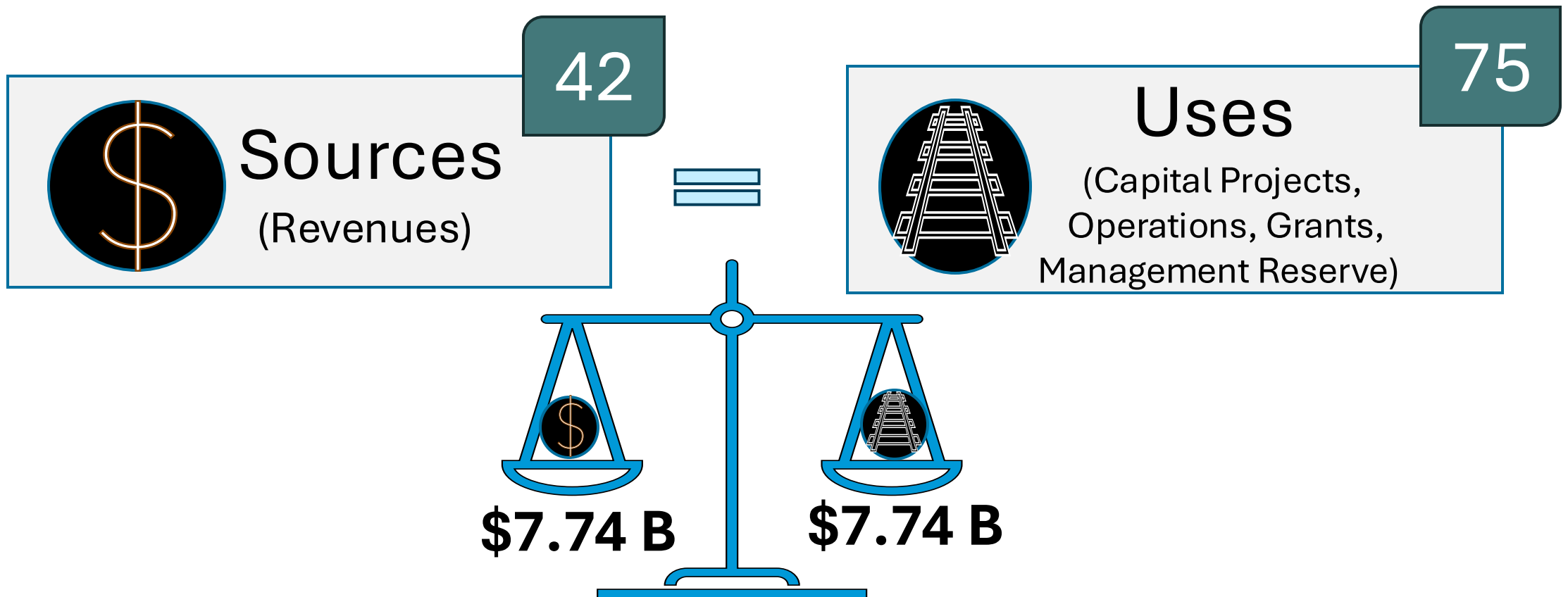




VPRA Financial Plan & Annual Budget Overview

Financial Planning Objectives



Sources Key Considerations

- Designated use of sources
- Changes to estimates
- Timing of cash flows

Uses Key Considerations

- Refinement of cost estimates and operations forecasts
- Timing of expenditures

Sources & Uses Output Example

Project Description	Total Project Budget	Sources										Uses					Total	Unfunded			
		I-66 TRB Toll Revenues - Financing	CROC - Financing	Amtrak Ticket Revenue - Financing	Priority Transportation Fund (PTF)	I-66 Paygo	Fredex	Alex 4th Trk CMAQ (Grant & \$1.6m Match)	Smart Scale- VPRR	VDOT UPC	I-81	2020 Appropriations Act Funding - Manassas	2020 Appropriations Act Funding - Western Rail	VPRR Fund	Amtrak Capital Contribution	FRA Grants			CROC PA VGO	Local Contributions	NC DOT
I-95 Corridor: Phase 1																					
Alexandria 4th Trk	210.5													75.0	20.5	45.0				210.5	-
Franconia to Lorton 3rd Mainline	275.0														275.0					275.0	-
Franconia-Springfield Bypass	405.0							33.6							35.3	213.1	100.0		23.0	405.0	-
Railroad Bridges over Newington Road	61.0														38.8		14.4			61.0	-
Potomac Creek Third Track (Siding A) Trackwork	157.4															157.4				157.4	-
Potomac Creek Third Track (Siding A) Roadwork	24.0															24.0				24.0	-
Woodford to Milford Third Track (Siding B)	70.3															70.3				70.3	-
Hanover Third Track (Siding C) Trackwork	70.0															70.0				70.0	-
Hanover Third Track (Siding C) Roadwork	72.0															72.0				72.0	-
I-95 Corridor: Phase 2																					
Long Bridge - North	1079.8	578.0			296.4	32.5					41.8			47.3	17.7		66.2			1,079.8	-
Long Bridge - South	1199.3		210.4	3.7							41.8			140.7		749.0	6.3	47.6		1,199.3	-
Neabsco Creek to Woodbridge (Siding D)	115.8							107.2							8.5					115.8	-
Aquia Creek Third Track (Siding E)	96.6							91.2							5.5					96.6	-
Crossroads Third Track (Siding F)	112.3														102.3	10.0				112.3	-
L'Enfant Fourth Track and Station Improvements	52.8														52.8					52.8	-
I-95 Corridor: Other																					
Railroad Bridges over Route 1	0.9														0.9					0.9	-
Lorton to Route 1 Third Track	0.6														0.6					0.6	-
Richmond Layover Facility	3.6														3.6					3.6	-
King and Commonwealth Bridges	84.0														84.0					84.0	-
TRV Right of Way Acquisition	525.0		119.2			187.5	23.0								195.3					525.0	-
TRV Right of Way Transaction Costs	34.8														34.8					34.8	-
Other: CIG Grant	1.4														1.4					1.4	-
Western Rail Corridor																					
V-Line Purchase	38.2														34.1	4.1				38.2	-
New River Valley Passenger Rail Project	8.1														7.9	0.2				8.1	-
Capital Improvements - Bridges	1.5														1.5					1.5	-
Capital Improvements - Other	11.6														11.6					11.6	-
V-Line Right of Way Transaction Costs	2.8														2.8					2.8	-
Cambria Construction	65.4														53.6	11.8				65.4	-
Other Capital Projects																					
Purchase of St. Julian's Yard: Amtrak Train Service Facility	2.1														2.1					2.1	-
Arkendale to Powell's Creek Third Track Construction & Island Platforms	101.4														101.4					101.4	-
Platform & Station Improvements - SOGR/ADA	20.6														20.6					20.6	-
S-Line 30% Design	39.5														1.5				38.0	39.5	-
S-Line 60% Design Grant Match	0.0																			0.0	-
Ettrick Platform Improvements - SOGR	11.5														5.1	6.4				11.5	-
Ettrick Station Improvements - Grant Match	0.3														0.3					0.3	-
Manassas Line - Purchase	357.0														357.0					357.0	-
Manassas Line - Capital Maintenance	29.0														29.0					29.0	-
Seminary Passage	55.3														55.3					55.3	-
M-line & Seminary Passage Closing Costs	6.0														6.0					6.0	-
Total Capital Projects	5,402.4																			4,955.1	
Other Notable Capital Grants																					
Newport News Station, Platform, & Service Facility	21.7														20.5		1.2			21.7	-
Roanoke Yard Improvements	36.5														36.4					36.5	-
Western Rail Initiative Grant	131.5														13.6					131.5	-
															100.0						-
															17.9						-
Total Funding		578.0	119.2	210.4	487.5	32.5	255.0	70.0	50.0	7.8	100.0	83.5	98.4	1,458.9	944.0	916.0	72.5	70.5	38.0	5,144.8	-



FY25 Financial Plan

Inception through FY31

May
FY2025
 Financial
 Plan
FY21-FY31

 Sources

\$7.65 B

 Uses

\$7.50 B


 Management Reserve

\$150 M


=

+

August
FY2025
 Financial
 Plan
FY21-FY31

 \$88 M

\$7.74 B

 \$110 M

\$7.61 B

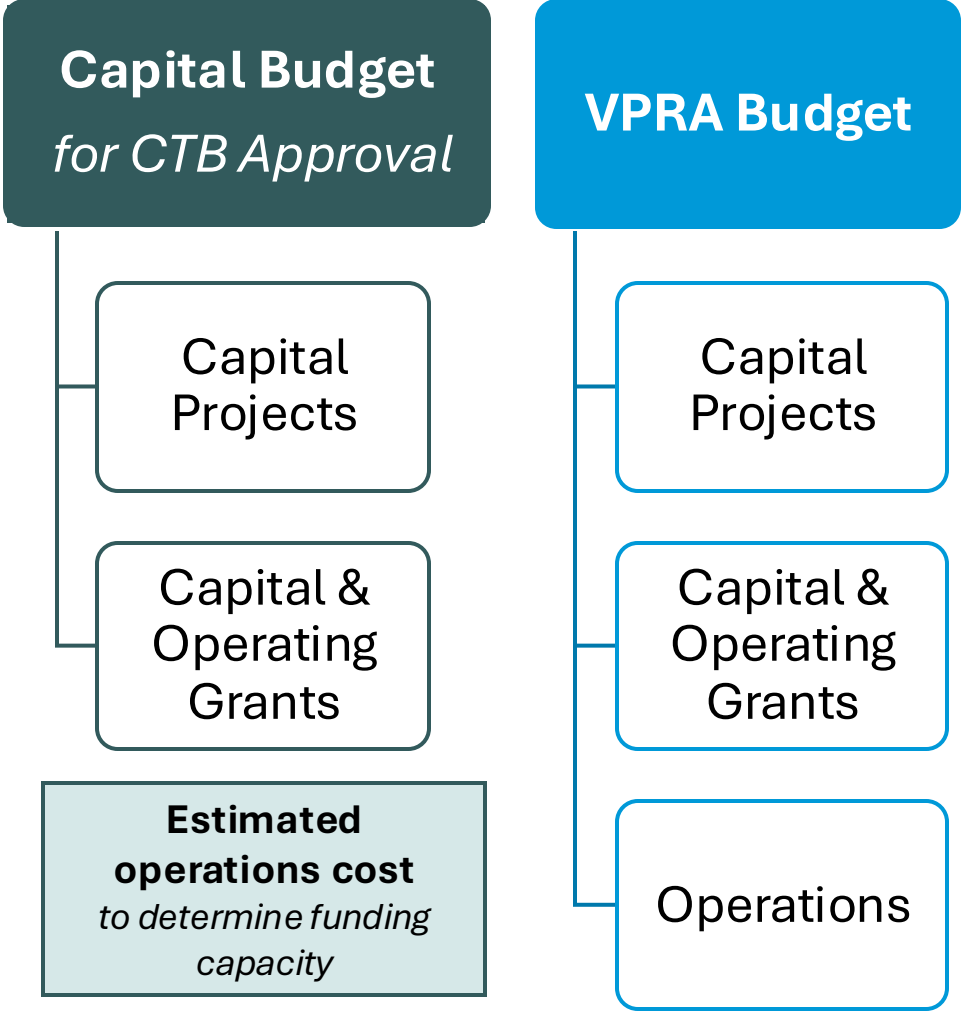
 \$22 M

\$128 M

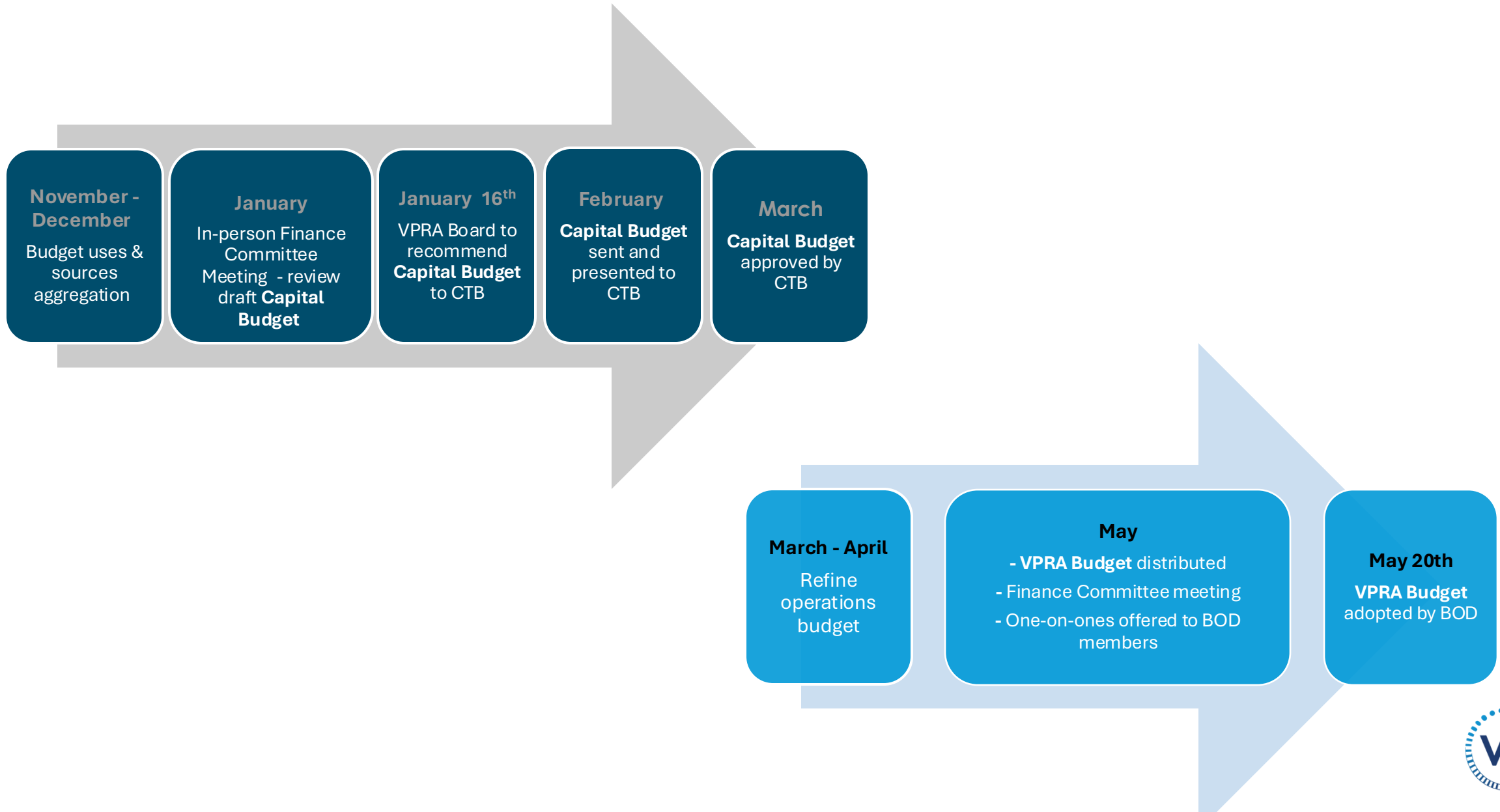
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Annual Budget Process



FY26 Budget Timeline

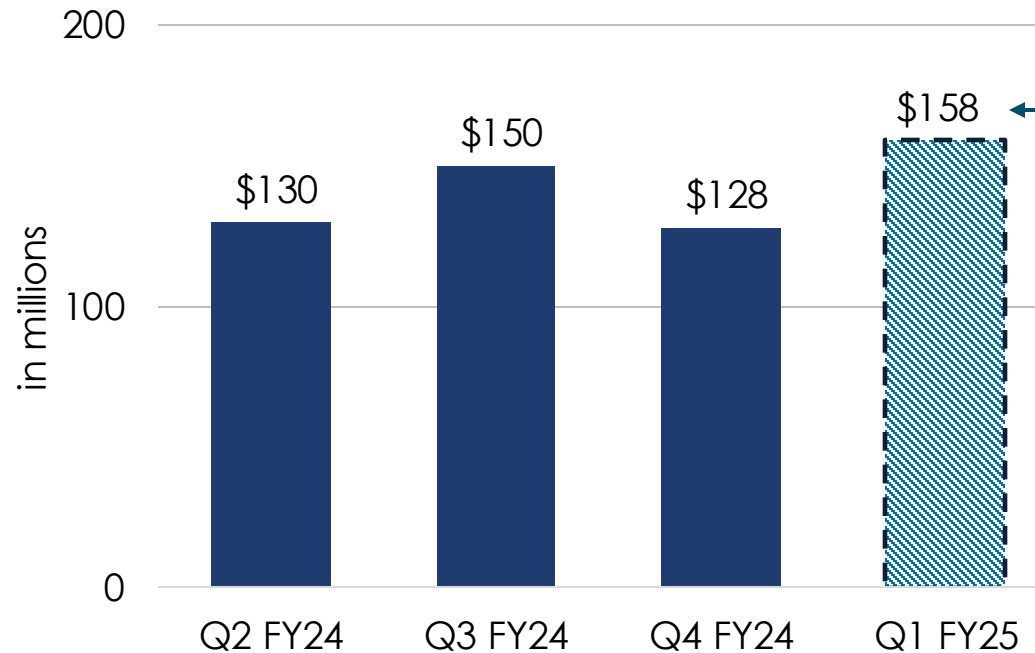




FY25 Q1 Management Reserve

Management Reserve Balance FY25 Q1

FY25 Q1	FY24 Train Operating Revenues Excess	2.4
	FY24 Train Operating Expenses Underspend	29.4
	Delegated Authority	(1.5)
	Total FY25 Q1 Increase	\$30.3



\$271M Goal

5% of future operations and capital project expenditures



THANK YOU

Questions?