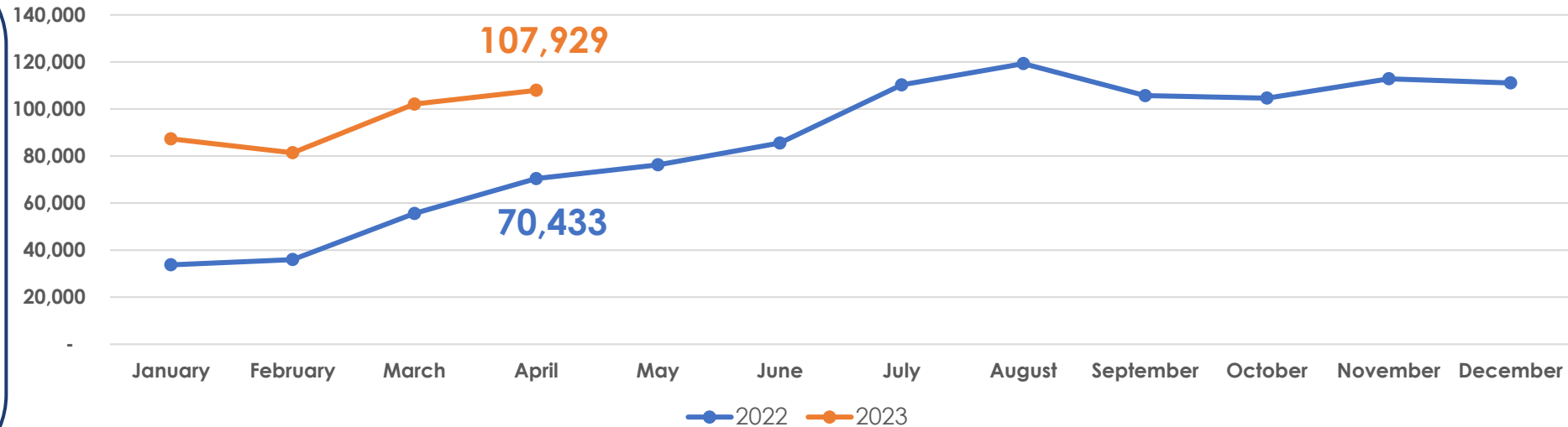
Virginia-Supported Monthly Ridership and Station Activity

April saw a 53.2% increase in ridership year over year.

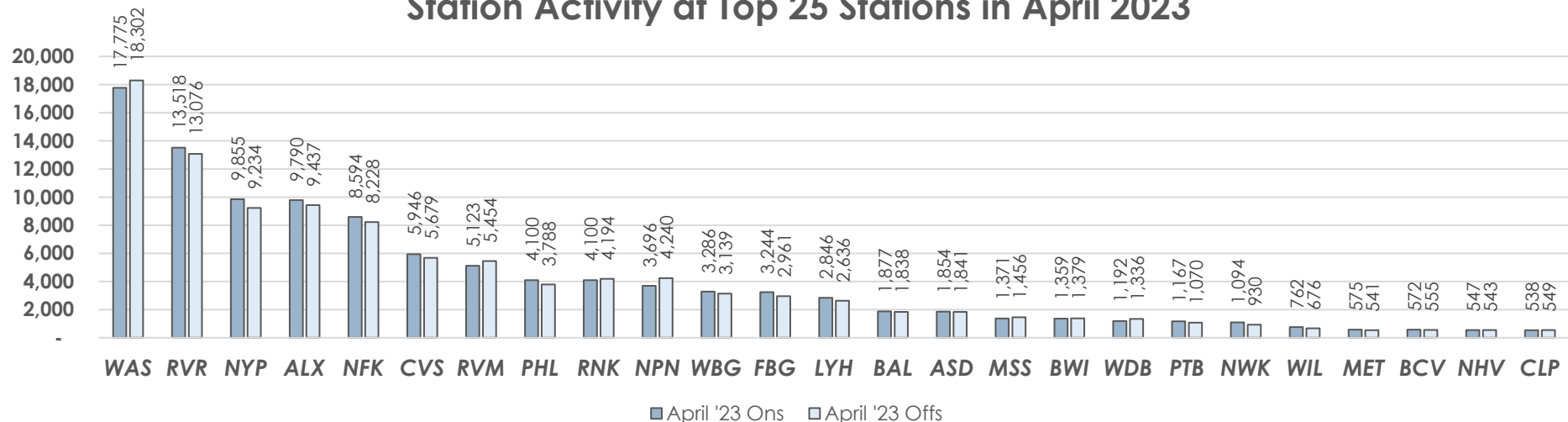
Notes: Five daily roundtrips in 2022 vs. eight daily roundtrips in 2023. Year over year comparisons now in place for ridership and on time performance.

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

State-Supported Monthly Ridership Comparison



Station Activity at Top 25 Stations in April 2023



Virginia-Supported Monthly Ridership by Route 2023 vs 2022

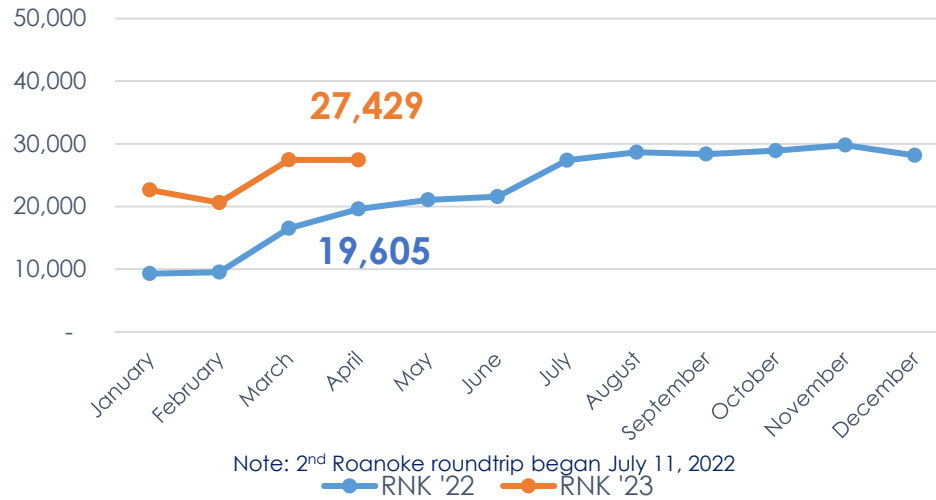
The largest year over year ridership increase was Route 47: Newport News at 81.3%. (+13,426)

All four routes saw increased ridership year over year.

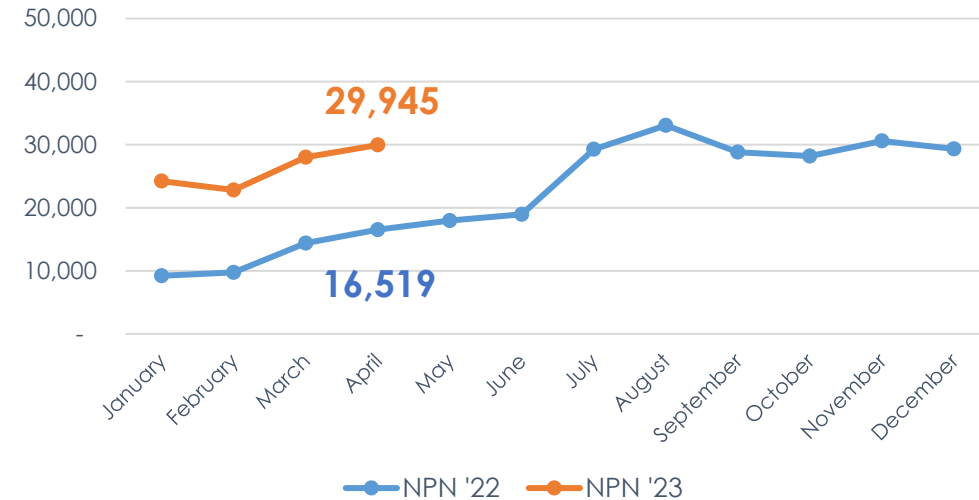
Note: Roanoke ridership for April subject to slight variance due to ongoing Amtrak allocation adjustments



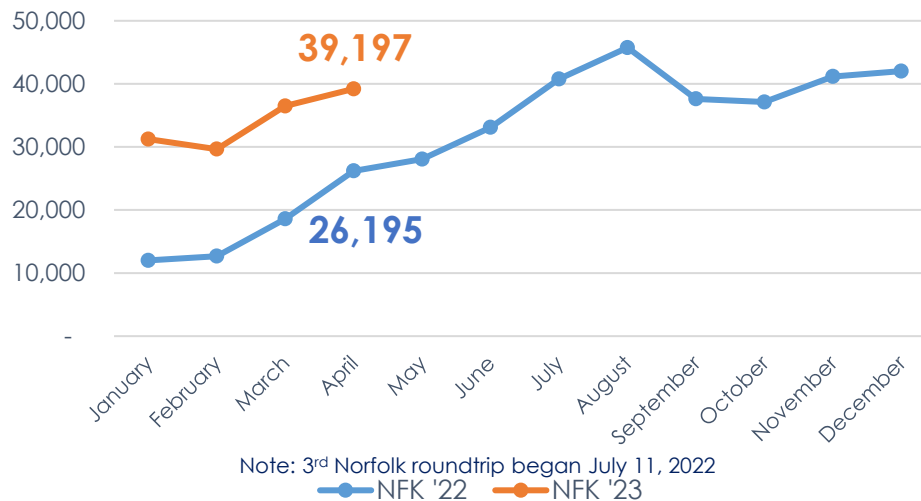
Route 46: Roanoke Ridership (+39.9%)



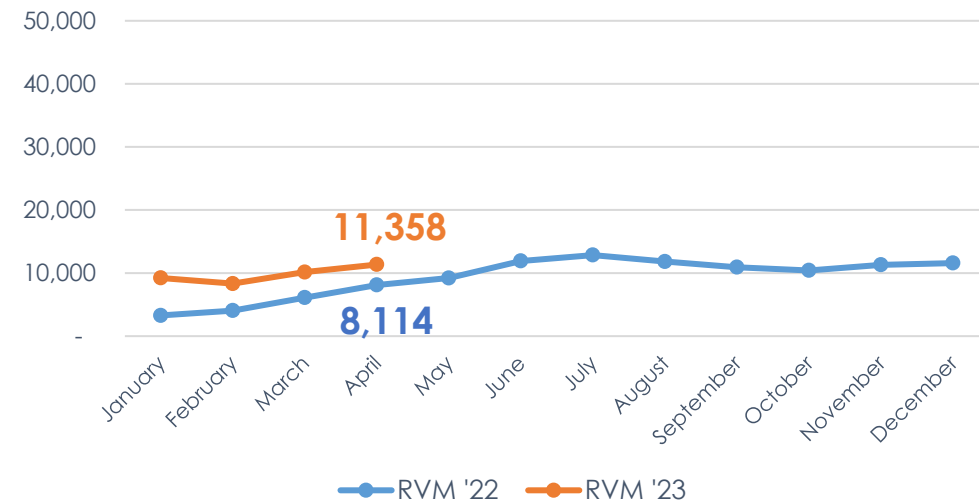
Route: 47 Newport News Ridership (+81.3%)



Route 50: Norfolk Ridership (+49.6%)



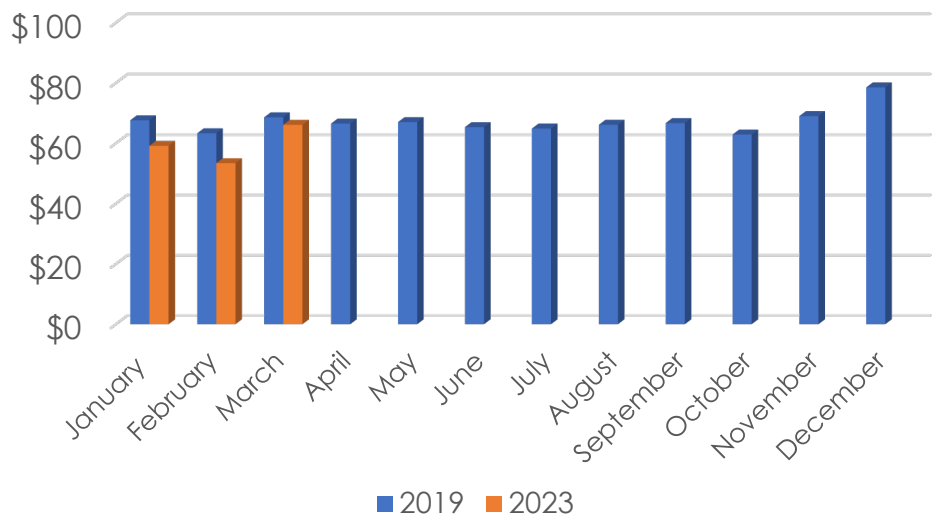
Route 51: Richmond Ridership (+40.0%)



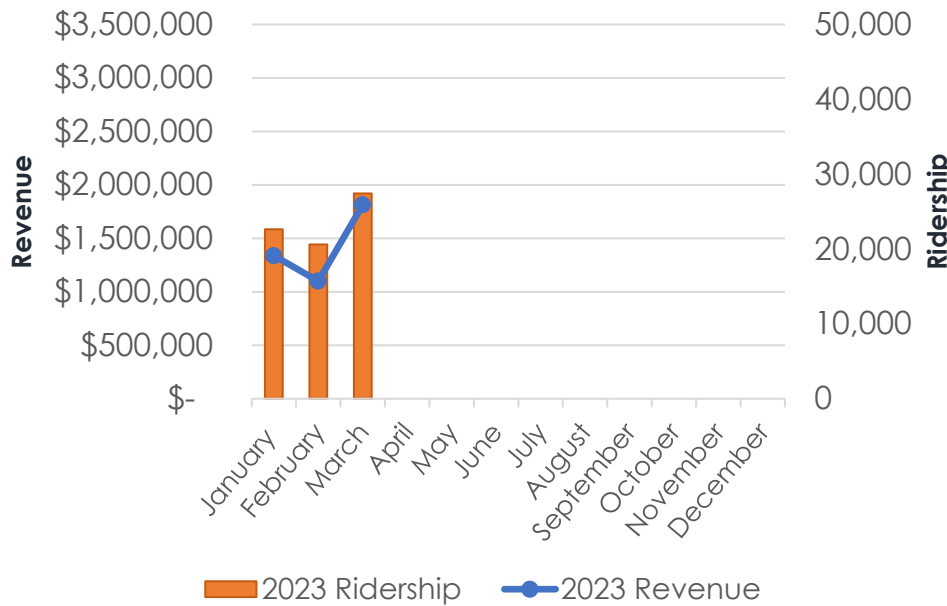
Route 46: Washington – Roanoke – 2 Daily Roundtrips

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

Revenue per Rider (March)

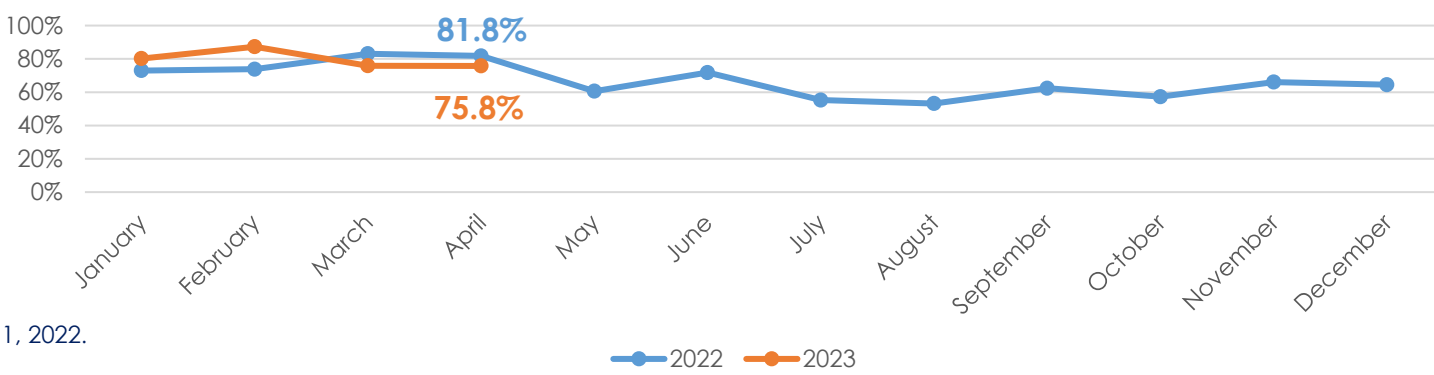


Revenue & Ridership (March)



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

On Time Performance: All Stations (April)



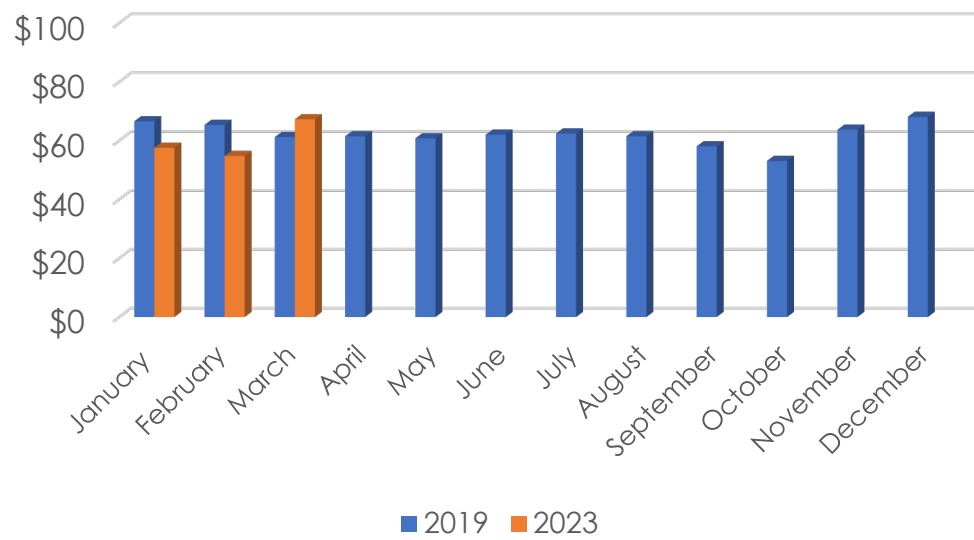
Note: The second roundtrip to Roanoke started July 11, 2022.



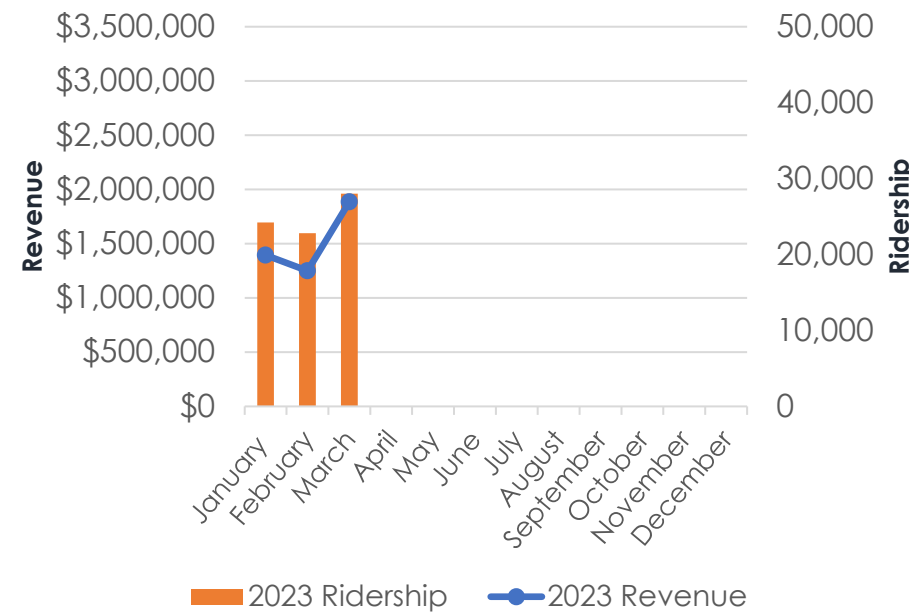
Route 47: Washington – Newport News – 2 Daily Roundtrips

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

Revenue per Rider (March)

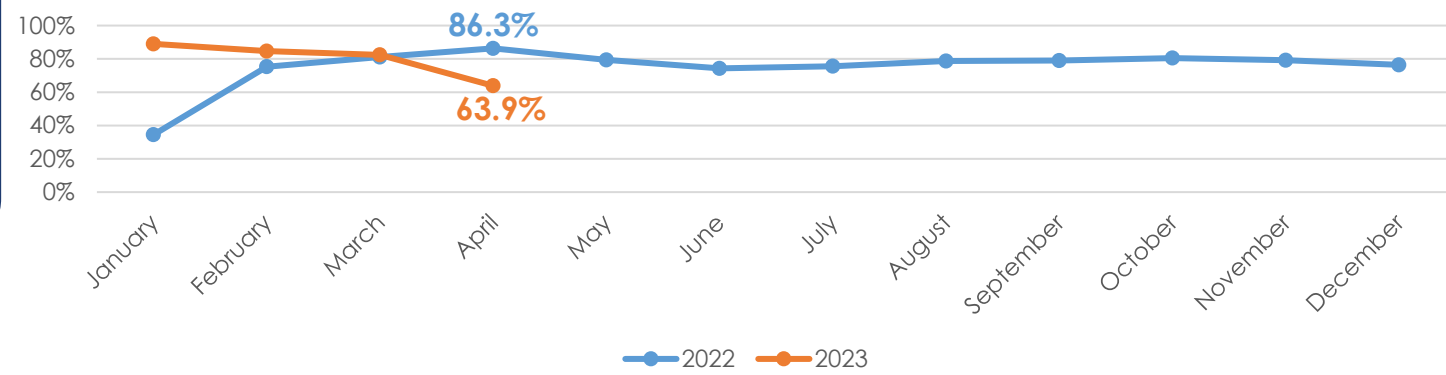


Revenue & Ridership (March)



Major Delay Factors
Slow orders, freight & train interference, and weather related

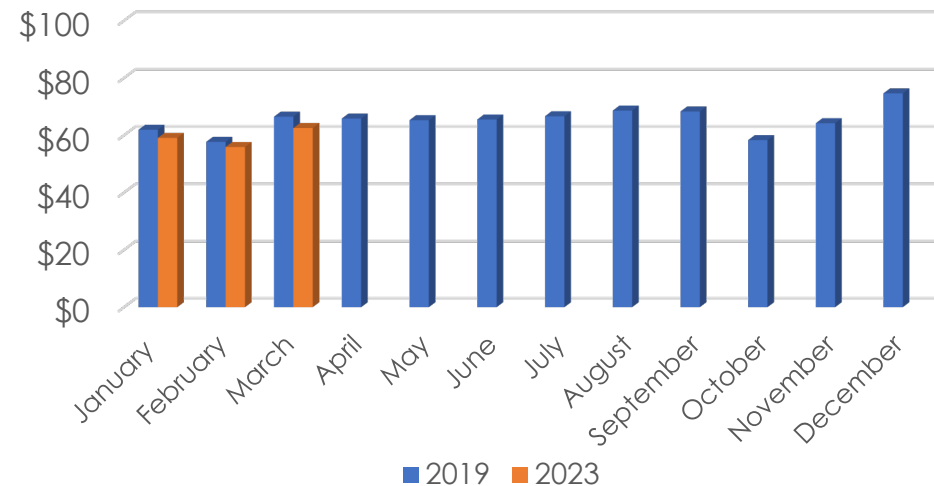
On Time Performance: All Stations (April)



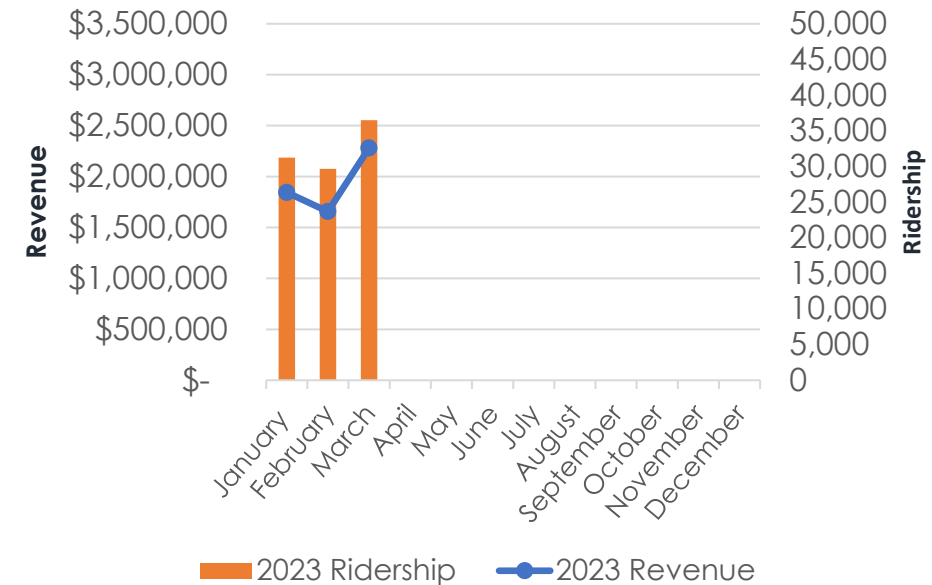
Route 50: Washington – Norfolk – 3 Daily Roundtrips

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

Revenue per Rider (March)

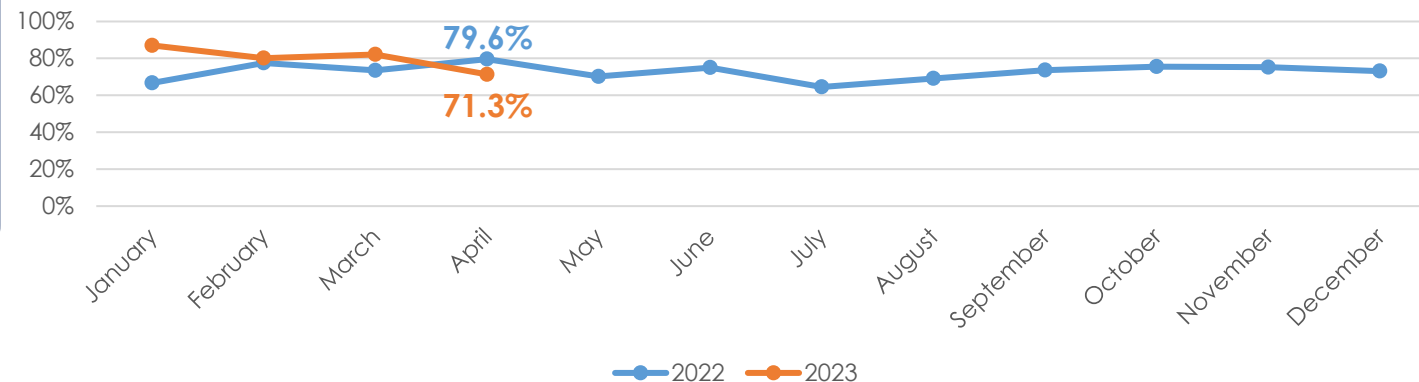


Revenue & Ridership (March)



Major Delay Factors
Slow orders, police activity, and weather related

On Time Performance: All Stations (April)

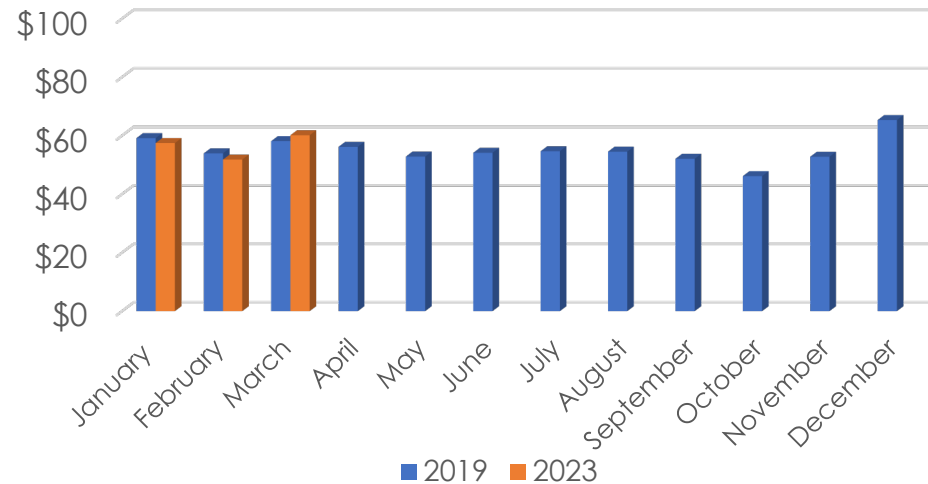


The third roundtrip to Norfolk started July 11, 2022.

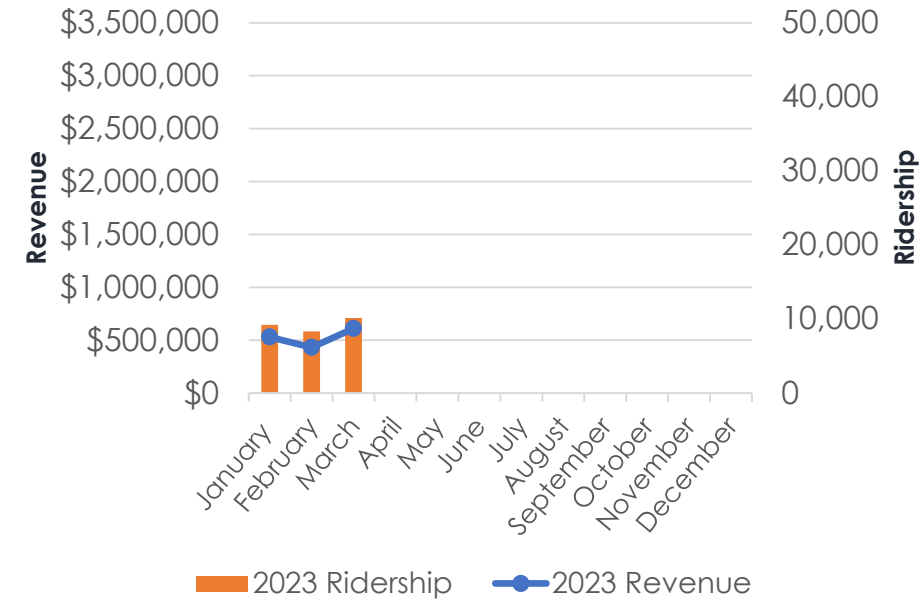
Route 51: Washington – Richmond – 1 Daily Roundtrip

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

Revenue per Rider (March)

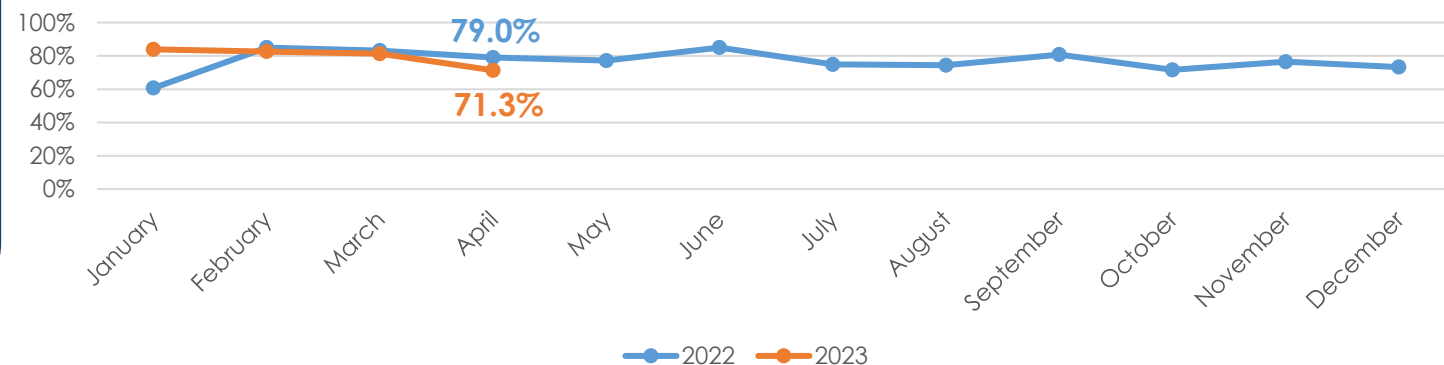


Revenue & Ridership (March)



Major Delay Factors
Commuter train interference, slow orders, and waiting for scheduled departure

On Time Performance: All Stations (April)





Capital Project Updates

Capital Project Expenditures – March FY2023

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

| Project Description (in millions) | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) |
|--|----------------|----------------------------|-----------------------|------------------|
| I-95 Corridor | | | | |
| New Long Bridge for Passenger Rail ✓ | \$31.1 | \$26.5 | \$12.3 | \$14.2 |
| Alexandria 4th Track ✓ | 42.6 | 41.0 | 3.8 | 37.2 |
| Franconia to Lorton 3rd Mainline ✓ | 10.9 | 8.9 | 1.8 | 7.1 |
| Franconia-Springfield Bypass ✓ | 10.2 | 8.2 | 2.6 | 5.6 |
| Richmond to DC Sidings - Phase 1 | 12.8 | 10.1 | - | 10.1 |
| Richmond to DC Sidings - Phase 2 | 0.3 | 0.3 | 0.2 | 0.1 |
| TRV Right of Way Acquisition | 125.0 | 125.0 | 125.0 | - |
| TRV Right of Way Transaction Costs | 10.6 | 8.8 | 3.9 | 4.9 |
| Newington Bridge | 3.0 | 2.4 | 0.4 | 2.0 |
| Route 1 Bridge | 3.6 | 2.9 | 0.4 | 2.5 |
| L'Enfant 4th Track | 1.1 | 0.9 | - | 0.9 |
| Richmond Layover Facility | 3.0 | 2.5 | 0.3 | 2.2 |
| Lorton to Route 1 | 1.1 | 0.9 | 0.2 | 0.7 |
| Other TRV Infrastructure | 1.4 | 1.2 | 0.5 | 0.7 |
| King and Commonwealth Bridges | 3.1 | 2.6 | 0.2 | 2.4 |
| Total I-95 Corridor | \$259.8 | \$242.2 | \$151.6 | \$90.6 |
| Western Rail Corridor | | | | |
| Salem Right-of-Way Transaction Costs* | - | - | 0.2 | (0.2) |
| New River Valley Platform & Track Improvements | 9.8 | 8.2 | 0.6 | 7.6 |
| V-Line Tunnels | 15.5 | 12.9 | - | 12.9 |
| Capital Improvements - Bridges | 1.7 | 1.4 | - | 1.4 |
| Capital Improvements - Other | 3.2 | 2.7 | 0.1 | 2.6 |
| Total Western Rail Corridor | \$30.2 | \$25.2 | \$0.9 | \$24.3 |
| Other | | | | |
| Purchase of St. Julian's Yard: Amtrak Service Facility | - | - | 2.1 | (2.1) |
| Total Capital Projects | \$290.0 | \$267.4 | \$154.6 | \$112.8 |

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

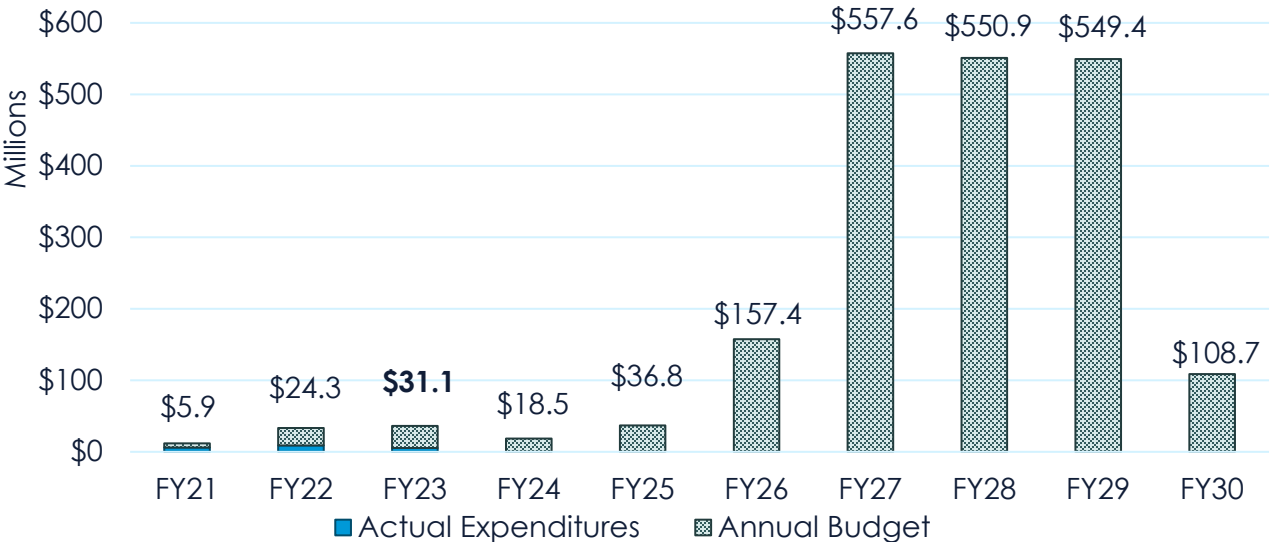
Capital Projects: Long Bridge

| Project Information | | | Financial Information (\$M) | | | | |
|---------------------|--------------|----------------|-----------------------------|---------------------------|----------------------|-----------------|--------------|
| Completion Year | Project Lead | Project Status | Project Cost* | Inception to Date Expense | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (%) |
| 2030 | VPRA | 30% Design | \$2.279 B | \$27.2 | \$26.5 | \$ 12.3 | 54% |

NOTES:
Ongoing Comment Resolution Meetings with Stakeholders on the 30% design plans. Five teams submitted Statements of Qualifications (SOQs) for the North Package on May 5, 2023 and are under review by the VPRA evaluation team. The shortlist will be announced on June 21st and the Request for Proposals (RFP) will be released on July 7th. The RFQ for the South Package is anticipated to be released by the end of June 2023. This project is not fully funded in the FY 24 budget – the North Package is fully funded and the South Package funds cover design and partial construction. VPRA applied for full funding for the South Package through Fed-State Partnership from FRA on April 21, 2023.

* Proposed FY 24 Budget estimates used throughout this report for "Project Cost"

Note: **Bold** indicates new information.

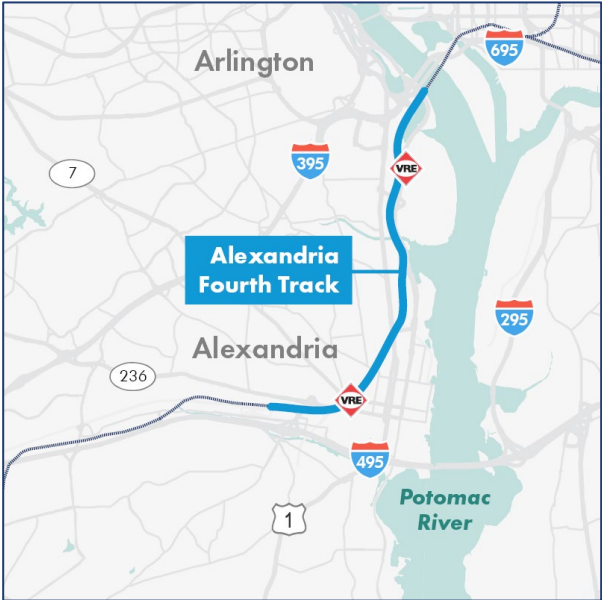
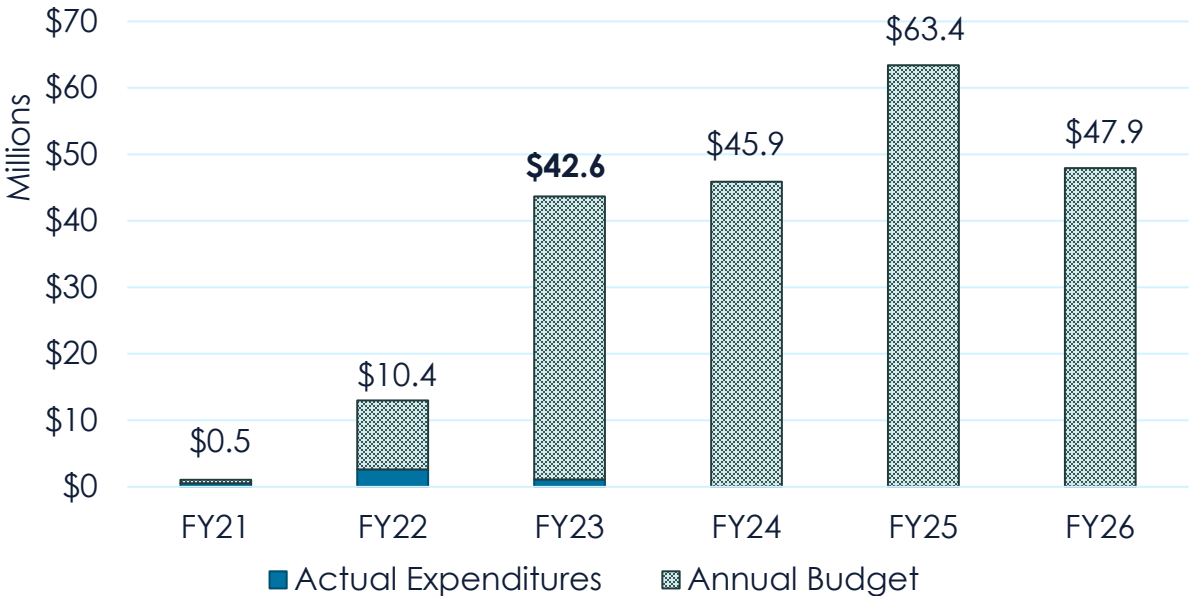


Capital Projects: Alexandria 4th Track

| Project Information | | | Financial Information (\$M) | | | | |
|---------------------|--------------|----------------|-----------------------------|---------------------------|----------------------|-----------------|--------------|
| Completion Year | Project Lead | Project Status | Project Cost | Inception to Date Expense | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (%) |
| 2026 | CSX | 60% Design | \$210.5 M | \$6.9 | \$41 | \$3.8 | 91% |

NOTES:
The 60% design plans were submitted to VPRA on February 24th. **Project stakeholders have completed their review of the 60% design plans, and CSX is currently working to finalize their responses to stakeholder design review comments.** 90% design plans are anticipated in July 2023.

Note: **Bold** indicates new information.

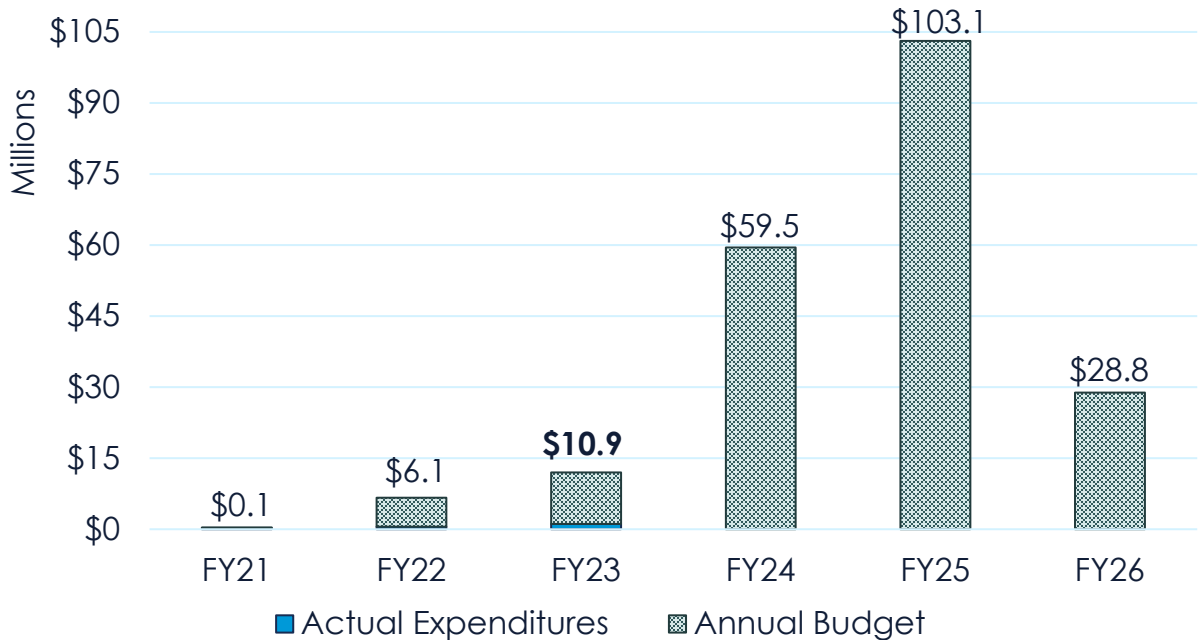


Capital Projects: Franconia to Lorton 3rd Track

| Project Information | | | Financial Information (\$M) | | | | |
|---------------------|--------------|----------------|-----------------------------|---------------------------|----------------------|-----------------|--------------|
| Completion Year | Project Lead | Project Status | Project Cost | Inception to Date Expense | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (%) |
| 2026 | CSX | 30% Design | \$229.5 M | \$2.8 | \$8.9 | \$1.8 | 80% |

NOTES:
NTP was issued to CSXT on March 15, 2022. **The 30% PE design review comments are addressed and resolved. On April 16, 2023, CSXT was directed to proceed with advancing the design to 60%.** VPRA is anticipating draft 60% design plans in Fall 2023.

Note: **Bold** indicates new information.

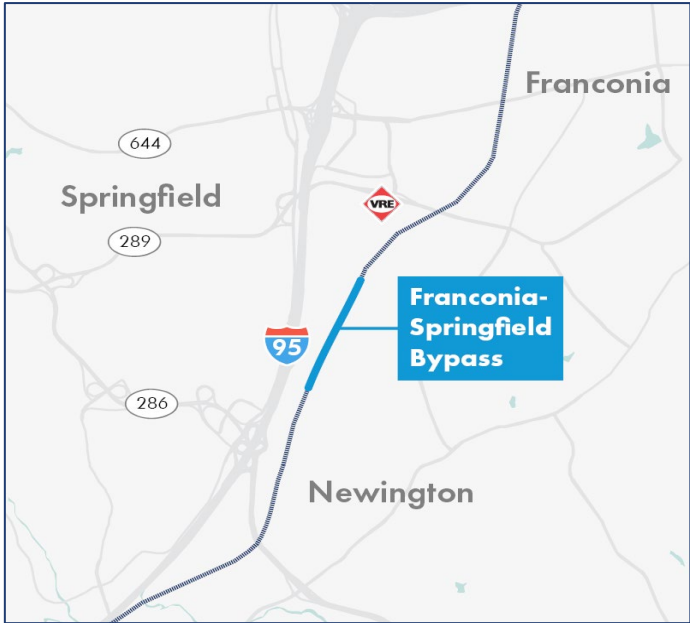
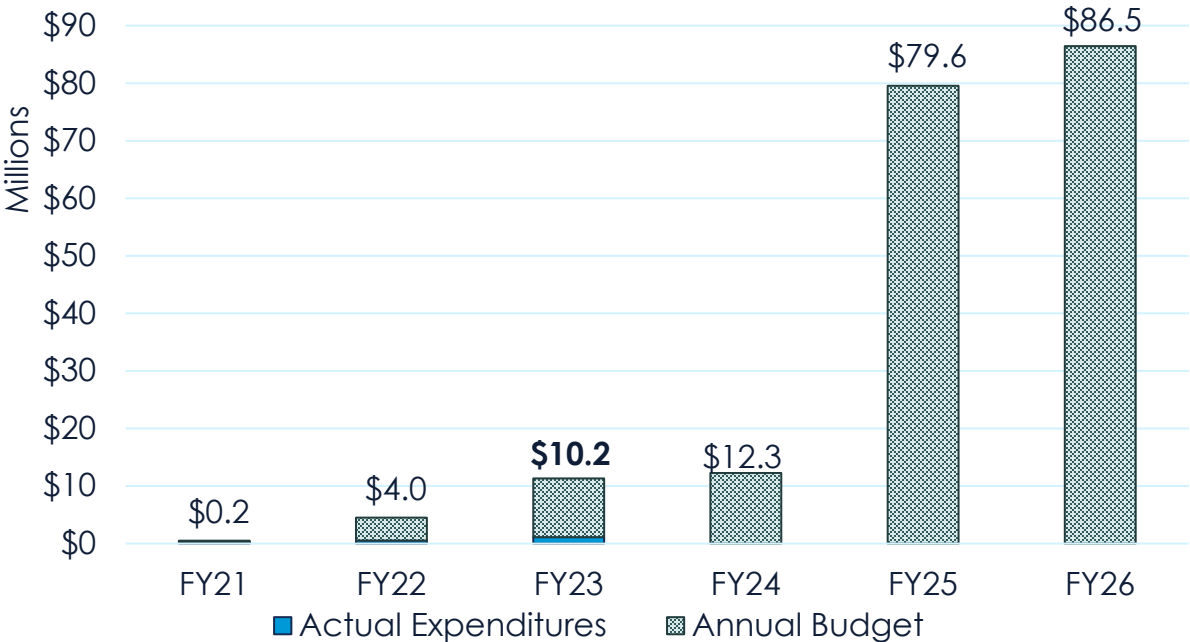


Capital Projects: Franconia-Springfield Bypass

| Project Information | | | Financial Information (\$M) | | | | |
|---------------------|--------------|----------------|-----------------------------|---------------------------|----------------------|-----------------|--------------|
| Completion Year | Project Lead | Project Status | Project Cost | Inception to Date Expense | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (%) |
| 2026 | VPRA | 30% Design | \$435 M | \$3.4 | \$8.2 | \$ 2.6 | 68% |

NOTES:
PE (30% design) was awarded to Parsons in Spring 2022. Draft 30% PE design plans were received on December 23rd, 2022. **The 30% design review comments have been addressed and resolved. VPRA plans to negotiate and potentially award final design to Parsons as a suitable and efficient path forward. The draft CM/GC procurement documents are being developed for a single RFP solicitation. The RFP advertisement date is tentatively planned for early August 2023.**

Note: **Bold** indicates new information.



Other Capital Projects Updates

| Project | Project Cost (\$M) | Completion Year | Project Lead | CD | PE | EC | FD | CN | Notes |
|--|--------------------|-----------------|--------------|----|----|----|----|----|---|
| King & Commonwealth Bridges | \$55.7M | 2026 | CSX | ■ | ● | ● | | | CSX is working to finalize their responses to stakeholder review comments to the 30% design plans. 60% plans are anticipated in June 2023. Coordination of phasing and interfacing between the bridges and VRE's Alexandria Station improvements project is ongoing. |
| Newington Road RR Bridge | \$39.8 | 2026 | CSX | ■ | ● | ■ | | | Incorporated into Franconia-Lorton project, grant pre-award activities underway. |
| Route 1 RR Bridge | \$63.2 | 2026 | CSX | ■ | ● | ■ | | | Incorporated into Franconia-Lorton project. VDOT and VPRA negotiating draft administrative agreement. |
| Potomac Creek Third Track (Siding A) | \$143 | 2026 | CSX | ■ | ● | ■ | | | Project Authorization Notice was executed with CSX on November 10, 2022. Project was entered into the region's long-range plan 3/2022. Entry into regional TIP Fall 2022. 30% design plans are anticipated in August 2023. |
| Woodford to Milford Third Track (Siding B) | \$85.2 | 2026 | CSX | ● | | ■ | | | Project Authorization Notice was executed with CSX on April 12, 2023. CSX was given NTP for PE design on April 19, 2023. Project will be entered into the Rural Plan LRTP in 2023. |
| Hanover Third Track (Siding C) | \$84.4 | 2026 | CSX | ● | | ■ | | | Draft Project Authorization Notice with CSXT targeted Q2 2023. |
| New River Valley Improvements | \$85.5 | 2026 | VPRA | ● | | ● | | | VPRA met with Amtrak on May 12th to review Layover Facility concepts. VPRA started environmental fieldwork and survey in April 2023. Geotechnical boring work begun in early May for Slate Hill and Merrimac tunnels. |



CD = Conceptual Design;

PE = Preliminary Engineering;

EC = Environmental Clearance;

FD = Final Design;

CN = Construction

■ = Complete

● = Ongoing

▲ = On Hold

Note: **Bold** indicates new information.



Capital & Operating Grants Updates

Capital & Operating Grant Expenditures – April FY2023

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

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

| Project Description (in millions) | Grantee | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) |
|---|---------------------|----------------|----------------------------|-----------------------|------------------|
| Crystal City Platform | VRE | \$0.7 | \$0.6 | - | \$0.6 |
| L'Enfant Platform | VRE | 1.4 | 1.2 | - | 1.2 |
| Alexandria Station Pedestrian Tunnel | VRE | 3.8 | 3.2 | - | 3.2 |
| Brooke & Leeland Road Station Improvements | VRE | 2.9 | 2.4 | - | 2.4 |
| Broad Run Station & 3rd Track Improvements | VRE | 33.0 | 27.5 | (0.5) | 28.0 |
| Manassas Station and Platform Extension | VRE | 0.3 | 0.3 | - | 0.3 |
| Manassas Park Parking Garage and Bridge | VRE | 21.4 | 17.8 | - | 17.8 |
| Real Time Multimodal Information | VRE | 1.8 | 1.5 | - | 1.5 |
| Quantico Station Improvements | VRE | 10.2 | 8.5 | (6.7) | 15.2 |
| Rolling Road Platform Extension | VRE | - | - | (0.3) | 0.3 |
| Crossroads Storage Expansion | VRE | 0.4 | 0.3 | - | 0.3 |
| Track Lease Payment-Amtrak | VRE | 5.7 | 4.8 | 4.1 | 0.7 |
| Track Lease Payment-Norfolk Southern | VRE | 2.7 | 2.3 | 2.1 | 0.2 |
| Newport News Station, Platform, and Service Facility | Newport News | 5.0 | 4.2 | 4.0 | 0.2 |
| Ettrick Station Improvements – State-of-Good-Repair | Chesterfield County | 0.5 | 0.4 | 0.1 | 0.3 |
| Arkendale to Powell's Creek Third Track | CSX | 5.5 | 4.6 | 2.1 | 2.5 |
| Amtrak Passenger Information Display System: Ashland & Richmond Main St. Stations | Amtrak/DRPT | 0.4 | 0.3 | 0.1 | 0.2 |
| Station Program & Planning | Amtrak | 2.4 | 2.0 | 0.1 | 1.9 |
| Positive Train Control | Amtrak | 15.4 | 12.8 | - | 12.8 |
| Amtrak Train Equipment - New Service | Amtrak | 16.0 | 13.3 | - | 13.3 |
| Western Rail Initiative Grant | Norfolk Southern | 26.2 | 13.1 | 13.1 | - |
| Roanoke Yard Improvements | Norfolk Southern | 20.0 | 16.7 | 0.2 | 16.5 |
| S-Line Planning & Development | Various | 1.0 | 0.8 | 0.3 | 0.5 |
| DRPT Managed | Various | 9.1 | 7.6 | 0.1 | 7.5 |
| Total | | \$185.8 | \$146.2 | \$18.8 | \$127.4 |

Capital & Operating Grants Update

| Project | Project Cost | Completion Year | Project Lead | CD | PE | EC | FD | CN | Notes |
|---|--------------|-----------------|--------------|----|----|----|----|----|--|
| Nokesville to Calverton (Western Rail Initiative Grant) | \$50 | 2025 | NS | ● | ● | | ● | | 7 miles of double track by grant to NS. Completion of definitive agreements 1/10/22; Financial close occurred in June 2022, NS to bill VPRA for ongoing design work. Construction is anticipated to start in late 2023 and be complete in Q4 2025. |
| Roanoke West Yard | \$36.5 | 2026 | NS | ● | ● | | ● | | Five (5) miles of track by grant to better streamline passenger and freight operations in Roanoke Yard. Horizontal track layout plans received from NS on 12/8/22. NS is aiming to begin construction work in late 2023. Estimated completion early 2026. |
| Arkendale to Powell's Creek Third Track | \$101 | 2024 | CSX | ■ | ■ | ■ | ■ | ● | CSX is performing track and signal work at the northern project limits. CSX to perform track work in the Quantico Station area beginning in Summer 2023 in coordination with VRE construction activities at Quantico Station. Estimated completion Spring 2024. |
| Quantico Station | \$24 | 2024 | VRE | ■ | ■ | ■ | ■ | ● | VRE led project, CSX will construct track. Construction activities for the platform including concrete, structural steel, and electric work are ongoing. Soil nails are being installed for the retaining wall north of the station. Estimated completion Spring 2024. |
| Newport News Station | \$44 | 2024 | City of NPN | ■ | ■ | ■ | ■ | ● | Relocation and construction of a new multimodal transportation center on Bland Boulevard. \$20.5M from VPRA. Estimated start of Amtrak service Fall 2023 and final completion of Service Facility in 2024. \$1.2M CDS request (earmark) included in Federal FY23 Omnibus Bill. |



CD = Conceptual Design;

PE = Preliminary Engineering;

EC = Environmental Clearance;

FD = Final Design;

CN = Construction

■ = Complete

● = Ongoing

▲ = On Hold

Note: **Bold** indicates new information.



Revenue & Investment Updates

VPRA Financial Report Summary – April FY2023

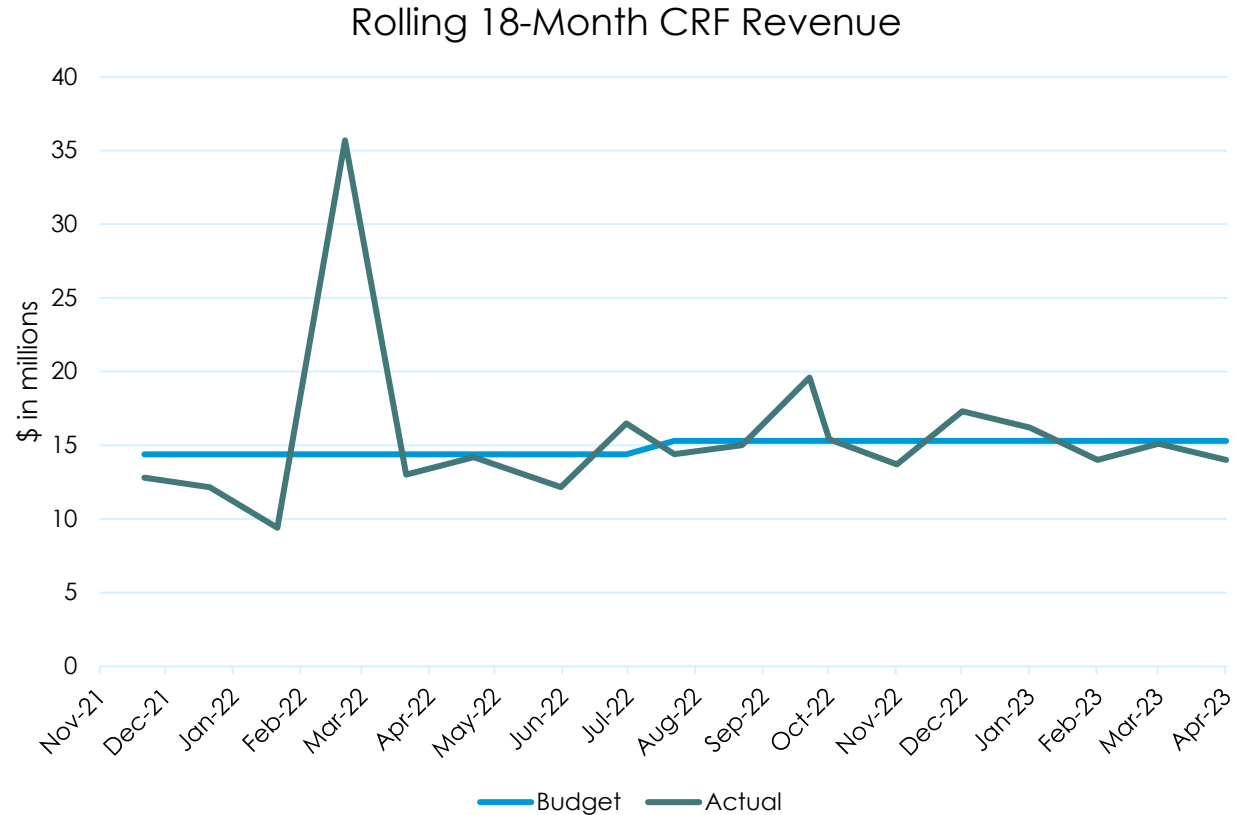
| Budget Component (in millions) | FY23 Budget | FY23 Pro Rata Budget | FY23 YTD Actual | Variance | |
|---------------------------------------|----------------|----------------------------|-----------------------|----------------|------------|
| | | | | \$ | % |
| Operations | \$124.3 | \$96.6 | \$95.9 | \$0.7 | 1% |
| Capital Projects | 165.0 | 142.4 | 29.6 | 112.8 | 79% |
| Capital Projects: ROW Purchase | 125.0 | 125.0 | 125.0 | - | 0% |
| Total Capital Projects | 290.0 | 267.4 | 154.6 | 112.8 | 42% |
| Capital & Operating Grants | 185.8 | 146.2 | 18.8 | 127.4 | 87% |
| Total | \$600.1 | \$510.2 | \$269.3 | \$240.9 | 47% |

- Passenger operations costs are on track; revenues have exceeded estimates by \$13M year-to-date.
- As VPRA and our grant recipients progress projects through design, the timing of budgeted expenditures will be improved to better match to actuals.

VPRA Monthly Revenues

Rolling 18-Month Trend Analysis

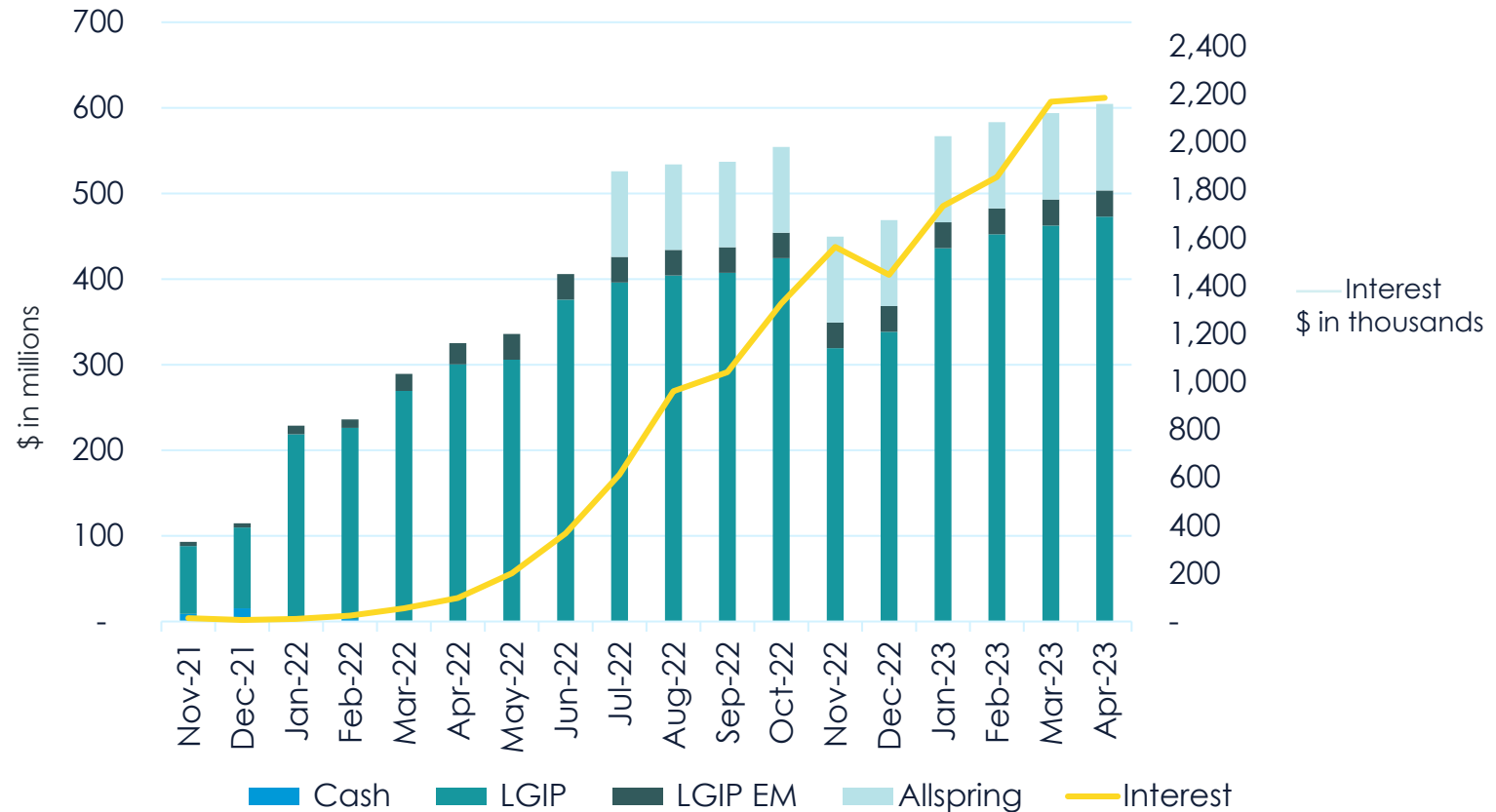
- FY23 Commonwealth Rail Fund (CRF) revenues are projected to be \$183.2M. Through April, CRF revenues are on track with the estimate.



VPRA Cash/Investment Mix & Interest

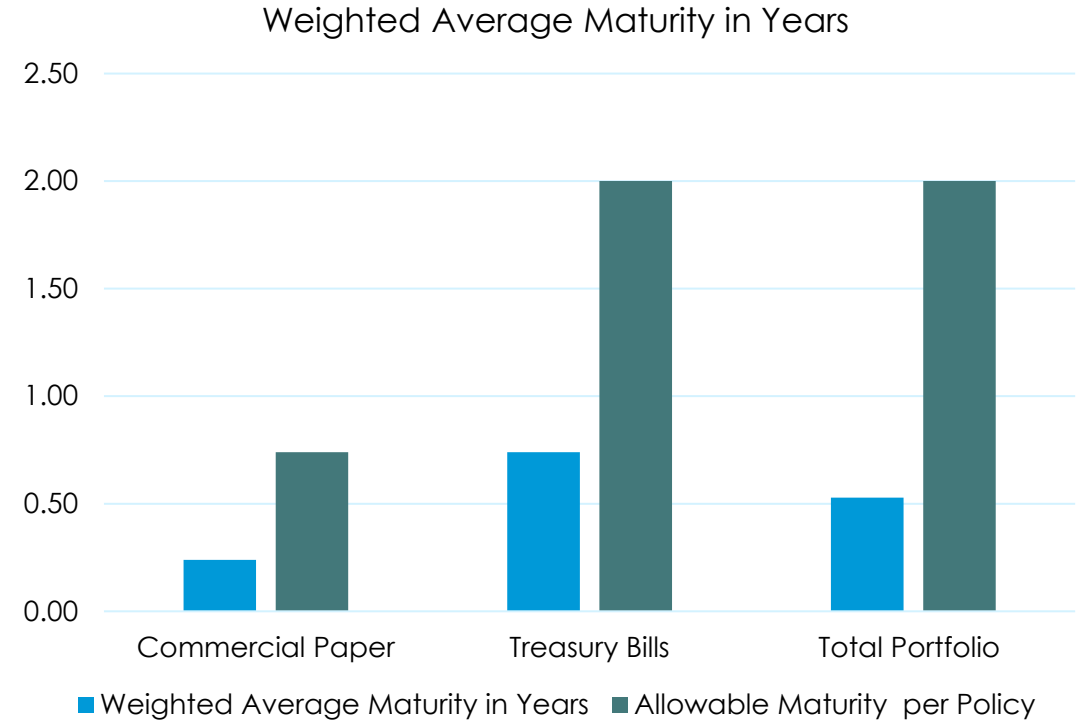
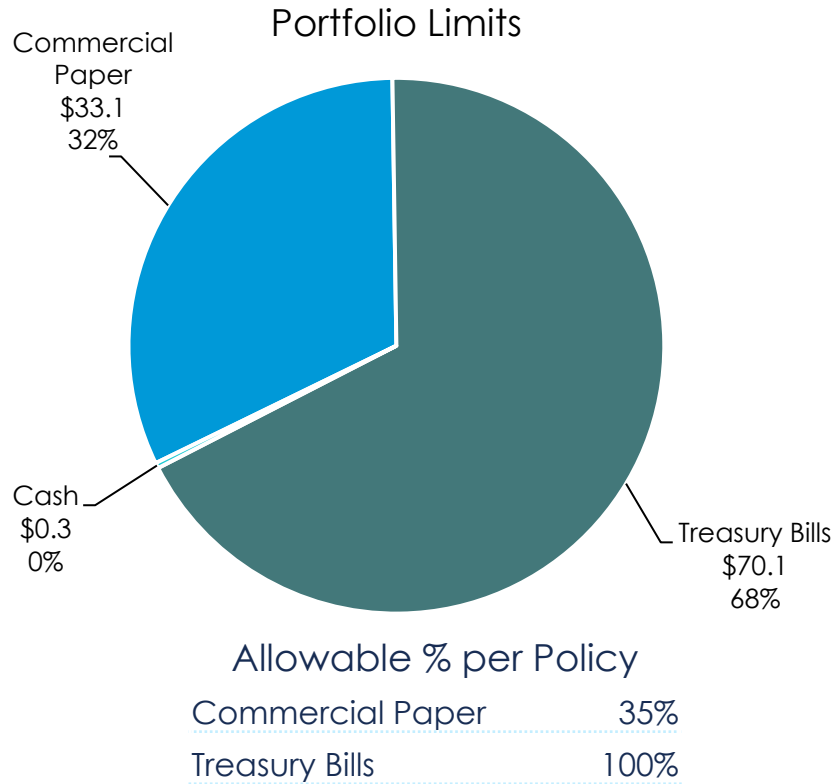
Rolling 18-Month Trend Analysis

- As of April 30, 2023, VPRA's \$604.6M of investments consist of the following:
 - \$473.0M in LGIP
 - \$30.5M in LGIP Extended Maturity (EM)
 - \$101.1M in Allspring Portfolio
- The net increase in cash for FY23 is the result of:
 - + \$154.6M of CRF revenues
 - + \$127M CROC Bonds & Paygo
 - + \$84M 2020 Appropriations Act Funds
 - \$125M Final Installment Payment to CSX
- Monthly interest earned in April was over \$2.1M.



VPRA Investments: Liquidity

As of April 30, 2023



In light of the recent banking industry losses, we wanted to reiterate that VPRA's Investment Policy requires the portfolio to have a two-year average maturity, with no individual security exceeding a five-year maturity. VPRA's investment portfolio currently holds \$91.5M of short-term investments, with the remaining \$10M maturing within 14 Months. Additionally, VPRA's liquidity position precludes the need to liquidate any Treasury securities before maturity.

VPRA Investments: Principal

As of April 30, 2023

| | Historical Book Value* | Market Value | Gain/(Loss) (\$) | Gain/(Loss) (%) |
|------------------|------------------------------|-----------------|---------------------|--------------------|
| LGIP EM | 30,690,896 | 30,517,579 | (173,317) | (0.6%) |
| Allspring | 101,142,228 | 101,443,734 | 301,506 | 0.3% |

LGIP EM

Currently, the investment pool has a 0.6% market value loss. As assets in the portfolio are reinvested in higher-yield securities, the market value will continue to rebound. The VPRA has the ability and intent to hold this investment until the market value has rebounded.

Allspring

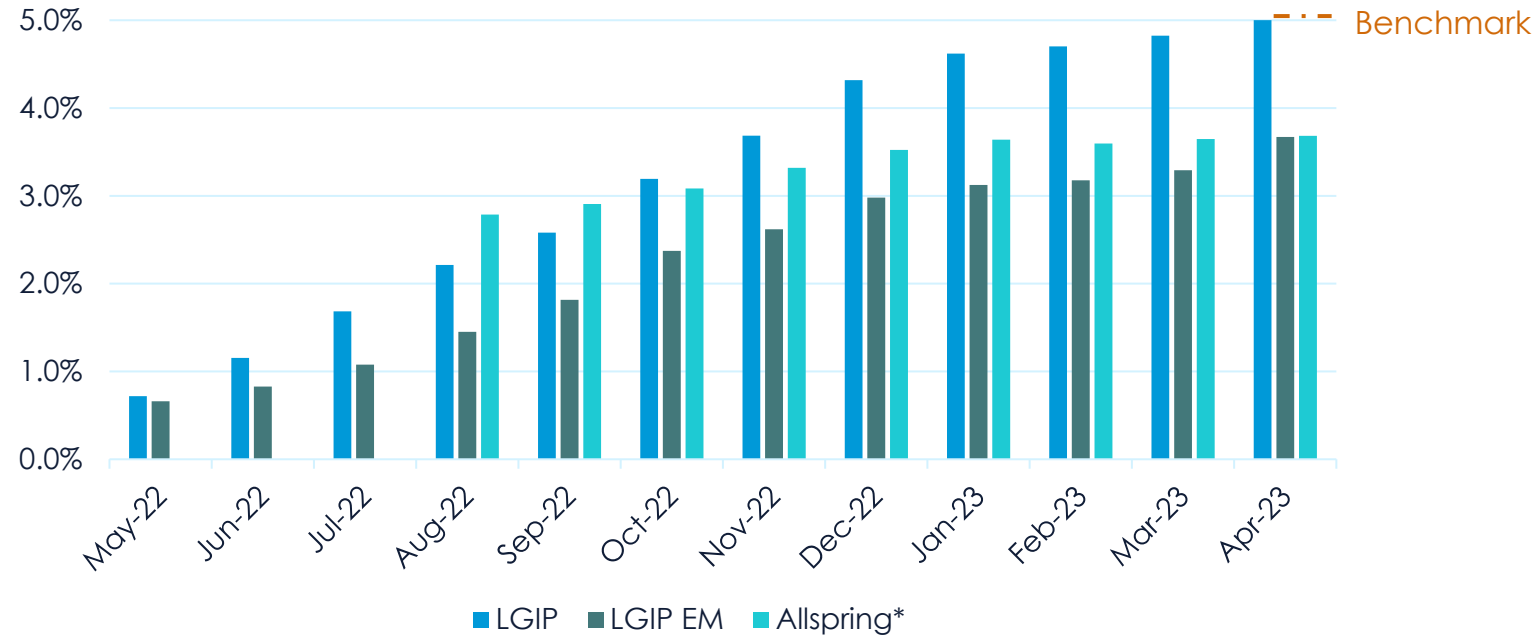
As of April 30, 2023, Allspring has a 0.3% unrealized gain, which is expected as the T-Bills within the portfolio approach maturity.

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

VPRA Investment: Return

Rolling 12-Month Trend Analysis

- VPRA continues to invest a majority (over 75%) of its cash in the LGIP as interest rates are expected to increase in the near term.
- LGIP's short-term strategy is advantageous during a time of interest rate increases. The longer-term maturities in Allspring and LGIP-EM will produce greater returns as interest rates level-off or decline.



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

Federal Funding Status

| Project | Federal Programs | Requested Amount | Awarded Amount |
|---|--|------------------|----------------|
| Franconia-Springfield Bypass | FRA - CRISI | 100,000,000 | Open |
| Northern Virginia Core Capacity Project (Long Bridge, Alexandria 4 th Track) | FTA - Capital Investment Grant(CIG) Program* | TBD | Open |
| Long Bridge & Phase 2 Sidings | Fed-State Partnership | 729,000,000 | Open |
| New Ettrick/Petersburg Station & Platform (Project Development) | Fed-State Partnership | 2,000,000 | Open |

*FTA's CIG Program is a unique multi-step, multi-year process in which VPRA entered the FTA's pipeline in November of 2021 and is expected to progress to the next step by the end of 2023. VPRA applied for Fed-State Partnership Grants on the Long Bridge Project & Phase 2 Sidings and the new Ettrick/Petersburg Station & Platform April 21st.

| Project | Congressional Earmarks | Amount Requested | Appropriations Amount | Awarded Amount |
|--|-----------------------------|------------------|-----------------------|----------------|
| New Ettrick/Petersburg Station & Platform (Project Development) | FY24 House Earmark Request | 2,000,000 | TBD | Open |
| Central Virginia Passenger Rail Network and Station Improvements | FY24 Senate Earmark Request | 2,000,000 | TBD | Open |



THANK YOU

Questions?

Appendix A – FY23 Train Operations by Route

| | Route 46 Roanoke - 2 Trains - | | | Route 47 Newport News - 2 Trains - | | | Route 50 Norfolk - 3 Trains - | | | Route 51 Richmond - 1 Train - | | | Total Train Operations | | |
|--|----------------------------------|--------------------|------------------|---------------------------------------|--------------------|------------------|----------------------------------|--------------------|------------------|----------------------------------|--------------------|------------------|----------------------------|---------------------|------------------|
| Train Operations Category (in millions) | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) | FY23 Pro Rata Budget | FY23 YTD Actual | Variance (\$) | FY23 Pro Rata Budget | YTD Actual Total | Variance (\$) |
| Revenues | | | | | | | | | | | | | | | |
| Train Revenue | \$6.5 | \$8.6 | \$2.1 | \$8.1 | \$9.4 | \$1.3 | \$8.6 | \$12.2 | \$3.6 | \$1.7 | \$2.4 | \$0.7 | \$24.9 | \$32.6 | \$7.7 |
| Food Service Revenue | 0.2 | 0.3 | 0.1 | 0.2 | 0.1 | (0.1) | \$0.2 | 0.5 | 0.3 | 0.1 | 0.1 | 0.0 | 0.7 | 1.0 | 0.3 |
| Other Revenue | 0.2 | 0.2 | 0.0 | 0.2 | 0.3 | 0.1 | \$0.2 | 0.4 | 0.2 | 0.0 | 0.1 | 0.1 | 0.6 | 1.0 | 0.4 |
| NEC Through Revenue | 5.5 | 6.7 | 1.2 | 5.7 | 6.2 | 0.5 | \$7.6 | 9.3 | 1.7 | 2.3 | 3.5 | 1.2 | 21.1 | 25.7 | 4.6 |
| Total Train Operating Revenues | \$12.4 | \$15.8 | \$3.4 | \$14.2 | \$16.0 | \$1.8 | \$16.6 | \$22.4 | \$5.8 | \$4.1 | \$6.1 | \$2.0 | \$47.3 | \$60.3 | \$13.0 |
| Expenses | | | | | | | | | | | | | | | |
| Route Costs and Additives | 13.1 | 9.8 | (3.3) | 10.7 | 10.4 | (0.3) | 19.1 | 13.5 | (5.6) | 3.1 | 4.3 | 1.2 | 46.0 | 38.0 | (8.0) |
| Fuel Costs | 1.1 | 1.3 | 0.2 | 0.8 | 1.0 | 0.2 | 1.1 | 1.2 | 0.1 | 0.2 | 0.4 | 0.2 | 3.2 | 3.9 | 0.7 |
| Host Railroad Costs | 0.8 | 0.2 | (0.6) | 0.4 | 0.5 | 0.1 | 1.2 | 0.9 | (0.3) | 0.2 | 0.3 | 0.1 | 2.6 | 1.9 | (0.7) |
| Host RR Performance Incentives | 0.2 | 1.0 | 0.8 | 0.5 | 0.2 | (0.3) | 1.5 | 1.4 | (0.1) | 0.2 | 0.1 | (0.1) | 2.4 | 2.7 | 0.3 |
| NEC Through Credit Expense | 3.4 | 5.5 | 2.1 | 3.8 | 4.3 | 0.5 | 5.3 | 7.3 | 2.0 | 1.3 | 2.4 | 1.1 | 13.8 | 19.5 | 5.7 |
| Total Train Operations Expense | \$18.6 | \$17.8 | (\$0.8) | \$16.2 | \$16.4 | \$0.2 | \$28.2 | \$24.3 | (\$3.9) | \$5.0 | \$7.5 | \$2.5 | \$68.0 | \$66.0 | (\$2.0) |
| Capital Equipment Maintenance | 0.8 | 1.7 | 0.9 | 1.3 | 1.7 | 0.4 | 2.8 | 3.7 | 0.9 | 0.6 | 0.6 | 0.0 | 5.5 | 7.7 | 2.2 |
| Other Operating Expense | 5.7 | 2.3 | (3.4) | 3.0 | 4.1 | 1.1 | 4.5 | 6.2 | 1.7 | 1.4 | 1.6 | 0.2 | 14.6 | 14.2 | (0.4) |
| Net Operating Income/(Loss) | (\$12.7) | (\$6.0) | \$6.7 | (\$6.3) | (\$6.2) | \$0.1 | (\$18.9) | (\$11.8) | \$7.1 | (\$2.9) | (\$3.6) | (\$0.7) | (\$40.8) | (\$27.6) | \$13.2 |
| Total Federal Credits Applied | 1.0 | 0.6 | (0.4) | 2.7 | 3.0 | 0.3 | 0.0 | 0.0 | 0.0 | 1.1 | 0.2 | (0.9) | 4.8 | 3.8 | (1.0) |

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