

July 2024

# Executive Director's Report

DJ Stadtler, Executive Director, VPRA



# Administrative Updates



The Virginia Passenger Rail Authority is celebrating four years as an agency! VPRA was established on July 1, 2020.

- The [VPRA Ethics Hotline](#) is now live. Any employees, Board Members, vendors, or members of the public may use the hotline to anonymously report concerns, complaints, or unethical events to a confidential third-party vendor. [Ctrl + Click to follow link](#).
- VPRA authorized Amtrak to use ALC-42 Charger locomotives for Virginia service in addition to the current P40 & P42 locomotives. Previously, the Chargers were only used to serve long-distance routes. They now run on Northeast Regional service south of Washington Union Station to relieve terminal congestion and improve on-time performance.



# VPRA Organizational Updates

## Staffing (as of 7/26/24)

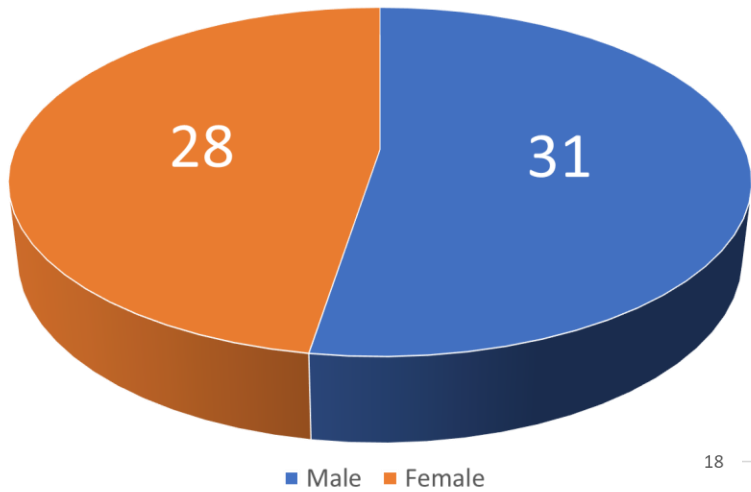
- Employee Count: 59 FTEs, 1 PTE
- Current Postings: 3
- Offers Accepted: 4 (August start dates)

## July Hiring Activity

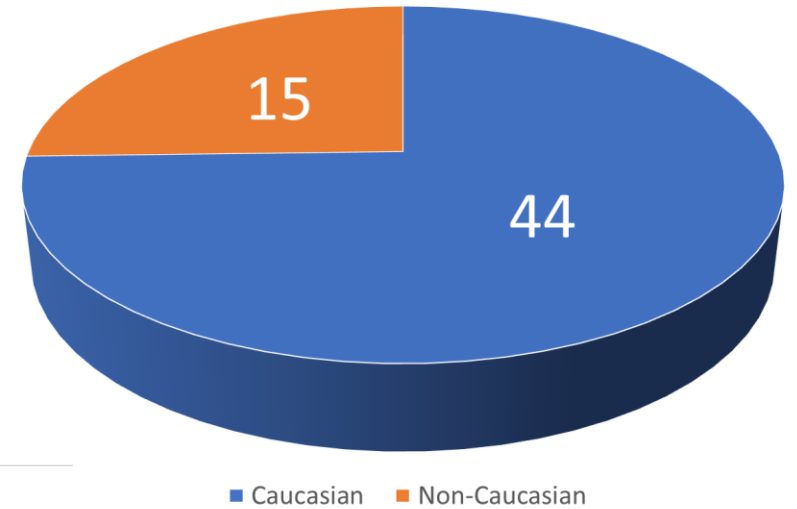
- Cosmin Udrea, QA/QC Senior Manager – *started July 10*

# VPRA Organizational Updates (continued)

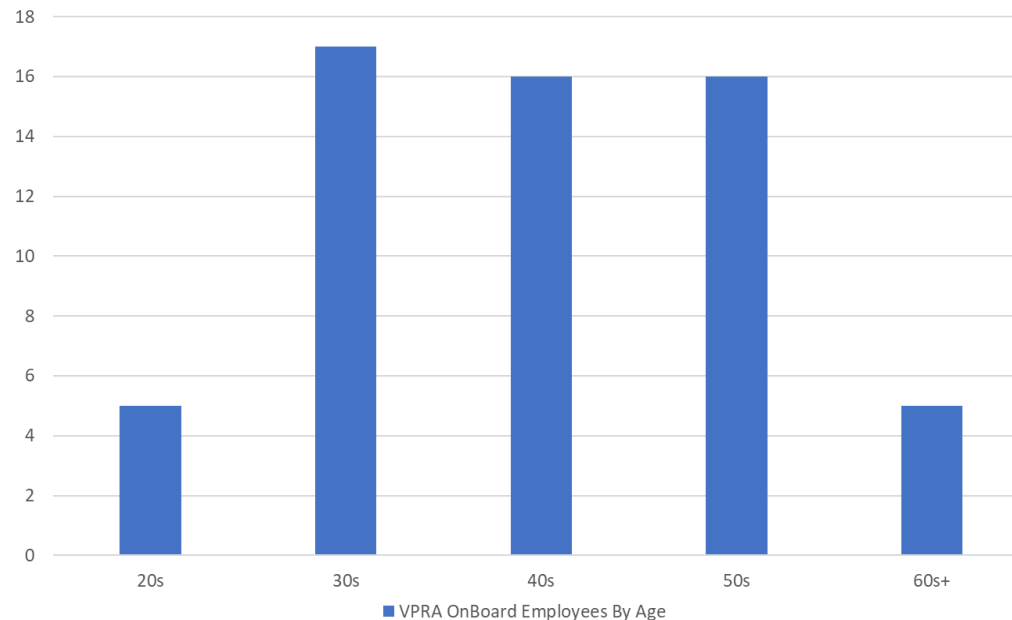
VPRA OnBoard Employees By Gender



VPRA OnBoard Employees By Race



VPRA OnBoard Employees By Age



Data includes FT employees on board as of **7/26/2024**. Data does not include those who have accepted offers but are not yet on board.

# FY24 Annual Incentive Plan (AIP) Goals

- Increase ridership by 3% (state FY24 ridership compared to state FY23 ridership) while achieving a cost recovery goal of 67%: **On Track, 10% ridership met, & 67% cost recovery year end closeout ongoing.**  
Final numbers to be reported in August's EDR.
- Advance key milestones for Long Bridge
  - Issue RFP for the South package by EOM March 2024: **Completed 2/9/24**
  - Issue Phase 1 Notice to Proceed (NTP) on Northern package by EOM January 2024: **Completed 1/8/24**
- Advance key milestones for other key projects
  - Complete contractor selection for Alexandria 4<sup>th</sup> Track by EOM May 2024: **Delayed**
  - Start site prep activities for Franconia Bypass by EOM March 2024: **Began January & Completed March**
  - Complete 30% design of New River Valley Project and present results to the Board at the January 2024 Board Meeting: **Completed 1/23/24**
- Ensure the organization can deliver against its goals with the right staffing and resources
  - Implement second phase of Enterprise Resource Planning (ERP) initiative by EOM May 2024: **Completed 4/22/24**
  - Implement a standardized project management process to allow for increasingly accurate baseline scope, schedule, and budgets (cash flows) by EOM March 2024: **Completed 3/28/24**



# Supplier Diversity Update

# DBE / DSBSD Certifications

## Federal

### **DBE: Disadvantaged Business Enterprise**

- Federal Program
- Must be a for-profit business
- Must meet the federal definition of “socially and economically disadvantaged”
- No more than \$26.29M in annual gross receipts over the previous three fiscal years
- Qualifying owner must own at least 51% of the company
- Qualifying owner cannot have a net worth that exceeds \$1.32 million (excluding the owner’s business and primary residence)

## Comm of VA Dept. of Small Business & Supplier Diversity

### **MBE: Minority-Owned Business**

- At least 51% owned by one or more minority individuals

### **WBE: Women-Owned Business**

- At least 51% owned by one or more women

### **Micro:**

- No more than \$3 million in average annual revenue over a three-year period
- Has no more than twenty-five (25) employees

### **Small:**

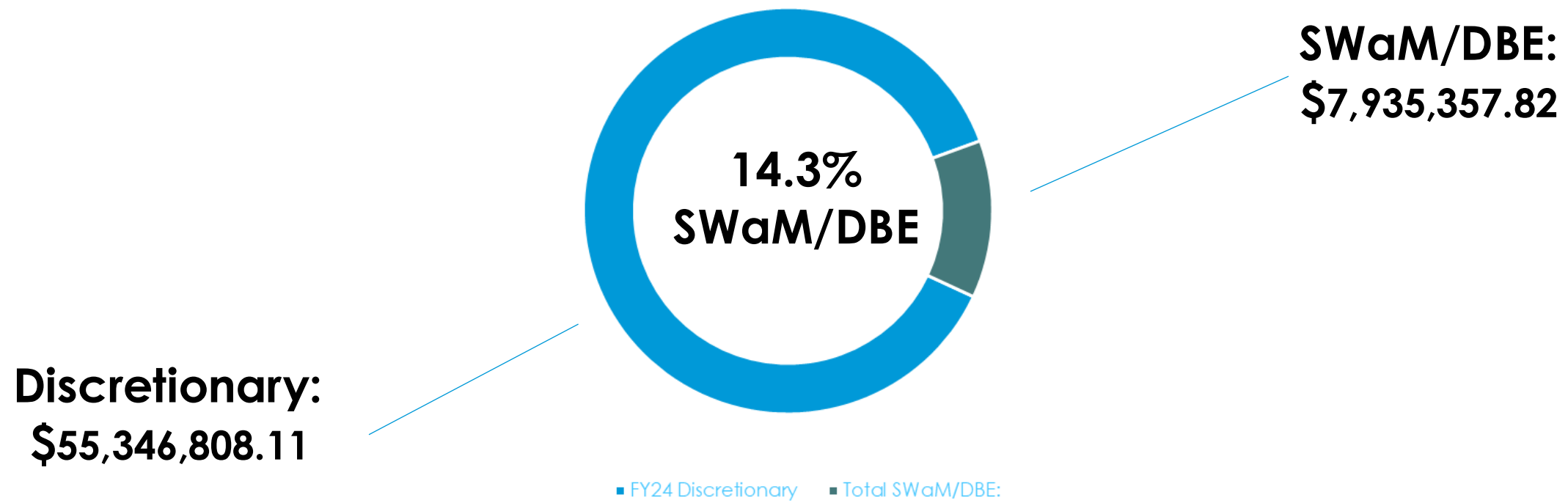
- 250 or fewer employees or average gross income of \$10 million or less over a three-year period
- At least 51% independently owned and controlled by one or more individuals

### **SDV: Service-Disabled Veteran-Owned**

- Small businesses can obtain Service-Disabled Veteran-owned status
- Not a separate certification
- Designates businesses owned by Service-Disabled Veterans who are certified as such by the Virginia Department of Veteran Services

# FY24 Supplier Diversity Performance

## Discretionary Expenditures





# Contracting Updates

Budget Component	Month	Project	Vendor/Grantee	Project Description	Amount
Operations	July	Manassas Line Transaction from Norfolk Southern	Hunton Andrews Keith LLP	Advising VPRA	\$1,600,000
Operations	July	USACE Permitting	US Army Corps of Engineers	Cooperative agreement with USACE for liaison position to expedite USACE permitting	\$729,310
Operations	July	Insurance	Marsh & McLennan Agency LLC	Insurance for FY25	\$1,024,029
Operations	July	Alexandria 4th Track Project Construction	CSX Transportation Inc	Fiber duct bank relocation	\$9,629,780
Operations	July	Marketing	Siddall Communications	FY25 Amtrak Marketing	\$890,000
Operations	July	Norfolk Southern Transaction	STV Incorporated	Bench Contract Phase 2 ESA M-Line and NRV	\$352,062
Operations	July	Manassas Line Transaction from Norfolk Southern	Penn, Stuart, & Eskridge	Assisting VPRA to obtain title insurance	\$450,000

# FY2024 Budget Adjustments – June

Budget Line	Budget Component	Approved Budget	Revised Budget	Change	Delegated Authority Applied	Description of Change
No budget adjustments in June.						



# Passenger Service Updates

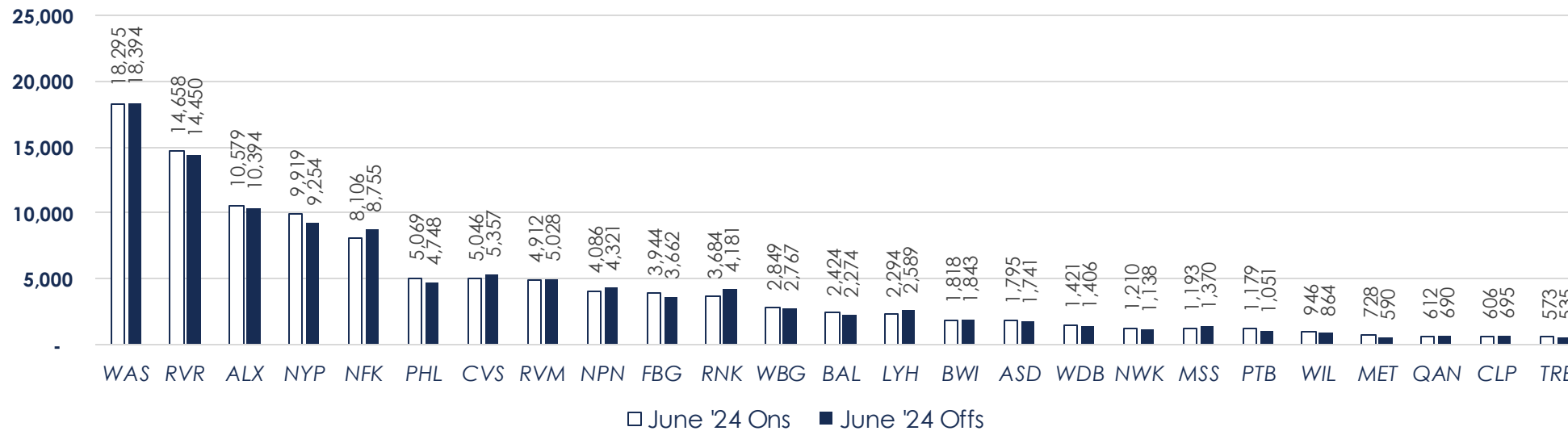
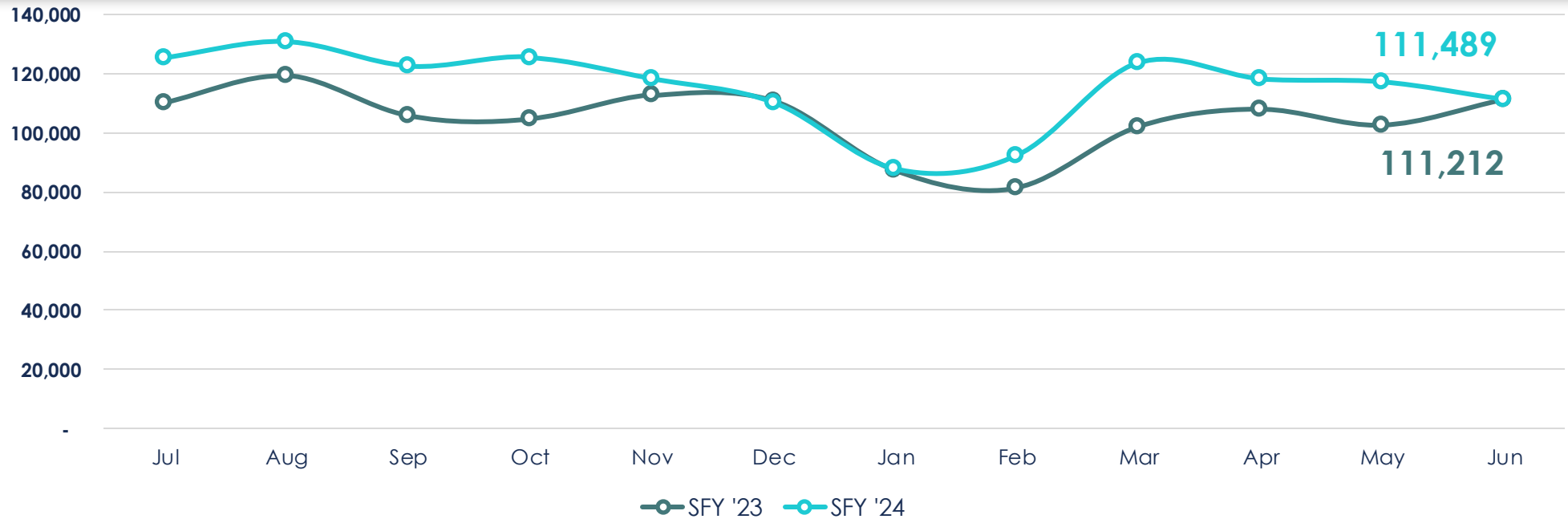
# Virginia-Supported Monthly Ridership and Station Activity

June saw a +0.2% ridership increase year over year.

June '24 was the highest ridership month in June since state-supported service began 2009.

SFYTD Ridership: +10.2%

Station Ons: The number of passengers who board  
Station Offs: The number of passengers who alight



# Virginia-Supported Monthly Ridership by Route SFY '24 vs SFY '23

Three of four routes saw ridership increases year over year.

Mechanical and staffing issues led to four cancellations.

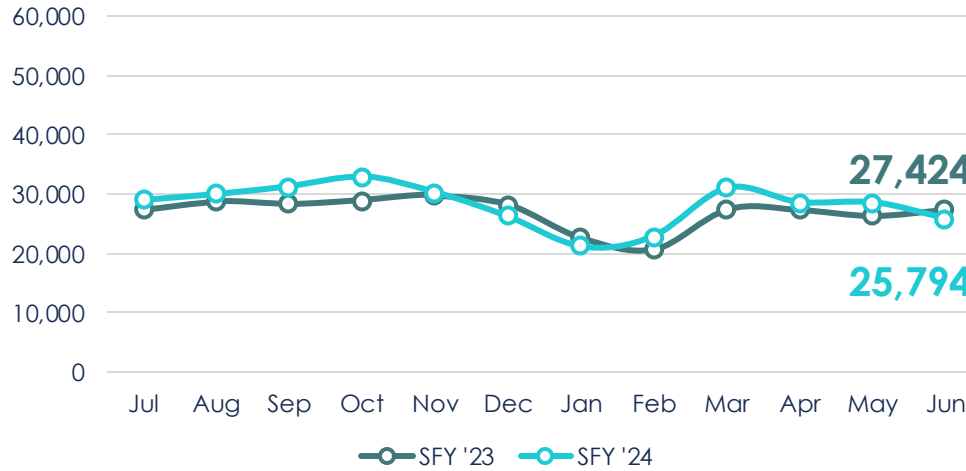
Passengers were accommodated on later trains or bus transportation.

**New State Fiscal Year (SFY) Record Ridership\***  
2024: 1,384,665

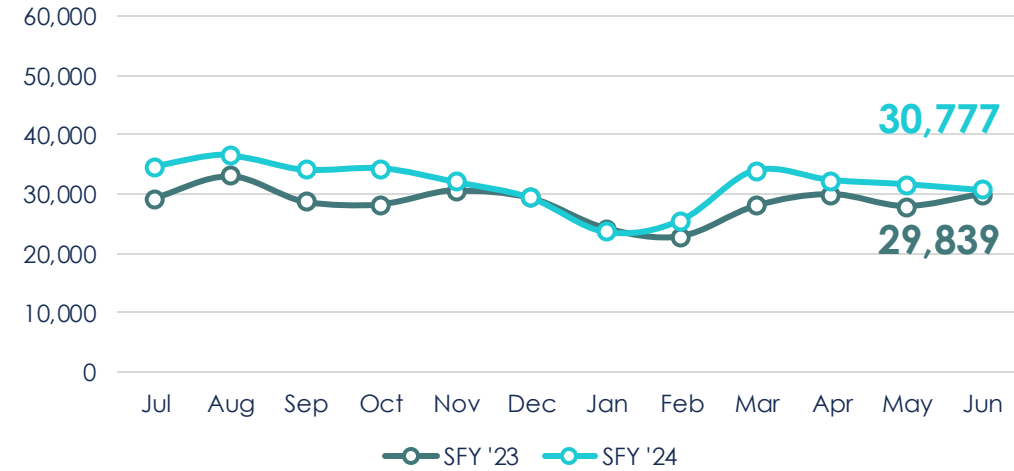
\*Previous record SFY23: 1,256,123



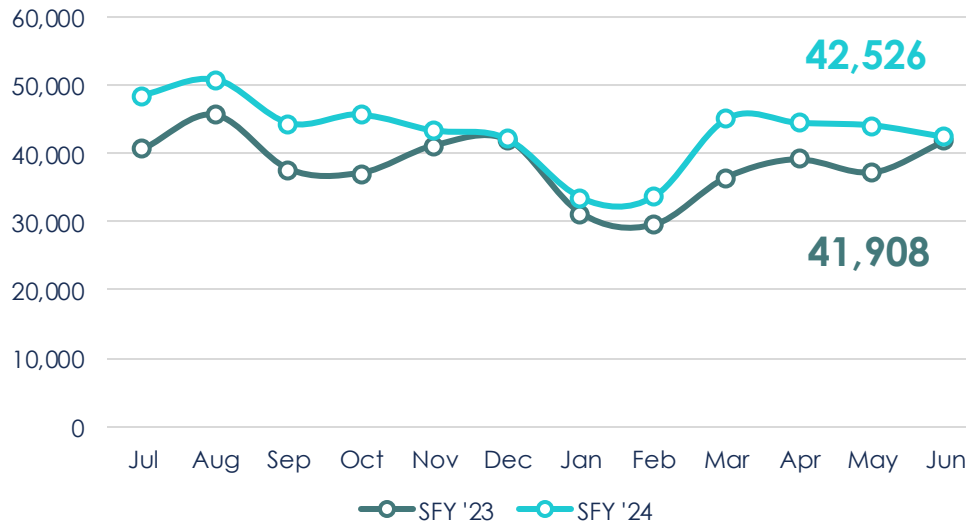
**Route 46: Roanoke (-5.9%)**



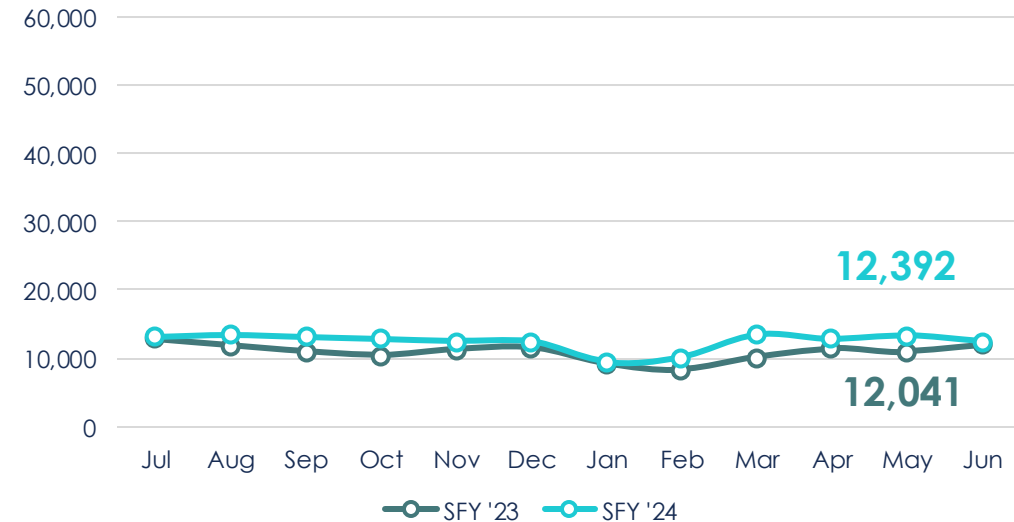
**Route 47: Newport News (+3.1%)**



**Route 50: Norfolk (+1.5%)**



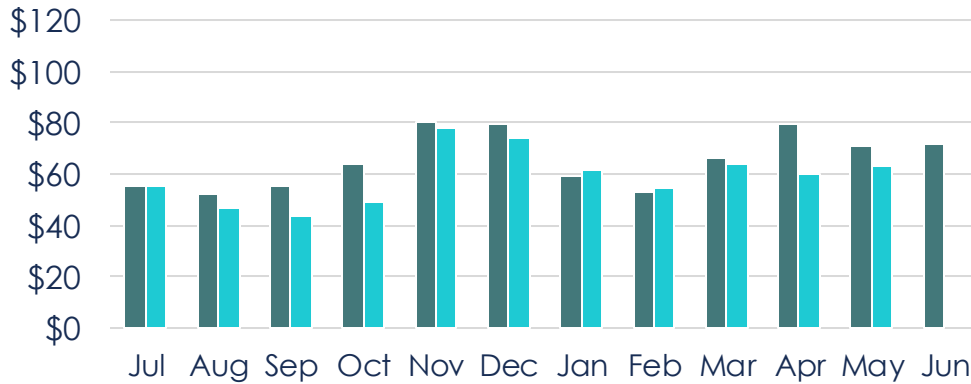
**Route 51: Richmond (+2.9%)**



# Route 46: Washington – Roanoke – 2 Daily Roundtrips

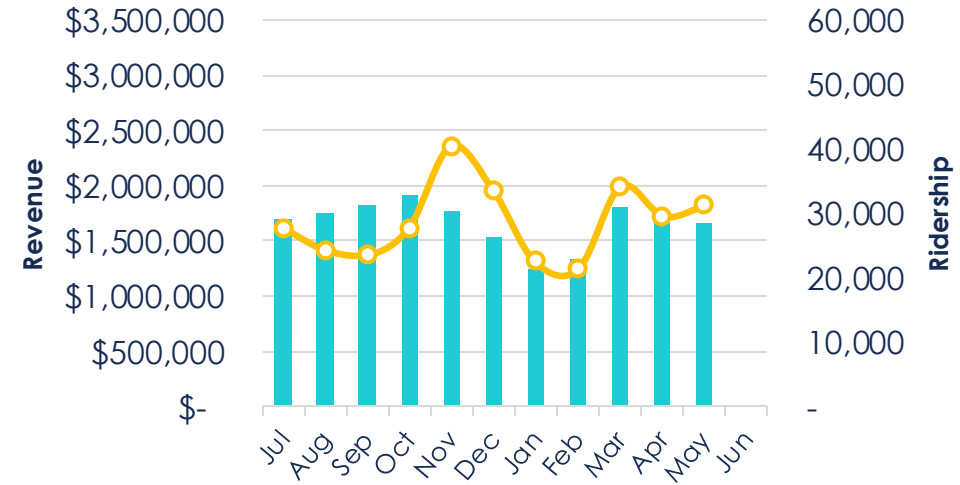
Train 145(SB), which operates on Sundays, had the highest average daily ridership in June.

Revenue per Rider\*



■ SFY '23 ■ SFY '24

Revenue & Ridership\*

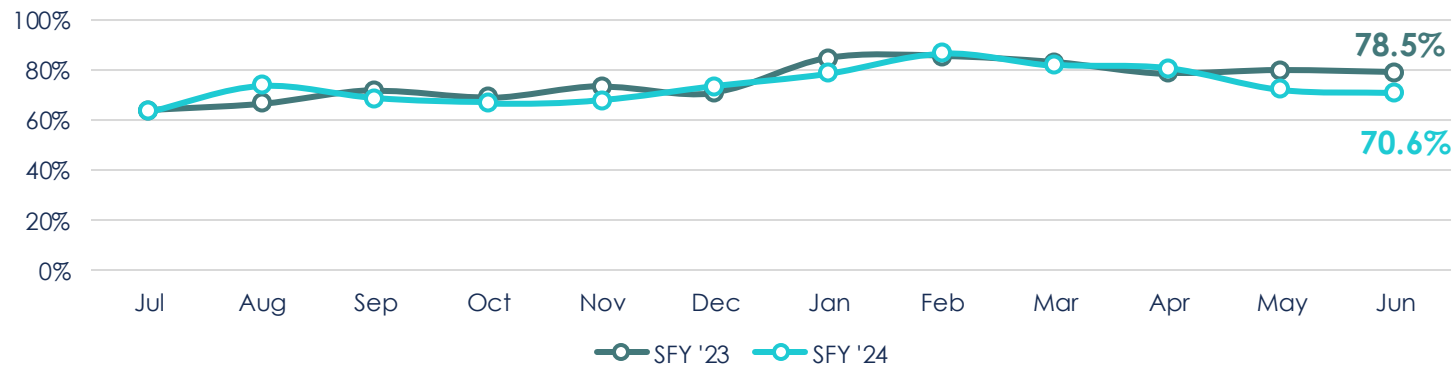


■ SFY '24 Ridership — SFY '24 Revenue

\*Due to year-end close out, June & July will be reported in August's EDR

Major Delay Factors  
Waiting on scheduled departure, passenger train interference, and passenger related

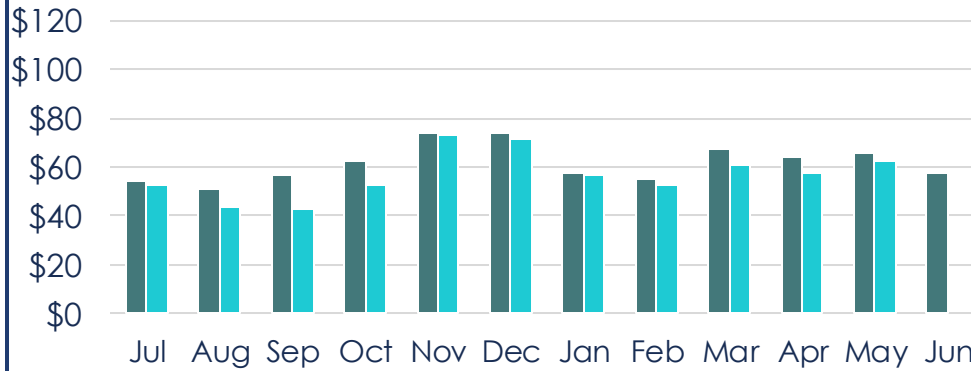
On Time Performance: All Stations



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

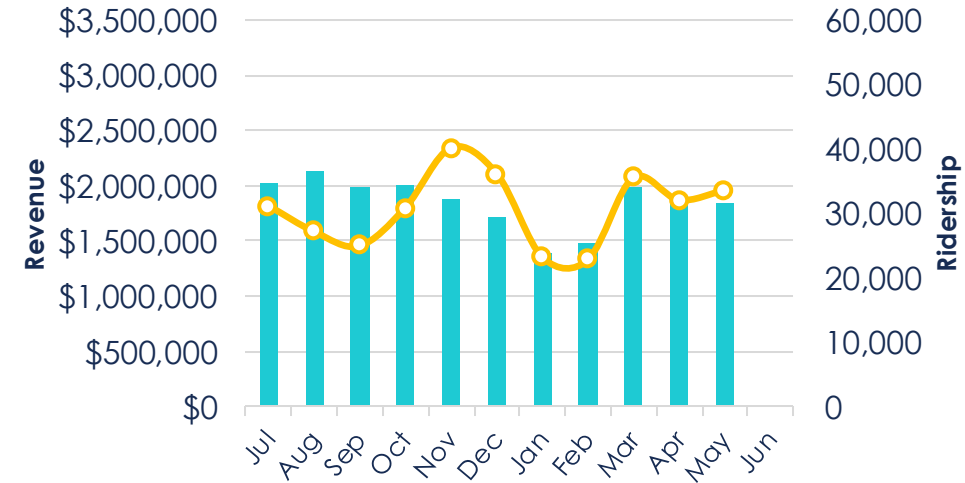
Train 96 (NB), which operates on Sundays, had the highest average daily ridership in June.

Revenue per Rider\*



■ SFY '23 ■ SFY '24

Revenue & Ridership\*

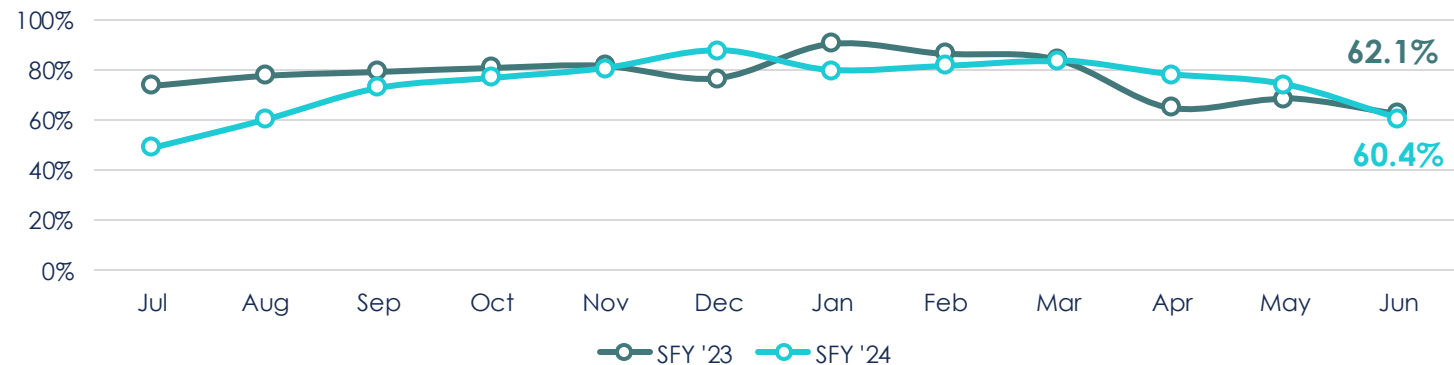


■ SFY '24 Ridership — SFY '24 Revenue

\*Due to year-end close out, June & July will be reported in August's EDR

Major Delay Factors  
Weather related, heat slow orders, and waiting on scheduled departure

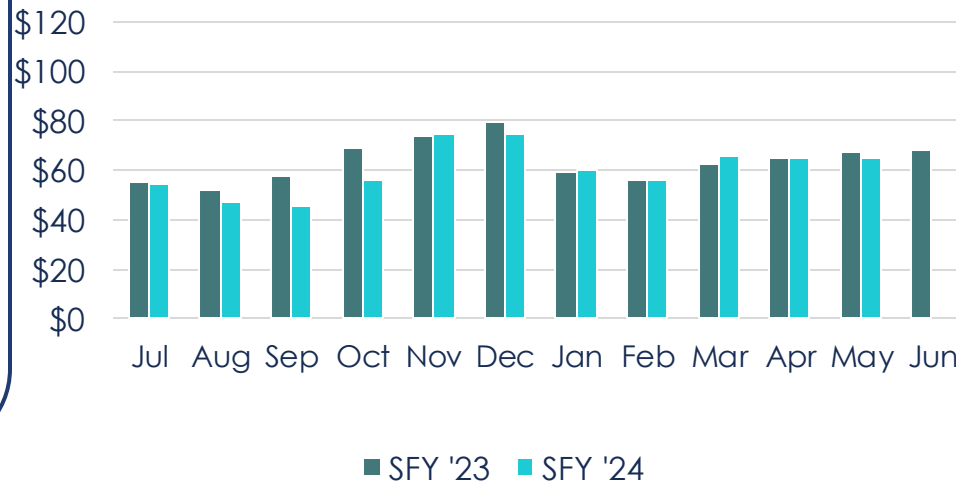
On Time Performance: All Stations



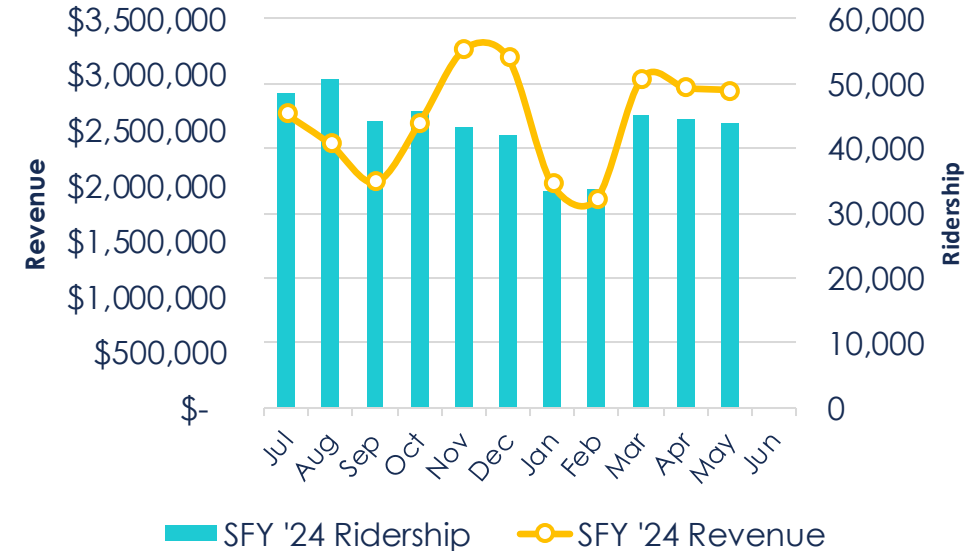
# Route 50: Washington – Norfolk – 3 Daily Roundtrips

Train 153(SB), which operates on weekends, had the highest average daily ridership in June.

Revenue per Rider\*



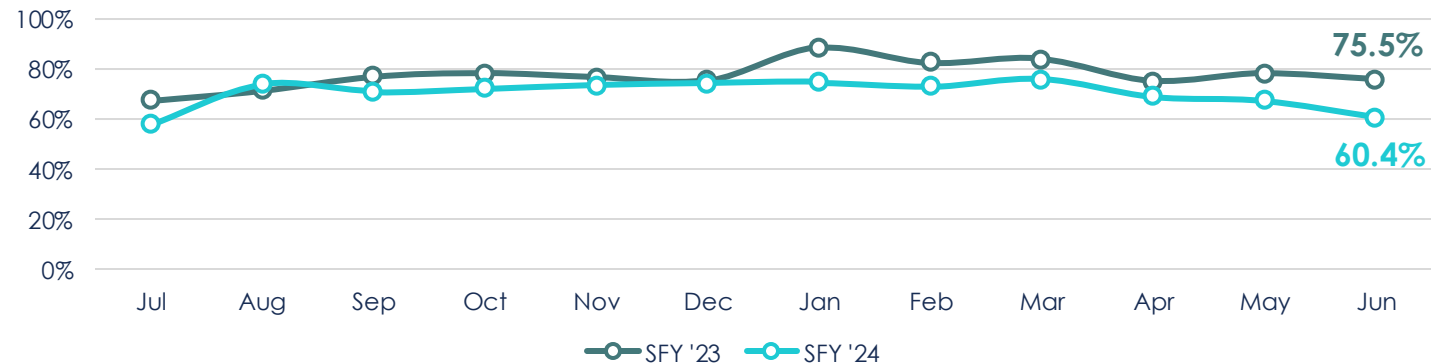
Revenue & Ridership\*



\*Due to year-end close out, June & July will be reported in August's EDR

Major Delay Factors  
Weather related, waiting on scheduled departure, and freight train interference

On Time Performance: All Stations

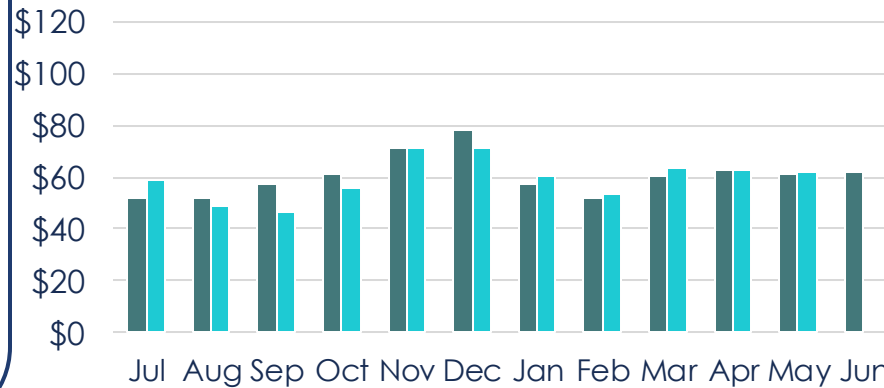




# Route 51: Washington – Richmond – 1 Daily Roundtrip

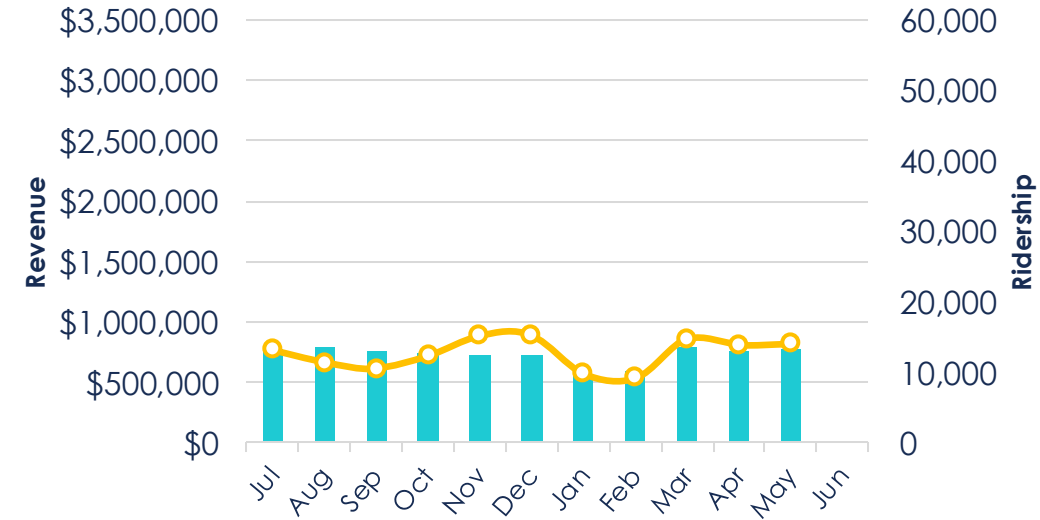
Train 195(SB), which operates on weekends, had the highest average daily ridership in June.

Revenue per Rider\*



■ SFY '23 ■ SFY '24

Revenue & Ridership\*

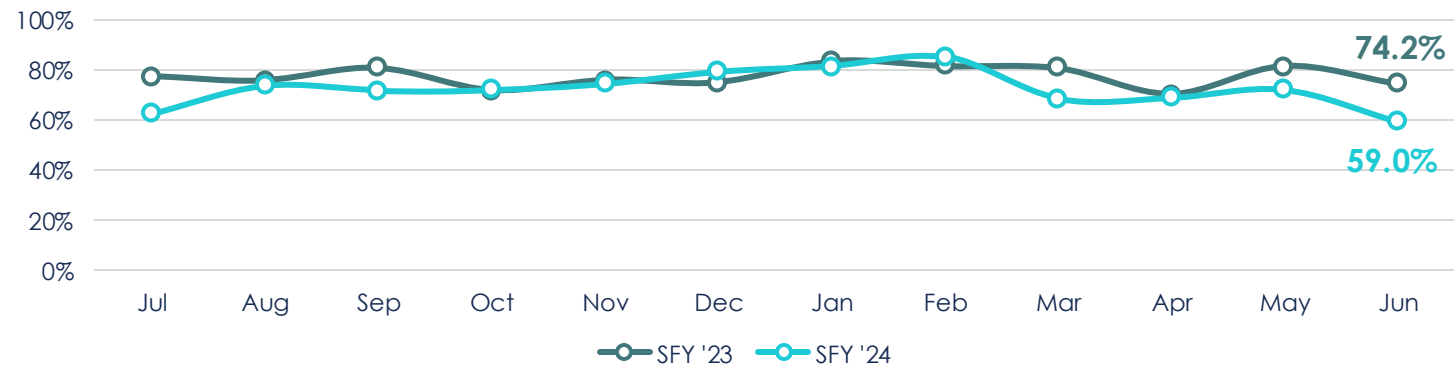


■ SFY '24 Ridership — SFY '24 Revenue

\*Due to year-end close out, June & July will be reported in August's EDR

Major Delay Factors  
Waiting on scheduled departure, heat slow orders, and weather related

On Time Performance: All Stations





# Capital Project Updates



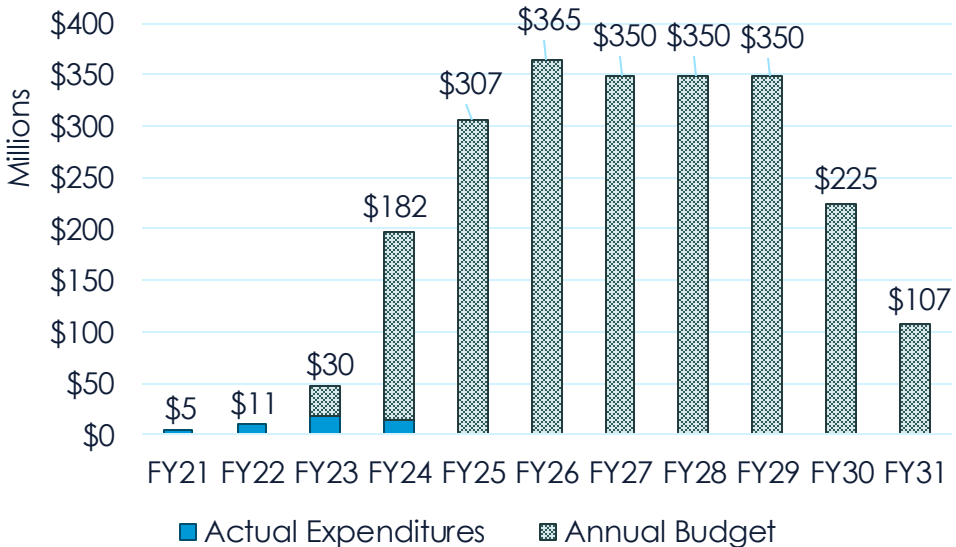
Numbers used in following slides are from FY24  
July Report will reflect FY25 budget

# Capital Projects: Long Bridge

Project Information			Financial Information (\$M) *				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY24 Pro Rata Budget	FY24 YTD Actual	Variance (%)
2030	VPRA	30% Design	\$2.279 B	\$54.10	\$166.8	\$21.5	87%

**NOTES:**  
 North Package 60% Design Plans were submitted by Skanska/Flatiron (SFJV) on June 10 and are under review. Once comments are received and addressed, SFJV will submit their Initial Binding Construction Cost Proposal (IBCCP) by September 13. For South Package, technical proposals are due on August 23 and price proposals are due October 11. **VPRA issued Addendum 3 to bidders on July 22nd.** Board consideration for the South Package Contractor is expected in December/January.

\* Financial information included is through 5/31/2024. Year-end results will be provided as part of the year-end variance analysis.



Note: **Bold** indicates new information.



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

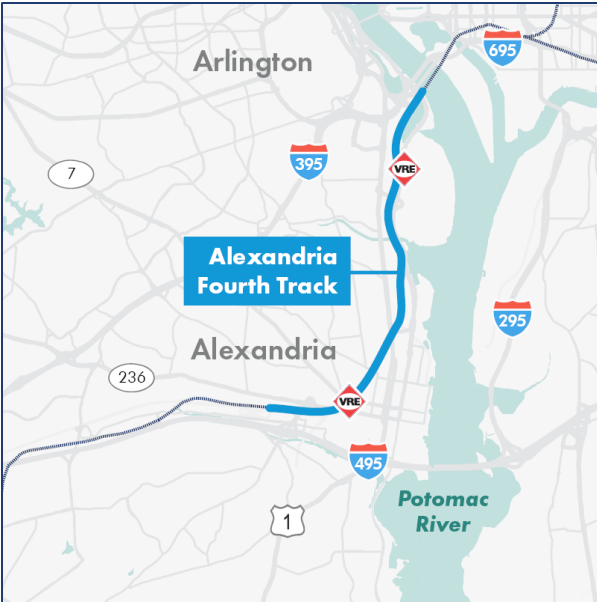
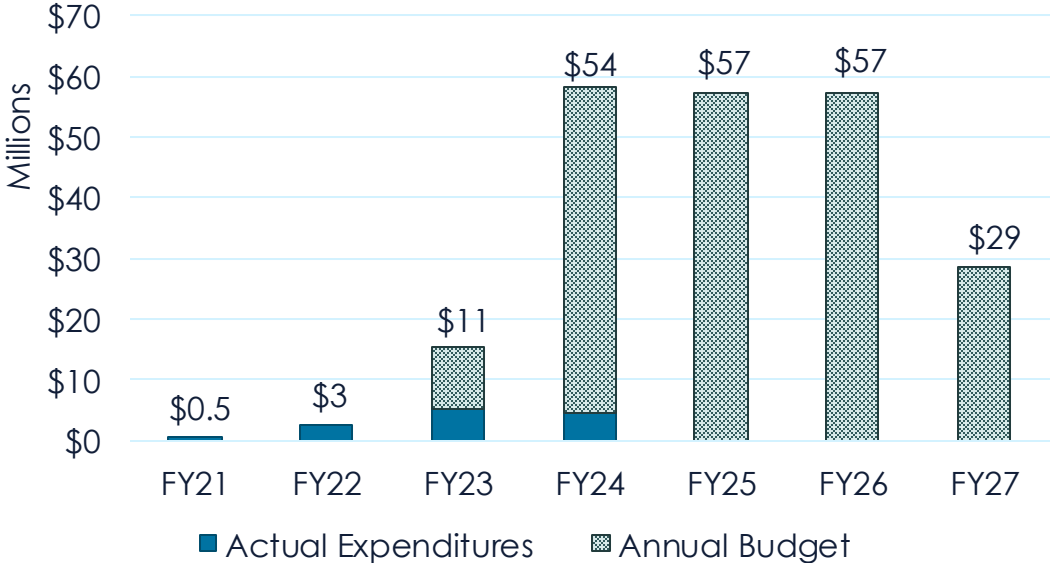
Project Information			Financial Information (\$M)*				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY24 Pro Rata Budget	FY24 YTD Actual	Variance (%)
2027	CSXT	100% Design	\$210.5 M	\$14.10	\$48.9	\$6.0	88%

**NOTES:**

100% draft plans were submitted in December 2023. An Early Works contractor is underway relocating a fiber optic duct bank within the project limits. **CSXT is coordinating the relocation of a portion of the Plantation Pipeline in the southern-most segment of the project limits.** ROW Acquisition activities are ongoing. **The NEPA Re-evaluation package is anticipated to be submitted to FRA in late August 2024.**

Note: **Bold** indicates new information.

\* Financial information included is through 5/31/2024. Year-end results will be provided as part of the year-end variance analysis.



# Capital Projects: Franconia to Lorton 3rd Track

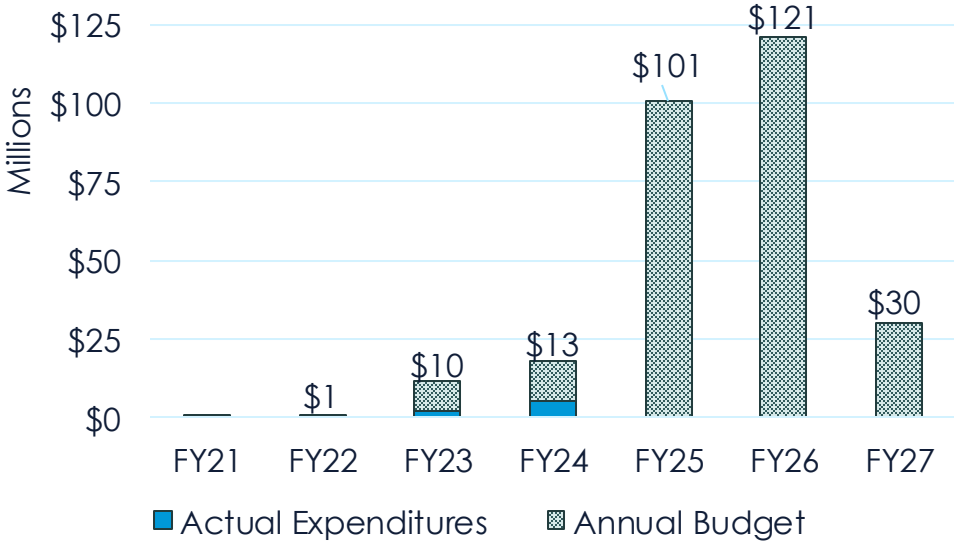
Project Information			Financial Information (\$M)*				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY24 Pro Rata Budget	FY24 YTD Actual	Variance (%)
2028	CSXT	60% Design	\$275 M	\$10.4	\$11.6	\$7.2	38%

**NOTES:**

**CSXT's 90% design plans are on hold pending review and approval of the updated Fairfax County Boundary Survey by CSXT Real Estate.** CSXT is also finalizing environmental impact plans ahead of CSXT/VPRA submitting the U.S. Army Corps of Engineers permit. Right-of-way acquisition activities are ongoing throughout the corridor. **Owner coordination and final designs for longitudinal utility relocations are also on hold pending Boundary Survey approval.** VPRA is working on an agreement with Fairfax County DPW to expedite sanitary sewer relocation design and construction.

Note: **Bold** indicates new information.

\* Financial information included is through 5/31/2024. Year-end results will be provided as part of the year-end variance analysis.



# Capital Projects: Franconia-Springfield Bypass

Project Information			Financial Information (\$M)*				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY24 Pro Rata Budget	FY24 YTD Actual	Variance (%)
2027	VPRA	30% Design	\$405 M	\$10.9	\$20.1	\$7.0	65%

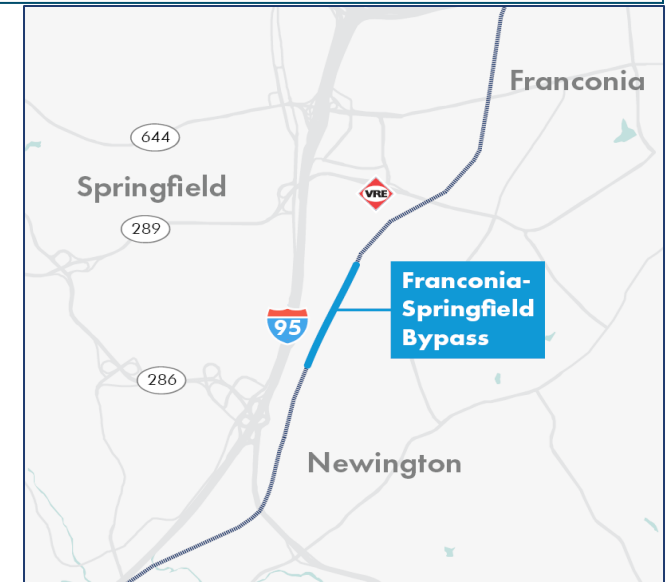
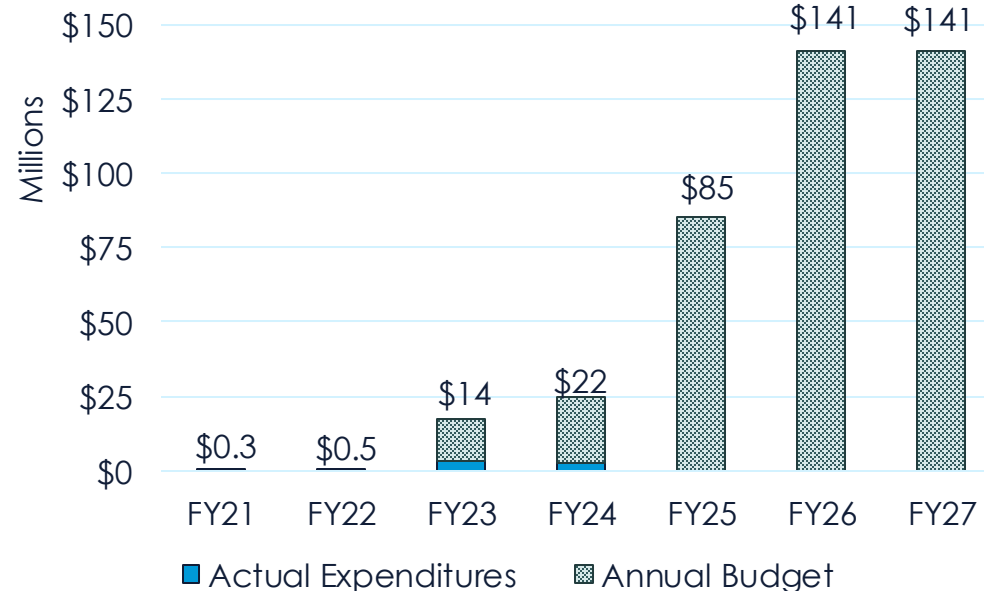
**NOTES:**

The FHJV, ICE consultant, and project team are collaborating on pricing for the Opinion of Probable Construction Cost (OPCC) for 60% Design. **The 60% Final Engineering Design package will be submitted by Parsons at the end of July. The Shoofly Concept design is progressing to 90%. Core drilling for the Geotechnical investigation is being performed on the west side of the corridor. All borings will be completed by July 31.**

FHJV: Flatiron-Herzog Joint Venture ICE: Independent Cost Estimator

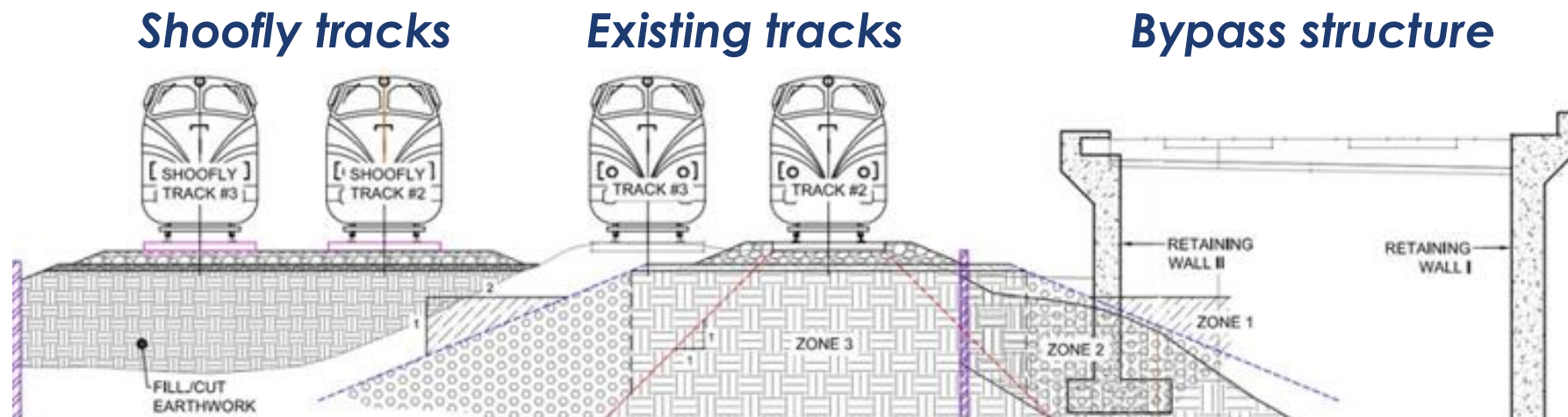
Note: **Bold** indicates new information.

\* Financial information included is through 5/31/2024. Year-end results will be provided as part of the year-end variance analysis.



# Project Highlight: Franconia-Springfield Bypass Shoofly Design

- The Flatiron-Herzog Joint Venture (FHJV) has proposed constructing shoofly tracks to build the Bypass structure. A shoofly is a temporary re-routing of tracks to make room for construction activities.
- The shoofly concept has reached the 60% design milestone and is being reviewed for sequencing and operations. The next design submittal is expected in August.
- Purpose of the shoofly tracks: **optimize construction schedule and budget**
  - Minimize the need to work along active railroad tracks
  - Increase safety and efficiency
  - Allow passenger and freight operations to maintain existing operating speeds through construction zone



# Other Capital Projects Updates

Project	Project Cost (\$M)	Completion Year	Project Lead	CD	PE	EC	FD	CN	Notes
King & Commonwealth Bridges	\$3.9	2026	CSX	■	■	●	●		100% design submitted in January 2024. <b>VRE is progressing design to incorporate the project with VRE's Alexandria Station project under a letter of no prejudice; VPRA/VRE agreement being finalized.</b> *\$3.9M cost covers final design; construction funding included in VPRA FY25 budget. <b>VPRA/CSXT will resubmit the vertical clearance design waiver to VDOT in August pending final design details from VDOT.</b> The waiver is required for FRA to obligate the \$14.4M State of Good Repair (SOGR) grant. <b>Bridge will be included in CSXT's 90% design plans for Franconia to Lorton.</b>
Newington Road RR Bridge	\$61	2028	CSX	■	■	■	●		90% design anticipated in September 2024. <b>Final 30% plans for the Leeland Road bridge replacement were received in July and are being confirmed. RFQ for bridge project to be released 8/15.</b> FY25 budget includes breakout of roadwork and trackwork.
Potomac Creek Third Track (Siding A)	\$143	2028	CSX	■	■	■	●		<b>90% design anticipated in September 2024.</b> The project was entered into the rural long range transportation plan in February 2024.
Woodford to Milford Third Track (Siding B)	\$85.2	2028	CSX	■	■	■	●		30% design received in March 2024. <b>60% design received in July 2024 for review. Draft 30% plans for the Washington Hwy VDOT bridge replacement are due August 2024.</b> FY25 budget includes breakout of roadwork and trackwork.
Hanover Third Track (Siding C)	\$84.4	2028	CSX	■	■	■	●		<b>VPRA is coordinating with NS for 30% design of station at Cambria by end of July.</b>
New River Valley	TBD	TBD	VPRA	■	■	●			



CD = Conceptual Design; PE = Preliminary Engineering; EC = Environmental Clearance; FD = Final Design; CN = Construction  
 ■ = Complete ● = Ongoing ▲ = On Hold

Note: **Bold** indicates new information.



# Site Visits in July



Staff from the Federal Railroad Administration (FRA) joined the VPRA team for a site walk of the **Franconia to Lorton Third Track** and **Franconia-Springfield Bypass** corridor to better understand design and construction constraints, NEPA re-evaluation priorities, and other conditions related to FRA grant funding. They also observed current conditions at the rail bridge over Newington Road.



Project teams for **Siding A** and **Richmond Layover Facility** hosted CSX and US Army Corps of Engineers (USACE) on site visits this month to understand their projects' potential impacts to streams and wetlands. VPRA is working with our liaison from USACE to determine what permits are needed for the projects to proceed.





# Capital & Operating Grants Updates

# Capital & Operating Grants Update

Project	Project Cost (\$M)	Completion Year	Project Lead	CD	PE	EC	FD	CN	Notes
Nokesville to Calverton (Western Rail Initiative Grant)	\$50	2026	NS	■	■		●		Engineering design plans are 95% complete, pending VDOT approvals. Permitting underway with VDEQ. Work to be rebid later this year once permits are acquired.
Roanoke West Yard	\$36.5	2026	NS	■	■		■	●	Engineering design plans are complete. The construction contractor is underway with construction activities that do not require VDEQ permitting. Sitework construction will begin once permits are received from VDEQ.
Arkendale to Powell's Creek Third Track	\$101	2024	CSXT	■	■	■	■	●	<b>All major CSXT trackwork is complete with three tracks in operation through the project limits. Signal construction activities are continuing in July and August.</b>
Quantico Station	\$24	2024	VRE	■	■	■	■	●	VRE is continuing construction activities on the platform and pedestrian towers. VRE is coordinating with Prince William County and Amtrak for final inspection of station elevators. <b>The project is expected to be substantially complete in August. Estimated final completion by Fall 2024.</b>
Newport News Station	\$52	2024	City of NPN	■	■	■	■	●	\$20.5M from VPRA. <b>Coordination ongoing regarding final inspections and track maintenance. Estimated start of Amtrak service in Summer 2024.</b>



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 FY24 [to be included in the August Report]



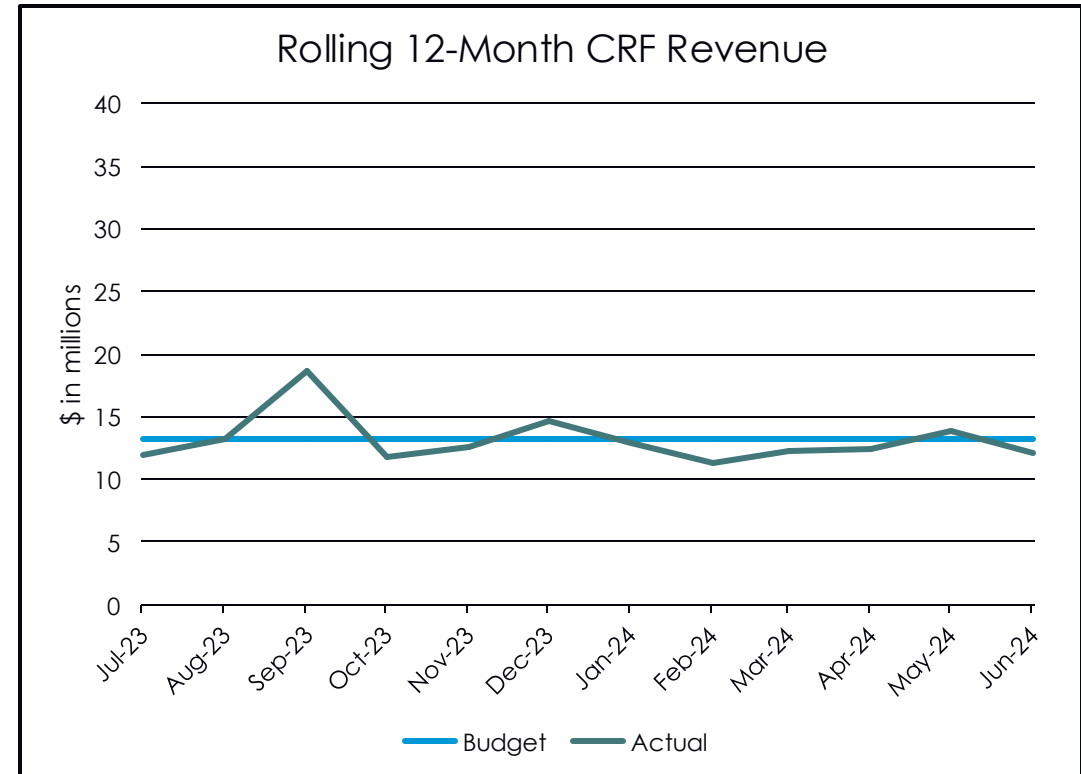
# Revenue & Investment Updates

## *FY24 Year-in-Review*

# VPRA Monthly Revenues

## Rolling 12-Month Trend Analysis

- FY24 Commonwealth Rail Fund (CRF) revenues were \$157.8M, which is \$600K less than the estimate.



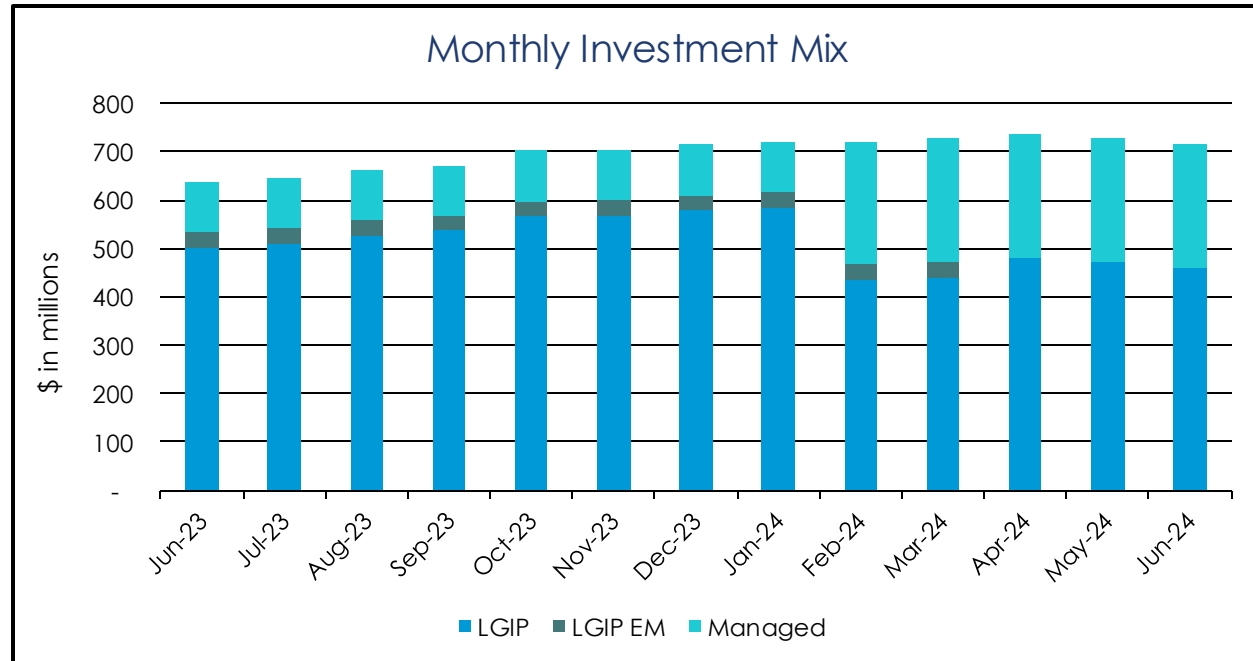
# FY24 VPRA Invested Cash

**\$703.9M**

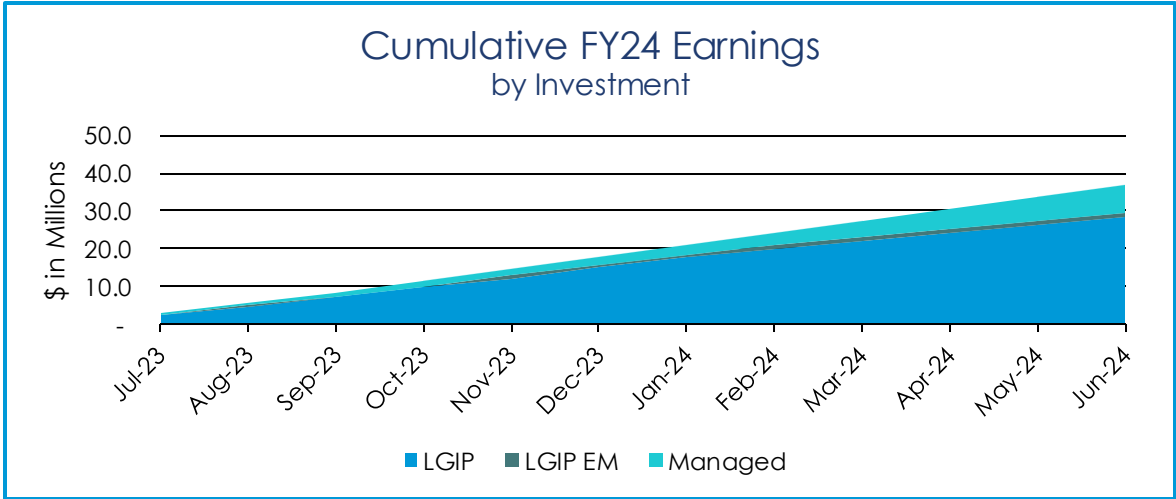
average  
investment  
holdings

**\$235.9M**

revenues  
collected



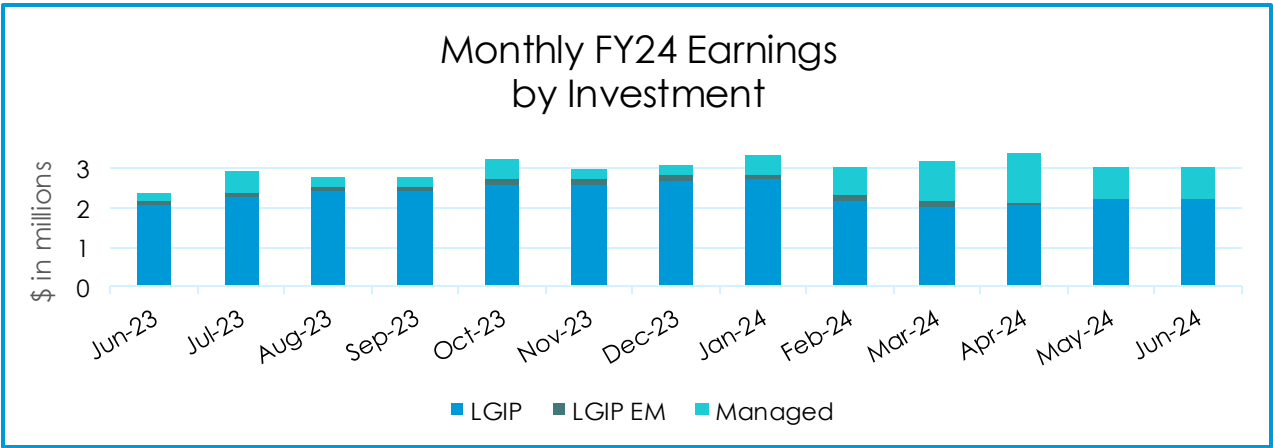
# FY24 VPRA Investment Earnings



**\$36.7M**  
of income generated

**5.4%**  
Total annual rate of return

**73%**  
Increase in investment income year-over-year





# VPRA Investment Policy Objectives

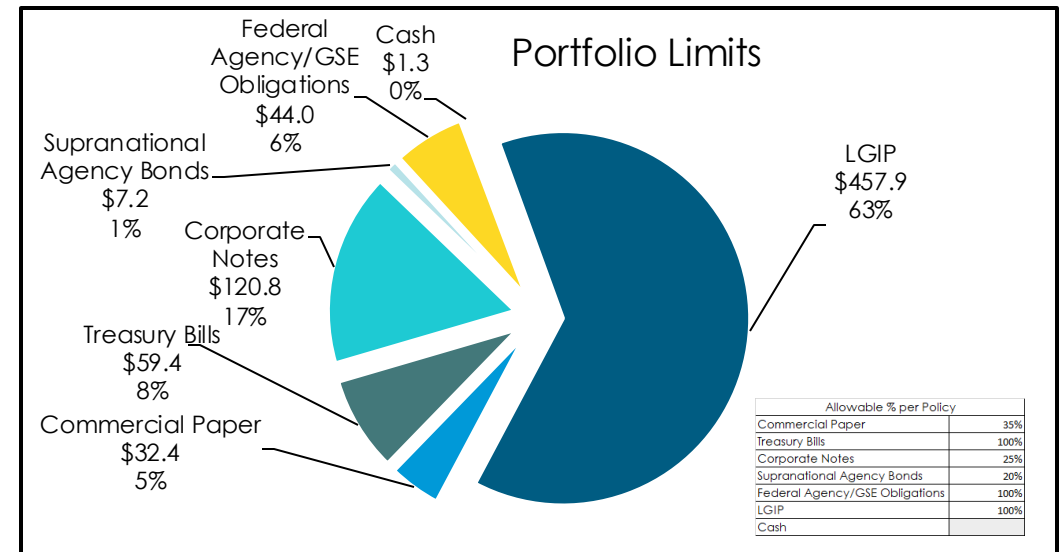
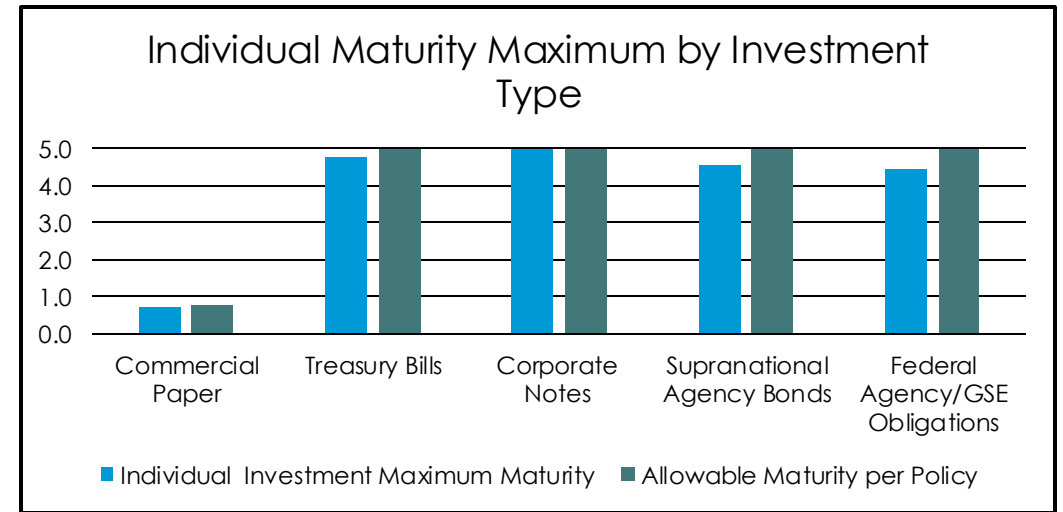
## Principal and Liquidity as of June 30, 2024

### 1. Principal

	Base	Market Value	Gain/(Loss) (\$)	Gain/(Loss) (%)
Managed Investments	257,970,837	257,832,153	(588,685)	(0.2%)

Currently, the investments have a 0.2% 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 (necessary liquidity) to hold investments until maturity which would eliminate any short-term market value fluctuations.

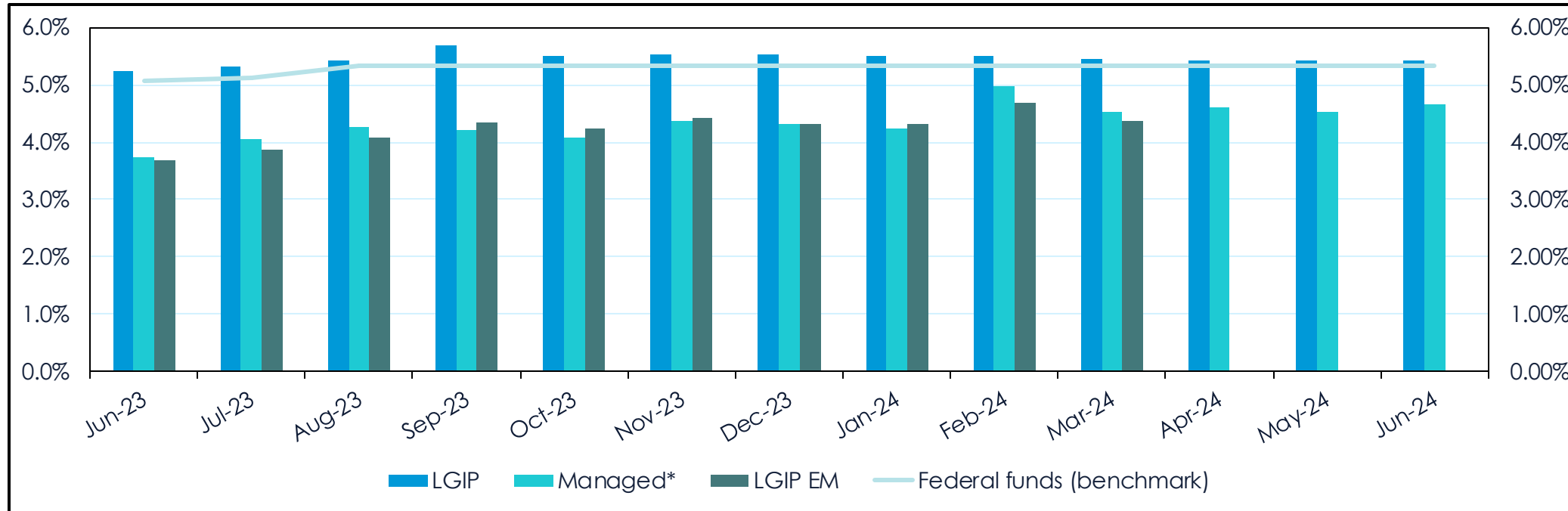
### 2. Liquidity



# VPRA Investment Policy Objectives Cont.

## Return through June 30, 2024

### 3. Return



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

- VPRA continues to invest a majority (over 60%) of its cash in the LGIP due to the possible significant transaction in early September involving the Christiansburg station location and the Manassas line.
- LGIP's short-term strategy is advantageous during a time of interest rate increases. The longer-term maturities in the managed portfolio will produce greater returns as interest rates level off or decline.

# Grant Funding Status

Project	Grant Programs	Requested Amount	Awarded Amount
Lorton to Furnace Rd & RR Bridges over Rt 1	FRA – CRISI	\$144,547,204	Open
Staples Mill ADA & SOGR Improvements	FRA – CRISI	\$5,836,000	Open
Staunton ADA & SOGR Improvements	FRA – CRISI	\$8,476,000	Open

Project	Congressionally Directed Spending (CDS)	Requested Amount	Appropriations Amount	Awarded Amount
Staples Mill ADA Improvements	FY25 House & Senate CDS Request	\$2,000,000	TBD	Open



# THANK YOU

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Questions?

