

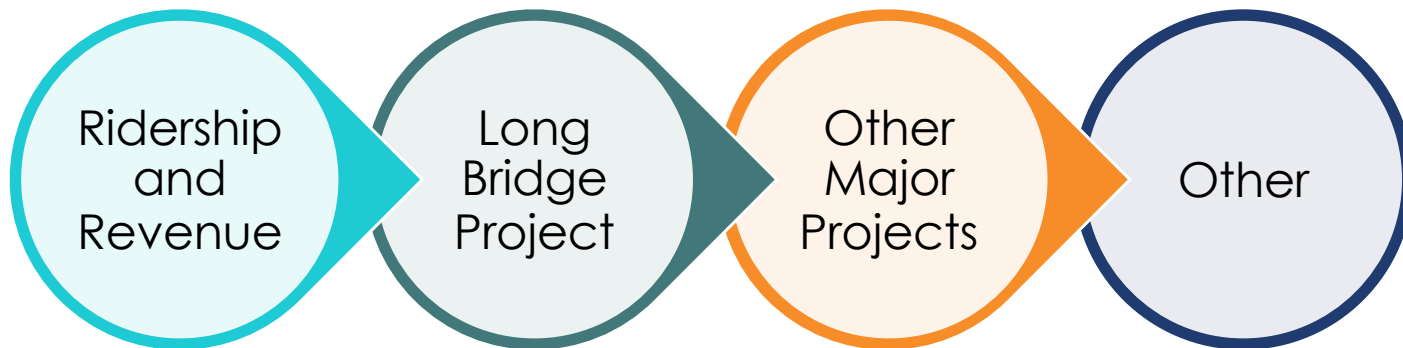


FY26 Organizational Goals

August 26, 2025

FY26 Organizational Goals

- Annual organizational goals reflect important milestones across 12 months that keep our VPRA projects and the TRV program on schedule.
- Based on VPRA's **Performance Fiscal Year** from October 1 to September 30, with the exception of Ridership and Revenue based on **State Fiscal Year** from July 1 to June 30.



FY26 Organizational Goals

Achieve ridership and revenue goals, which reflect a year-over-year (YoY) change based on service adjustments arising from critical rail construction during the year

- Achieve ridership of 1,350,000
- Achieve revenue of \$82,700,000

Advance key milestones for Long Bridge

- Begin construction for Long Bridge North's Maine Ave. temporary rail bridge no later than September 30, 2026
- Complete Long Bridge North Early Works Packages 1-3 (crash walls, tree clearing, test foundations) no later than April 1, 2026
- Issue NTP for Long Bridge South construction no later than September 30, 2026

Advance key milestones for other major projects

- Begin construction for Alexandria Fourth Track Phase 2 (new fourth track and RO interlocking rebuild) no later than March 30, 2026
- Complete North and South Shoofly Subbase for Franconia-Springfield Bypass no later than August 31, 2026
- Partner with CSX to advertise construction bid for Franconia to Lorton Third Track no later than August 31, 2026
- Complete platform concrete in New River Valley no later than June 30, 2026

Other key organizational goals

- Develop a policy and framework for Enterprise Asset Management no later than March 30, 2026
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Ridership and Revenue Goals

- Achieve ridership and revenue goals, which reflect a year-over-year (YoY) change based on service adjustments arising from critical rail construction during the year
 - Achieve ridership of 1,350,000
 - SFY 25: 1,451,276
 - Achieve revenue of \$82,700,000
 - SFY 25: \$89.95 million



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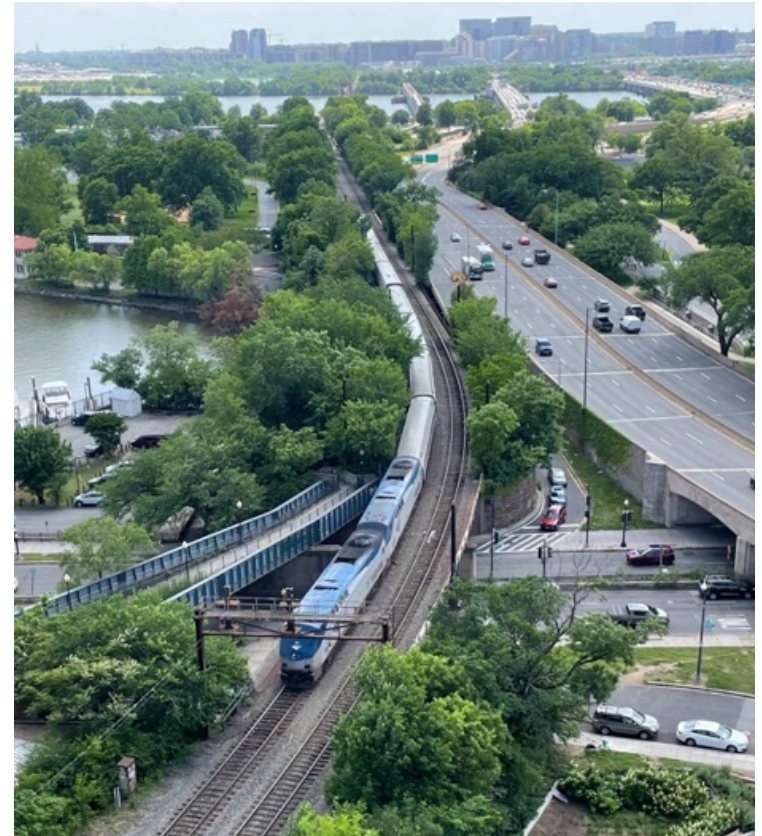
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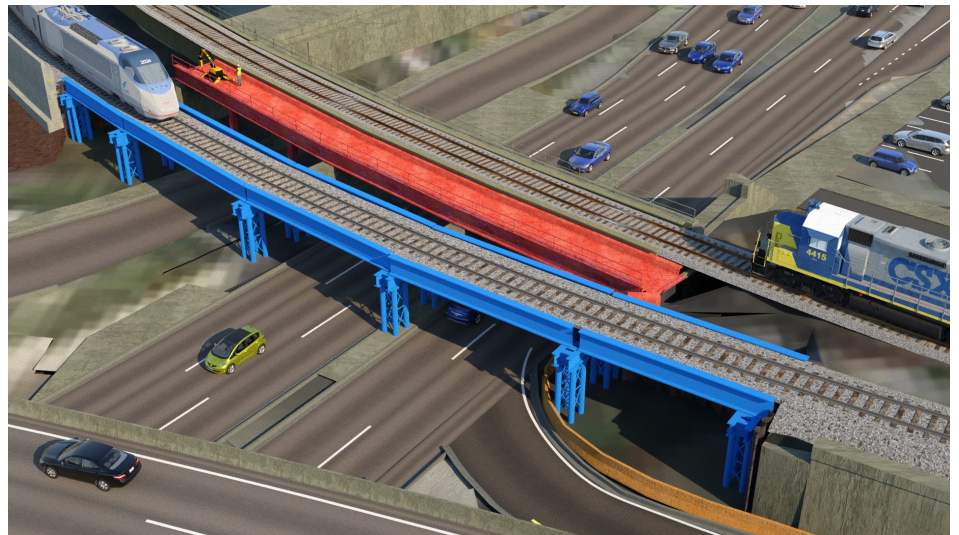


Long Bridge Project

Begin construction for Long Bridge North's Maine Ave. temporary rail bridge
no later than September 30, 2026



Foundation construction



Remove half of existing bridge

Long Bridge Project

Complete Long Bridge North Early Works Packages 1-3
(crash walls, tree clearing, test foundations) no later than April 1, 2026

- Crash walls – increasing the height and thickness of crash walls to meet current standards; additional details on the following slides
- Tree clearing – select tree removal to maintain project schedule
- Test Foundations– test drilled shafts and micropiles performed to inform final design



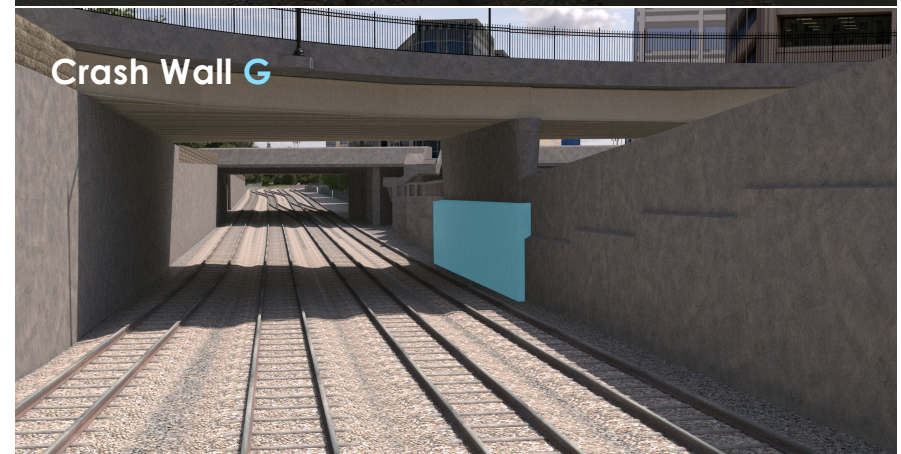
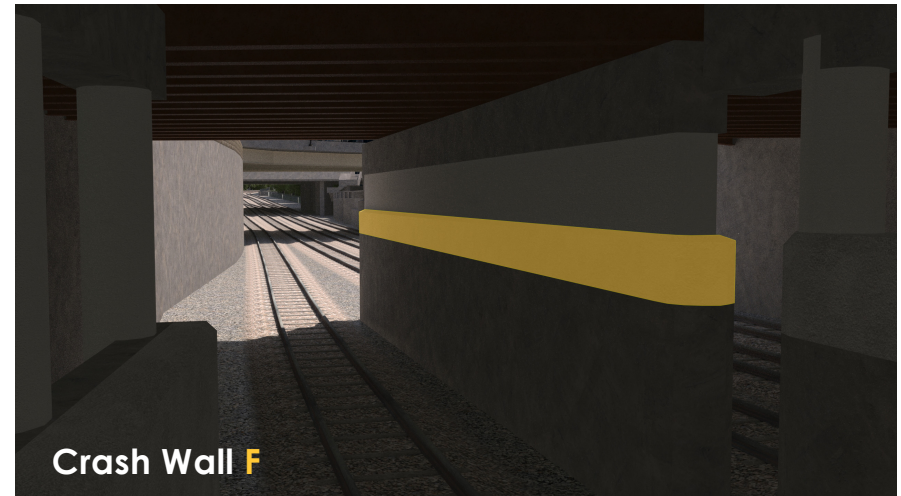
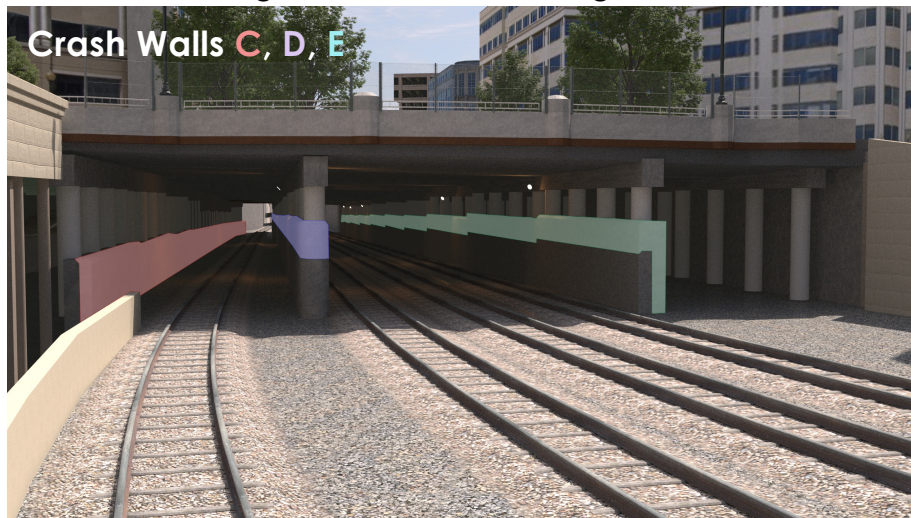
Crash Walls Overview

- The Long Bridge Project is modifying five crash walls (C-G) within the Maryland Avenue Overbuild
- The project will increase the height and thickness of the crash walls to meet current standards
- The purpose of a crash wall is to limit damage to a bridge structure from the impacts from collisions due to shifted train loads and any derailments



Crash Wall Modifications

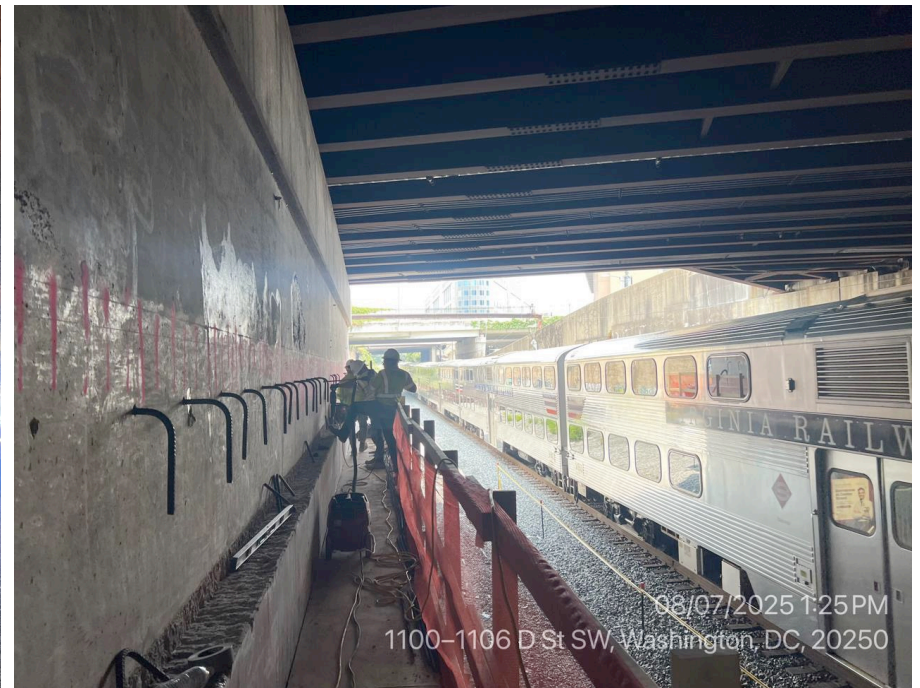
Final Configuration/Views Looking RR North



Crash Wall Work



Crash Wall D



Crash Wall F



Crash Wall Work



Crash Wall D



Crash Wall F

Crash Wall D

Crash Wall Work

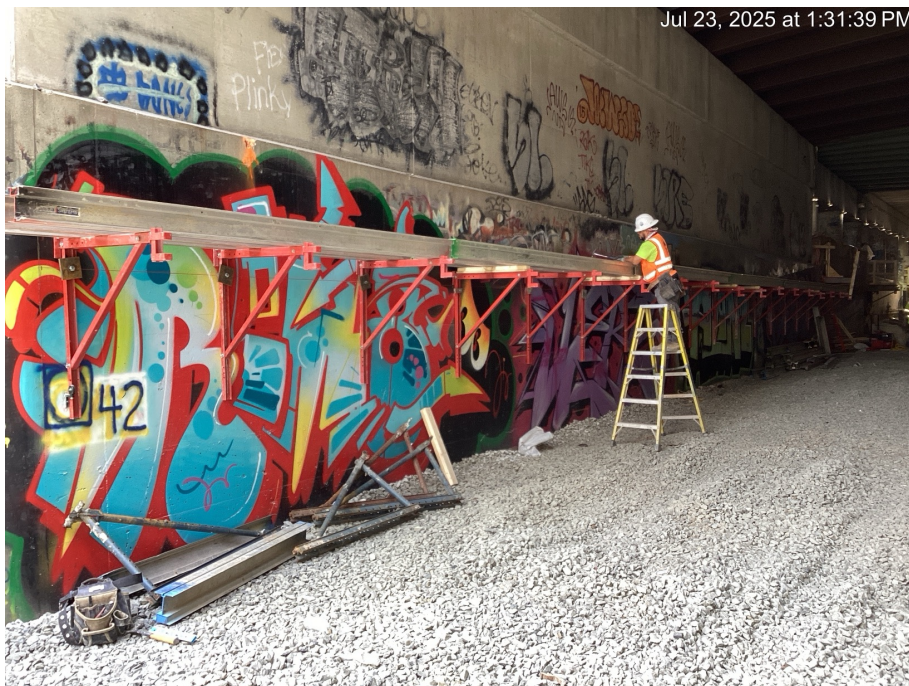


Crash Wall D



Crash Wall D

Crash Wall Work



Crash Wall F



Crash Wall D

Long Bridge Project

Issue NTP for Long Bridge South construction no later than September 30, 2026



New Long Bridge for
Passenger Rail

Facing Railroad North

Existing Long Bridge

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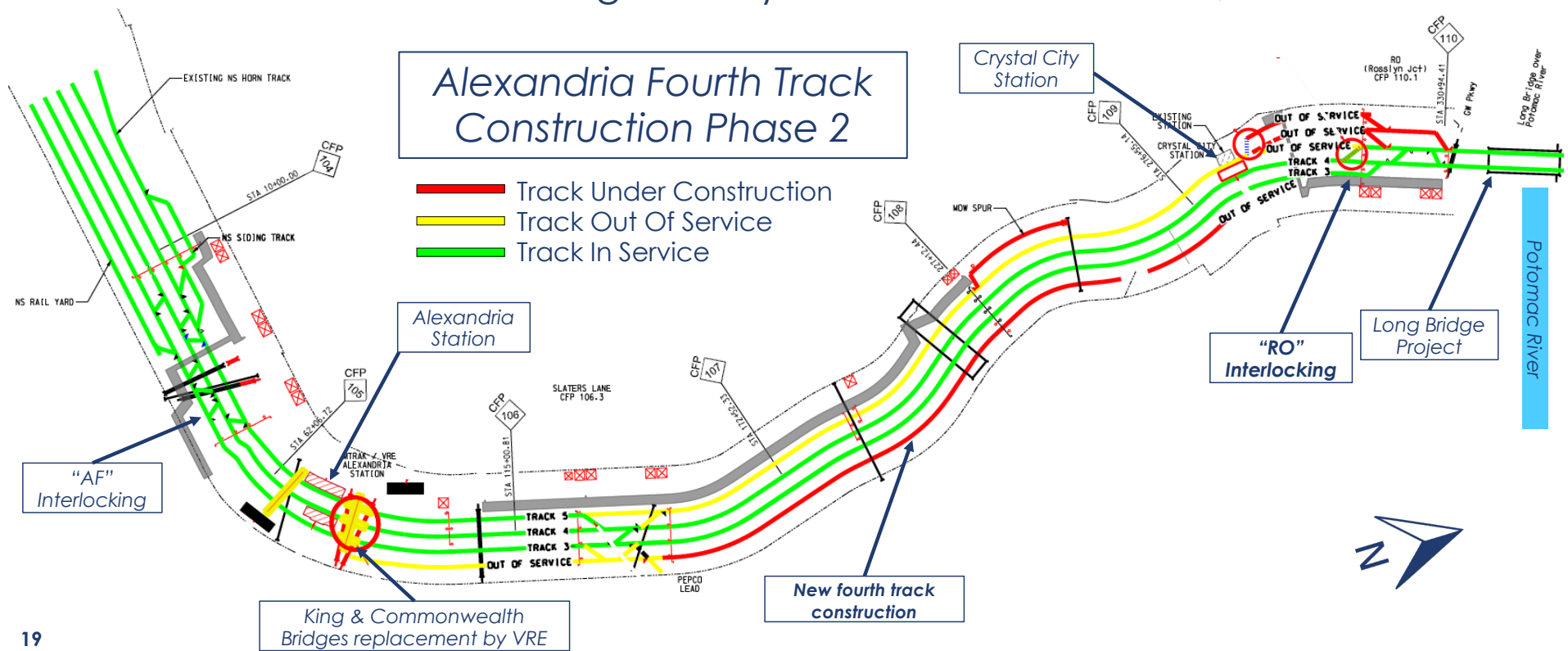


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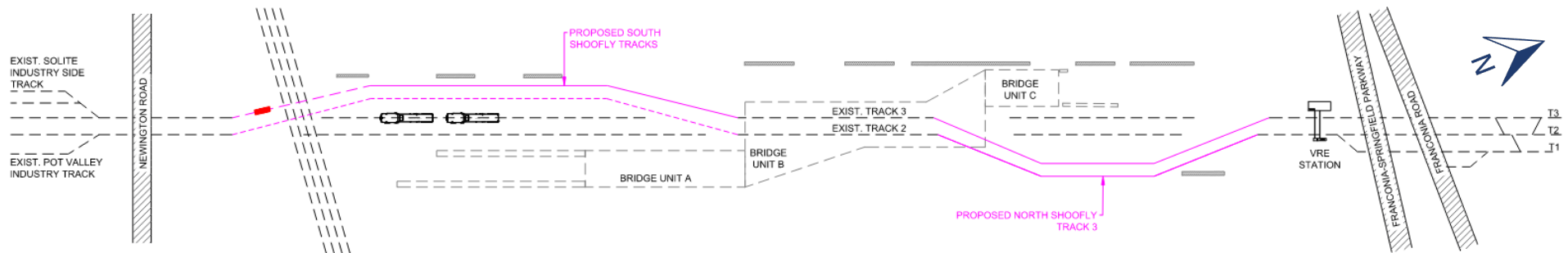
Alexandria Fourth Track

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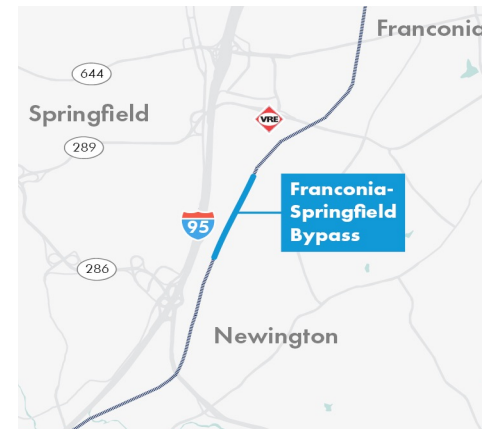
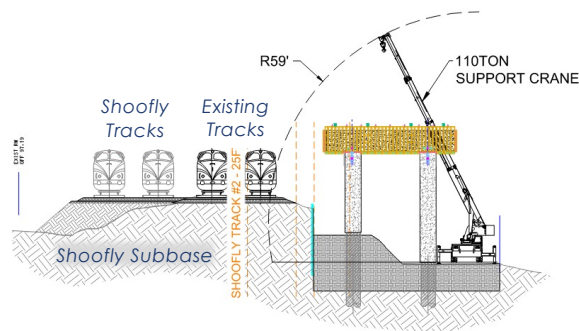


Franconia-Springfield Bypass

Complete North and South Shoofly Subbase no later than August 31, 2026



The Shoofly tracks will re-route both mainline tracks to reduce disruptions to construction activities.



Franconia to Lorton Third Track

Partner with CSX to advertise construction bid no later than August 31, 2026



*Facing Railroad South from
Franconia-Springfield VRE Station*

New River Valley

Complete platform concrete no later than June 30, 2026



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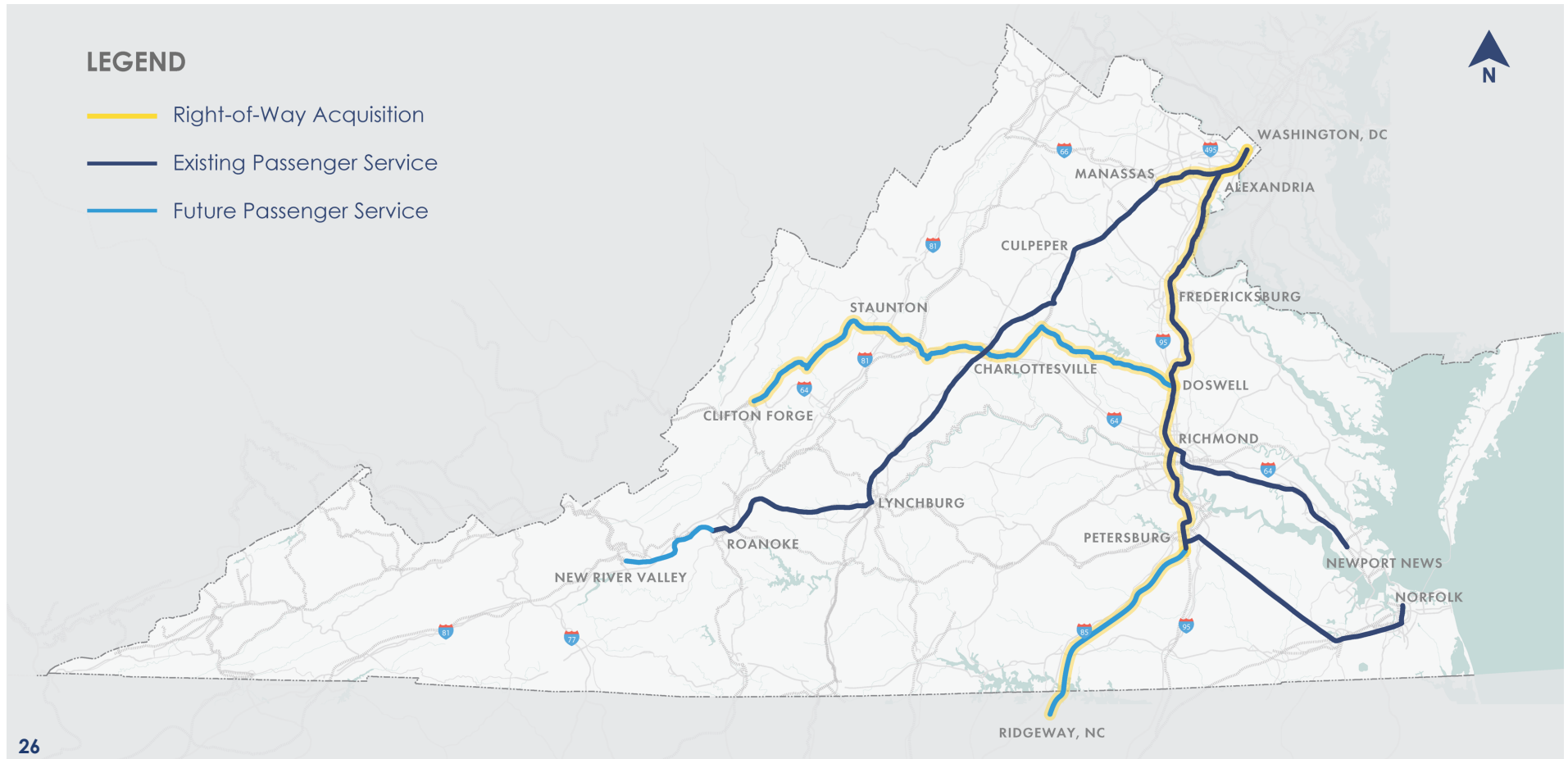
The Importance of Asset Management

- VPRA is the owner* of a significant number of rail assets, including but not limited to track structures, bridges and culverts, drainage systems, stations, parking lots and other structures.
- Asset management is a holistic approach to asset lifecycle management from creation/purchase of an asset, through operations, maintenance, and replacement.



*VPRA has various agreements with rail stakeholders regarding who will maintain the assets, but VPRA still retains certain obligations as an owner.

Railroad Corridors to be Owned by VPRA



Tasks to be completed for Asset Management



VPRA's purchase of the Manassas Line has accelerated the need for VPRA to establish several aspects of Asset Management:

1. Policy – provides the umbrella/context for how VPRA will structure our Asset Management framework/plan.
2. Framework/Plan - the elements that VPRA will develop and the steps VPRA will follow to perform asset management as an owner of assets, but not a maintainer/operator
3. EAMS tool – will serve as the repository for asset inventory, asset condition, inspection reports, & technical data and will enable VPRA to plan for maintenance and Capital costs related to our assets



THANK YOU

Questions?

