

July 2023

# Executive Director's Report

DJ Stadtler, Executive Director, VPRA



# Administrative Updates

VPRA is celebrating  
three years as an agency!  
Our enabling legislation went  
into effect July 1, 2020.



*Ctrl + Click to play video*

# Administrative Updates

- VPRA held an Industry Day event for the Franconia-Springfield Bypass on July 20. VPRA is seeking a Construction Manager/General Contractor to complete the project. Proposals are due September 11.
- Another Industry Day event was held on July 24 for the Long Bridge South Package. Contractors attended to learn about the new rail bridge across the Potomac River to DC. Contractors can submit their qualifications now through November.
- Enterprise Resource Planning (ERP) system (Dynamics 365) went live the week of July 17th.
  - This system is the first of three major systems that VPRA will implement to establish the core functional systems for project management, asset management, and the finance, procurement, and administrative functions that Dynamics 365 will perform.



# VPRA Organizational Updates

## **Staffing** (as of 7/24/23)

- Employee Count: 43 FTEs, 2 PTE
- Current Postings: 9
- Offers Accepted: 0

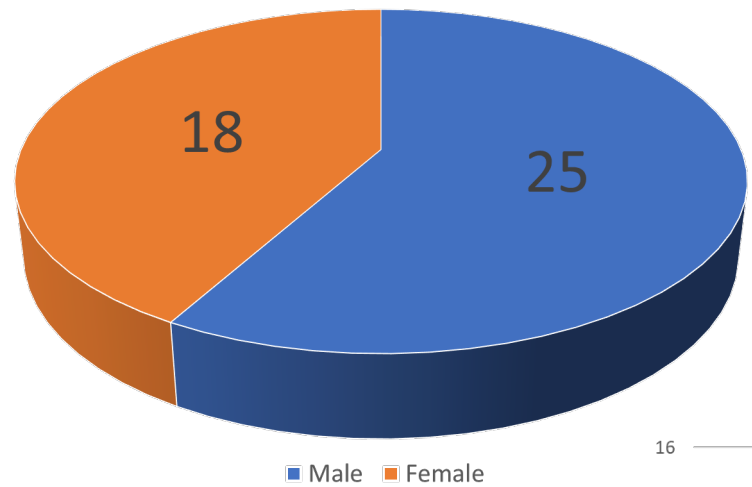
## **Hiring Activity**

- No new employees in July

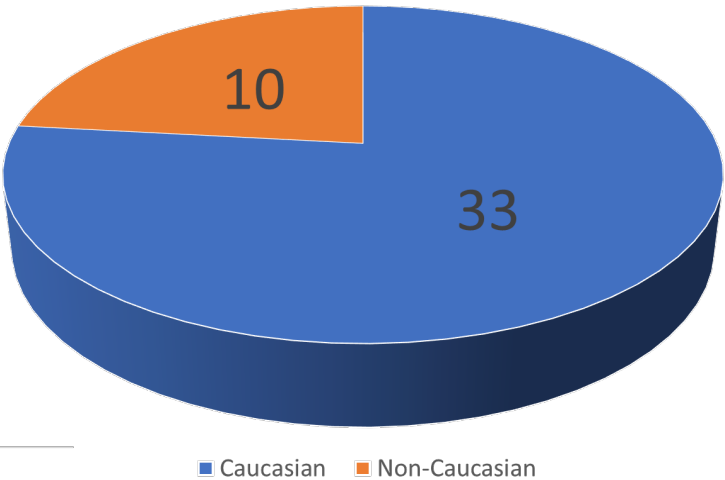


# VPRA Organizational Updates (continued)

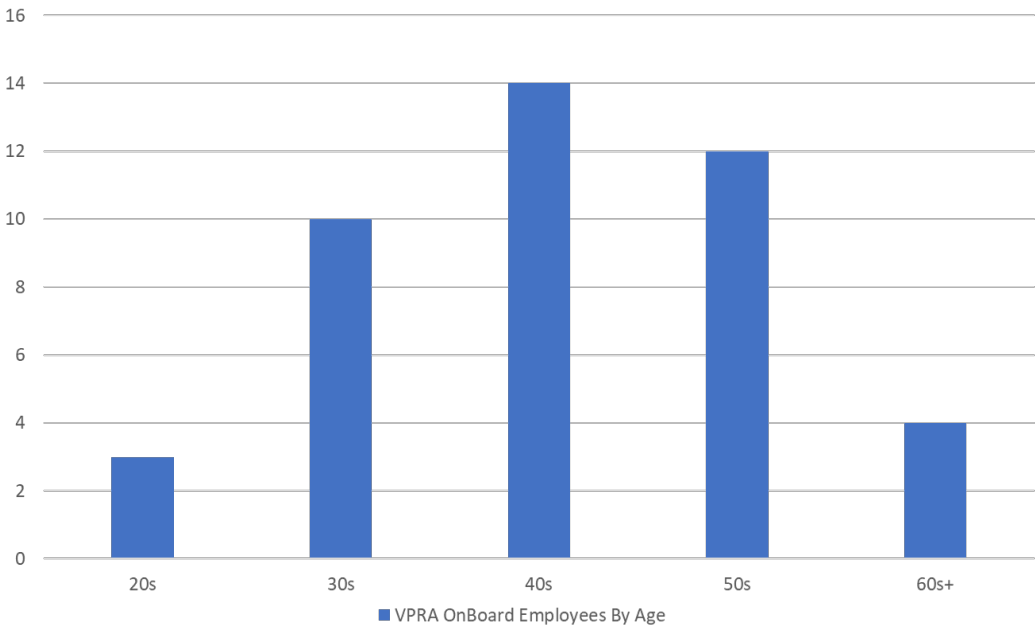
VPRA OnBoard Employees By Gender



VPRA OnBoard Employees By Race



VPRA OnBoard Employees By Age



Data includes FT employees on board as of **7/24/2023**. Data does not include those who have accepted offers but are not yet on board.

# 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 **(Complete)**
- Achieve 30% design of Franconia Bypass by June 30, 2023 **(Complete)**
- Ensure the organization can deliver against its goals with the proper 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 **(Complete)**
  - 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
Capital Projects	July	Western Rail Project Development	STV Group Inc.	Task order via the Planning bench for preliminary engineering of the proposed New River Valley Mall Station Platform, Connector Track, Permanent Layover Facility, and Alternate Configuration of Permanent Layover Facility at Cinnabar Road	\$1,887,774
Operations	July	Marketing & Communications	Pulsar	Marketing & Communications Consultant for Amtrak marketing strategy and execution of integrated marketing programs	\$890,968

# FY2023 Budget Adjustments – June FY2023

Budget Line	Budget Component	Approved Budget	Revised Budget	Change	Delegated Authority Applied	Description of Change
VRE Track Lease - Norfolk Southern	Grants	\$2,700,000	\$2,798,500	\$98,500	Modified budget \$99K or 3% of annual grant amount, no other grants have been adjusted in FY23.	To cover the full FY23 expense, <b>\$98,500</b> has been added to the Norfolk Southern Track Lease Payment made by VRE, for which VPRA pays 84% of the annual costs. VPRA and VRE will review the forecast for future years to determine the impact on out year budgets.





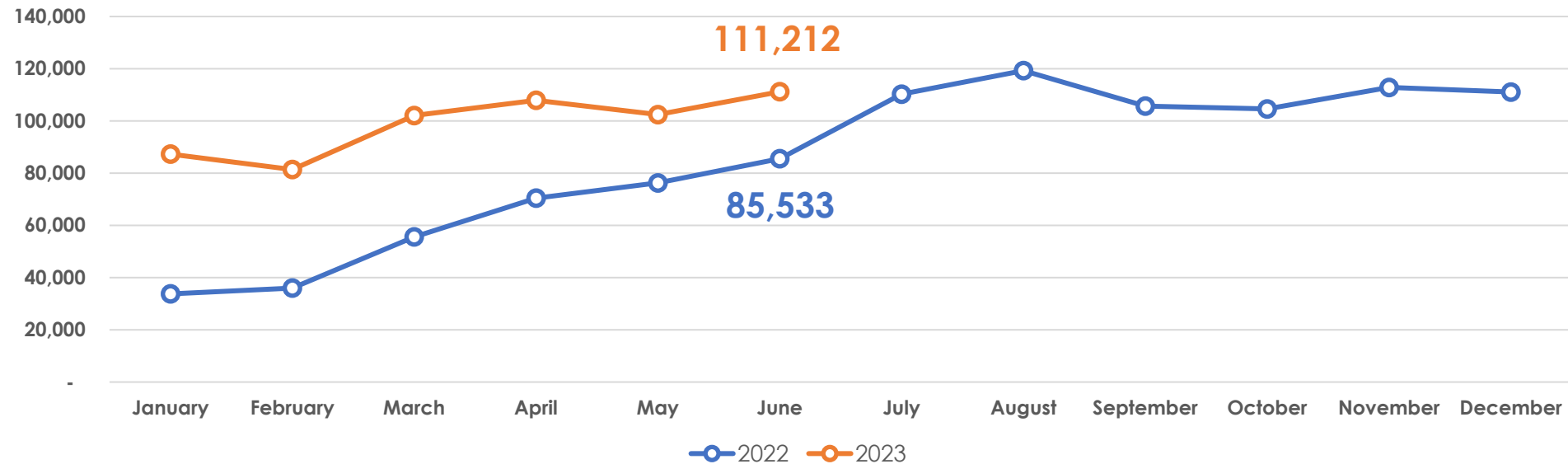
# Operations Updates

# Virginia-Supported Monthly Ridership and Station Activity

June saw a 30.0% increase in ridership year over year.

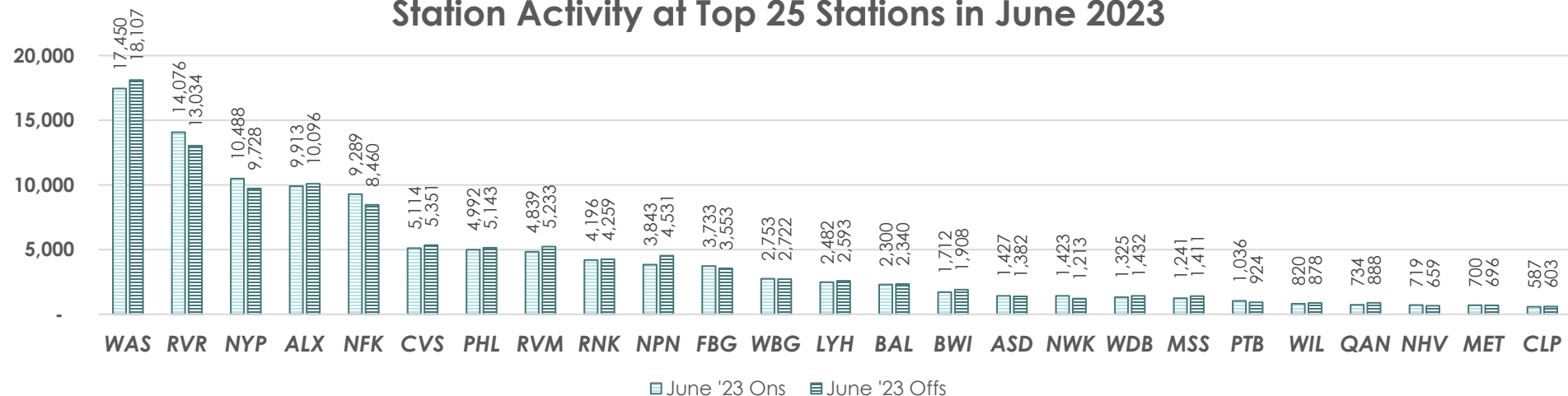
SFY23 saw a record number of riders on State-Supported routes at 1,256,123. This exceeded the previous record of 894,065 set in SFY15.

## State-Supported Monthly Ridership Comparison



Note: 5 Daily Roundtrips in '22 vs. 8 Daily Roundtrips in '23

## Station Activity at Top 25 Stations in June 2023



# Virginia-Supported Monthly Ridership by Route 2023 vs 2022

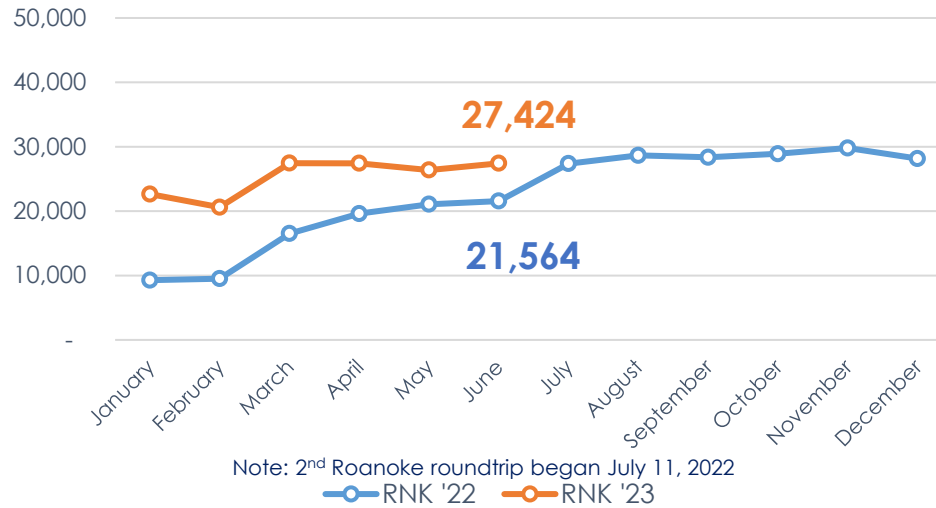
The largest year over year ridership increase was Route 47: Newport News at 57.4% (+10,883)

All four routes saw increased ridership year over year.

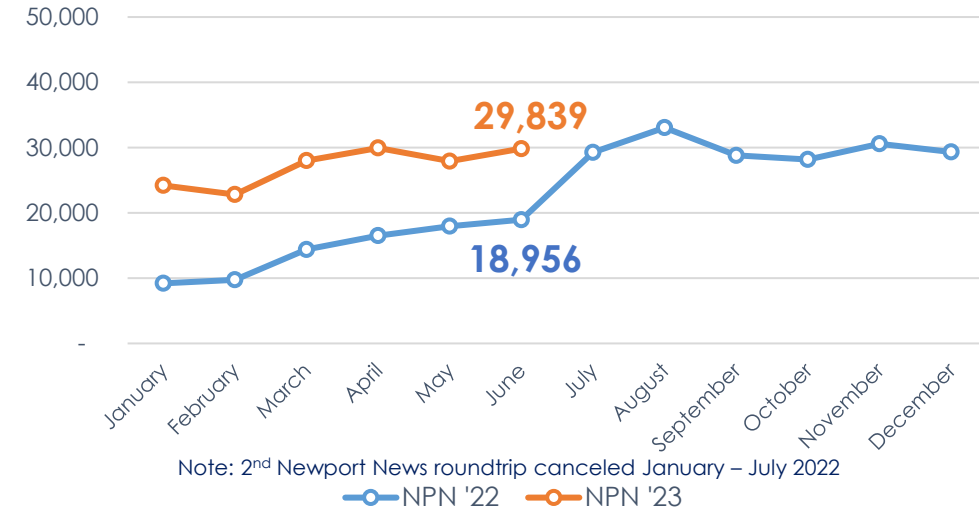
Five daily roundtrips in 2022 vs. eight daily roundtrips in 2023.



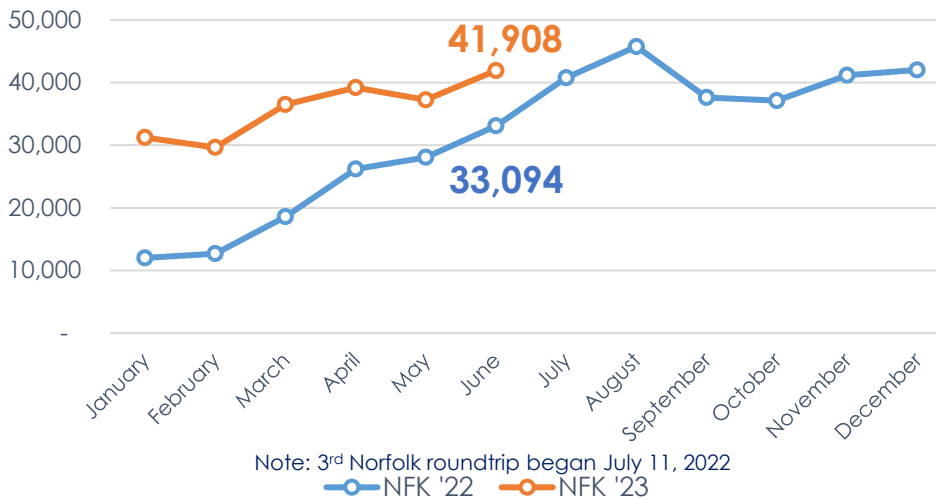
## Route 46: Roanoke Ridership (+27.2%)



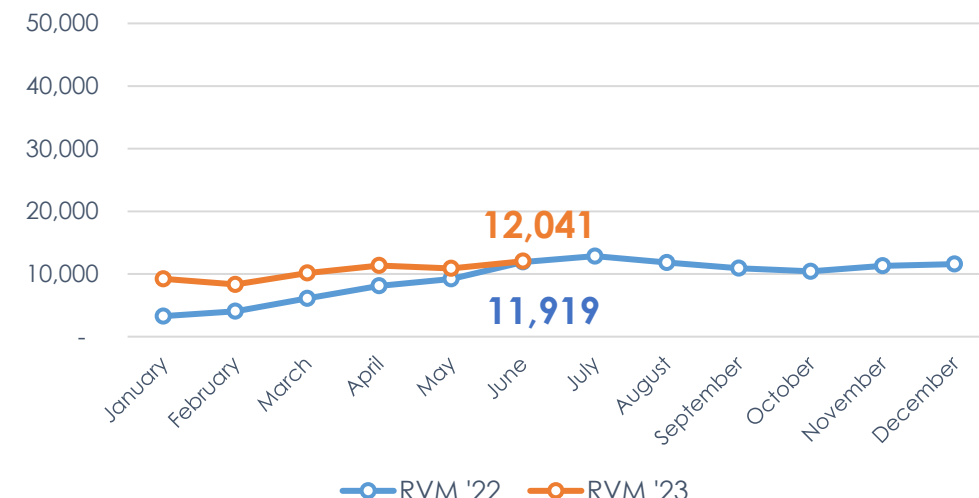
## Route: 47 Newport News Ridership (+57.4%)



## Route 50: Norfolk Ridership (+26.6%)



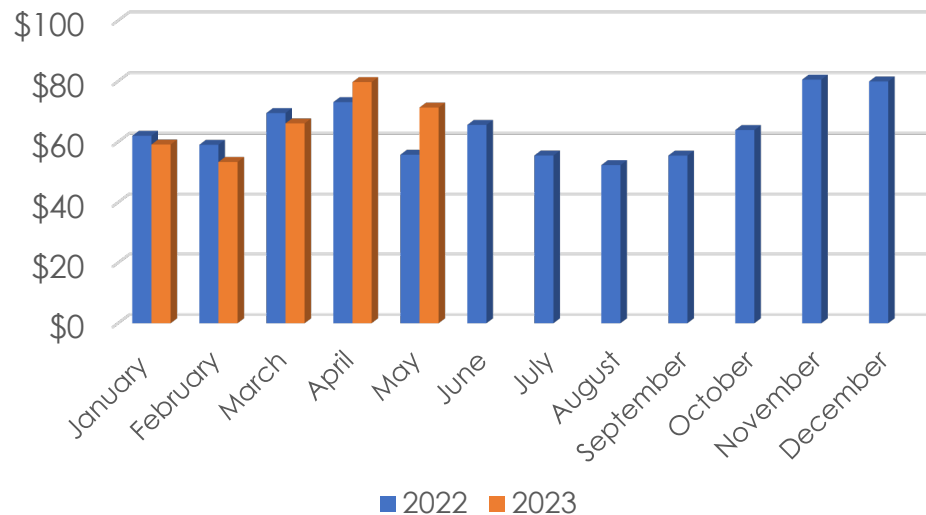
## Route 51: Richmond Ridership (+1.0%)



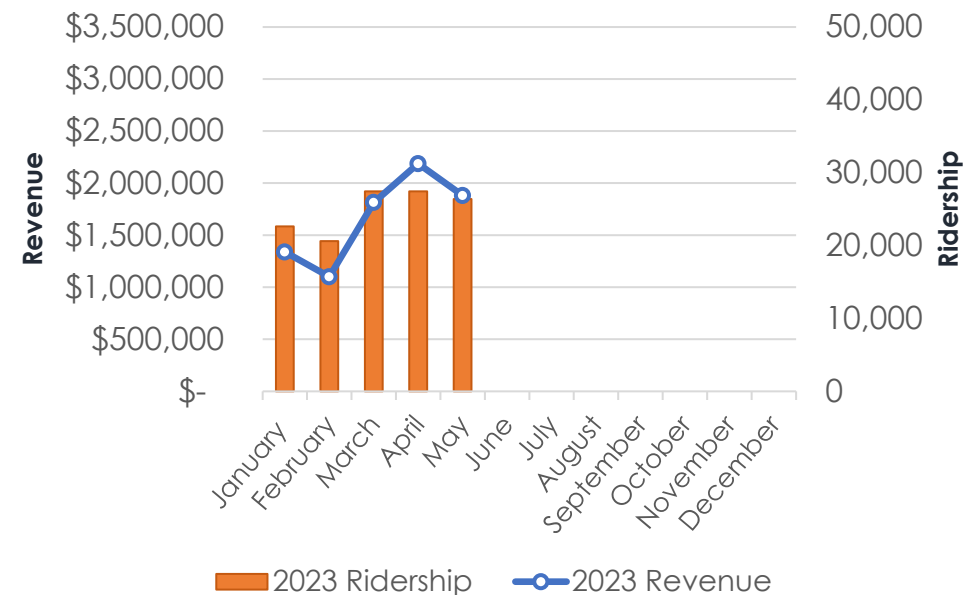
# Route 46: Washington – Roanoke – 2 Daily Roundtrips

Train 147(SB), which operates on Saturdays, has the highest average daily ridership.

Revenue per Rider (May)

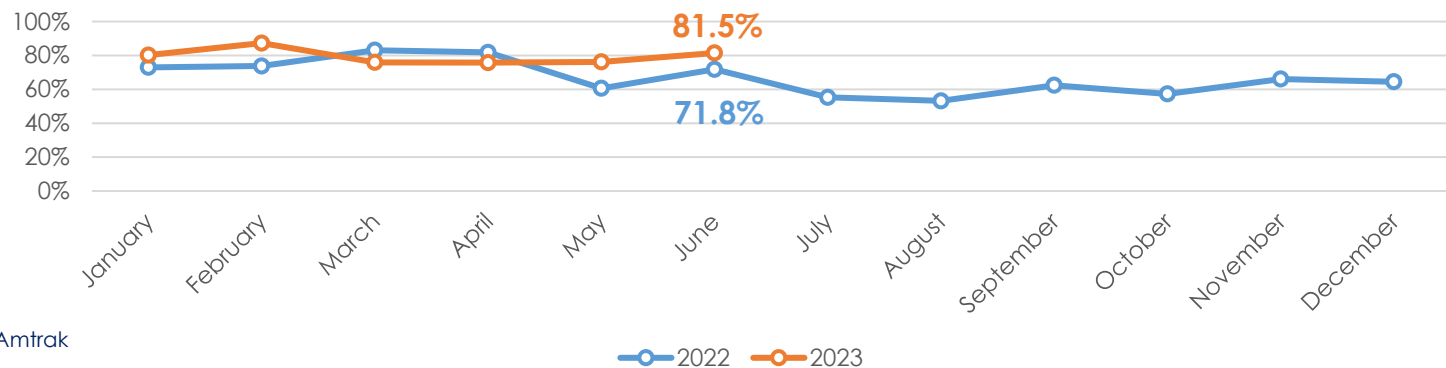


Revenue & Ridership (May)



Major Delay Factors  
Freight & passenger train interference, and waiting on scheduled departure

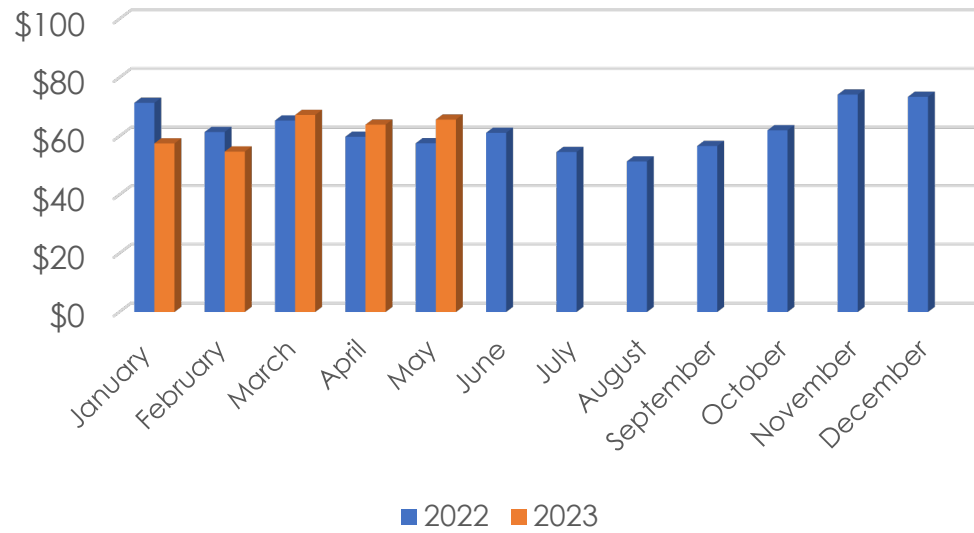
On Time Performance: All Stations (June)



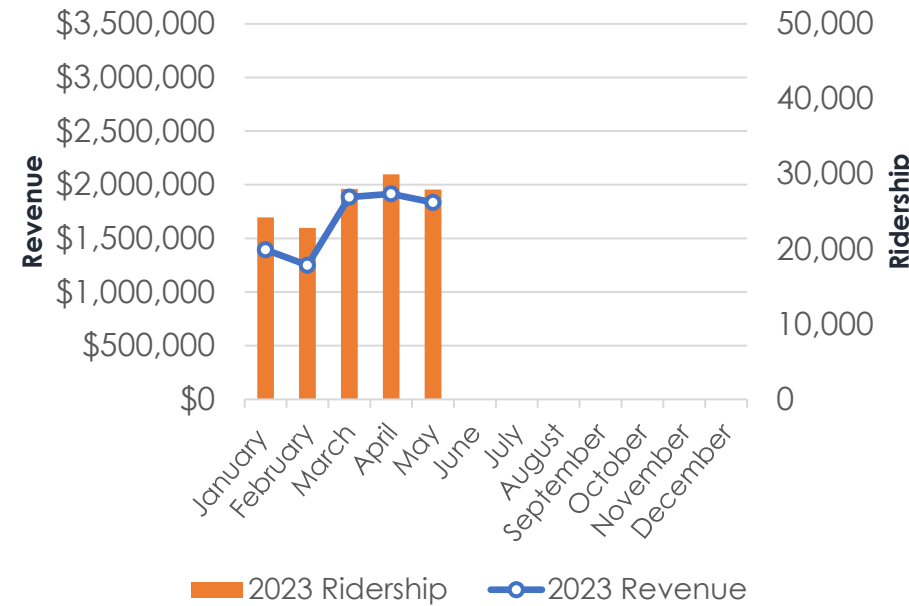
# Route 47: Washington – Newport News – 2 Daily Roundtrips

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

Revenue per Rider (May)

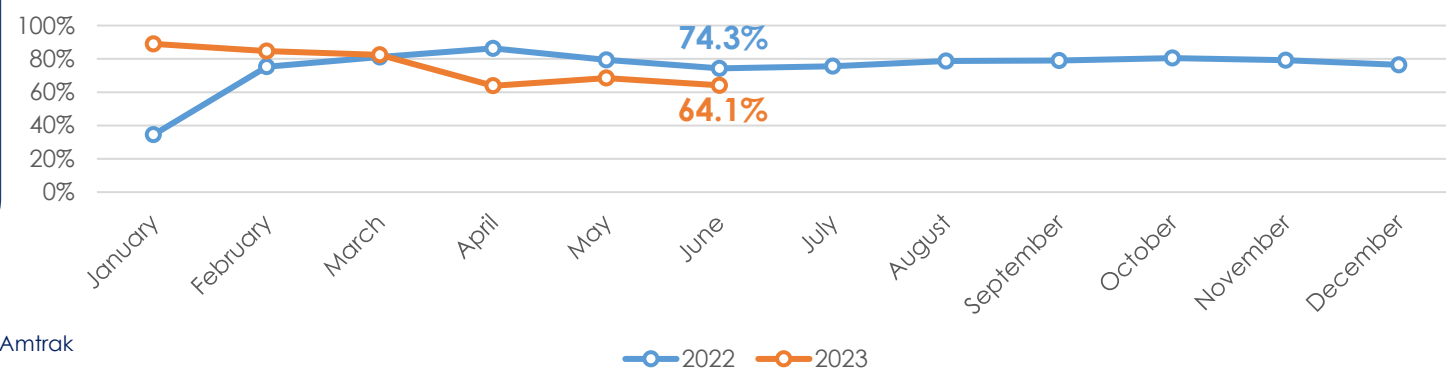


Revenue & Ridership (May)



Major Delay Factors  
Freight train interference, slow orders, and weather related

On Time Performance: All Stations (June)



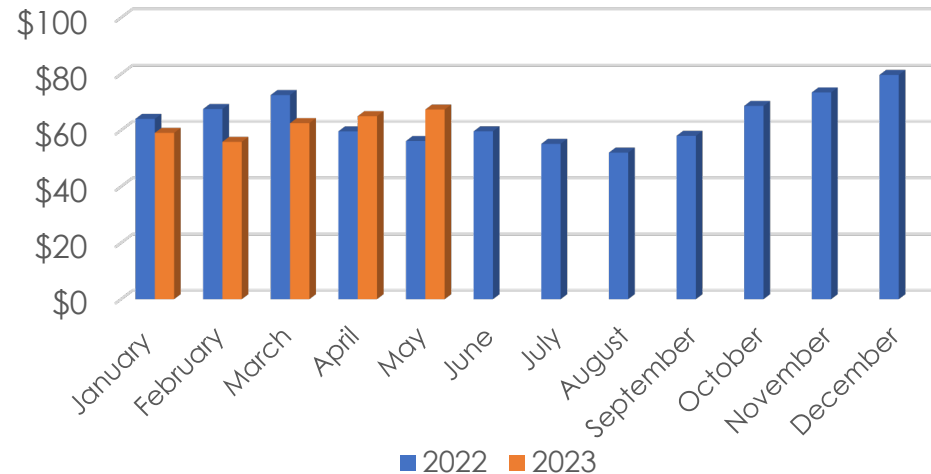
Note: OTP Reports subject to slight variance due to ongoing Amtrak allocation adjustments



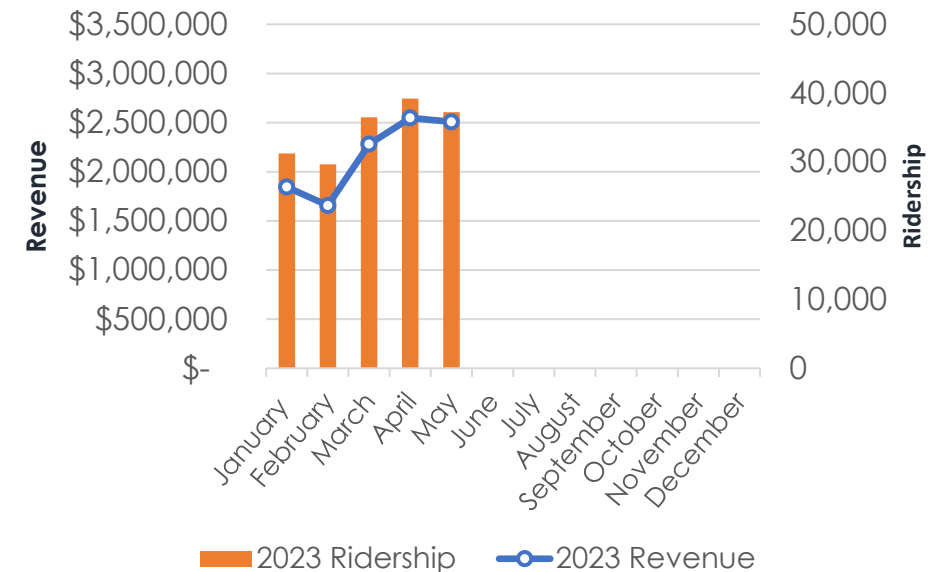
# Route 50: Washington – Norfolk – 3 Daily Roundtrips

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

### Revenue per Rider (May)

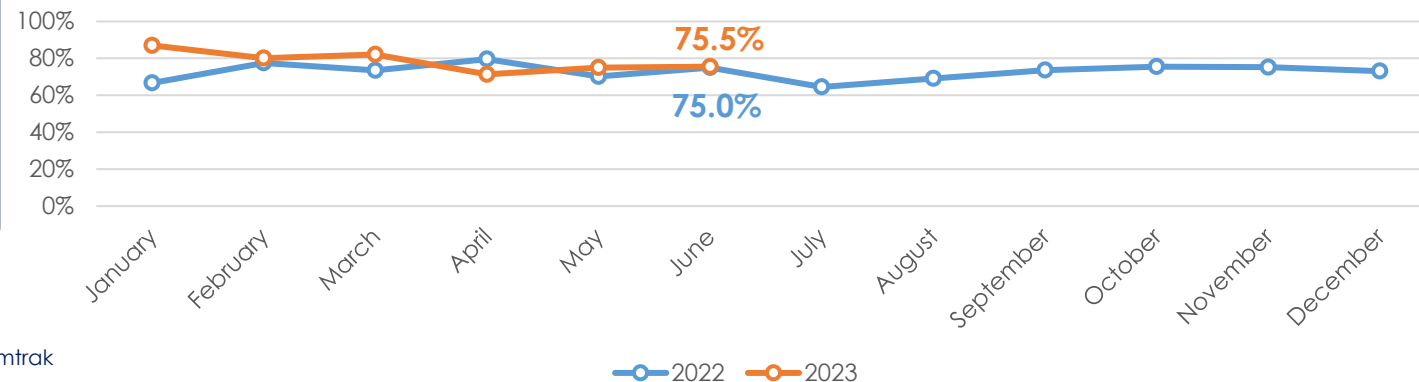


### Revenue & Ridership (May)



Major Delay Factors  
Weather related, slow orders, and routing delays

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

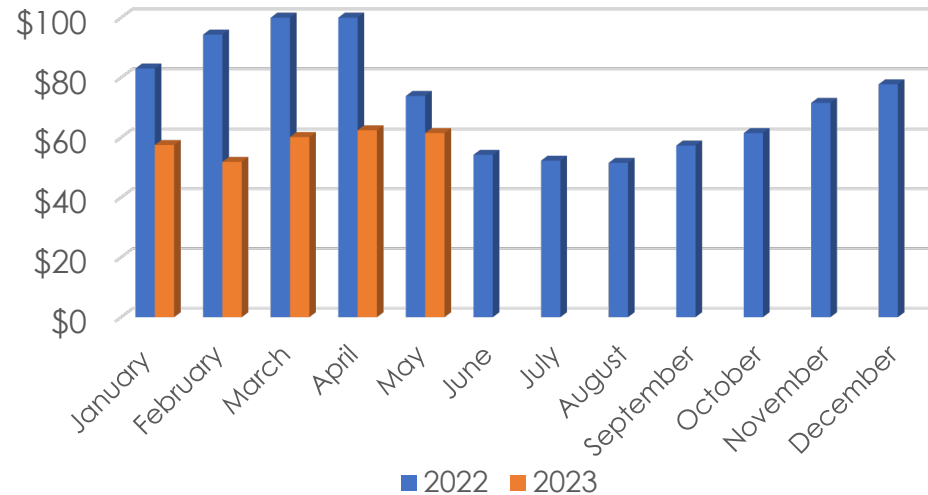




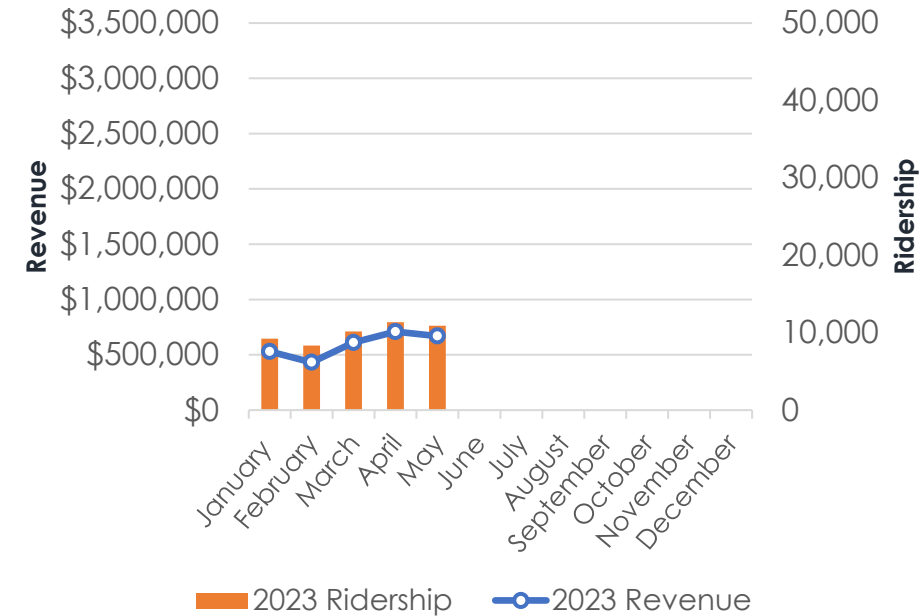
# Route 51: Washington – Richmond – 1 Daily Roundtrip

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

### Revenue per Rider (May)



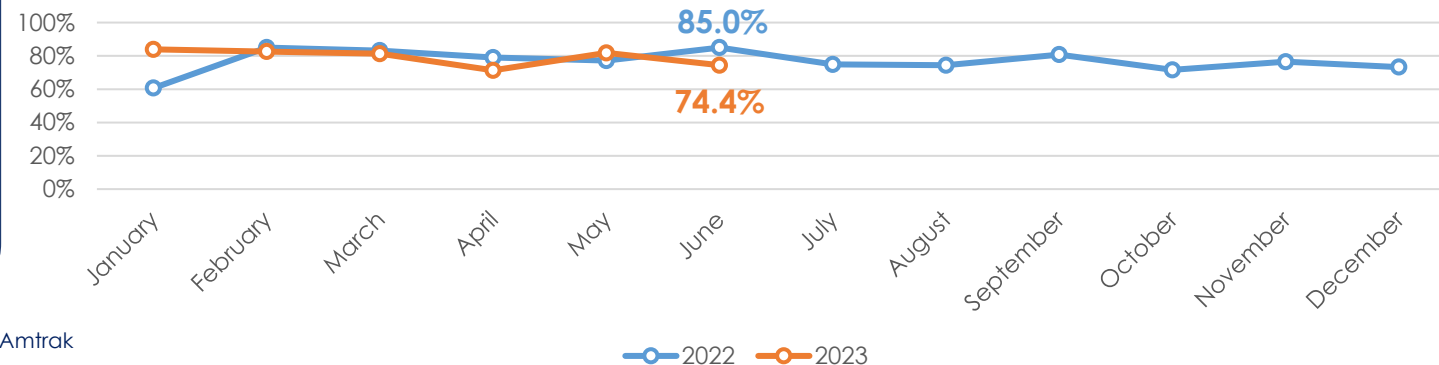
### Revenue & Ridership (May)



## Major Delay Factors

Slow orders, commuter train interference, and communication & signal work

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





# Capital Project Updates

# Project Highlight: Alexandria 4<sup>th</sup> Track

- CSX is leading construction.
- Property acquisition and utility relocation begin this year.
- Construction starts Spring 2024.
- Future four-track corridor will allow for the separation of passenger and freight traffic.



South of King St station, facing west



Crystal City VRE station

Source: Wikimedia Commons

## Project Stakeholders:



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

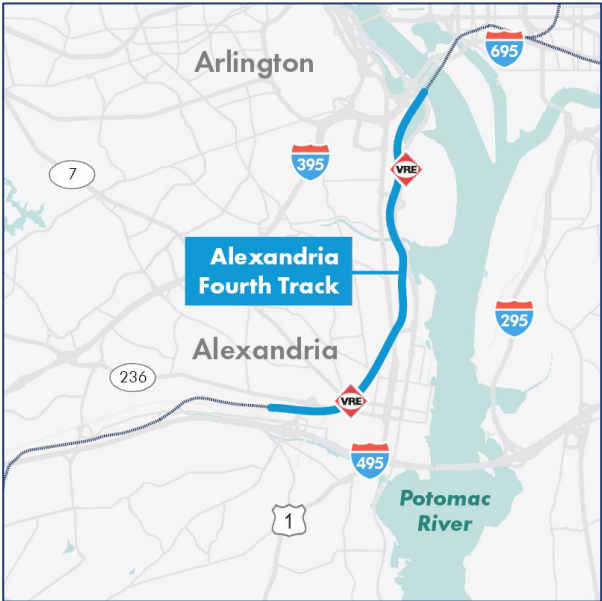
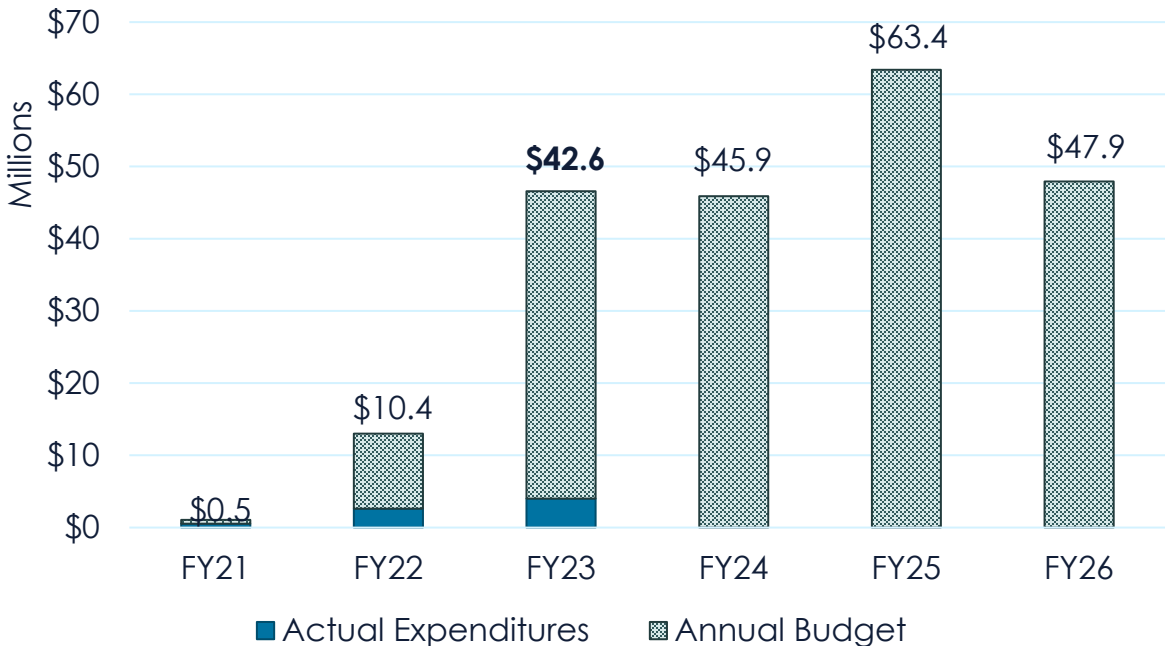
Project Information			Financial Information (\$M)**				
Completion Year	Project Lead	Project Status	Project Cost*	Inception to Date Expense	FY23 Pro Rata Budget	FY23 YTD Actual	Variance (%)
2026	CSXT	60% Design	\$210.5 M	\$7.1	\$41.8	\$4.0	90%

**NOTES:**  
90% design submittal is expected by September 2023. The CSXT-led design team is working to incorporate a track profile modification (Tracks #0 and #1) through VRE's Alexandria Station to accommodate slope design changes to the center platform dictated by FRA.

Note: **Bold** indicates new information.

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

\*\* Financial information included is through 5/31/2023. Year-end results will be provided as part of the year-end variance analysis.





# Capital Projects: Long Bridge

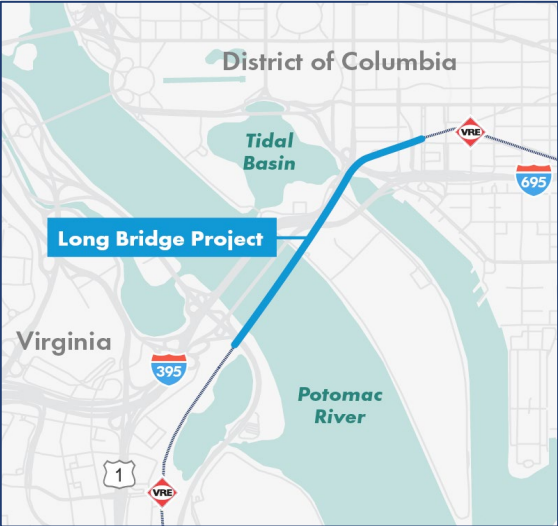
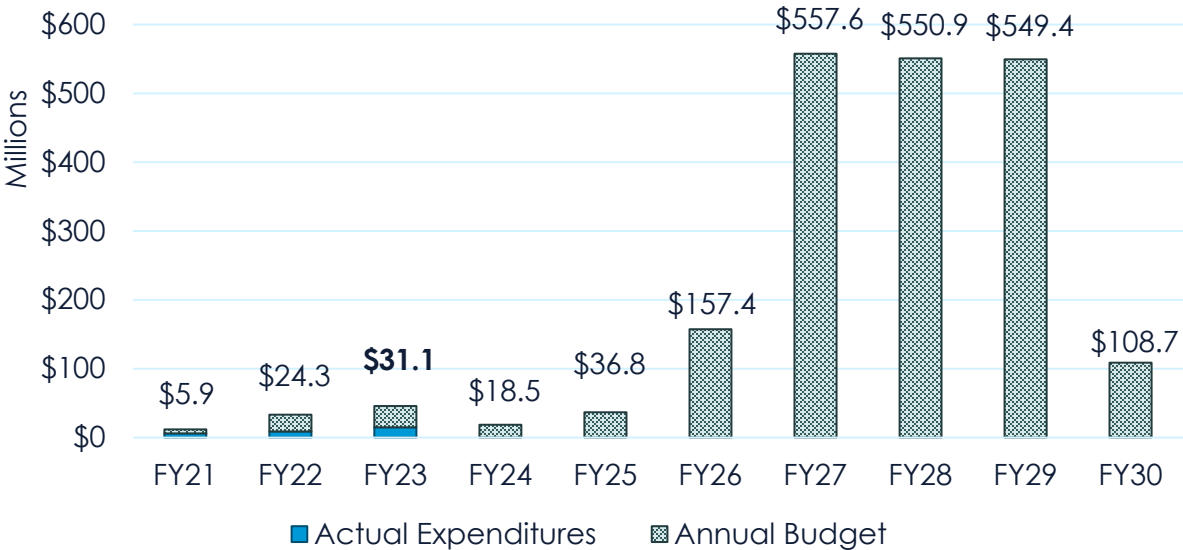
Project Information			Financial Information (\$M)**				
Completion Year	Project Lead	Project Status	Project Cost*	Inception to Date Expense	FY23 Pro Rata Budget	FY23 YTD Actual	Variance (%)
2030	VPRA	30% Design	\$2.279 B	\$29.7	\$28.8	\$ 14.8	49%

**NOTES:**  
Conformed 30% design plans are expected in Fall 2023. **Test piles will be driven in East Potomac Park in the coming month once all National Park Service approvals are received. The North Package Request for Proposal (RFP) was released on July 7th to the shortlisted firms. Proposals are due on September 15, 2023. The Request for Qualifications (RFQ) for the South Package was released on June 30, 2023. Statements of Qualifications (SOQ) are due on November 30, 2023.** 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.

Note: **Bold** indicates new information.

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

\*\* Financial information included is through 5/31/2023. Year-end results will be provided as part of the year-end variance analysis.



# Capital Projects: Franconia to Lorton 3rd Track

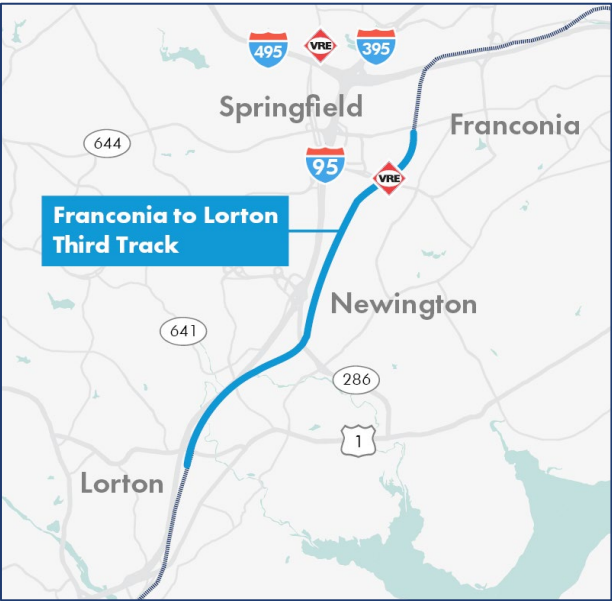
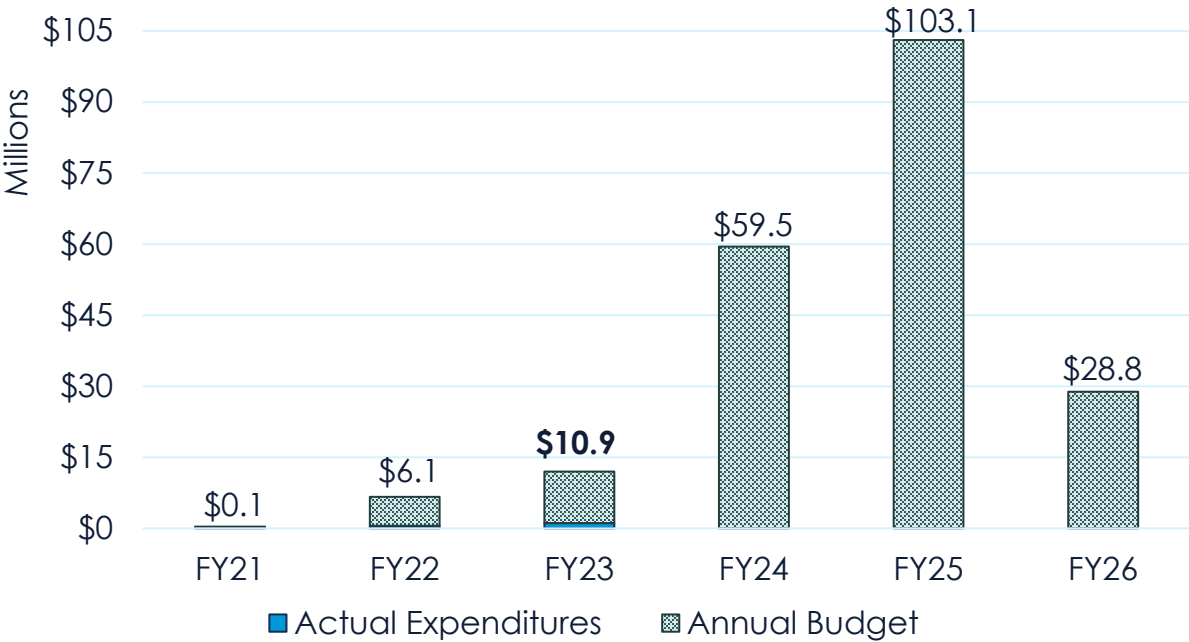
Project Information			Financial Information (\$M)**				
Completion Year	Project Lead	Project Status	Project Cost*	Inception to Date Expense	FY23 Pro Rata Budget	FY23 YTD Actual	Variance (%)
2026	CSXT	30% Design	\$229.5 M	\$2.9	\$9.9	\$1.9	81%

**NOTES:**  
The 30% PE design review comments were reviewed and accepted. On April 16, 2023, CSXT was directed to proceed with advancing the design to 60%. **The delineation of surface water and tree environmental conditions, as well as confirming railroad right-of-way and private property boundaries, began the week of July 10th.** VPR is anticipating 60% design plans in Fall 2023.

Note: **Bold** indicates new information.

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

\*\* Financial information included is through 5/31/2023. Year-end results will be provided as part of the year-end variance analysis.





# 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	\$3.6	\$9.2	\$ 2.8	70%

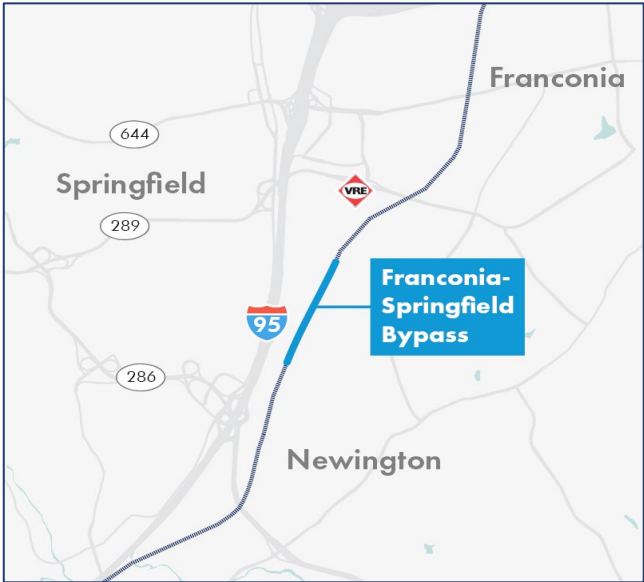
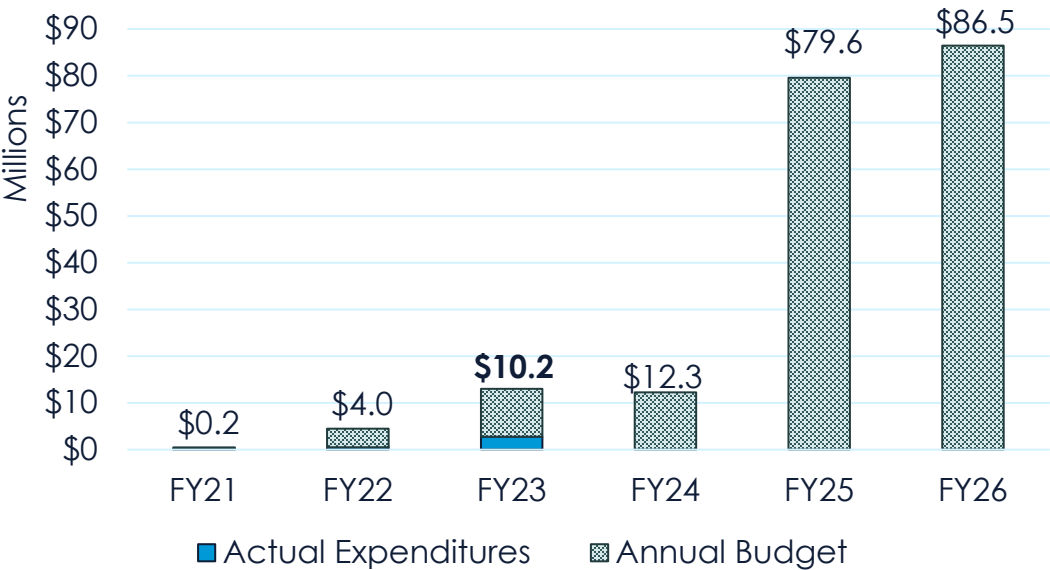
NOTES:

Draft 30% preliminary engineering (PE) design plans were received on December 23<sup>rd</sup>, 2022. The 30% design review comments were reviewed and accepted. VPRA is in the process of negotiating and potentially exercising the option (which was part of the design contract) for final design to Parsons. **The draft CM/GC Request for Proposal (RFP) was advertised on June 30<sup>th</sup>, with an Industry Review Day held on July 20<sup>th</sup>. One-on-one meetings were held with prospective contractors following Industry Day. The RFP issue date is planned for August 1, 2023.**

Note: **Bold** indicates new information.

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

\*\* Financial information included is through 5/31/2023. Year-end results will be provided as part of the year-end variance analysis.



# Other Capital Projects Updates

Project	Project Cost (\$M)	Completion Year	Project Lead	CD	PE	EC	FD	CN	Notes
King & Commonwealth Bridges	\$3.9M	2026	CSX	■	●	●			<b>Commonwealth Ave 60% plans were delivered 7/17 for stakeholder review; King Street, 60% plans, will be delivered 8/07 for stakeholder review pending CSXT internal reviews.</b> Phasing coordination with VRE's Alexandria Station project is ongoing. *\$3.9M cost covers final design
Newington Road RR Bridge	\$61	2026	CSX	■	●	■			Incorporated into Franconia-Lorton project, grant pre-award activities underway.
Potomac Creek Third Track (Siding A)	\$143	2026	CSX	■	●	■			CSXT project authorization notice (PAN) was executed on November 10, 2022. <b>30% design plans are anticipated in September 2023.</b> CTB resolution allows VPRA to proceed with Leeland Rd bridge replacement.
Woodford to Milford Third Track (Siding B)	\$85.2	2026	CSX	●		■			CSXT PAN was executed on April 12, 2023. Conceptual design alignments were received from CSXT on June 23, 2023. <b>30% plans are anticipated in October 2023.</b> The project will be entered into the rural long range transportation plan in 2023.
Hanover Third Track (Siding C)	\$84.4	2026	CSX	●		■			<b>CSXT PAN was executed on July 13, 2023. Notice to proceed (NTP) for design was issued to CSX on July 24, 2023. VPRA/CSXT site walk is planned for August 14.</b> CTB resolution allows VPRA to move forward with the Washington Hwy bridge replacement.
New River Valley Improvements & Service Facility	\$85.5	2026	VPRA	●		●			<b>VPRA met with FRA on July 17<sup>th</sup> where FRA advised that NRV environmental process (NEPA) should follow Corridor ID requirements. ~30% PE to be completed by November 2023.</b>



CD = Conceptual Design;  
■ = Complete

PE = Preliminary Engineering;  
● = Ongoing

EC = Environmental Clearance;  
▲ = On Hold

FD = Final Design;

CN = Construction

Note: **Bold** indicates new information.



# Capital & Operating Grants Updates

# Capital & Operating 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	●	●		●		Seven miles of double track by grant to Norfolk Southern (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 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	■	■	■	■	●	CSXT is performing track and signal work at the northern project limits. CSXT to perform track work in the Quantico Station area beginning in <b>late August 2023</b> in coordination with VRE construction activities at Quantico Station. Estimated completion Spring 2024.
Quantico Station	\$24	2024	VRE	■	■	■	■	●	VRE-led project, CSXT will construct track. <b>Ongoing construction activities include masonry work on the towers, electrical work at the station, preparing the ballast retaining wall, and constructing the retaining wall north of the station.</b> 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 in Spring 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.



# Final Budget to Actual Analysis for FY23 [to be included in the August Report]



# Revenue & Investment Updates

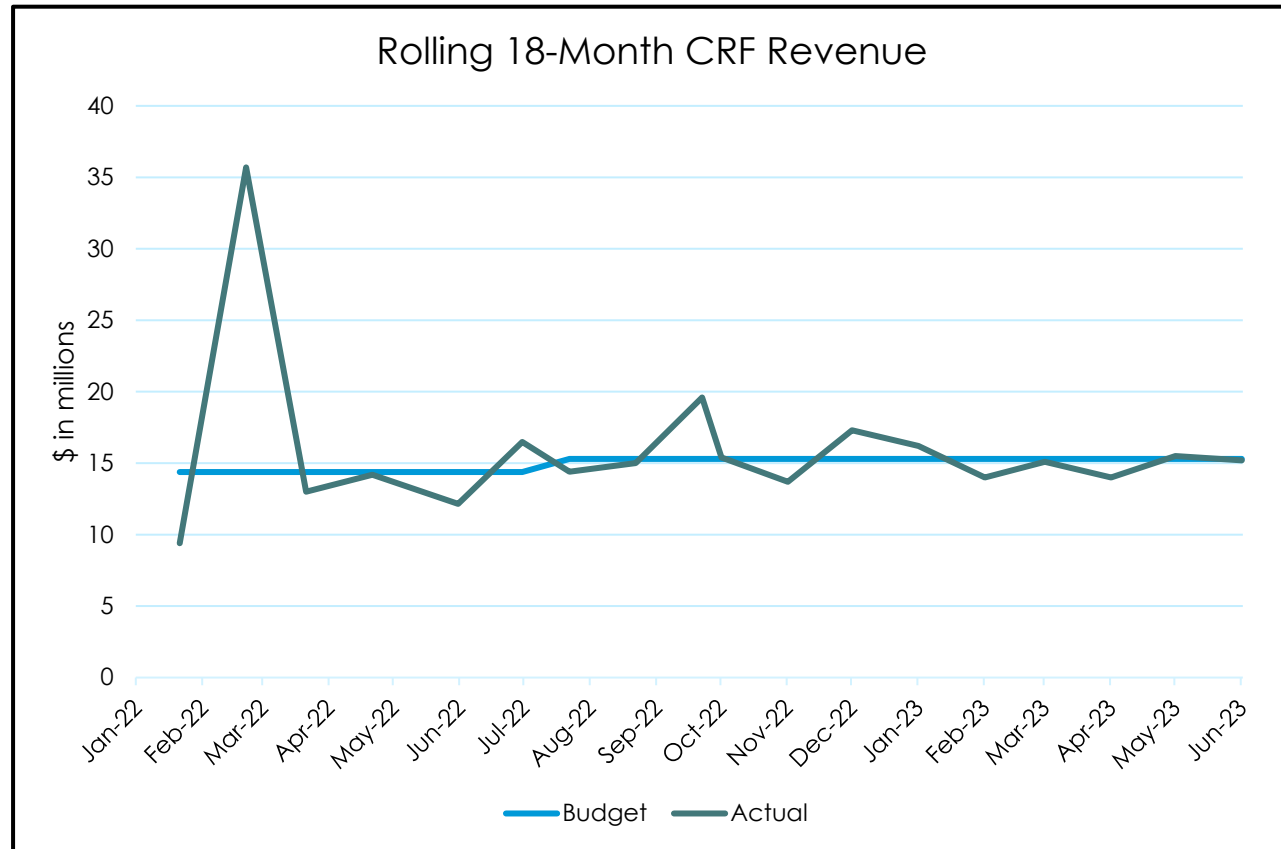
## *FY23 Year-in-Review*



# VPRA Monthly Revenues

## Rolling 18-Month Trend Analysis

- FY23 Commonwealth Rail Fund (CRF) revenues exceeded the estimated projection of \$183.2M by \$2.1M.

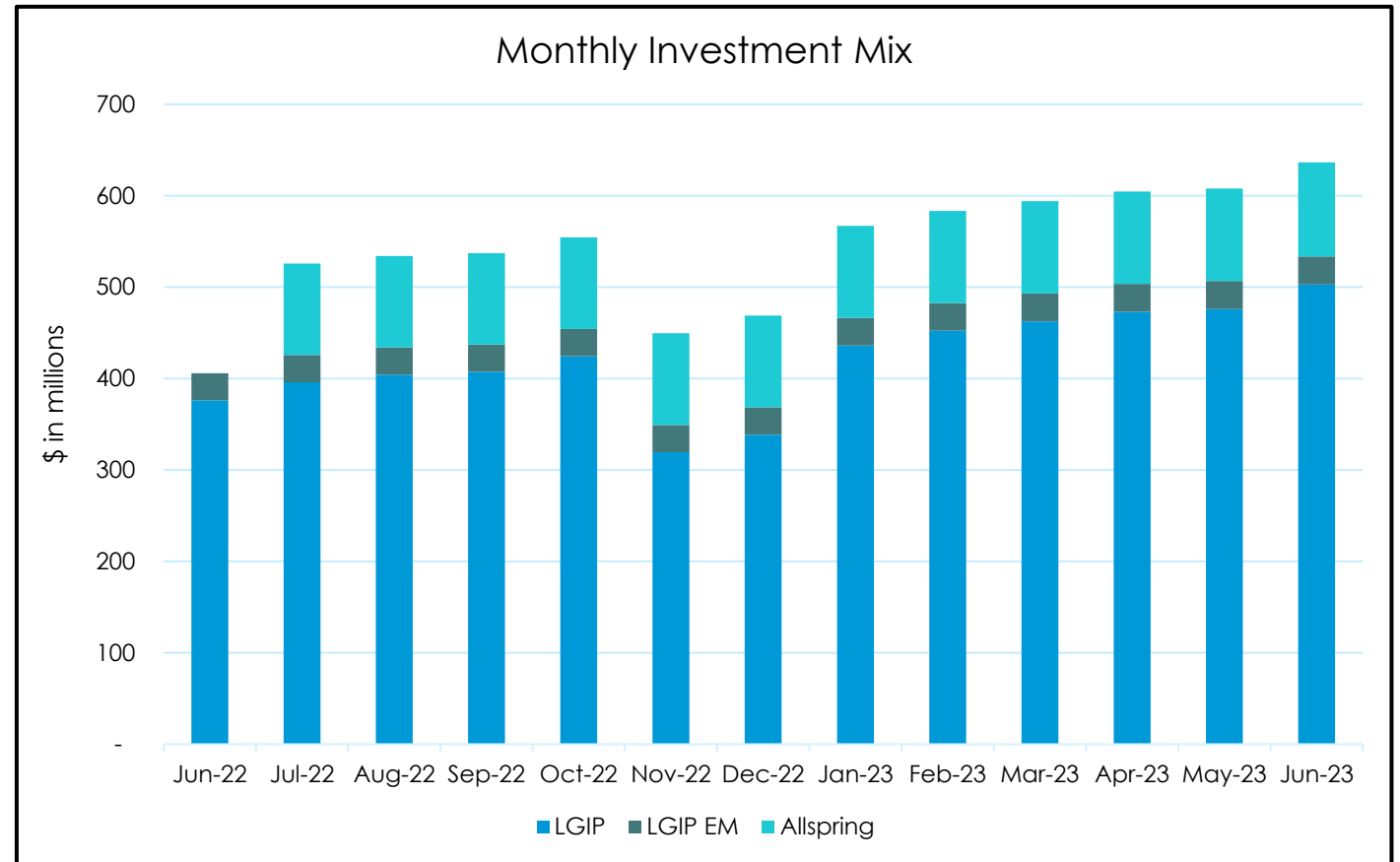


# FY23 VPRA Invested Cash

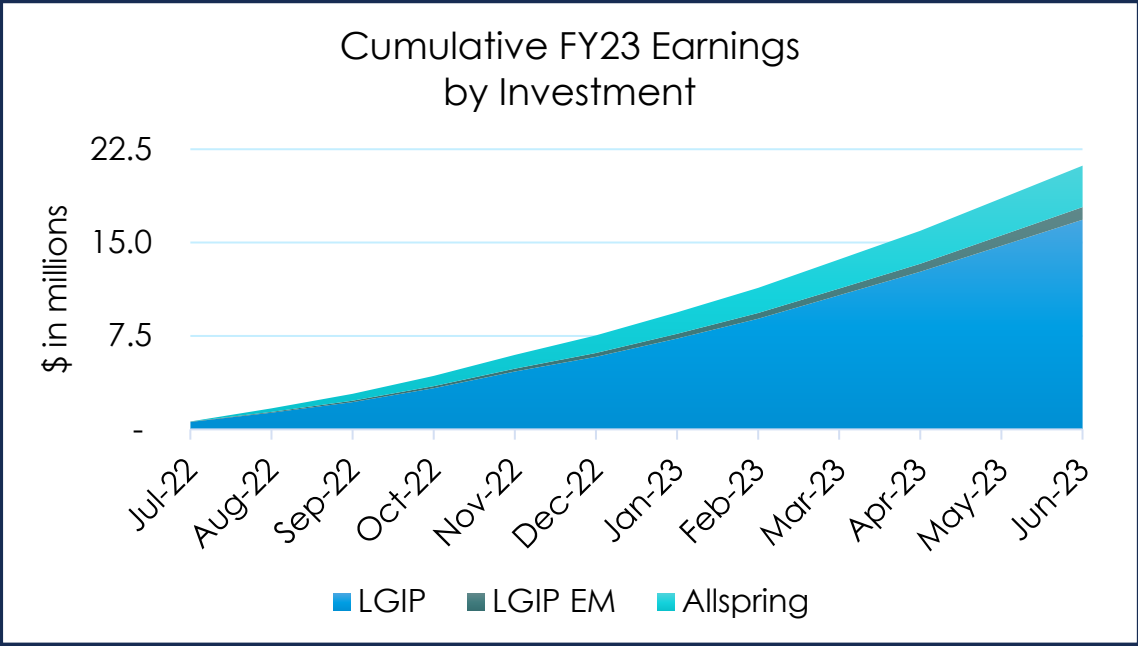
**\$459.9M**  
revenues  
collected

**\$557.8M**  
average  
investment  
holdings

**21%**  
increase in  
year-over  
year revenue  
collection

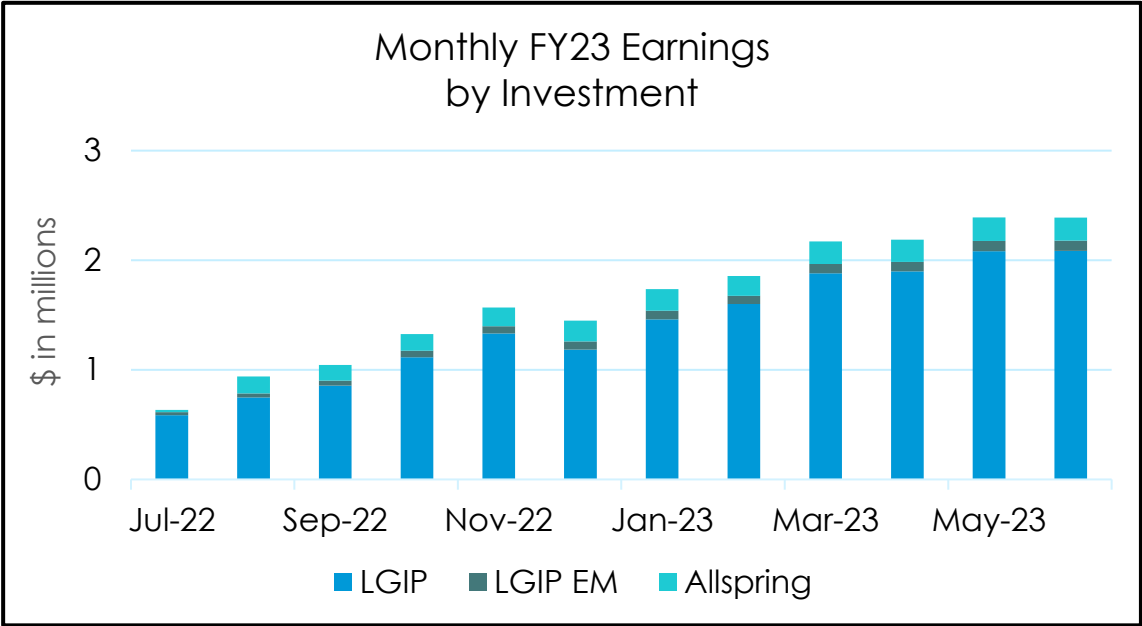


# FY23 VPRA Investment Earnings



**\$21.3M**  
of income  
generated

**3.8%**  
total annual  
rate of return



**2500%**  
increase in  
investment  
income year-  
over-year

# VPRA Investment Policy Principals

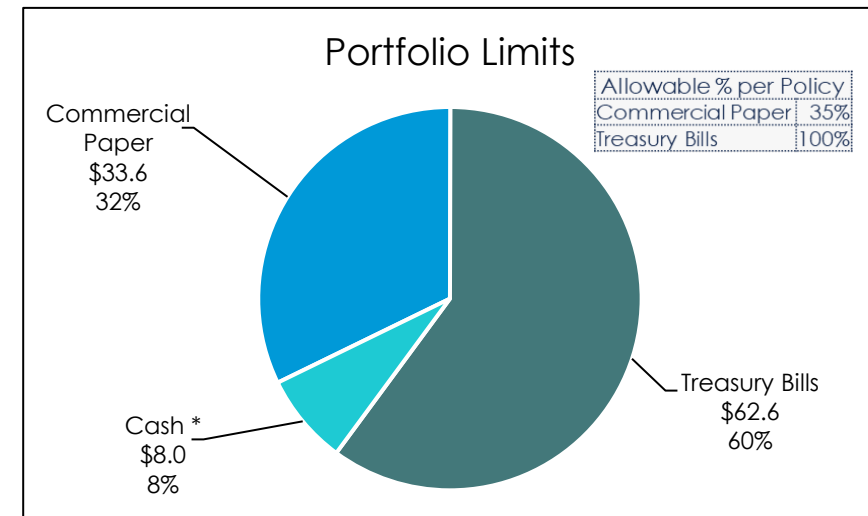
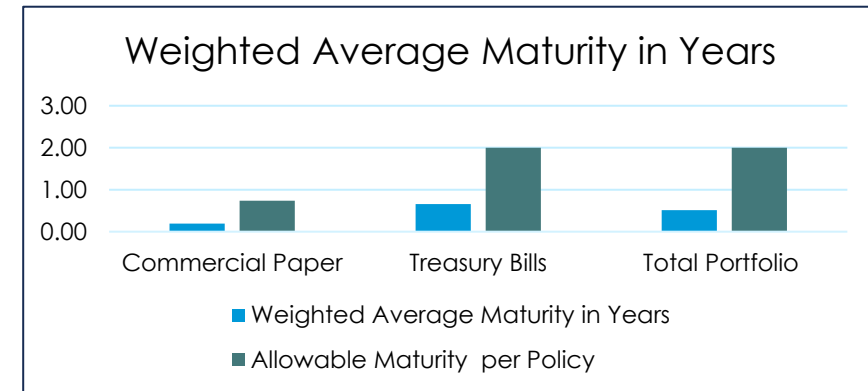
## Principal and Liquidity as of June 30, 2023

### 1. Principal

	Base	Market Value	Gain/(Loss) (\$)	Gain/(Loss) (%)
<b>LGIP EM</b>	30,877,054	30,672,817	(204,237)	(0.7%)
<b>Allspring</b>	102,886,800	102,166,662	(720,138)	(0.7%)

Currently, the investments have a 0.7% 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 the investments until the market value has rebounded.

### 2. Liquidity

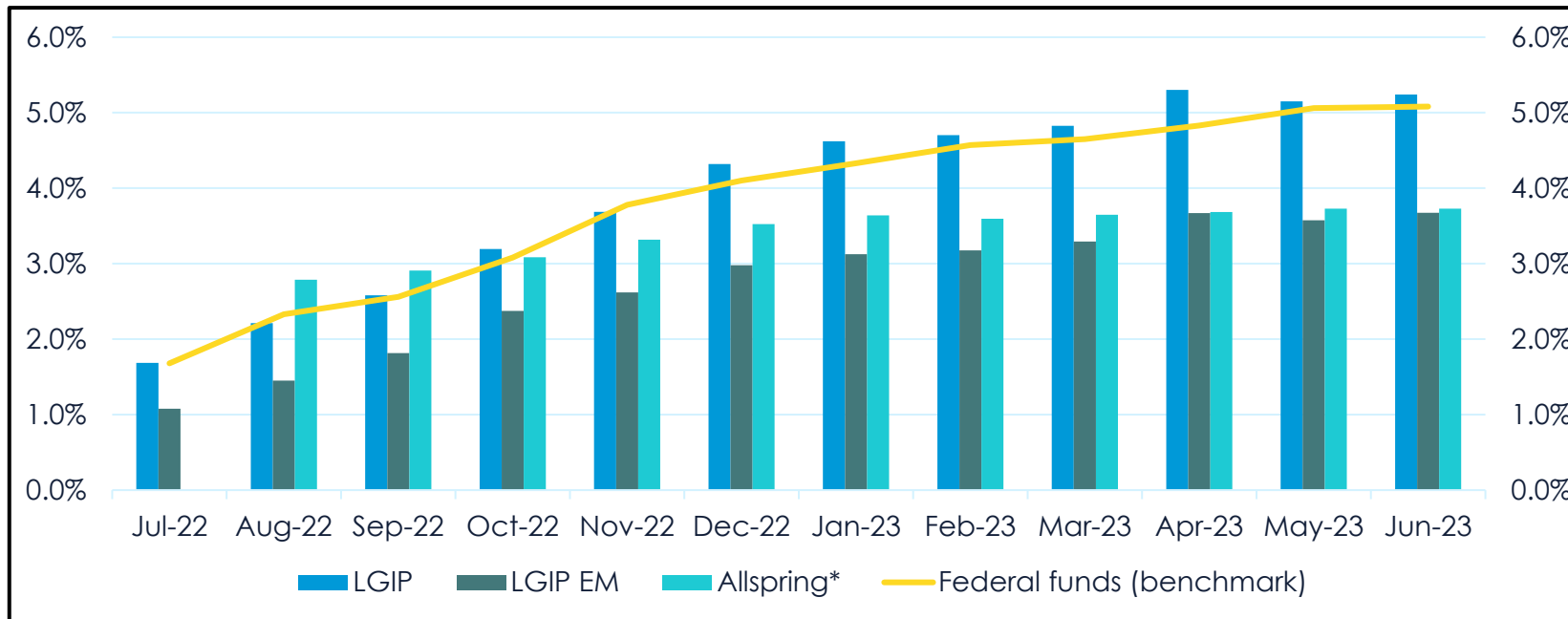


\*The notable amount of cash at month-end was due to the timing of investment maturities.

# VPRA Investment Policy Principals Cont.

## Return through June 30, 2023

### 3. Return



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

- 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.
- VPRA has posted an RFP for investment management services; the selection process will begin in August.

# 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 <sup>th</sup> 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 Capital Investment Grant (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 on April 21<sup>st</sup>.

Project	Congressional Earmarks	Amount Requested	Appropriations Amount	Awarded Amount
New Ettrick/Petersburg Station & Platform (Project Development)	FY24 House Earmark Request	2,000,000	1,000,000	Open
Central Virginia Passenger Rail Network and Station Improvements	FY24 Senate Earmark Request	2,000,000	Not included In Senate Bill	Closed





# THANK YOU

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Questions?