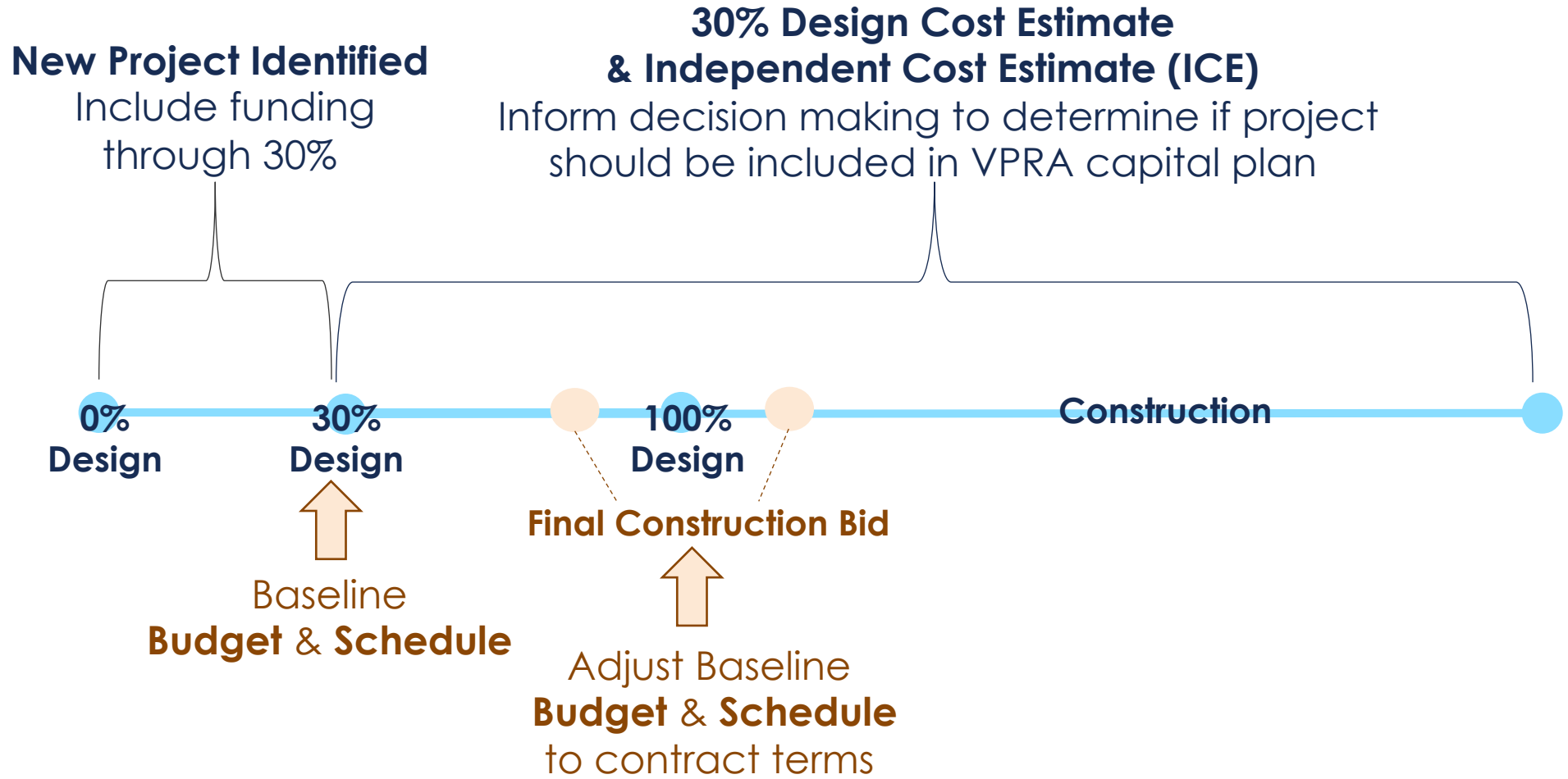


# FY25 VPRA Budget



# VPRA Project Management Process

**New Project Methodology**

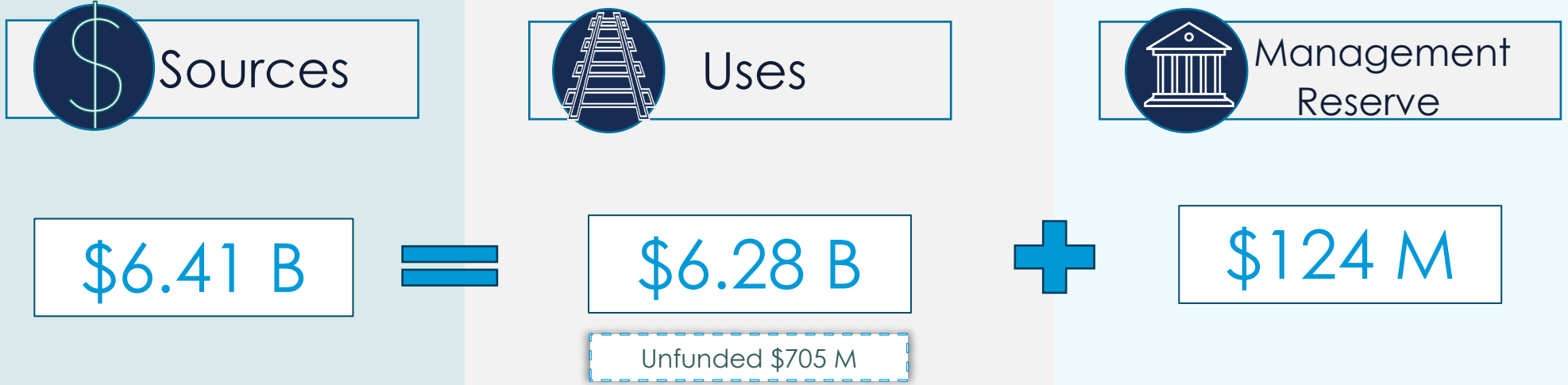


**Baseline Methodology**

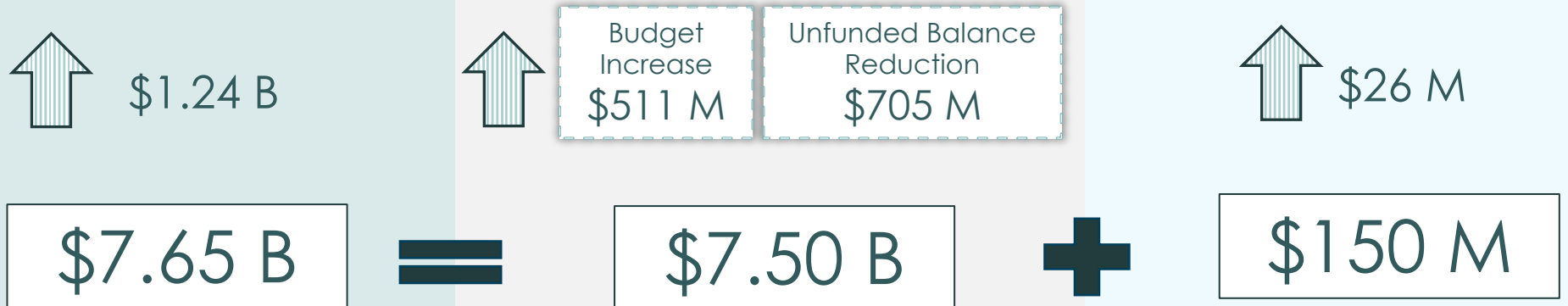
# FY25 Financial Plan

## Inception through FY31

May  
**FY2024**  
Financial  
Plan  
FY21-FY30

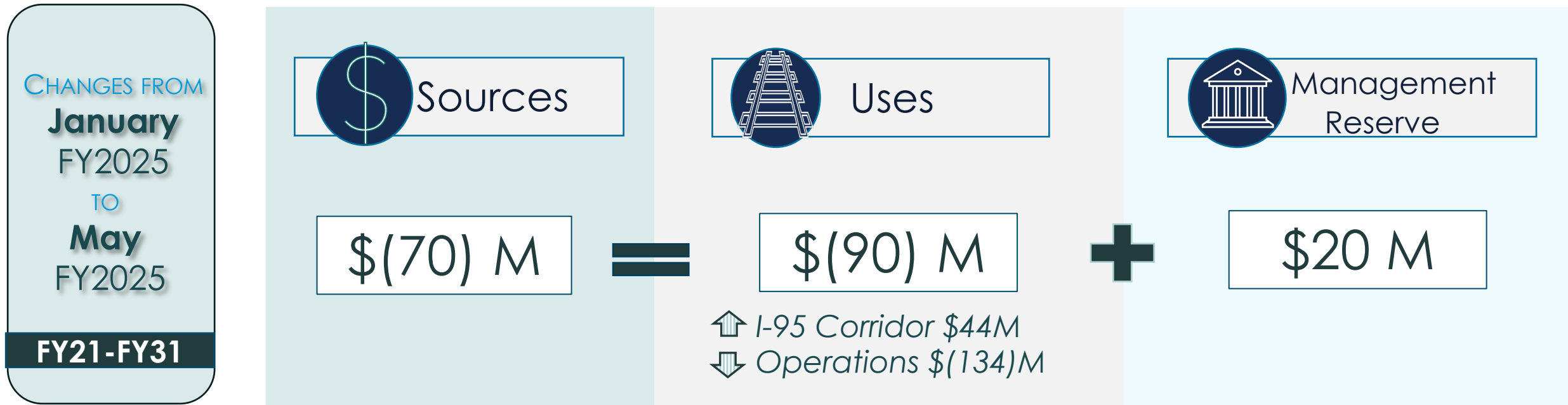


May  
**FY2025**  
Financial  
Plan  
FY21-FY31



# FY25 Financial Plan Changes

January 2025 vs. May 2025

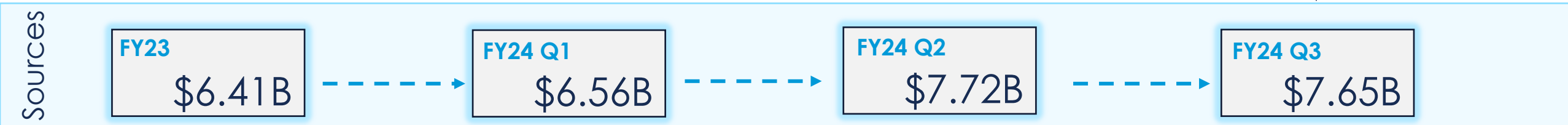


# Sources

Primary Drivers impacting sources through FY31



<b>FY24 Q3</b>	Operations Revenues (FY25-FY30)	(79)
	CRF Revenues (FY25-FY30)	(17)
	166 PAYGO (FY24 & FY25)	20
	VRE CROC Cashflow Adjustment	9
	Other	(3)
	<b>Total Decrease</b>	<b>(70)</b>



# Uses Summary

## Primary Drivers Causing Increase through FY31



Budget Component	Total Increase/ (Decrease)	Unfunded Balance Reduction	Add FY31 to Plan	Net Base Budget Changes	New Budget Items	Increase Overview
I-95 Corridor	<b>\$951</b>	\$699	-	<b>\$142</b>	\$110	<ul style="list-style-type: none"> <li>- Updated cost estimates as design advances</li> <li>- Adding new non-required project &amp; additional contribution for required project</li> </ul>
Western Rail Corridor	\$200	-	-	\$200	-	- Budgets refined as project development continues
Other Capital Projects	\$-	\$6	-	(\$6)	-	- Remove S-Line 60% grant match
Capital & Operating Grants	\$38	-	\$18	\$20	-	<ul style="list-style-type: none"> <li>- Continued obligations for VRE track lease</li> <li>- Additional year in planning window</li> </ul>
Operations	<b>\$27</b>	-	<b>\$276</b>	<b>(\$249)</b>	-	<ul style="list-style-type: none"> <li>- Amtrak train operations expenses, administrative cost adjustment</li> <li>- Additional year in planning window</li> </ul>
<b>Total Change in Uses</b>	<b>\$1,216</b>	<b>\$705</b>	<b>\$294</b>	<b>\$107</b>	<b>\$110</b>	

# Uses: I-95 Corridor



	Estimate Level	FY25 Budget	FY24 Budget	Change
<b>I-95 Corridor</b>				
<b>Phase 1 Required Projects</b>				
Alexandria Fourth Track	4	210	210	-
Franconia to Lorton Third Track	4	275	275	-
Franconia-Springfield Bypass	3	405	405	-
Railroad Bridges over Newington Road	4	61	61	-
Potomac Creek Third Track South (Siding A)	3	182	143	39
Woodford to Milford Third Track (Siding B)	3	70	85	(15)
<b>Hanover Third Track (Siding C)</b>	<b>3</b>	<b>141</b>	84	<b>57</b>
<b>Phase 2 Required Projects</b>				
Long Bridge Project	3	2,279	1,818	461
Neabsco Creek to Woodbridge Third Track (Siding D)	2	116	9	107
Aquia Creek Third Track (Siding E)	2	97	5	92
Crossroads Third Track (Siding F)	2	112	10	102
L'Enfant Fourth Track Contribution	2	53	23	30
<b>Non-Required New Projects</b>				
King and Commonwealth	4	84	4	80
Richmond Layover Facility	3	3	3	-
<b>Other</b>				
<b>Transaction Costs</b>	7	<b>35</b>	32	<b>3</b>
Other Completed Projects	7	8	13	(5)
<b>Total I-95 Corridor</b>		<b>\$4,131</b>	<b>\$3,180</b>	<b>\$951</b>

Unfunded Balance Reduction	Base Budget Changes	New Budget Items
-	-	-
-	-	-
-	-	-
-	39	-
-	(15)	-
-	<b>57</b>	-
461	-	-
91	16	-
54	38	-
93	9	-
-	-	30
-	-	80
-	<b>3</b>	-
-	(5)	-
<b>\$699</b>	<b>\$142</b>	<b>\$110</b>

## Unfunded Balance

Fund the unfunded portion of Phase 2 Projects

## Budget Changes

Cost estimate refinement as design progresses

## New Items

Fund additional contribution & a new non-required project

# Uses: Operations Plan through FY31



	FY25 Plan	FY24 Plan	Change	Add FY31 to Plan	Base Budget Changes
<b>Preliminary Operations</b>					
Amtrak Operations	866	843	23	129	(106)
Amtrak Charge per Passenger mile on NEC	330	275	55	48	7
VRE Access Payments	107	88	19	12	7
VPRA Owned Assets Maintenance	31	24	7	28	(21)
Administrative Costs	110	192	(82)	24	(106)
Other Operations	198	193	5	35	(30)
<b>Total Operations</b>	<b>\$1,642</b>	<b>\$1,615</b>	<b>\$27</b>	<b>\$276</b>	<b>(\$249)</b>

## Budget Changes

Refinement of Amtrak operations cost and expense maintenance

Reflect implementation of cost allocation plan



# FY25 Train Operations Budget



Operations	FY25 Budget	FY24 Budget ①	Change (\$)
<b>Train Operating Revenues</b>			
Train Revenue	\$49.7	\$42.3	\$7.4
Food Service Revenue	1.3	1.3	-
Other Revenue	1.3	1.0	0.3
NEC Through Revenue	32.2	32.1	0.1
Norfolk Southern Access Fee	2.2	2.3	(0.1)
<b>Total Operating Revenues</b>	<b>86.7</b>	<b>79.0</b>	<b>7.7</b>
<b>Train Operations Expenses</b>			
Route Costs and Additives	58.1	60.2	(2.1)
Fuel Costs	6.2	8.0	(1.8)
NEC Through Credit Expense	26.4	27.3	(0.9)
Host Railroad Costs	5.0	3.4	1.6
Host RR Performance Incentives	1.3	3.6	(2.3)
<b>Total Train Operations Expense</b>	<b>97.0</b>	<b>102.5</b>	<b>(5.5)</b>
<b>Other Operating Expenses</b>			
Capital Equipment Maintenance	8.3	8.7	(0.4)
Bedford Amtrak Intercity Bus Connector	1.2	0.4	0.8
Amtrak Marketing	0.9	0.9	-
Asset Maintenance Expense ②	10.9	13.0	(2.1)
Western Rail Access Fee	3.7	3.8	(0.1)
Operations Administrative Budget ③	5.8	18.9	(13.1)
<b>Total Other Operating Expenses</b>	<b>\$30.8</b>	<b>\$45.7</b>	<b>(\$14.9)</b>
<b>Total Operating Expenses</b>	<b>\$127.8</b>	<b>\$148.2</b>	<b>(\$20.4)</b>
<b>Overall Cost Recovery</b>	<b>68%</b>	<b>53%</b>	<b>15%</b>

- ① Includes budget adjustments made through Delegated Authority.
- ② Assets maintenance lines have been combined, budget line includes Western Rail Corridor, I-95 Corridor (VRE access fee) & other owned assets.
- ③ Reflects deployment of cost allocation plan, budget adjusted to include insurance & administrative costs allocated to the operations function.

# FY25 Administrative Budget



Expense Category	Unallocated				Allocated	
	FY25 Budget	FY24 Budget <sup>①</sup>	Change (\$)	Change (%)	Capital Project Administration	Operations Administration
Payroll & Benefits <sup>②</sup>	\$10,820,000	\$10,080,000	\$740,000	7%	\$7,784,000	\$3,036,000
Professional Services	4,453,000	3,645,000	808,000	22%	3,203,000	1,250,000
Information Technology	1,895,000	1,390,000	505,000	36%	1,363,000	532,000
Building & Office Related	1,393,000	1,472,000	(79,000)	(5%)	1,002,000	391,000
Other Employee Costs	655,000	880,000	(225,000)	(26%)	471,000	184,000
Insurance <sup>③</sup>	1,442,000	1,400,000	42,000	3%	1,037,000	405,000
<b>Total Administrative</b>	<b>\$20,658,000</b>	<b>\$18,867,000</b>	<b>\$1,791,000</b>	<b>9%</b>	<b>\$14,860,000</b>	<b>\$5,798,000</b>

① Includes FY24 budget reclassification made through Delegated Authority.

② Direct payroll costs are charged to projects; \$3.4M in FY25 & \$3.2M in FY24.

③ Insurance has moved from the operations budget to the administrative budget to be subject to allocation.

# Financial Plan Risks



Sources	Risk Rating	Plan \$M	Mitigation
I-66 ITB Toll Revenues Financing	High	578	TIFIA Financing efforts underway with VDOT
Amtrak Ticket Revenue Financing	Moderate	210	One year agreement executed with Amtrak to receive revenues for financing
Amtrak Revenue Forecasts	Moderate	800	Revenue study to be performed in conjunction with financing
Priority Transportation Fund	Moderate	293	Ongoing monitoring of provided forecasts and actions that may impact revenues
Commonwealth Rail Fund	Moderate	1,372	



Uses	Risk Rating	Plan \$M	Mitigation
Long range train operations forecast	High	1,033	Seeking outside consultation to assess assumptions and develop methodology to build accurate forecasts
Asset maintenance expense	High	31	
Required capital project costs	High	5,198	More confidence will be gained as projects approach construction and true cost are known



# THANK YOU

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Questions?

