

RECOMMENDED FISCAL YEAR 2026 BUDGET





VPRA Fiscal Year 2026 Budget

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Executive Summary

Financial Planning Process

The FY26 Budget is derived from VPRA's robust financial planning process, in which the Authority aggregates the best available data for revenues (sources) and expenditures (uses) at a point in time. The planning window extends from VPRA's inception to the completion of the core capital project program. The current timeframe is through FY31 resulting in an 11-year planning period. The financial plan inputs include expenditure plans for the core budget components; Capital Projects, Capital & Operating Grants and an operations forecast through FY31 to assess the full scope of the Authority's financial commitments.



FY26 VPRA Budget Changes

The FY26 update resulted in a \$223M net decrease in budgeted expenditures. The Long Bridge South project is a primary driver for the significant decrease in the I-95 Corridor component. The project budget was re-baselined to reflect the design-build contract that was executed in January 2025. The other notable budget reduction in operations was due to actual FY24 Amtrak operations costs and administrations costs being below budget. Individual budget line changes are reflected in the respective budget component summaries.

Budget Component	FY26 Financial Plan	FY25 Financial Plan	Change (\$)	Net Base Budget Changes	New Budget Items
I-95 Corridor	\$3,973	\$4,143	(\$170)	(\$170)	-
Western Rail Corridor	73	66	7	7	-
Other Capital Projects	636	620	16	15	1
Capital & Operating Grants	513	525	(12)	(12)	-
Total Capital Budget	\$5,195	\$5,354	(\$159)	(\$160)	\$1
Operations	1,566	1,630	(64)	(64)	-
Total VPRA Uses	\$6,761	\$6,984	(\$223)	(\$224)	\$1

Capital Project Updates

Each capital project in VPRA's program progresses on an individual schedule. Milestone completion, which informs project costs, may not align to the annual budget update. At this time, VPRA is negotiating construction contracts for two VPRA-led capital projects: Long Bridge North and Franconia-Springfield Bypass. The ultimate price of these contracts are under negotiation, therefore the FY26 budgets have been held constant until a final contract value is known. These elements were not updated during the financial planning process for the FY26 VPRA Budget. The VPRA financial plan will be reassessed as negotiations advance, and, if needed, recommended budget revisions will be brought to the VPRA Board of Directors for approval.

Executive Summary

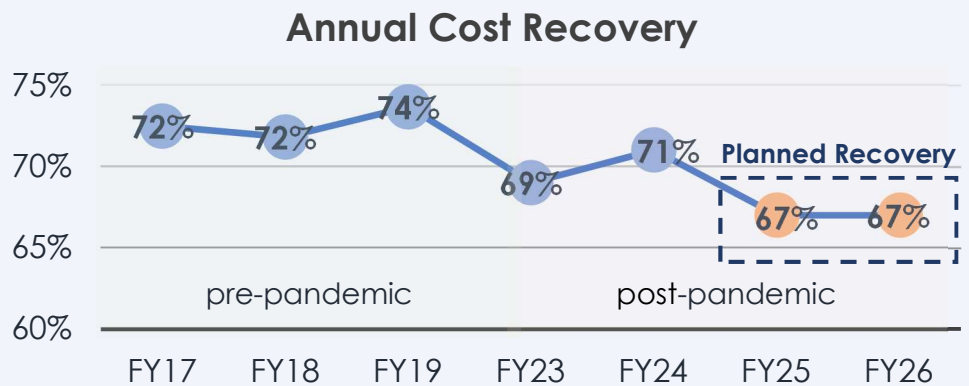
Operations Budget Changes

Train operating revenues are expected to remain consistent year-over-year. As VPRA enters the construction phase on I-95 Corridor projects, service changes are likely to impact train revenue growth.

Budgeted operations expenses are forecasted to marginally increase over FY25. The current year actuals are running 4% under budget, indicating that operations funding levels are sufficient. The long-range operations forecast decreased \$64M largely due to refinement of the administrative cost allocation and underspend in prior year operations costs.

Operations Category (in millions)	FY26 Budget	FY25 Budget	Change (\$)
Total Operating Revenues	\$87.9	\$86.7	\$1.2
Train Operations	98.0	96.5	1.5
Other Operating Expenses	33.7	33.1	0.6
Total Operating Expense	\$131.7	\$129.6	\$2.1

VPRA continues to track cost recovery as a key metric for Train Operations. As VPRA enters the construction phase on the I-95 Corridor, the planned FY26 cost recovery is to maintain a ratio of 67%.



VPRA Sources

The VPRA financial plan has over 40 unique funding sources, the largest being Commonwealth Rail Fund ('VPRA Fund' or 'VPRA Revenues'), I-66 Inside the Beltway ('ITB') Toll Funding, the Amtrak Capital Contribution, CTB-Allocated funding, Federal Grants and Train Operation Revenues. Agreements are in place for a majority of the significant revenue sources, notably the \$729M Federal-State Partnership Grant. Each source has a unique funding profile which defines the allowable use(s) and cashflow timing.

The complexity of the funding model is heightened due to the inclusion of two

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total
VPRA Revenues	\$163	\$172	\$174	\$179	\$184	\$187	\$187	\$1,246

debt financings. Revenue studies are underway for I-66 ITB Financing and the Amtrak Ticket Revenue Financing. Upon completion of these studies, the debt financing capacity will be reassessed and the revenue assumptions in VPRA's plan will be adjusted accordingly.

Operations



- »» **One year budget** (FY2026)
- »» Anticipated **accrual basis** expenditures
- »» Three main elements:
 1. Passenger Train Operations
 2. Other Operating Expenses
 3. Operations Administrative Expenses

Operations Summary

One of the core functions of VPRA is to provide intercity passenger rail service to the citizens of the Commonwealth. The operating budget includes the operational costs of the state sponsored intercity passenger rail service.

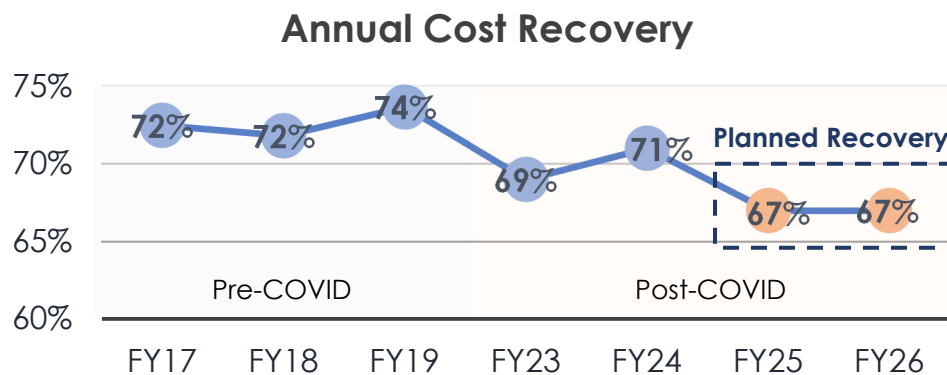
SUMMARY OF FY26 OPERATIONS BUDGET (IN MILLIONS)

Operations Category (in millions)	FY26 Budget	FY25 Budget	Change (\$)
Total Operating Revenues	\$87.9	\$86.7	\$1.2
Train Operations	98.0	96.5	1.5
Other Operating Expenses	33.7	33.1	0.6
Total Operating Expense	131.7	129.6	2.1
Additional Funding Required	\$43.8	\$42.9	\$0.9
Cost Recovery	67%	67%	0%

FY26 train operating revenues are forecasted to be in line with FY25 revenues. VPRA projects along the I-95 Corridor will enter the construction phase during FY26. The railroad construction is expected to impact the state-supported trains along this route. During the heavy construction years, VPRA expects train revenues to be flat. As data is obtained, VPRA will refine the revenue assumptions to ensure accurate forecasts support the Authority's financial plan.

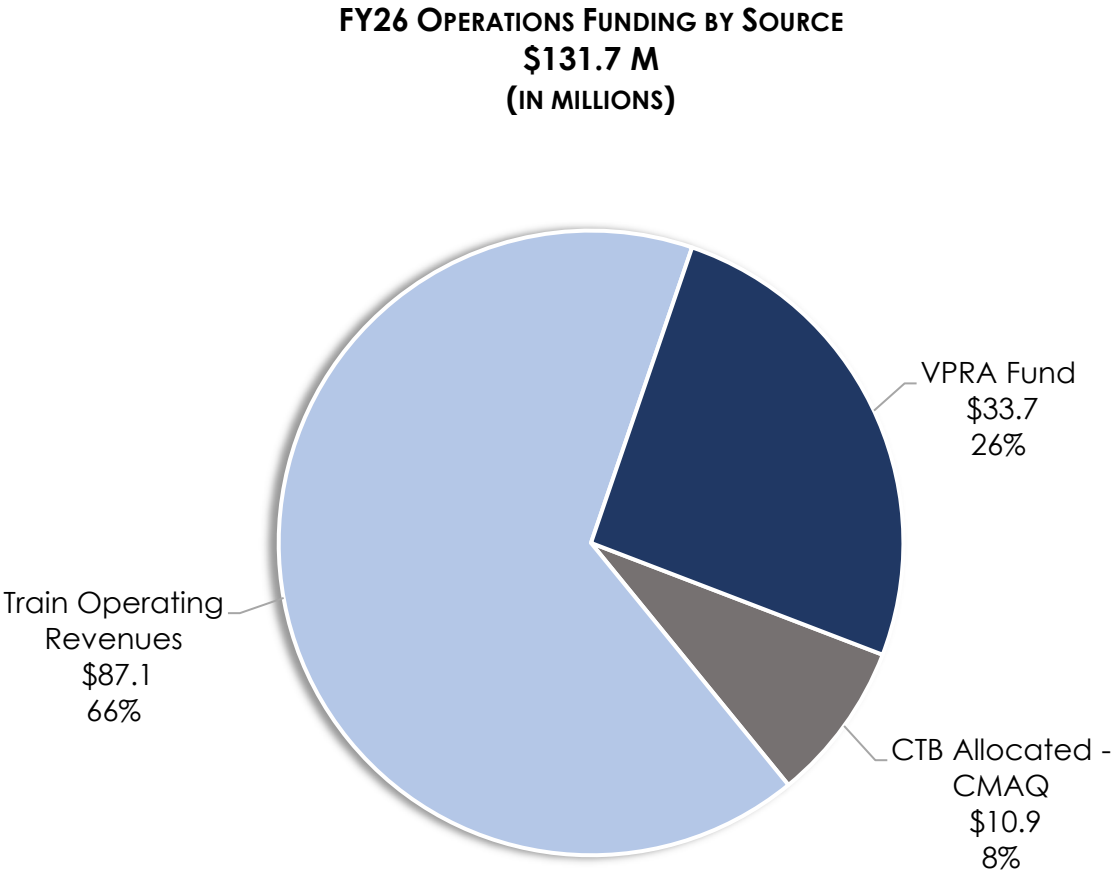
The FY26 train operating expenses are projected to increase marginally. The current year spend is 4% under budget, thus the recommended operations budget has been held constant year-over-year. FY25 actuals provided confidence that the updated PRIIA 209 methodology resulted in lower state-supported Amtrak operations costs.

Cost recovery is a key performance measure for VPRA's passenger rail service. This metric will be impacted by the operational disruption from corridor construction. VPRA's goal is to maintain a steady cost recovery ratio through this program phase. In FY26, VPRA plans to achieve a minimum 67% cost recovery.



Operations Summary

The operations expenditures are covered by three sources of revenue: Train Operating Revenues, CTB allocated CMAQ funds, and VPRA Fund revenues. The chart below details the breakdown of the sources of funding to be used for the FY26 budgeted expenditures.



OPERATIONS BUDGET

(IN MILLIONS)

Operations Category	FY26 Budget	FY25 Budget	Change (\$)
Train Operating Revenues			
Train Revenue	\$51.0	\$49.7	\$1.3
Food Service Revenue	1.3	1.3	-
Other Revenue	1.0	1.3	(0.3)
NEC Through Revenue	33.8	32.2	1.6
Norfolk Southern Access Fee	0.8	2.2	(1.4)
Total Operating Revenues	87.9	86.7	1.2
Train Operations Expenses			
Route Costs and Additives ①	57.8	57.6	0.2
Fuel Costs	6.4	6.2	0.2
NEC Through Credit Expense	27.0	26.4	0.6
Host Railroad Costs	3.2	5.0	(1.8)
Host RR Performance Incentives	3.6	1.3	2.3
Total Train Operations Expense	98.0	96.5	1.5
Other Operating Expenses			
Capital Equipment Maintenance ①	10.7	9.7	1.0
Bedford Amtrak Thruway Bus Connector	1.2	1.2	-
Amtrak Marketing	0.9	0.9	-
Asset Maintenance Expense	11.7	11.0	0.7
Western Rail Access Fee ①	4.7	4.5	0.2
Operations Administrative Budget	4.5	5.8	(1.3)
Total Other Operating Expenses	33.7	33.1	0.6
Total Operating Expenses	\$131.7	\$129.6	\$2.1
Additional Funding Required	\$43.8	\$42.9	\$0.9
Overall Cost Recovery	67%	67%	0%

① Includes FY25 budget adjustments made through Delegated Authority.

ADMINISTRATIVE BUDGET

Expense Category	Unallocated				Allocated	
	FY26 Budget	FY25 Budget	Change (\$)	Change (%)	Capital Project Administration	Operations Administration
Payroll & Benefits ①	\$13,840,000	\$10,820,000	\$3,020,000	28%	\$11,192,000	\$2,648,000
Professional Services	4,367,000	4,453,000	(86,000)	-2%	3,531,000	836,000
Information Technology	2,196,000	1,895,000	301,000	16%	1,776,000	420,000
Building & Office Related	1,220,000	1,393,000	(173,000)	-12%	987,000	233,000
Other Employee Costs	480,000	655,000	(175,000)	-27%	388,000	92,000
Insurance	1,160,000	1,442,000	(282,000)	-20%	938,000	222,000
Total	\$23,263,000	\$20,658,000	\$2,605,000	13%	\$18,812,000	\$4,451,000

① Direct payroll costs are charged to projects - \$3.5M in FY26 & \$3.4M in FY25.

The FY26 budget includes **Payroll & Benefits** for 76 Average FTE compared to a 66 Average FTE in FY25. The budgeted ratio of direct project time has been adjusted to align with historical actuals resulting in more payroll costs being retained in the administrative budget. Continued **Professional Services** are needed to assist with service planning, establishment of asset management policies and procedures, financial planning and investment management. Software is the primary driver of the increase in the **Information Technology** budget; during the fiscal year VPRA plans to implement an Asset Management System. The **Building & Office** budget line decreased year-over-year due to the one-time cost related to the prior year build-out of the Northern Virginia conference rooms. **Other Employee Costs** budget decreased as historical spending in the category is less than expected. This budget line includes costs such as work travel to oversee projects, employee training and conferences, organizational memberships and licenses, continuing education, and recruiting costs.

VPRA allocates all overhead costs to projects or operations to reflect the true level of effort for VPRA's programs and projects in accordance with the approved federal Cost Allocation Plan. The **Administrative Budget** is allocated based on the direct costs for capital projects and operations.

Capital Projects



- »» This budget category includes expenditures for rail infrastructure that will be retained by the Authority as a **capital asset**.
- »» The **Total Project Budget** is the estimated full project cost through completion.
- »» Project schedules are included with key indicators for **project status** and **substantial completion** (or in-service date).
- »» The capital project budget is presented in **three sections**;
 1. I-95 Corridor
 2. Western Rail Corridor
 3. Other Capital Projects

I-95 Corridor Summary

The Comprehensive Rail Agreement ('CRA') between DRPT and CSX was finalized on March 26th, 2021. Through the agreement with CSX, Virginia acquired 384 miles of CSX right-of-way and 223 miles of track in rail corridors paralleling I-95, I-64, and I-85.



The executed CRA defined the scope and budgets for the major I-95 Corridor Capital Projects. The scope and budgets for the corridor continue to be refined as projects move through development and engineering. As the projects approach construction, the final scope and budget become more reasonably assured. VPRA has established baseline protocols to set project budgets and schedules at 30% design with a final refinement at the beginning of construction. Additionally, for required projects in early development stages the best available estimates are used to inform the budget. The table below compares the FY25 amended budget to the FY26 budget for each element of the I-95 Corridor development. Please refer to the corresponding project narratives for further details about each I-95 Corridor component.

COMPARISON OF I-95 CORRIDOR PROGRAM EXPENDITURES TO COMPLETION (IN MILLIONS)

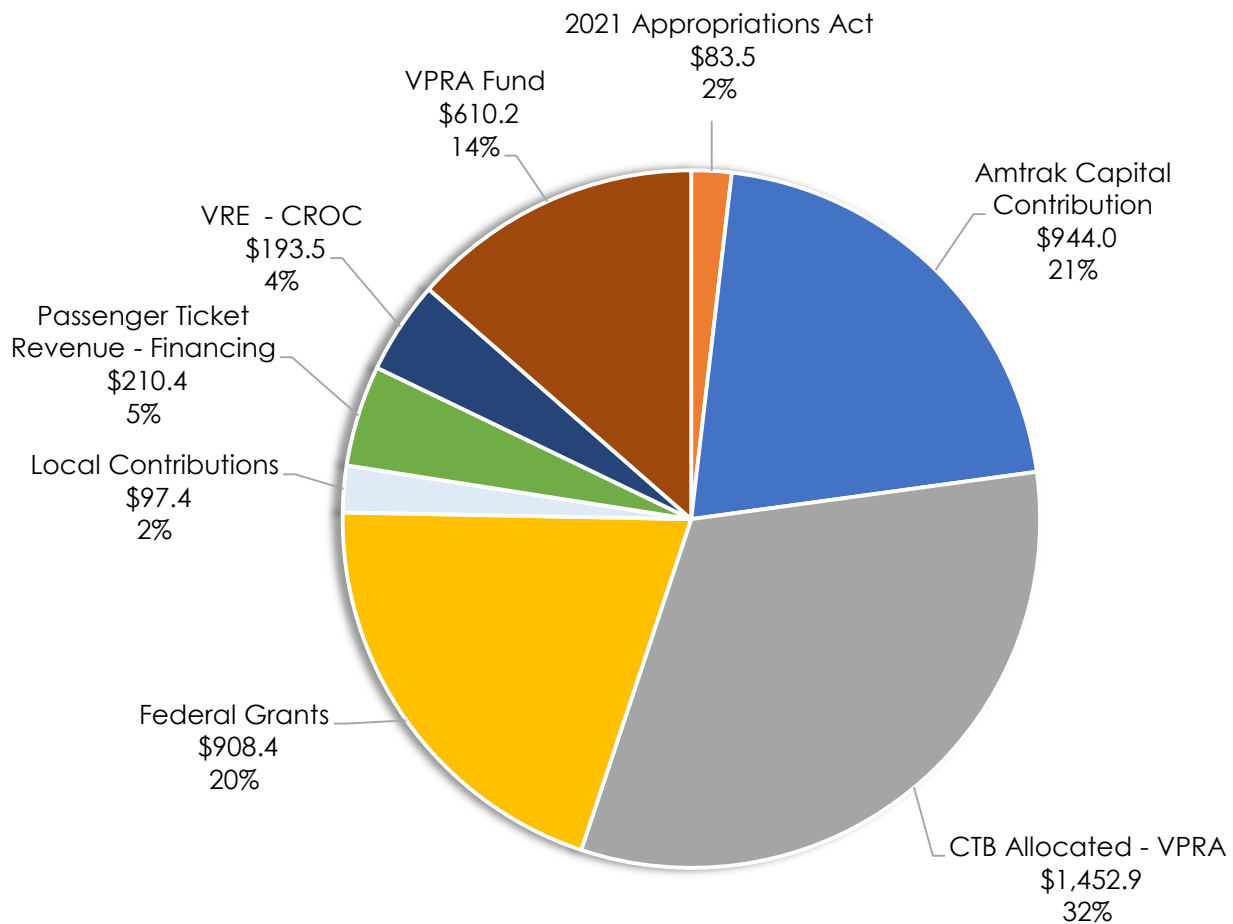
Project Description	FY26 Project Budget	Amended FY25 Budget	Change (\$)
Phase 1 Required			
Alexandria Fourth Track	\$210.5	\$210.5	-
Franconia to Lorton Third Track	275.0	275.0	-
Franconia-Springfield Bypass	405.0	405.0	-
Railroad Bridges over Newington Road	61.0	61.0	-
Potomac Creek Third Track (Siding A) Trackwork	157.4	157.4	-
Potomac Creek Third Track (Siding A) Roadwork	24.0	24.0	-
Woodford to Milford Third Track (Siding B)	70.3	70.3	-
Hanover Third Track (Siding C) Trackwork ①	68.8	70.0	(1.2)
Hanover Third Track (Siding C) Roadwork	72.0	72.0	-
Taylorsville Third Track (Siding C) ①	1.2	-	1.2
Phase 2 Required			
Long Bridge - North	1,079.8	1,079.8	-
Long Bridge - South	1,013.3	1,199.2	(185.9)
Neabsco Creek to Woodbridge Third Track (Siding D)	115.8	115.8	-
Aquia Creek Third Track (Siding E)	96.6	96.6	-
Crossroads Third Track (Siding F)	112.4	112.4	-
L'Enfant Fourth Track and Station Improvements	53.2	52.9	0.3
Phase 1 Timeline (not required for service)			
King and Commonwealth Bridges	84.1	84.1	-
Richmond Layover Facility ①	10.4	5.0	5.4
Other			
TRV Right of Way Transaction Costs	34.8	34.8	-
Utility Relocation Projects			
Franconia to Lorton Third Track: Fairfax	15.9	15.9	-
Potomac Creek Third Track: South	11.0	1.0	10.0
Total I-95 Corridor Projects	\$3,972.5	\$4,142.7	(\$170.2)

① Includes adjustment made through Delegated Authority.

I-95 Corridor Summary

The total cost of the I-95 Corridor capital projects is \$4.50B, which includes \$527.8M of completed transactions in addition to in-progress project budgets. Funding for the I-95 Corridor is largely made up of Amtrak's Capital Contribution (21%), Federal Grants (20%), CTB Allocated funds (32%), and VPRA funds (14%). The chart below shows the breakdown of the sources of funding to be used for the I-95 Corridor.

I-95 CORRIDOR FUNDING BY SOURCE
\$4,500.3M
(IN MILLIONS)



I-95 CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Phase 1 Required										
Alexandria Fourth Track	5	\$15.8	\$41.9	\$55.5	\$97.3	-	-	-	-	\$210.5
Franconia to Lorton Third Track	4	12.2	14.8	15.9	56.8	139.0	36.3	-	-	275.0
Franconia-Springfield Bypass	4	15.8	29.8	116.5	142.2	87.9	12.8	-	-	405.0
Railroad Bridges over Newington Road	4	1.8	1.9	2.2	22.3	27.0	5.8	-	-	61.0
Potomac Creek Third Track (Siding A) Trackwork	4	5.9	8.3	8.3	24.8	44.3	45.3	20.4	0.1	157.4
Potomac Creek Third Track (Siding A) Roadwork	3	-	1.0	1.7	6.0	10.8	4.5	-	-	24.0
Woodford to Milford Third Track (Siding B)	4	2.2	5.9	3.5	13.1	20.1	16.1	9.4	-	70.3
Hanover Third Track (Siding C) Trackwork	4	1.7	5.3	7.3	17.3	29.2	8.0	-	-	68.8
Hanover Third Track (Siding C) Roadwork	3	0.5	3.3	9.5	25.0	25.3	8.4	-	-	72.0
Taylorsville Third Track (Siding C)	*	-	0.6	0.6	-	-	-	-	-	1.2
Phase 2 Required										
Long Bridge - North	4	49.7	114.0	207.9	165.3	238.6	150.7	126.3	27.3	1,079.8
Long Bridge - South	3	24.4	86.2	162.8	228.8	273.9	117.1	120.1	-	1,013.3
Neabsco Creek to Woodbridge Third Track (Siding D)	2	0.2	0.4	3.7	5.1	36.1	36.4	33.9	-	115.8
Aquia Creek Third Track (Siding E)	2	0.1	0.4	3.5	4.9	29.7	29.4	28.6	-	96.6
Crossroads Third Track (Siding F)	2	0.2	0.4	3.6	5.2	35.1	35.0	32.9	-	112.4
L'Enfant Fourth Track and Station Improvements	2	0.3	0.1	0.1	0.1	18.1	18.1	16.4	-	53.2
Phase 1 Timeline (not required for service)										
King and Commonwealth Bridges	4	2.3	8.6	34.3	33.5	5.4	-	-	-	84.1
Richmond Layover Facility	*	2.0	3.0	5.4	-	-	-	-	-	10.4
Other										
TRV Right of Way Transaction Costs	7	26.6	8.2	-	-	-	-	-	-	34.8
Total I-95 Corridor Rail Projects		\$161.7	\$334.1	\$642.3	\$847.7	\$1,020.5	\$523.9	\$388.0	\$27.4	\$3,945.6
Utility Relocation Projects										
Franconia to Lorton Third Track: Fairfax	1	-	4.2	11.7	-	-	-	-	-	15.9
Potomac Creek Third Track: Stafford	1	-	0.4	4.6	6.0	-	-	-	-	11.0
Total I-95 Corridor		\$161.7	\$338.7	\$658.6	\$853.7	\$1,020.5	\$523.9	\$388.0	\$27.4	\$3,972.5

Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit Cost

* Project budget established to advance engineering; it is not indicative of full project costs. See corresponding project narrative for further details.

I-95 CORRIDOR CAPITAL PROJECTS

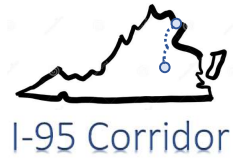
SOURCES & USES

(IN MILLIONS)

	Expenses Incurred to Date*	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$689.5	\$338.7	\$658.6	\$853.7	\$1,020.5	\$523.9	\$388.0	\$27.4	\$4,500.3	
2021 Appropriations Act	37.6	45.9	-	-	-	-	-	-	83.5	2%
Amtrak Capital Contribution	34.9	76.8	113.9	208.0	349.1	131.5	29.8	-	944.0	21%
CTB Allocated - VPRA	218.6	18.3	84.2	149.2	586.1	215.2	165.0	16.3	1,452.9	32%
Federal Grants	-	130.6	379.3	375.8	7.7	5.0	10.0	-	908.4	20%
Local Contributions	-	4.6	17.5	27.8	-	18.1	29.4	-	97.4	2%
Passenger Ticket Revenue - Financing	-	-	-	-	14.1	100.8	95.5	-	210.4	5%
VRE - CROC	141.0	7.5	7.5	7.5	7.5	7.5	7.5	7.5	193.5	4%
VPRA Fund	257.4	55.0	56.2	85.4	56.0	45.8	50.8	3.6	610.2	14%
Total Sources	\$689.5	\$338.7	\$658.6	\$853.7	\$1,020.5	\$523.9	\$388.0	\$27.4	\$4,500.3	

*Note: Sources and uses table includes projects completed as of June 30, 2024 that totaled \$527.8M in the *Expenses Incurred to Date* column, in addition to budgeted project expenditures from FY25 through FY31.

Alexandria Fourth Track

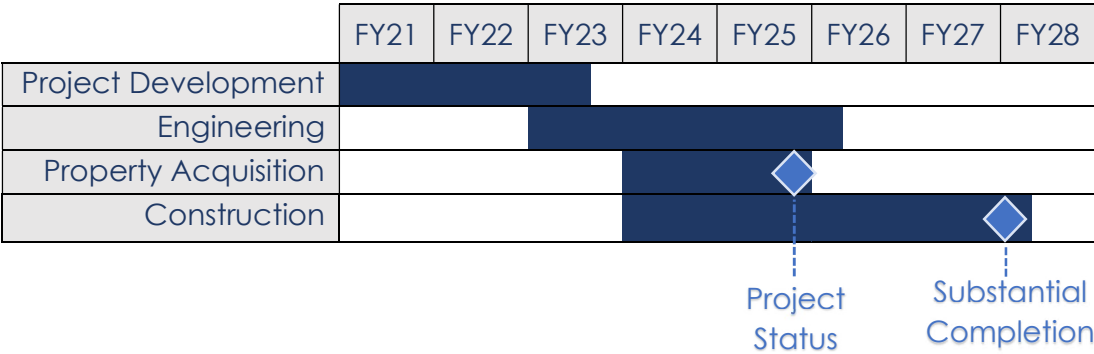


PROJECT DESCRIPTION

The Alexandria Fourth Track project will design and construct six miles of fourth track between the AF (Alexandria) and RO (Rosslyn) Interlockings. At the AF Interlocking three tracks from the VRE Fredericksburg Line and two tracks from the VRE Manassas line converge into three tracks, causing a bottleneck. The new track will be coordinated with the Crystal City Station and Alexandria Station Improvements performed by Virginia Railway Express. This project received a \$45M FASTLANE grant from US DOT. Once completed, CSX will convey an existing track on the west to Virginia, giving two tracks on the west side to Virginia, and two tracks on the east side to CSX.



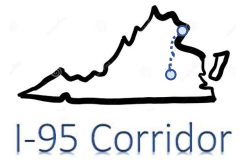
SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$15.8	41.9	55.5	97.3	-	-	-	-	\$210.5

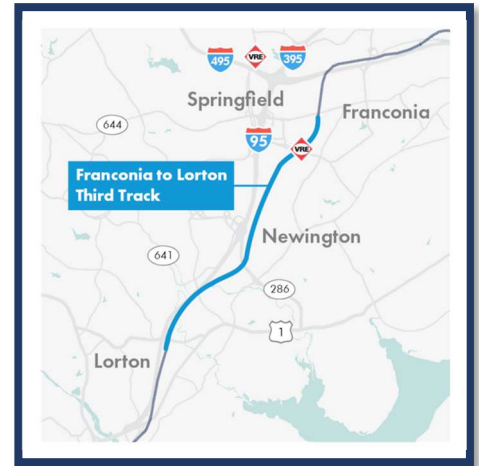
Franconia to Lorton Third Track



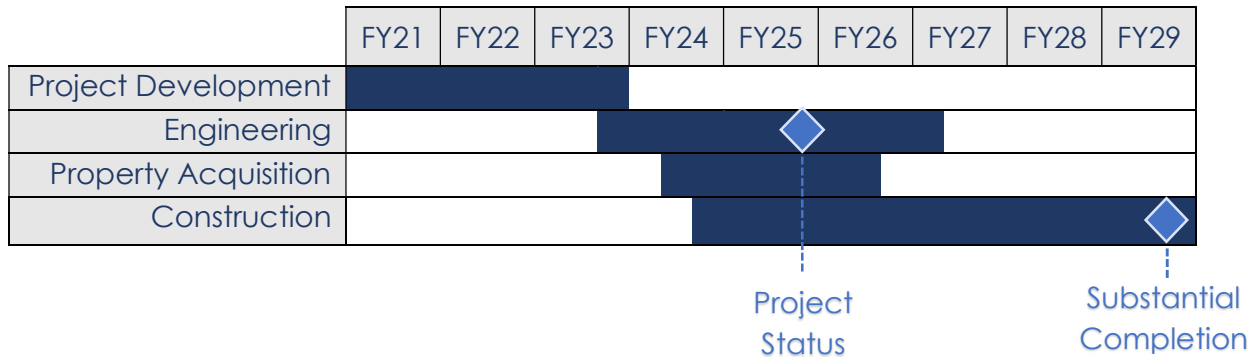
PROJECT DESCRIPTION

The Franconia to Lorton Third Track project is an approximately six-mile segment that will extend the existing third track between Alexandria and Franconia down to the Lorton Interlocking. This segment involves at-grade track improvements to accommodate the Franconia-Springfield Bypass bridge located within the Franconia to Lorton Third Track project limits. The third track will include new railroad bridges over Accotink Creek, Pohick Creek, and Lorton Road.

Franconia to Lorton Fairfax Utility Relocation: VPRA will perform utility relocation work on behalf of Fairfax County. The locality will reimburse VPRA for the work performed.



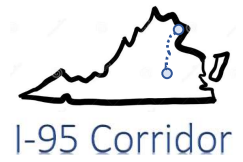
SCHEDULE & STATUS



EXPENDITURE PLAN

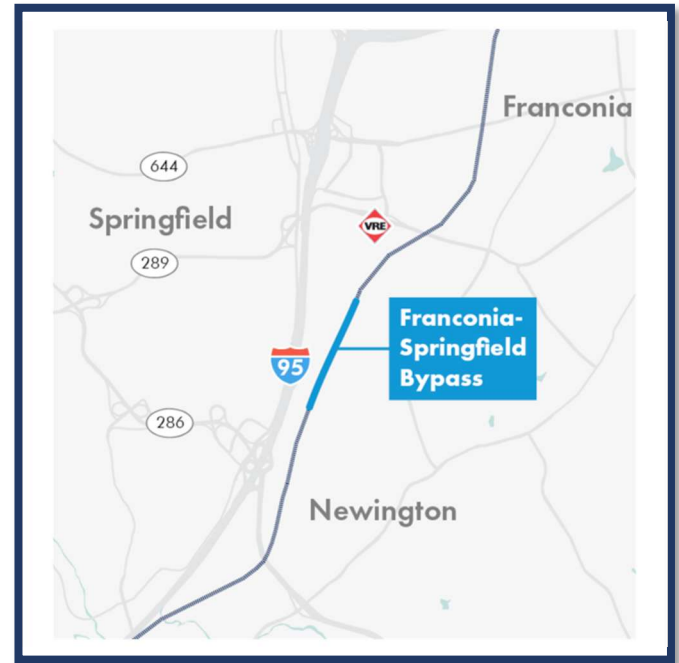
	Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
Franconia to Lorton Third Track	\$12.2	14.8	15.9	56.8	139.0	36.3	-	-	\$275.0
Franconia to Lorton Fairfax Utilities	\$ -	4.2	11.7	-	-	-	-	-	\$15.9

Franconia-Springfield Bypass

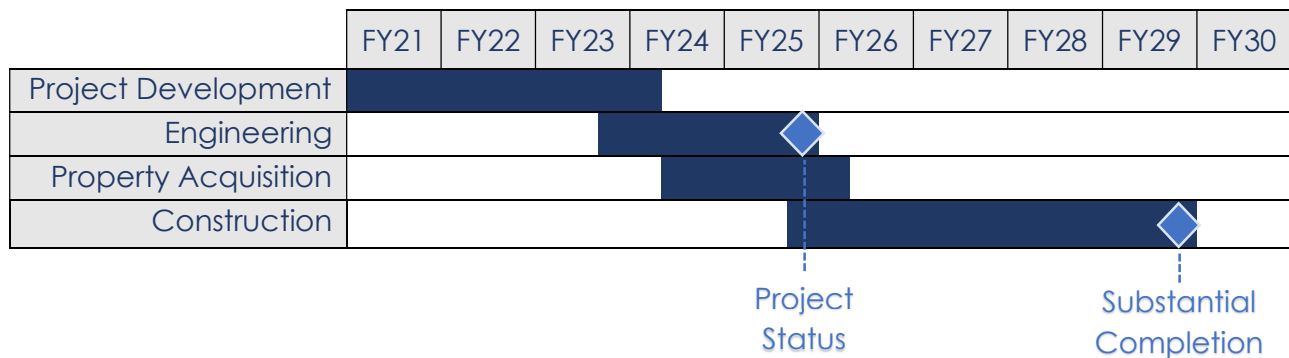


PROJECT DESCRIPTION

The Franconia-Springfield Bypass project, just south of Franconia-Springfield Station, will construct a 0.9-mile long bridge that will enable passenger trains to cross up and over the existing freight tracks to serve stations on the west side of the railroad corridor to the north and stations on the east side of the rail corridor to the south. Project construction involves a single track on the bypass bridge with accommodations for a future second track, and it will be coordinated with the Franconia-Lorton Third Track Project. This project received \$22.9M of local funding from NVTA and a \$100M CRISI Grant from the FRA.



SCHEDULE & STATUS



EXPENDITURE PLAN

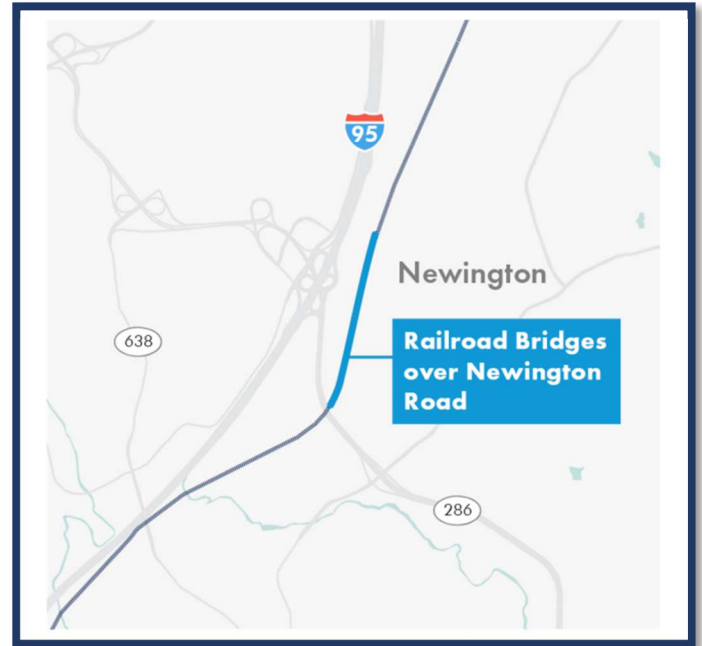
Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$15.8	29.8	116.5	142.2	87.9	12.8	-	-	\$405.0

Newington Road Railroad Bridges

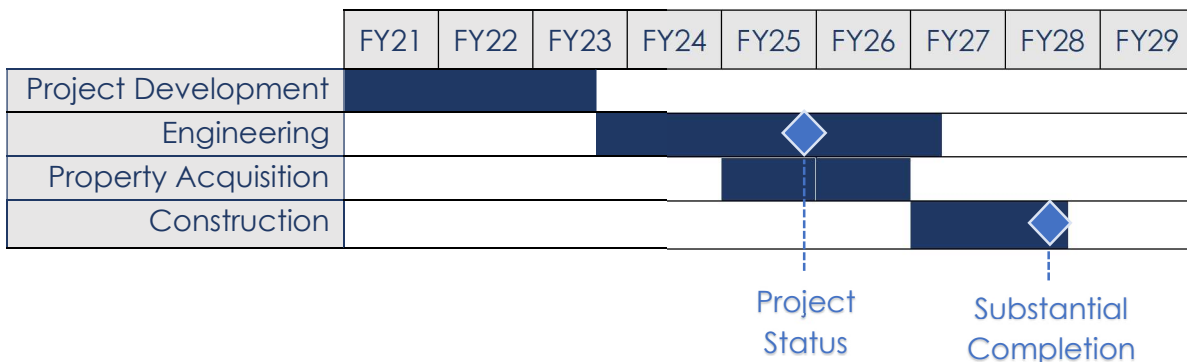


PROJECT DESCRIPTION

The Railroad Bridges over Newington Road project replaces an existing two-track bridge and constructs an additional two track bridge over Newington Road in Fairfax County, which is a down-payment on an eventual four-track corridor from Washington to Spotsylvania. The existing one-lane road underpass is a choke point for Newington Road, and the rail project has been expanded in scope to widen the rail span to accommodate a two-lane road under the rail bridge. Since it is a project with rail and road benefits, this project is jointly funded by VPRA and VDOT and was awarded a \$14.4M federal State of Good Repair Grant by the Federal Railroad Administration in 2020. This project is within the footprint of the Franconia to Lorton Project.



SCHEDULE & STATUS

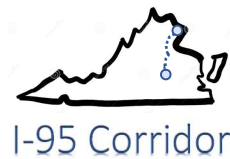


EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$1.8	1.9	2.2	22.3	27.0	5.8	-	-	\$61.0



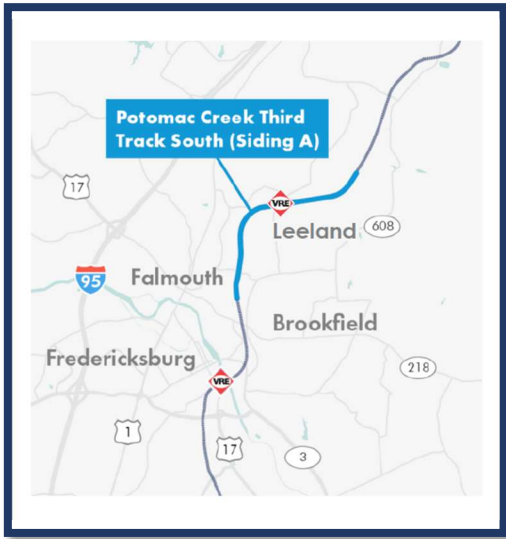
Potomac Creek Third Trackwork & Roadwork (Siding A)



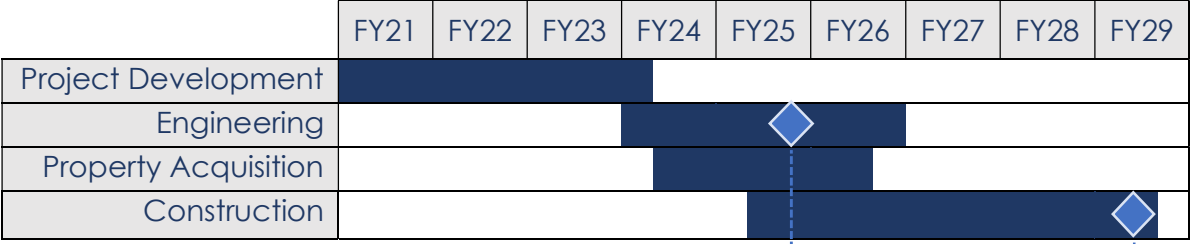
PROJECT DESCRIPTION

Potomac Creek Third Track South (Siding A) will construct approximately four miles of third track in Stafford County between the Brooke and Leeland Road stations. Infrastructure work will include modifications to Dahlgren Junction interlocking, reconstruction of the roadway bridge at Leeland Road, and a new rail bridge over Harrell Road and at Claiborne Run. The additional capacity provided by this new siding will increase the efficiency of passenger and freight trains throughout the rail network and in the area of Leeland Road station.

Potomac Creek Utility Relocation: VPRA will perform utility relocation work on behalf of Stafford County. The locality will reimburse VPRA for the work performed.



SCHEDULE & STATUS



Project Status Substantial Completion

EXPENDITURE PLAN

	Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
Trackwork	\$5.9	8.3	8.3	24.8	44.3	45.3	20.4	0.1	\$157.4
Roadwork	\$ -	1.0	1.7	6.0	10.8	4.5	-	-	\$24.0
Potomac Creek Utility Relocation	\$ -	0.4	4.6	6.0	-	-	-	-	\$11.0

Woodford to Milford Third Track (Siding B)

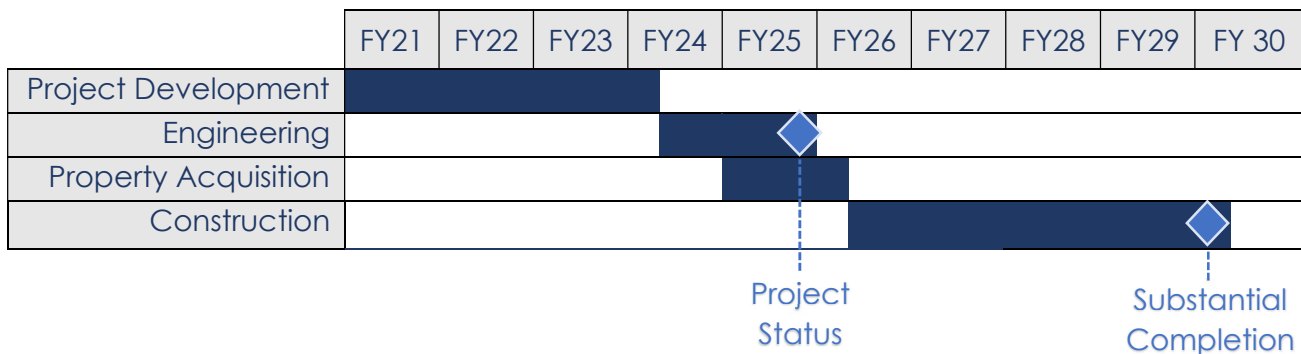


PROJECT DESCRIPTION

Woodford to Milford Third Track (Siding B) will construct approximately three miles of third track in Caroline County between Woodslane Road and Paige Road. The additional capacity provided by Siding B will increase the efficiency of passenger and freight trains throughout the rail network and in the area between Spotsylvania and Richmond.



SCHEDULE & STATUS

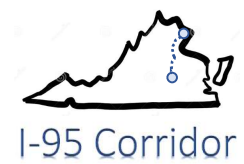


EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$2.2	5.9	3.5	13.1	20.1	16.1	9.4	-	\$70.3



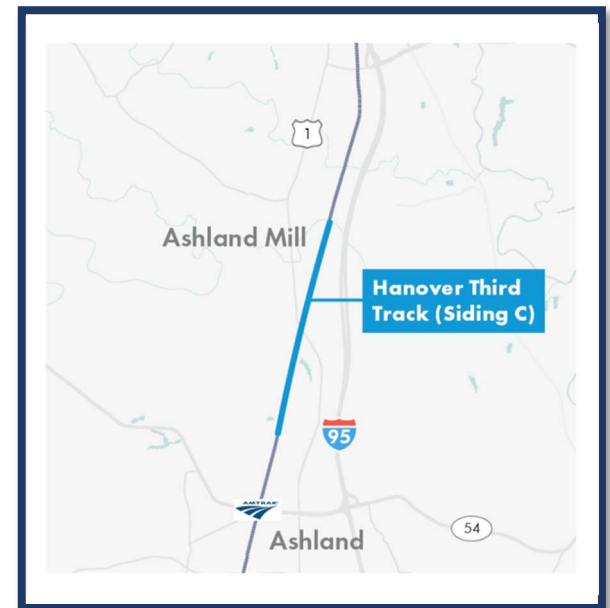
Hanover 3rd Track Trackwork & Roadwork (Siding C)



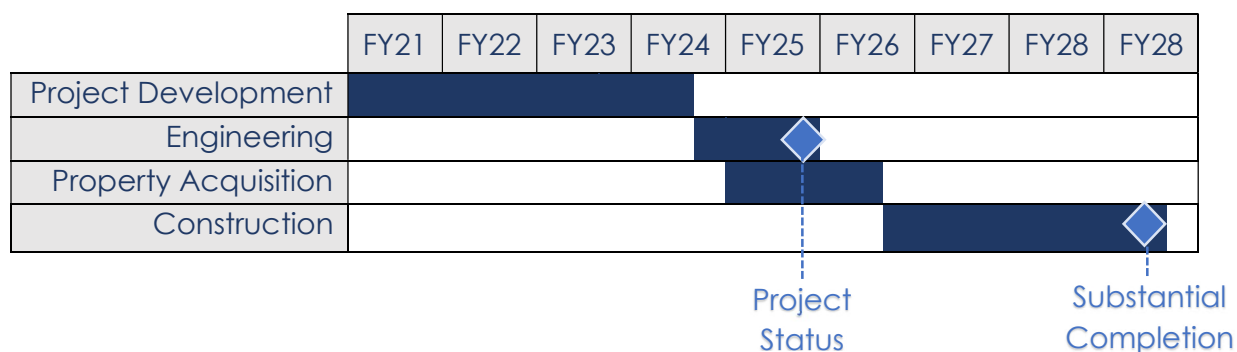
PROJECT DESCRIPTION

Hanover Third Track (Siding C) will construct approximately three miles of third track to the south of the South Anna River in Hanover County. The project also will include reconstruction of the roadway bridge at Washington Highway and construction of a new, single-track rail bridge at Elletts Crossing Road. Siding C will increase the efficiency of passenger and freight trains throughout the rail network and in the area between Spotsylvania and Richmond.

VPRA and CSX are exploring alternative Siding C locations to mitigate project cost increases. A budget has been established for project development at the Taylorsville location north of the Hanover location to assess costs and potential challenges.



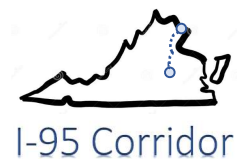
SCHEDULE & STATUS



EXPENDITURE PLAN

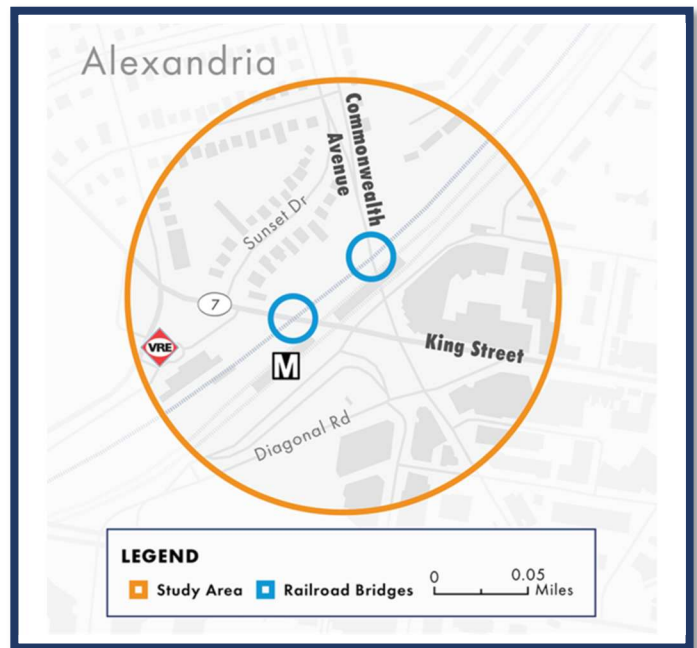
	Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
Trackwork	\$1.7	5.3	7.3	17.3	29.2	8.0	-	-	\$68.8
Roadwork	\$0.5	3.3	9.5	25.0	25.3	8.4	-	-	\$72.0
Taylorsville Siding	\$ -	0.6	0.6	-	-	-	-	-	\$1.2

King and Commonwealth Bridges

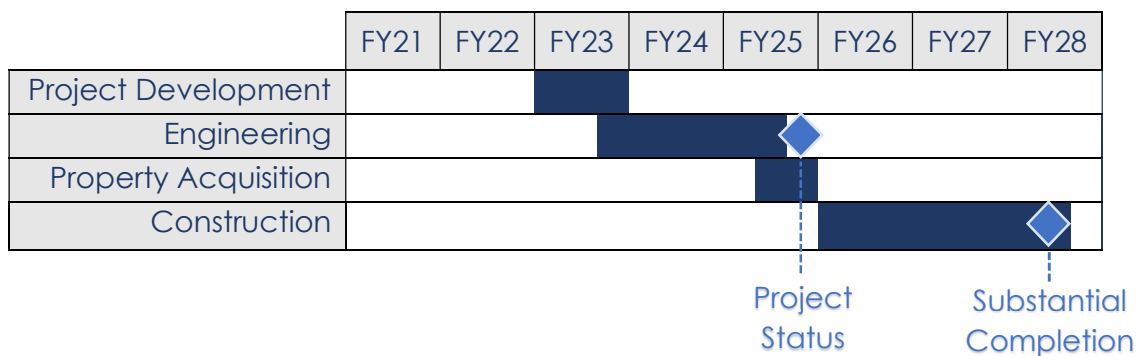


PROJECT DESCRIPTION

This project replaces the railroad bridges over King Street and Commonwealth Avenue in the City of Alexandria. The bridge replacement design is complete and construction will be led by VRE as part of a combined project which includes VRE's Alexandria Station project. The replacement of the King and Commonwealth railroad bridges will extend the bridge life duration and reduce maintenance needs. The new bridges will improve safety by widening the span over the roadways below, thereby enhancing the pedestrian environment, providing walkways for emergency egress and by achieving VDOT minimum vertical clearance dimensions under the bridges, reducing the risk of bridge strikes that cause delays for the VRE, Amtrak, CSX, and Norfolk Southern networks.



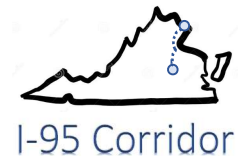
SCHEDULE & STATUS



EXPENDITURE PLAN

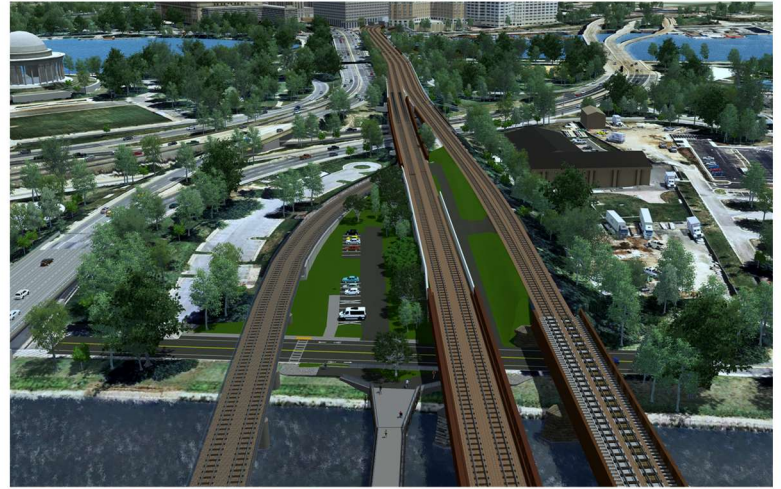
Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$2.3	8.6	34.3	33.5	5.4	-	-	-	\$84.1

Long Bridge - North

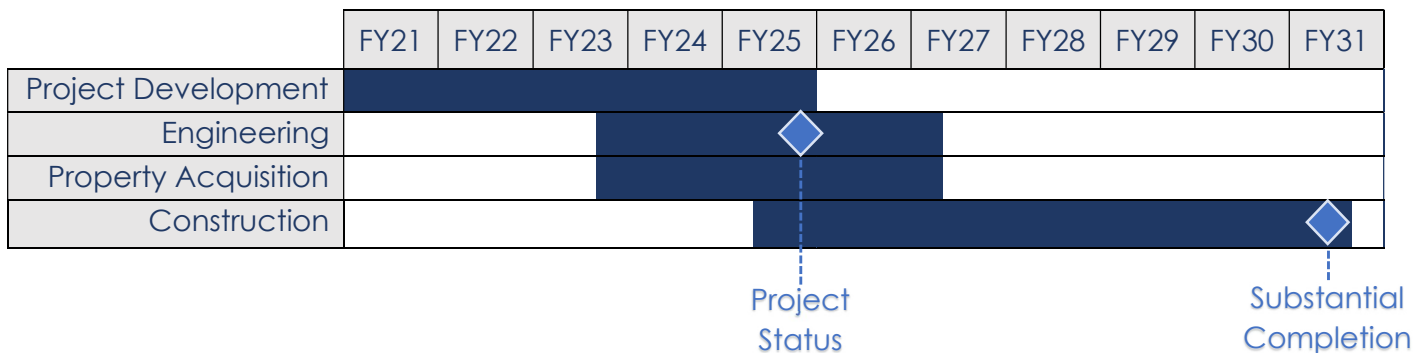


PROJECT DESCRIPTION

The Long Bridge-North Project extends from the New Long Bridge northern abutment to the L'Enfant (LE) Interlocking, a distance of approximately 0.8 mile in the District of Columbia. This Progressive Design Build contract designs and constructs a new two-track passenger rail corridor from the Long Bridge-South package northern terminus to beyond the new bridge over the WMATA Yellow Line tunnel portal/I-395. From this point northward, this package expands the existing CSX-owned two-track corridor to four tracks to carry both freight and passenger rail, replacing the existing two-track bridges over Ohio Drive, SW (East), the Washington Channel, and Maine Avenue, SW with new four-track bridges. The replaced pedestrian bridge over Maine Avenue, SW is included in this contract. Altogether, five new bridges and eleven new retaining walls are built in this package.



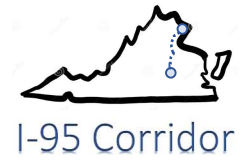
SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$49.7	114.0	207.9	165.3	238.6	150.7	126.3	27.3	\$1,079.8

Long Bridge - South

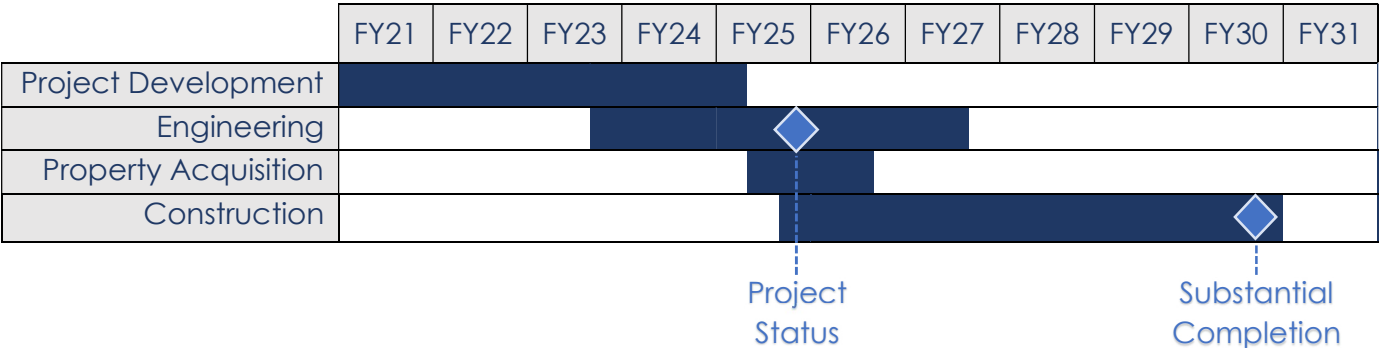


PROJECT DESCRIPTION

The Long Bridge-South project extends from the Rosslyn (RO) Interlocking in Arlington County, VA to the northern abutment of the New Long Bridge in the District of Columbia, a distance of approximately one mile. This Design Build project builds a new two-track passenger rail corridor including the New Long Bridge, a new two-track structure for passenger rail, adjacent to the existing Long Bridge. The existing Long Bridge is a CSX-owned 100-year-old two-track railroad bridge spanning the Potomac River, connecting Virginia and Washington, D.C., and currently carrying all rail corridor traffic. The existing bridge will be retained for freight rail. This package also builds a new bicycle-pedestrian bridge over the Potomac River, from Long Bridge Park to East Potomac Park, as 4(f) mitigation for the rail project, and includes connections to the Mount Vernon Trail and ties in with the trail behind the Long Bridge Aquatic Center.



SCHEDULE & STATUS



EXPENDITURE PLAN

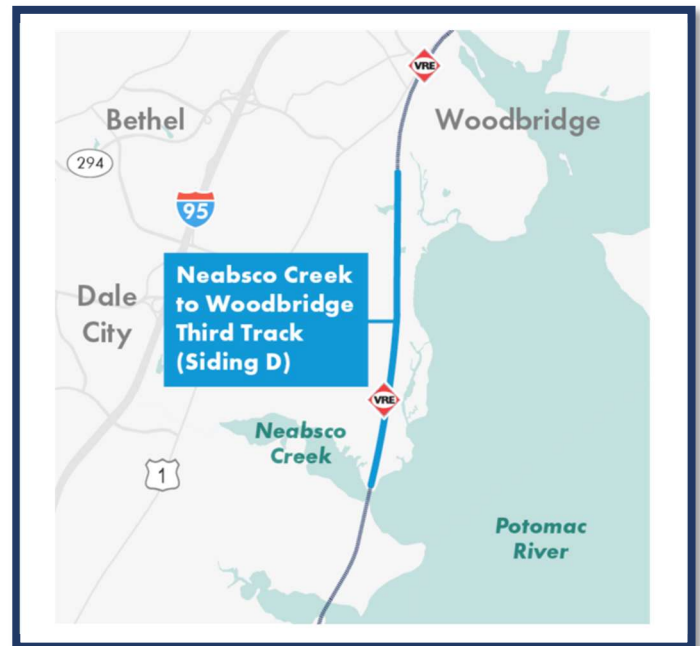
Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$24.4	86.2	162.8	228.8	273.9	117.1	120.1	-	\$1,013.3

Neabsco Creek to Woodbridge 3rd Track (Siding D)



PROJECT DESCRIPTION

The Neabsco Creek to Woodbridge Third Track (Siding D) Project will add approximately three miles of third track in Prince William County from south of Dawson Beach Road to north of Neabsco Creek, and will include the construction of new, two-track railroad bridges. The project also will include modifications to the at-grade crossing at Featherstone Road and the existing Featherstone interlocking to accommodate the third track. Siding D will increase the efficiency of passenger and freight trains throughout the rail network and will target the area near Rippon station.



SCHEDULE & STATUS

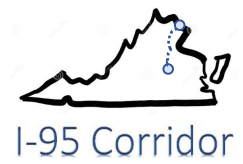
	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Project Development							
Engineering							
Property Acquisition							
Construction							

Substantial Completion

EXPENDITURE PLAN

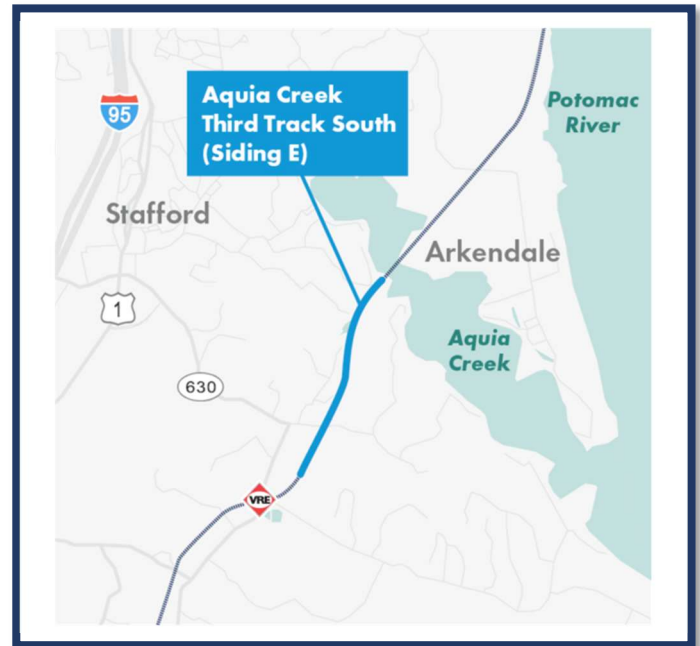
Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.2	0.4	3.7	5.1	36.1	36.4	33.9	-	\$115.8

Aquia Creek 3rd Track (Siding E)



PROJECT DESCRIPTION

The Aquia Creek Third Track South (Siding E) Project will construct 2.3 miles of third track in Stafford County from north of Virginia Railway Express (VRE)'s Brooke Station to the existing Aquia Creek bridge. Siding E will create additional capacity and increase the efficiency of passenger and freight trains throughout the network and in the area north of the Brooke Station.



SCHEDULE & STATUS

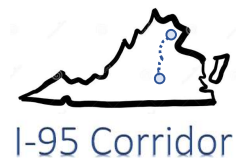
	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Project Development							
Engineering							
Property Acquisition							
Construction							

Substantial Completion

EXPENDITURE PLAN

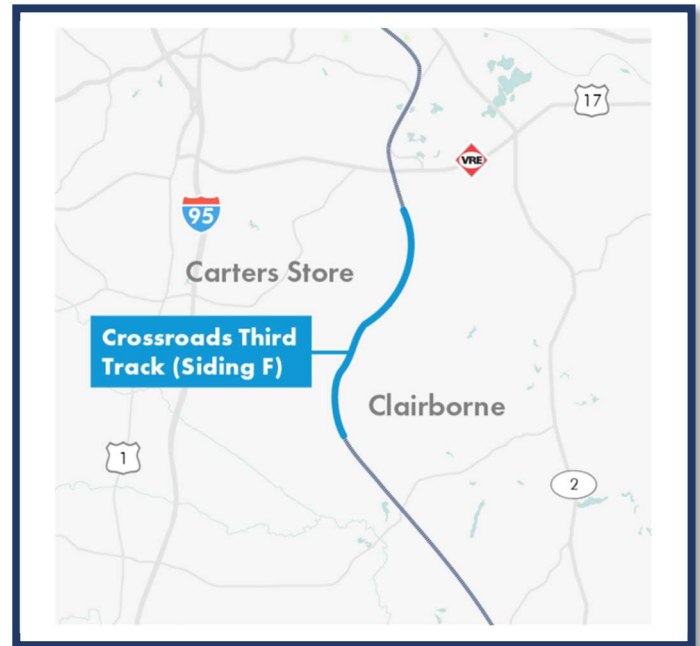
Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.1	0.4	3.5	4.9	29.7	29.4	28.6	-	\$96.6

Crossroads 3rd Track (Siding F)

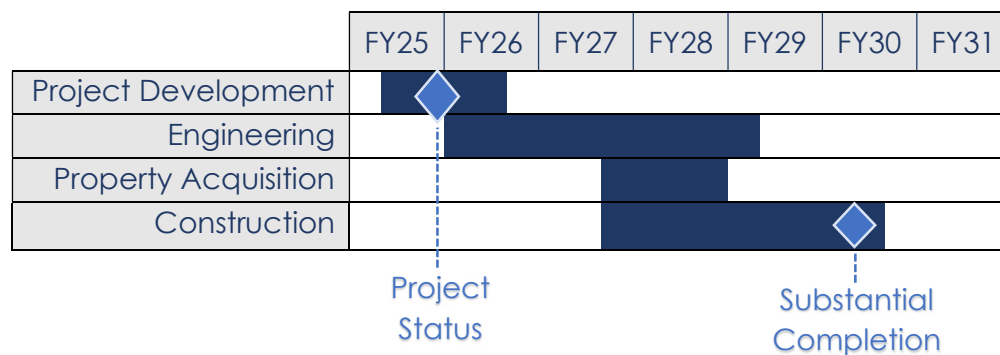


PROJECT DESCRIPTION

The Crossroads Third Track (Siding F) Project will construct approximately 4 miles of third track in Spotsylvania County from south of Spotsylvania station to Claiborne Crossing Road, and includes modifications to the at-grade crossing at Summit Crossing Road and the existing XR interlocking to accommodate a third track. The additional capacity provided by this new siding will increase the efficiency of passenger and freight trains in the area south of VRE's Spotsylvania station.



SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.2	0.4	3.6	5.2	35.1	35.0	32.9	-	\$112.4

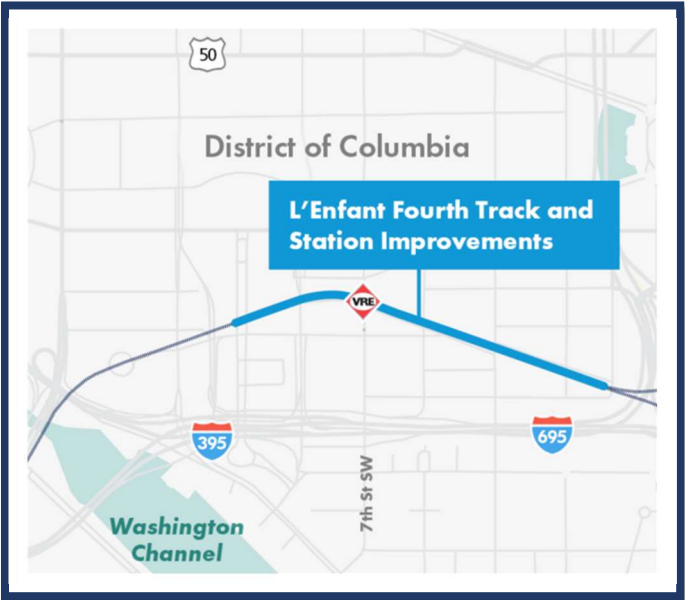


L'Enfant Fourth Track Contribution

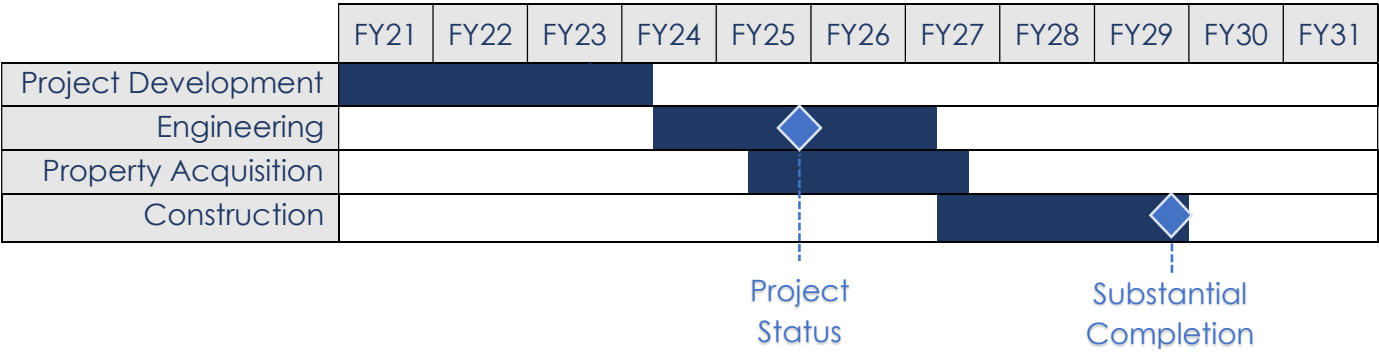


PROJECT DESCRIPTION

VRE will lead the planning, design, permitting, and construction of an expanded VRE L'Enfant station at VRE's busiest station. It will also construct an additional mainline track between the Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC. The expanded station will enable simultaneous boarding of two full-length trains. After construction, the station infrastructure will be owned by VRE and the track infrastructure will be owned by VPRA. VPRA is only funding a portion of the full \$111 million project, with VRE funding the remainder. The project must be coordinated with the Long Bridge project.



SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.3	0.1	0.1	0.1	18.1	18.1	16.4	-	\$53.2



Pipeline Projects

These projects are not listed as Phase 1 or Phase 2 Projects in the Virginia-CSX agreements, but they would enhance passenger rail in Virginia. The VPRA Board has approved a budget to complete design elements to derive an informed cost estimate. Utilizing the informed cost estimate, the Board may approve these projects to be brought into the VPRA portfolio contingent upon sufficient funding to complete the project.

RICHMOND LAYOVER FACILITY	Cost Estimate	\$73M	Project Status	30% Design
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The Richmond Layover Facility project includes the planning, design, permitting, and construction of a Layover Facility for the storage and light servicing of existing Amtrak trains serving Main Street Station that are currently stored at the Staples Mill Station. It will also service future trains that will begin service at the end of Phase 1 and Phase 2. This project is required as part of the Rail Agreement with CSX, as it will reduce rail congestion in and near CSX's Acca Yard between Staples Mill and Main Street Stations. The total cost estimate is currently estimated to be \$73M. Negotiations for Amtrak's contribution to the project cost are ongoing.

ROUTE 1 RAILROAD BRIDGES	Cost Estimate	\$128M	Project Status	30% Design
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The Railroad Bridges over Route 1 project in Fairfax County involves the replacement of the existing two-track rail bridge and the construction of a new two-track rail bridge on the west side of the existing tracks over Route 1. The improvements will not only accommodate a total of four tracks that are a down payment on a four-track corridor from Washington, DC to Spotsylvania, but the scope of the project has been expanded to allow for increased vertical and horizontal space under the rail bridges for future Route 1 expansion that will include lanes for a Bus Rapid Transit Project.

LORTON TO ROUTE 1 THIRD TRACK	Cost Estimate	\$80M	Project Status	30% Design
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The Lorton to Route 1 Third Track project will add approximately 1.2 miles of third track between the southern limit of the Franconia to Lorton Third Track project and the northern limit of the Railroad Bridges over Route 1 project, completing a continuous three-track corridor between Alexandria and Route 1.

Western Rail Corridor Summary

In the Summer of 2024, VPRA signed a new agreement with Norfolk Southern to purchase the Manassas Line and gain passenger rail access to Christiansburg on the main line or N-Line. With access to the N-Line, Virginians in the New River Valley will have state-supported Amtrak Virginia service much sooner than previously planned and at a lower cost. VPRA will use existing infrastructure with a focus on developing a station stop near the historic Cambria Depot, which previously served the community from 1904 to 1979. The Project will construct a high-level platform, canopy, parking lot, siding track, and layover facility and will allow for the extension of two current Amtrak Virginia Roanoke roundtrips to Christiansburg.



On April 24, 2025, VPRA hosted a groundbreaking ceremony for the New River Valley Passenger Rail Project at Cambria putting the project on track to bring passenger service back to the New River Valley in 2027.

The Western Rail Corridor initiative has **both Capital Projects and Capital and Operating Grants components**. The table below details the total expected costs for the components of the Western Rail Corridor. Please refer to the corresponding project narratives for further details about each Western Rail Corridor component.

**COMPARISON OF WESTERN RAIL CORRIDOR EXPENDITURES TO COMPLETION
(IN MILLIONS)**

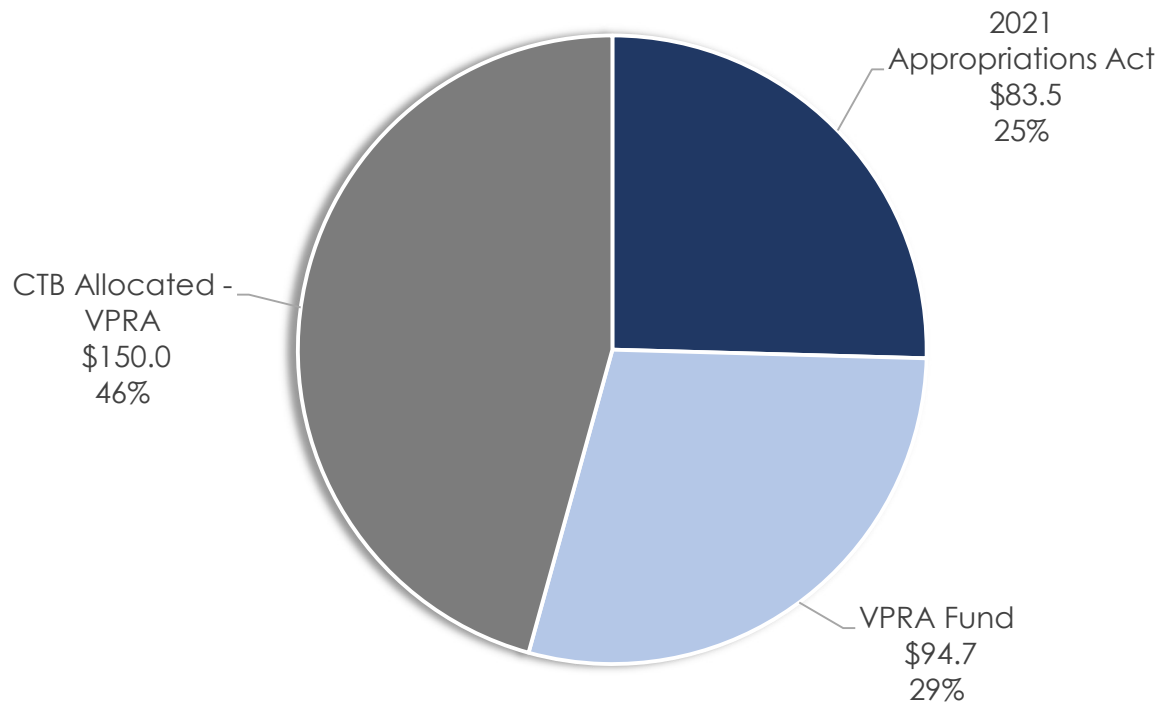
Project Description	Budget Category	FY26 Budget	Amended FY25 Budget	Change (\$)
Cambria Platform & Radford Layover	Capital Projects	\$73.0	\$65.4	\$7.6
Total Capital Projects		73.0	65.4	7.6
Roanoke Yard Improvements	Capital & Operating Grants	36.5	36.5	-
Western Rail Initiative Grant		131.5	131.5	-
New River Valley Passenger Capacity Grant		25.0	25.0	-
Total Capital & Operating Grants		193.0	193.0	-
Total Western Rail Corridor Projects		\$266.0	\$258.4	\$7.6

The total cost of the Western Rail Corridor is \$328.2M, which includes \$62.2M of completed transactions in addition to in-progress project budgets. Funding for the Western Rail Corridor capital projects and grants is made up of 2021 Appropriations Act funding (25%), and CTB Allocated funds (46%) dedicated to the Western Rail initiative and the remaining 29% is VPRA funds. The chart below shows the breakdown of the sources of funding to be used for Western Rail Corridor.

Western Rail Corridor Summary

WESTERN RAIL CORRIDOR FUNDING BY SOURCE

\$328.2 M
(IN MILLIONS)



WESTERN RAIL CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Cambria Platform & Radford Layover	6	\$0.1	\$19.5	\$41.4	\$12.0	-	-	-	-	\$73.0
Total Western Rail Corridor Projects		\$0.1	\$19.5	\$41.4	\$12.0	-	-	-	-	\$73.0

Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit

WESTERN RAIL CORRIDOR CAPITAL PROJECTS

SOURCES & USES

(IN MILLIONS)

	Expenses Incurred to Date*	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$60.9	\$20.9	\$41.4	\$12.0	-	-	-	-	\$135.2	
2021 Appropriations Act	10.6	19.5	28.4	-	-	-	-	-	58.5	43%
VPRA Fund	50.3	1.4	13.0	12.0	-	-	-	-	76.7	57%
Total Sources	\$60.9	\$20.9	\$41.4	\$12.0	-	-	-	-	\$135.2	

*Note: Sources and uses table includes projects completed as of June 30, 2024 that totaled \$62.2M in the *Expenses Incurred to Date* column, in addition to the budgeted project expenditures from FY25 through FY31. The \$1.4M VPRA Fund in FY25 is for outstanding invoices for completed projects that is included in the \$62.2M total.

Cambria Platform & Radford Layover

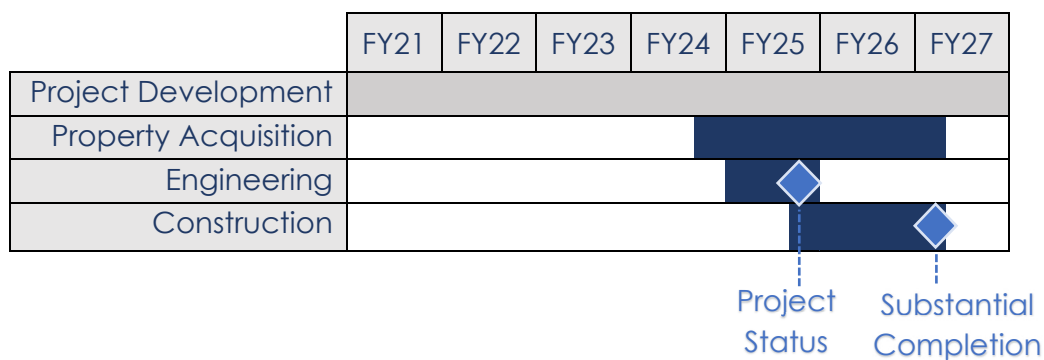


PROJECT DESCRIPTION

The New River Valley (NRV) Passenger Rail Project will extend Amtrak service from Roanoke, VA to Christiansburg, VA. Infrastructure improvements include a 150-spot parking lot, 960' high-level platform, pocket track adjacent to the platform, and layover facility in nearby Radford, VA. Christiansburg has been without passenger rail service since 1979, and as part of the revised Comprehensive Rail Agreement (CRA) with Norfolk Southern, service will return to the area by 2027.



SCHEDULE & STATUS



EXPENDITURE PLANS

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.1	19.5	41.4	12.0	-	-	-	-	\$73.0

Other Capital Projects Summary

Other Capital Projects budget line item represents capital expenditures for stations, platforms and rail corridors that are owned by VPRA. These projects will be capitalized as assets.

As part of the new Norfolk Southern agreement, VPRA purchased the Manassas Line from Alexandria to Manassas and the related tracks through Seminary Yard in Alexandria from Norfolk Southern through a series of transactions in September and November of 2024. The acquisition of the Manassas Line provides VPRA the flexibility to work with VRE to expand service along the Manassas Line. As the owner of the Manassas Line, VPRA is responsible for the mainanace required to keep the line in a state of good repair.

PROGRAM COSTS FOR OTHER CAPITAL PROJECTS (IN MILLIONS)

Project Description	FY26 Project Budget	Amended FY25 Budget	Change (\$)
Ettrick Station Improvements	\$11.5	\$11.8	(\$0.3)
Ettrick Station Planning	1.3	-	1.3
Staples Mill Station Improvements ①	12.2	-	12.2
Platform & Station Improvements	14.2	20.6	(6.4)
Arkendale to Powell's Creek Third Track Construction	101.4	101.4	-
Manassas Line - Transaction	357.0	357.0	-
Seminary Passage - Transaction	55.0	55.3	(0.3)
Manassas Line & Seminary Passage Transaction Costs ②	5.3	5.3	-
Manassas Line - Capital Maintenance	38.5	29.0	9.5
S-Line 30% Design	39.5	39.5	-
Total Other Capital Projects	\$635.9	\$619.9	\$16.0

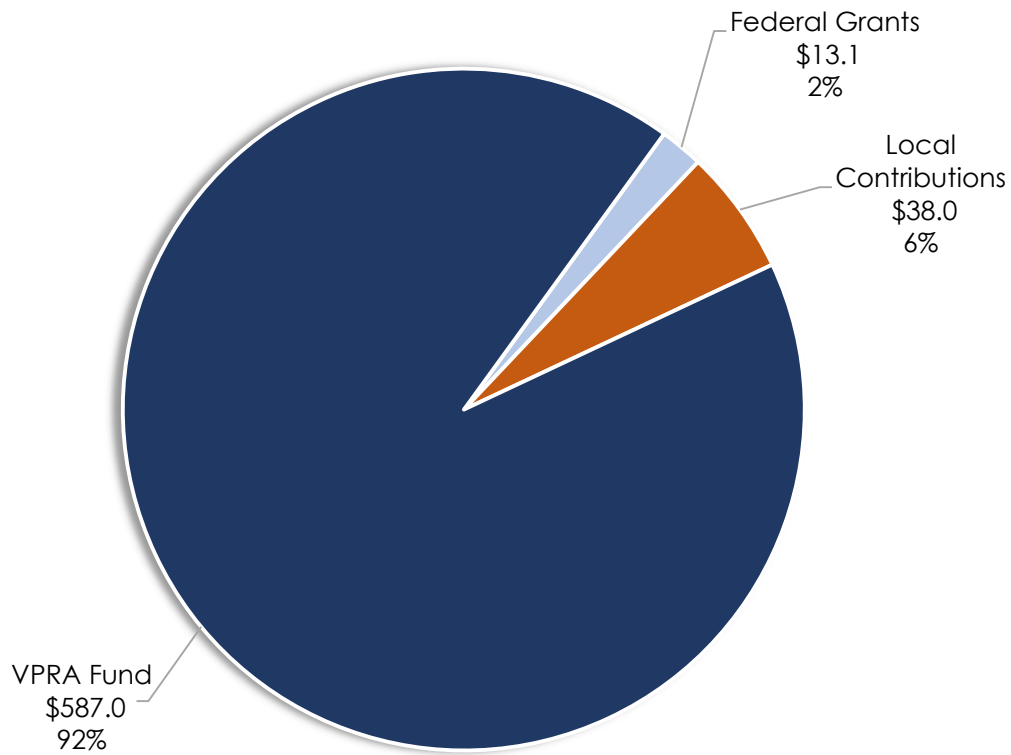
① Previously included as part of the Platform & Station Improvements - SOGR/ADA line item.

② Includes changes made through delegated authority.

The total cost of the Other Capital Projects is \$638.1M, which includes \$2.2M of completed transactions in addition to in-progress project budgets. Funding for the Other Capital Projects consists of 2% federal grant contributions for Ettrick Station and Staples Mill Station, 6% of Local Contributions for S-Line 30% Design, with the remaining 92% is made up of VPRA funds. The chart below shows the breakdown of the sources of funding to be used for Other Capital Projects.

Other Capital Projects Summary

OTHER CAPITAL PROJECTS FUNDING BY SOURCE
\$638.1 M
(IN MILLIONS)



OTHER CAPITAL PROJECTS (IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Ettrick Station Improvements	4	\$0.5	\$1.7	\$9.3	-	-	-	-	-	\$11.5
Ettrick Station Planning	1	-	-	1.3	-	-	-	-	-	1.3
Staples Mill Station Improvements	1	0.1	0.6	0.8	7.1	3.6	-	-	-	12.2
Platform & Station Improvements	1	-	0.8	1.4	7.8	4.2	-	-	-	14.2
Arkendale to Powell's Creek Third Track Construction	6	97.8	3.6	-	-	-	-	-	-	101.4
Manassas Line - Transaction	7	-	315.0	-	42.0	-	-	-	-	357.0
Seminary Passage - Transaction	7	-	55.0	-	-	-	-	-	-	55.0
Manassas Line & Seminary Passage Transaction Costs	7	0.5	4.8	-	-	-	-	-	-	5.3
Manassas Line - Capital Maintenance	1	-	3.0	9.9	7.7	4.2	4.4	4.6	4.7	38.5
S-Line 30% Design	7	0.5	0.4	5.5	13.3	13.3	6.5	-	-	39.5
Total Other Capital Projects		\$99.4	\$384.9	\$28.2	\$77.9	\$25.3	\$10.9	\$4.6	\$4.7	\$635.9

Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit

OTHER CAPITAL PROJECTS

SOURCES & USES

(IN MILLIONS)

	Expenses Incurred to Date*	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$101.6	\$384.9	\$28.2	\$77.9	\$25.3	\$10.9	\$4.6	\$4.7	\$638.1	
Federal Grants	-	1.0	6.3	5.8	-	-	-	-	13.1	2%
Local Contributions	-	-	4.9	13.3	13.3	6.5	-	-	38.0	6%
VPRA Fund	101.6	383.9	17.0	58.8	12.0	4.4	4.6	4.7	587.0	92%
Total Sources	\$101.6	\$384.9	\$28.2	\$77.9	\$25.3	10.9	4.6	4.7	\$638.1	

*Note: Sources and uses table includes projects completed as of June 30, 2024 that totaled \$2.2M in the *Expenses Incurred to Date* column, in addition to the budgeted project expenditures from FY25 through FY31.

Ettrick Station Improvements



PROJECT DESCRIPTION

As part of the 2019 Station Needs Assessment conducted by the Department of Rail and Public Transportation (DRPT), Ettrick Station was identified as an Amtrak station with the greatest need for state of good repair improvements. It is also not in compliance with standards under the Americans with Disabilities Act (ADA).

Under the 2020 Transforming Rail in Virginia agreements executed with CSX and the Partnership Funding Agreement with Amtrak, the VPRA will take ownership of land and certain station assets at Ettrick. Ownership responsibilities require VPRA to bring Ettrick Station into compliance with ADA standards and maintaining a state of good repair (SOGR).

VPRA has therefore prioritized Ettrick Station among the station assets it will own for funding to address ADA deficiencies and state of good repair issues. Working with Chesterfield County and Amtrak, VPRA plans to leverage local, state, and federal funding to construct capital improvements. Planned improvements will include, among other things, platform rehabilitation, stormwater drainage, and parking lot improvements.

The Ettrick Planning Study will consist of the development of a TOD strategic plan for the half-mile station area around the Ettrick Station, conceptual engineering for a future station site that could accommodate potential track realignment as part of the proposed Richmond to Raleigh (R2R) Project, and related stakeholder and public engagement.



SCHEDULE & STATUS

	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Project Development							
Property Acquisition							
Engineering							
Construction							

Project Status Substantial Completion

EXPENDITURE PLAN

	Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
Ettrick Station Improvements	\$0.5	1.7	9.3	-	-	-	-	-	\$11.5
Ettrick Station Planning	\$ -	-	1.3	-	-	-	-	-	\$1.3

Staples Mill Station Improvements



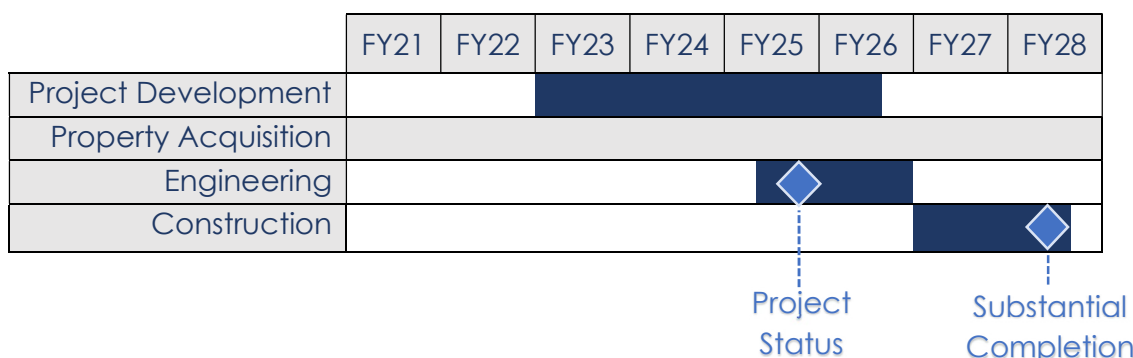
PROJECT DESCRIPTION

In 2021, VPRA acquired approximately half of CSX Transportation's (CSXT) railroad right-of-way between Washington, DC, and Petersburg, VA. As part of this transaction, Virginia acquired the platforms and adjacent land at Staples Mill Station and, as a result, is responsible for maintaining this property and ensuring compliance with federal laws, including ADA standards. Ownership of the station building was not transferred to Virginia.

VPRA is currently advancing 30% design and NEPA activities to address ADA and State of Good Repair (SOGR) improvements at Staples Mill Station. In October 2024, VPRA was awarded a CRISI grant from FRA for the Staples Mill Station project for \$5,836,000 to complete final design and construction.



SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.1	0.6	0.8	7.1	3.6	-	-	-	\$12.2

Platform & Station Improvements Other Capital Projects



PROJECT DESCRIPTION

This budget line item is to support prioritized improvements at VPRA owned station properties and of VPRA owned assets at certain stations. Priority improvements include projects that address Americans with Disabilities Act infrastructure deficiencies and upgrading to provide for a state of good repair on existing assets.

Funds may also support design and feasibility analyses to improve station capacity and customer experience. VPRA is currently determining the ADA and SOGR needs at Staunton Station.



SCHEDULE & STATUS

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Project Development											

Project
Status

EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$ -	0.8	1.4	7.8	4.2	-	-	-	\$14.2

Manassas Line and Seminary Passage Transactions



PROJECT DESCRIPTION

VPRA purchased the Manassas Line from Alexandria to Manassas and the related tracks through Seminary Yard in Alexandria from Norfolk Southern through a series of transactions in September and November of 2024. This purchase will allow VRE to increase service on the Manassas Line in the near future, including adding night and weekend trains. Once 4th track projects from Alexandria to Washington are complete in the next 6 years, the purchase and control of the Manassas Line will also allow further passenger rail service enhancements to occur.



EXPENDITURE PLAN

	Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
Manassas Line - Transaction	\$ -	315.0	-	42.0	-	-	-	-	\$357.0
Seminary Passage - Transaction	\$ -	55.0	-	-	-	-	-	-	\$55.0
Manassas Line & Seminary Passage Transaction Costs	\$0.5	4.8	-	-	-	-	-	-	\$5.3
Manassas Line - Capital Maintenance	\$ -	3.0	9.9	7.7	4.2	4.4	4.6	4.7	\$38.5

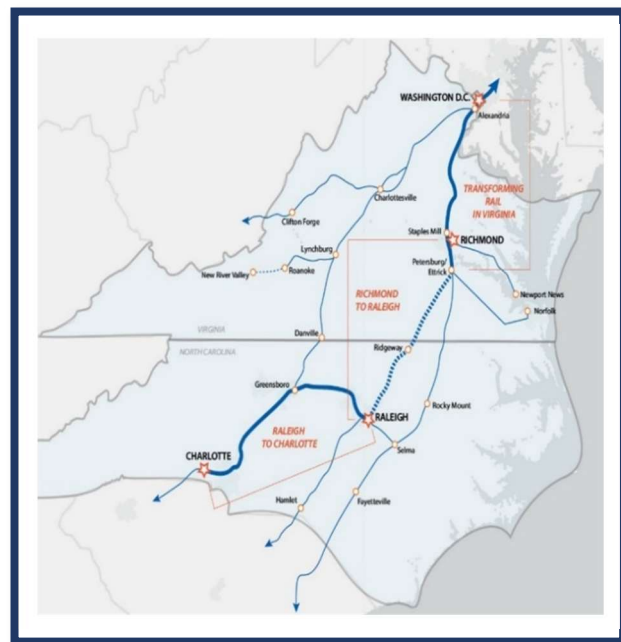
S-Line 30% Design



PROJECT DESCRIPTION

The Richmond to Raleigh (R2R) passenger rail corridor received federal environmental clearance in 2017 for a proposed new passenger rail alignment along the I-85 corridor. The R2R corridor, specifically the abandoned 75 miles of the S-Line that VPRA acquired from CSX in November of 2022, is important to enhance and grow intercity passenger rail service in the Southeast. The R2R corridor will connect Virginia Amtrak services with growing services from North Carolina and will cut over an hour of travel time between Richmond and Raleigh. When combined with Long Bridge this project will better connect Amtrak service in North Carolina and Virginia with Amtrak connections in the Northeast. The project will also provide better connections from Norfolk to points south.

In 2021, the FRA awarded NCDOT a grant to complete 30% design of the R2R passenger rail corridor.



SCHEDULE & STATUS

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Project Development											

Project
Status

EXPENDITURE PLAN

Expenses to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.5	0.4	5.5	13.3	13.3	6.5	-	-	\$39.5

Capital & Operating Grants



- »» This budget category includes funding **provided to third party** entities to build and improve their rail infrastructure or operate their rail service.
- »» The **Total Project Budget** includes all funding for a project including funds that do not pass through the VPRA financial system of controls.
- »» The **VPRA Grant Funding** includes the total funding that flows through the VPRA financial system of controls for a grant.

Capital and Operating Grants consist of projects in which VPRA provides capital funding to a third party (such as a Class I Railroad or local government) that executes design and construction utilizing their respective financial control systems. As evidenced by the annual expenditures in the table below, the management of these grants is a significant responsibility for the Authority. In addition, VPRA must fund several historical rail grants that are managed by the Department of Rail and Public Transportation (DRPT). As part of the creation of VPRA, historical rail cash balances of \$44.7M were transferred to VPRA to assist with the cash flow needs of the acquisition of rail assets. \$21.1M of these funds have been deobligated by DRPT and reprogramed on VPRA projects. Of the remaining \$23.6M DRPT managed grants, \$11.0M are outstanding as of fiscal year 2024 end. If these projects do not proceed, VPRA will retain the funds and the Board may allocate them at their discretion.

**SUMMARY OF GRANTS EXPENDITURE FORECAST
(IN MILLIONS)**

Capital and Operating Grant Category	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total VPRA Budget FY25-FY31
VPRA Managed Grants	\$85.0	\$96.8	\$72.4	\$58.7	\$30.5	\$26.3	\$26.7	\$396.4
DRPT Managed Grants	6.1	4.9	-	-	-	-	-	11.0
Total	\$91.1	\$101.7	\$72.4	\$58.7	\$30.5	\$26.3	\$26.7	\$407.4

The grants can be divided into the following classifications:

VPRA Managed Grants: Most grants administered by the VPRA are CTB allocated. Grantees apply through the CTB process and if awarded state funds, the VPRA will be tasked with administering the passenger rail operations and infrastructure projects. In addition to CTB allocated grants, the VPRA will administer historical grants transferred from prior rail programs and grants approved by the VPRA Board. There are no newly recommended grants in the FY26 budget.

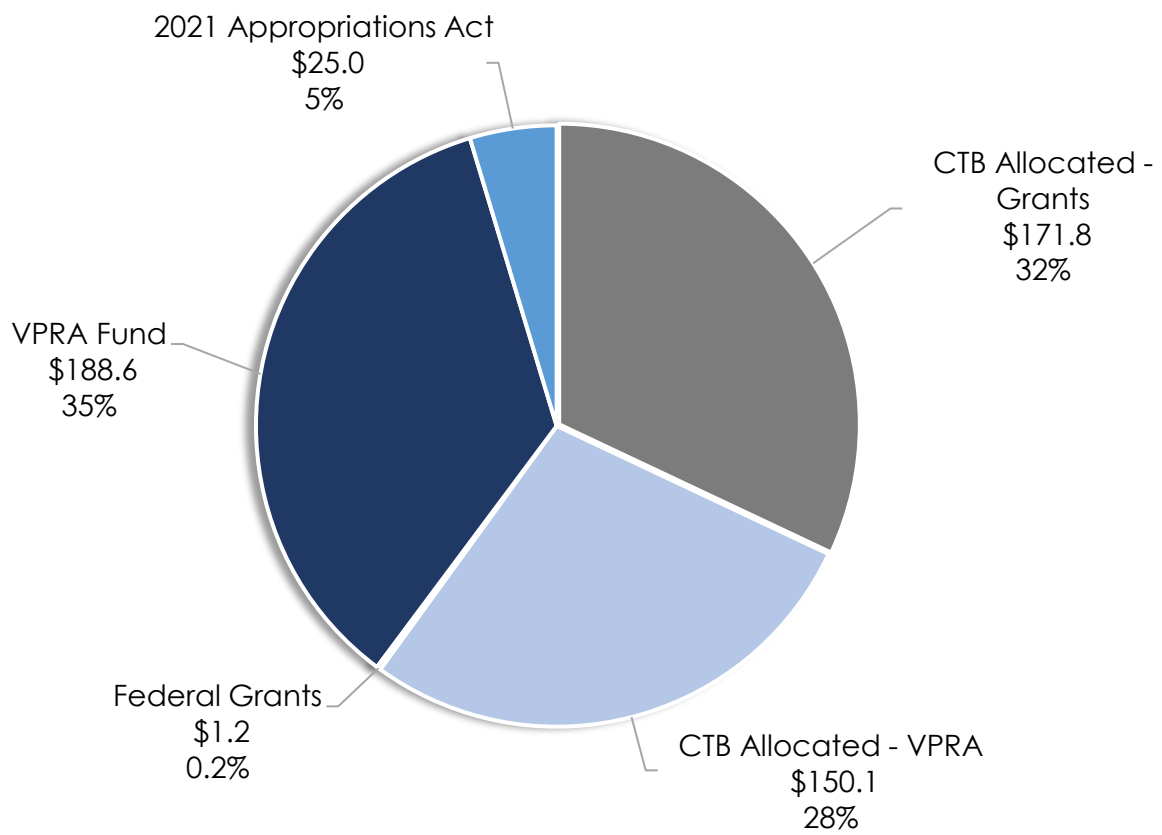
DRPT Managed Grants: Historical grants that continue to be administered by DRPT in accordance with the Board approved agreement between DRPT and VPRA. Currently, \$11.0M of funds are obligated to DRPT managed grants.

The funding sources for Capital and Operating Grants are displayed in a manner that mirrors the award process. Grants allocated by the CTB consists of sources such as SMART SCALE, CMAQ or I-66 Concession Funds. As seen in the chart below, CTB Allocated - Grants make up approximately 32% of grant expenditures from inception to FY31. VPRA will administer these grants on behalf of the CTB. Funding from the CTB Allocated-VPRA source are to fund \$150.1M of the Western Rail Corridor grants sponsored by VPRA, 28% of this budget category. The \$1.2M is related to the Newport News Earmark federal grant for the Newport News Station, Platform, & Service Facility. \$25M, or 5%, represents funding from the 2021 Appropriations Act. The remaining 35% of the sources for Capital and Operating Grants consists of \$188.6M of VPRA revenues and historical DRPT rail program funds. The chart below shows the breakdown of the sources of funding to be used for the budgeted expenditures from inception to FY31.

CAPITAL & OPERATING GRANT FUNDING BY SOURCE

\$536.7M

(IN MILLIONS)



Project Description	Grantee	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget	Total VPRA Budget FY25-FY31	VPRA Grant Funding	VPRA Funding %
VPRA Managed													
Crystal City Platform	VRE	-	-	\$0.7	-	-	-	-	-	\$68.9	\$0.7	\$0.7	1%
L'Enfant Platform	VRE	-	0.8	1.4	-	-	-	-	-	131.8	2.2	2.2	2%
Alexandria Station Pedestrian Tunnel	VRE	-	1.5	3.0	9.0	8.4	-	-	-	129.1	21.9	21.9	17%
Brooke & Leeland Road Station Improvements	VRE	-	-	1.0	5.2	6.0	5.6	-	-	35.6	17.8	17.8	50%
Broad Run Station & 3rd Track Improvements	VRE	3.5	3.0	22.3	22.2	19.7	-	-	-	100.2	67.2	70.7	71%
Manassas Station Platform Extension	VRE	-	-	2.1	7.0	-	-	-	-	10.6	9.1	9.1	86%
Manassas Park Parking Garage & Bridge	VRE	5.5	18.0	-	-	-	-	-	-	35.3	18.0	23.5	67%
Real Time Multimodal Information	VRE	-	-	1.7	1.8	-	-	-	-	4.5	3.5	3.5	78%
Quantico Station Improvements	VRE	14.8	9.2	-	-	-	-	-	-	27.5	9.2	24.0	87%
Backlick Road Station Improvement	VRE	-	-	1.3	1.2	-	-	-	-	8.6	2.5	2.5	29%
Crossroads Storage Expansion	VRE	-	2.0	6.4	-	-	-	-	-	66.7	8.4	8.4	13%
Woodbridge Platform Improvements	VRE	-	-	1.6	1.7	-	-	-	-	3.3	3.3	3.3	100%
Track Lease Payment-NS	VRE	5.8	1.0	0.3	0.3	0.3	0.3	0.3	0.3	10.2	2.8	8.6	84%
Track Lease Payment-Amtrak	VRE	12.4	8.0	8.5	10.8	11.2	11.5	12.9	13.3	105.6	76.2	88.6	84%
Newport News Station, Platform, & Service Facility	Newport News	20.5	1.2	-	-	-	-	-	-	52.0	1.2	21.7	42%
Amtrak PIDS: Ashland & Richmond Main St. Stations	Amtrak/DRPT	0.5	0.4	0.3	-	-	-	-	-	1.2	0.7	1.2	100%
Roanoke Yard Improvements	Norfolk Southern	1.8	10.0	24.7	-	-	-	-	-	36.5	34.7	36.5	100%
Western Rail Initiative Grant	Norfolk Southern	39.5	13.2	13.2	13.2	13.1	13.1	13.1	13.1	131.5	92.0	131.5	100%
New River Valley Passenger Capacity Grant	Norfolk Southern	-	16.7	8.3	-	-	-	-	-	25.0	25.0	25.0	100%
Total VPRA Managed		104.3	85.0	96.8	72.4	58.7	30.5	26.3	26.7	984.1	396.4	500.7	
DRPT Managed													
DC2RVA FRA Grant Match	Various	0.3	1.7	-	-	-	-	-	-	9.9	1.7	2.0	20%
DRPT Planning Grants	Various	0.7	0.5	1.0	-	-	-	-	-	2.2	1.5	2.2	100%
Marshalling Yard Expansion	Port Authority	-	3.9	3.9	-	-	-	-	-	7.8	7.8	7.8	100%
Total DRPT Managed		1.0	6.1	4.9	-	-	-	-	-	19.9	11.0	12.0	
Total		\$105.3	\$91.1	\$101.7	\$72.4	\$58.7	\$30.5	\$26.3	\$26.7	\$1,004.0	\$407.4	\$512.7	

	Expenses Incurred to Date*	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$128.6	\$91.8	\$101.7	\$72.4	\$58.7	\$30.5	\$26.3	\$26.7	\$536.7	
CTB Allocated - Grants										
CMAQ	3.8	0.7	5.8	2.9	-	-	-	-	13.2	
I-66 OTB Concession	5.5	20.9	23.2	31.0	19.7	-	-	-	100.3	
SMART SCALE - Grants	7.1	6.7	10.3	14.2	14.4	5.6	-	-	58.3	
Total CTB Allocated - Grants	16.4	28.3	39.3	48.1	34.1	5.6	-	-	171.8	32%
CTB Allocated - VPRA										
SMART SCALE - VPRA	1.7	10.0	24.7	0.0	-	5.2	8.4	-	50.0	
I-81 Corridor Improvement Program	39.5	13.2	13.2	13.1	13.1	8.0	-	-	100.1	
Total CTB Allocated - VPRA	41.2	23.2	37.9	13.1	13.1	13.2	8.4	-	150.1	28%
2021 Appropriations Act	-	16.7	8.3	-	-	-	-	-	25.0	5%
Federal Grants	-	1.2	-	-	-	-	-	-	1.2	0.2%
VPRA Fund	71.0	22.4	16.2	11.2	11.5	11.7	17.9	26.7	188.6	35%
Total Sources	\$128.6	\$91.8	\$101.7	\$72.4	\$58.7	\$30.5	\$26.3	\$26.7	\$536.7	

*Note: Sources and uses table includes grants completed as of June 30, 2024 that totaled \$24M in the *Expenses Incurred to Date* column, in addition to the budgeted grant expenditures from FY25 through FY31. The \$0.7M CMAQ in FY25 is for outstanding invoices for a completed project that is included in the \$24M total.



VRE Projects

Grantee	VRE	Total VRE Project Budgets	\$622.1M	Total VPRA Grant Funding	\$187.6M
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Descriptions and schedules for all VRE lead projects can be found within the FY26 VRE Budget located on the VRE webpage <https://www.vre.org/about/financial-information/>. VPRA grant funding by project is detailed in the Capital and Operating Grants summary table.

Track Lease Payment-Amtrak & Norfolk Southern

Grantee	VRE	Total Project Budget	\$115.8M	VPRA Grant Funding	\$97.2M
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VRE pays access fees to operate on host railroad (Norfolk Southern and Amtrak) lines and access host railroad owned stations. Historically, track access fees were paid through a combination of state transit capital and state discretionary Federal Surface Transportation Program (STP) grants that equaled 84% of the total track access fees. The remaining 16% of track access fees comes from a VRE local match. The state portion for VRE access fees to host railroads will come from VPRA's share of the Commonwealth Rail Fund. The Norfolk Southern access fee was greatly reduced due to the VPRA purchase of the Manassas Line segment.



NOTE: CSX access fees are included in the operations budget because CSX access fees cover CSX maintenance of the VPRA purchased corridor between Washington, DC and Petersburg, Virginia.



Amtrak PIDS: Ashland & Richmond Main St.

Grantee	Amtrak	Total Project Budget	\$1.2M	VPRA Grant Funding	\$1.2M
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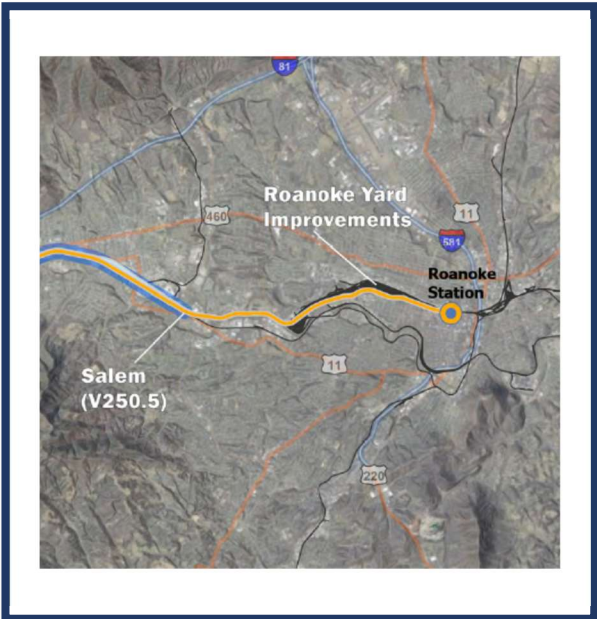
In order to improve the customer experience at Ashland and Richmond Main Street stations – as well as serve as pilot projects for similar improvements at other Virginia stations – VPRA is working with Amtrak for installation of a Passenger Information Display Systems (PIDS) at these two stations. The PIDS systems will inform passengers which track the train is arriving on and will meet ADA requirements for station audio and visual announcements regarding train schedules and travel information. Installation of the PIDS systems – which has to be coordinated with Amtrak's communication network to ensure the PIDS data is 100% accurate – completed at both locations in Spring 2025.



Roanoke Yard Improvements

Grantee	Norfolk Southern	Total Project Budget	\$36.5M	VPRA Grant Funding	\$36.5M
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As part of the agreement between VPRA and Norfolk Southern to expand state-supported Amtrak trains from Roanoke to the New River Valley, a second mainline track (Main #1) will be added to Norfolk Southern's Roanoke Yard to increase speed and reduce travel time for future passenger trains. Approximately five miles of new or upgraded track will create this second mainline. Three existing yard ladders will be improved or realigned and nine crossovers and approximately 27 turnouts will be added or improved. Existing train speeds of 15 mph in the yard will be increased to 40 mph on Main #1 west of the first control point west of the Roanoke Station to ensure that future passenger trains move smoothly through this heavily used yard.



Any cost overruns will be covered by Norfolk Southern funds.

Western Rail Initiative Grant

Grantee	Norfolk Southern	Total Project Budget	\$131.5M	VPRA Grant Funding	\$131.5M
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As part of the agreement with Norfolk Southern, VPRA will make payments to Norfolk Southern in equal tranches of \$13.15 million per year for the ten years following the executed 2022 agreement. Norfolk Southern will use the funds from the Western Virginia Rail Initiative to finance capital improvements, capital maintenance, and program maintenance on or affecting the rail corridor south and west of Manassas. Funds for the Norfolk Southern-led Nokesville to Calverton 2nd track project will derive from the Western Rail Initiative Grant.



New River Valley Passenger Capacity Grant

Grantee	Norfolk Southern	Total Project Budget	\$25.0M	VPRA Grant Funding	\$25.0M
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As part of the executed 2024 agreement with Norfolk Southern, VPRA will make three payments over a three-year period to Norfolk Southern totaling \$25 million. Norfolk Southern will use the funds from the New River Valley Passenger Capacity Grant to finance capital improvements, capital maintenance, and program maintenance on or affecting the rail corridor west of Roanoke to Christiansburg with the goal of increasing track speeds by ten (10) miles per hour.





DC2RVA Grant Match & DRPT Planning Grants

Grantee	Various	Total Project Budget	\$12.1M	VPRA Grant Funding	\$4.2M
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DC2RVA Grant Match: The DC2RVA Grant was awarded to DRPT in 2013 by the Federal Railroad Administration to be used on the DC to RVA corridor. The total estimated cost of the Project was \$55,385,000, with an 80/20 split. These funds will be spent on various I-95 corridor projects to further planning and design. Due to the limited amount of remaining funds, the DC2RVA grant will remain at DRPT until the funds are exhausted.

DRPT Planning Grants: Certain planning grants that are funded with historical IPROC/REF funds. To maintain consistency in project management these grants are administered by DRPT.

Marshalling Yard Expansion

Grantee	Virginia Port Authority	Total Project Budget	\$7.8M	VPRA Grant Funding	\$7.8M
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This project constructs two additional storage tracks at the Commonwealth Railway's (CWRY) Marshalling Yard located in Suffolk, Virginia. CWRY currently provides dual access to the Port of Virginia's International Gateway (VIG) Terminal, with the transfer of the intermodal trains occurring at this site. As VIG's rail traffic grows, additional storage tracks are needed. The construction includes adding two additional 8,000 foot storage tracks and associated utility work. This grant project is managed solely by DRPT as involvement by the VPRA is limited to the monetary commitment detailed above.

