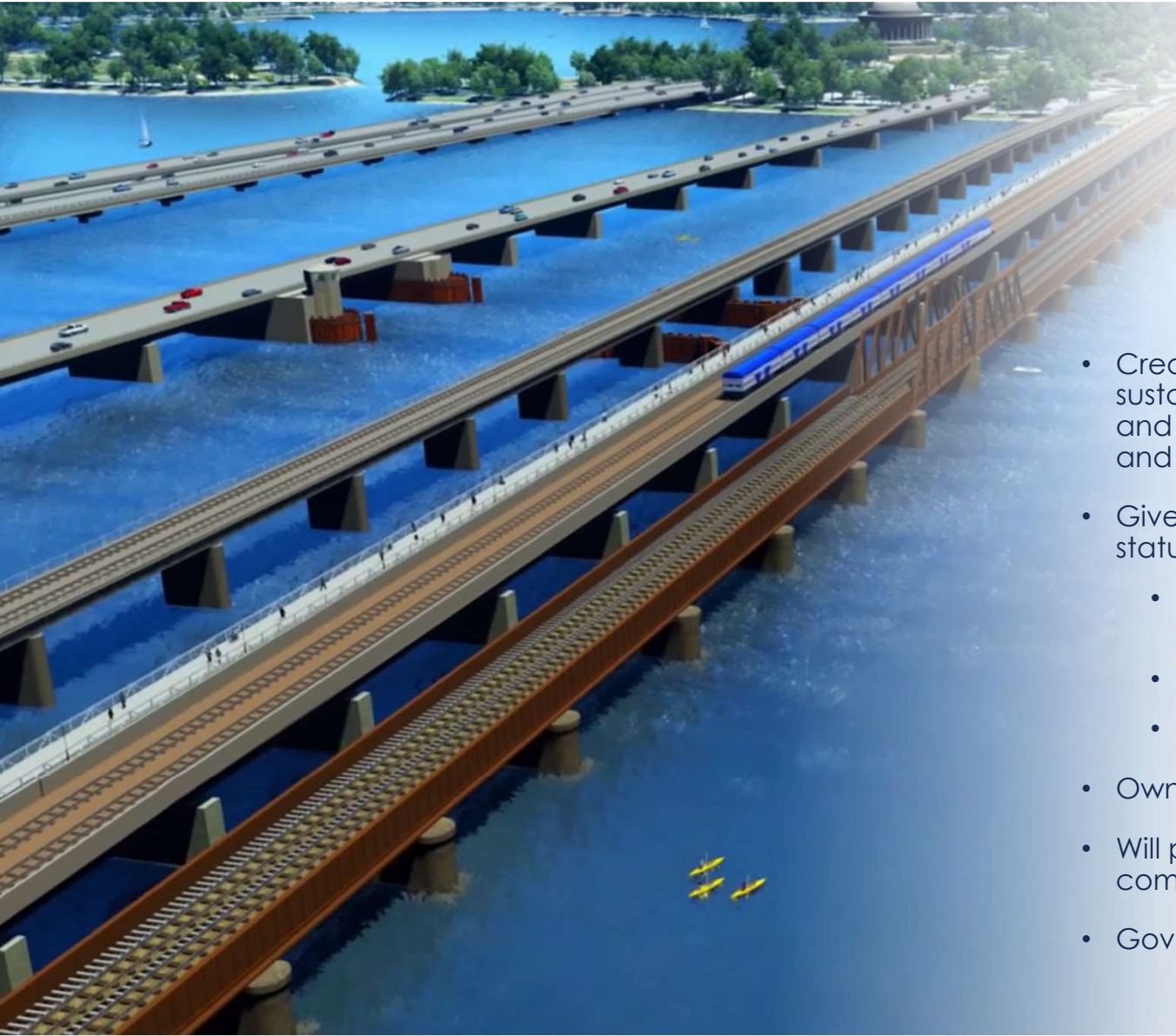




Virginia Passenger Rail Authority





Virginia Passenger Rail Authority

Est. July 1, 2020

- Created by 2020 General Assembly to promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth and to increase ridership of such service
- Given all powers necessary for carrying out its statutory purposes:
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
 - Eminent domain powers
- Own rail assets and right of way
- Will partner with others to operate passenger and commuter rail service
- Governed by a 15-Member Board

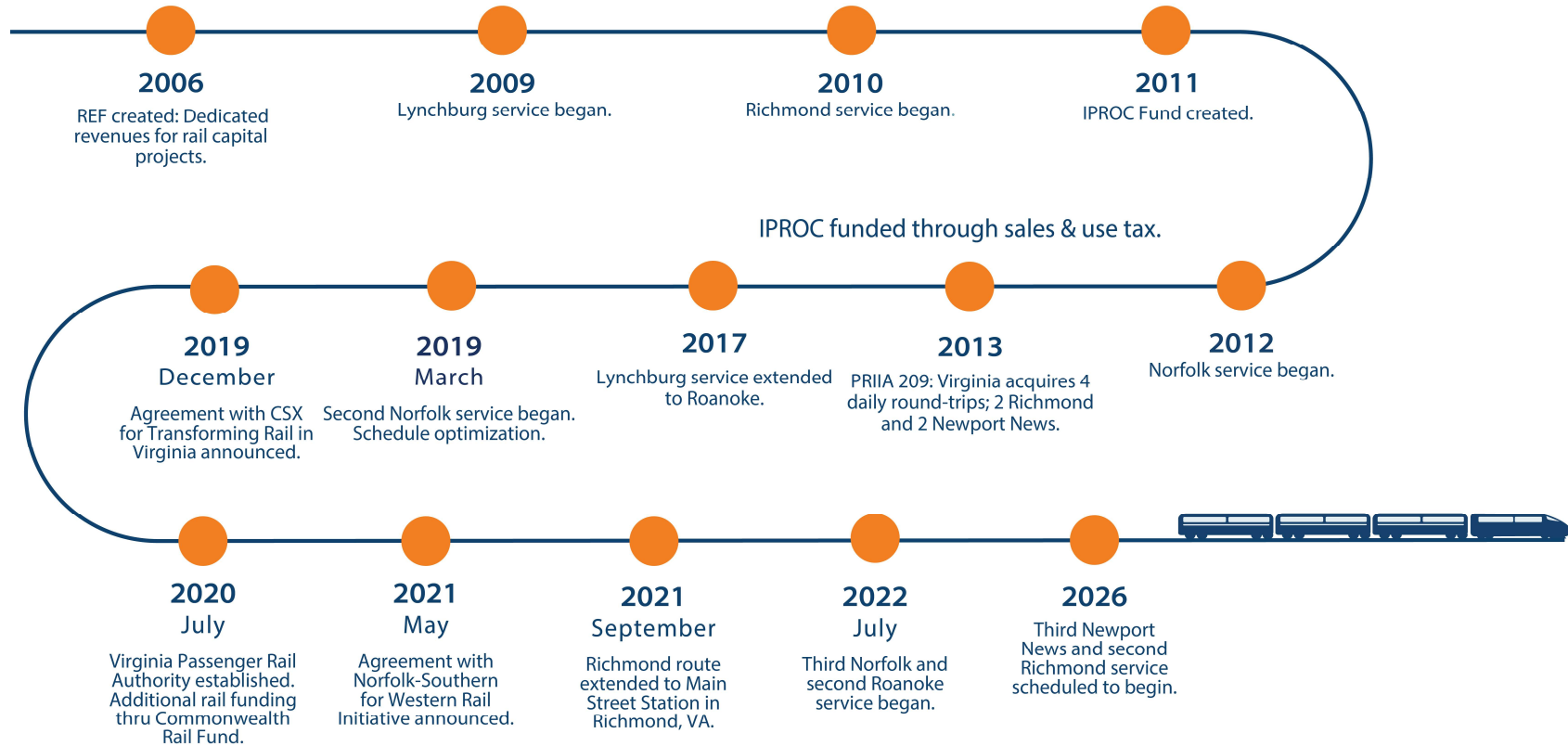
Code of Virginia

The law establishing the Virginia Passenger Rail Authority (VPRRA) also established that the CTB should prescribe the form of the VPRRA operating plan and budget.

- **33.2-298.** *Annual budget.*

The Authority shall prepare and submit a detailed annual operating plan and budget to the Transportation Board by February 1 of each fiscal year. The Authority shall also prepare and submit for approval any proposed capital expenditures and projects for the following fiscal year to the Transportation Board by February 1. The Transportation Board shall have until May 30 to approve or deny any capital expenditures, and, in the event the Transportation Board has not approved or denied the Authority's proposed capital expenditures by such deadline, such expenditures shall be deemed approved. The operating plan and budget shall be in a form prescribed by the Transportation Board and shall include information on expenditures, indebtedness, and other information as prescribed by the Transportation Board.

Commitment to Rail in Virginia



Freight Railroad Agreements

I-95 Corridor

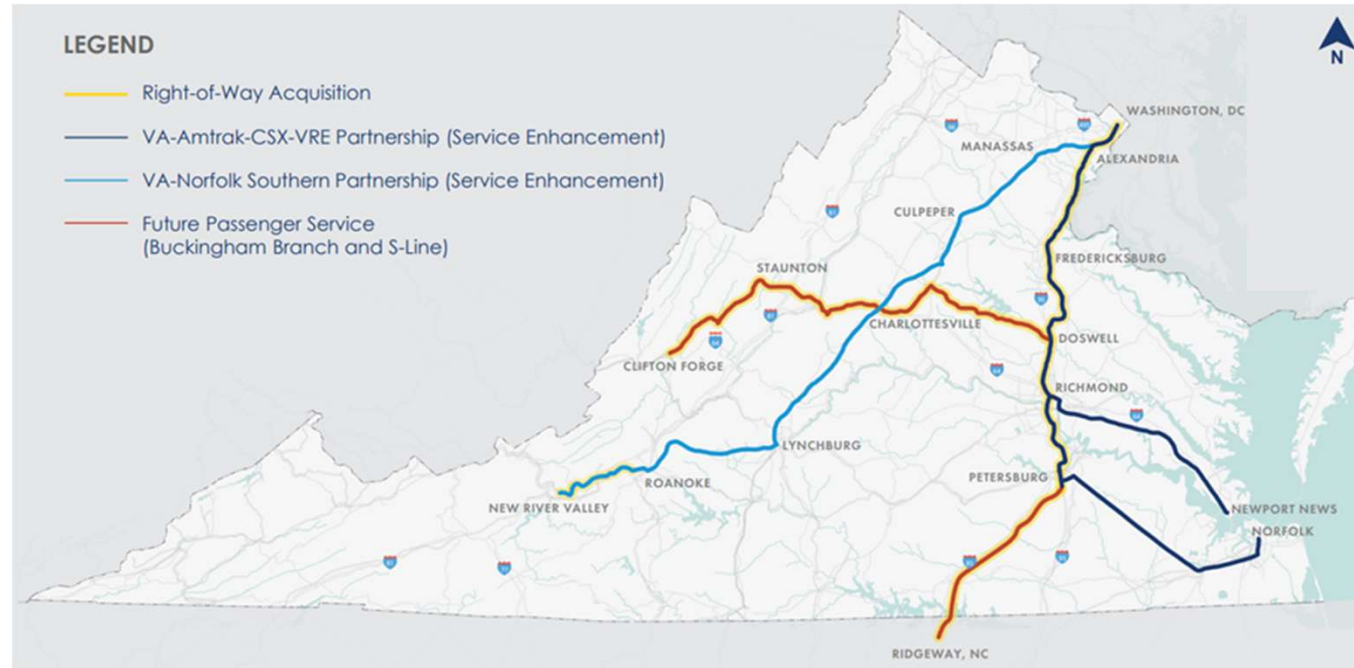
December 19, 2019: Virginia, CSX, Amtrak, and VRE announce landmark rail initiative, with end goal to separate freight and passenger service.

March 30, 2021: Virginia, Amtrak, VRE, CSX announce the signing of the Definitive Agreements.

Western Rail Corridor

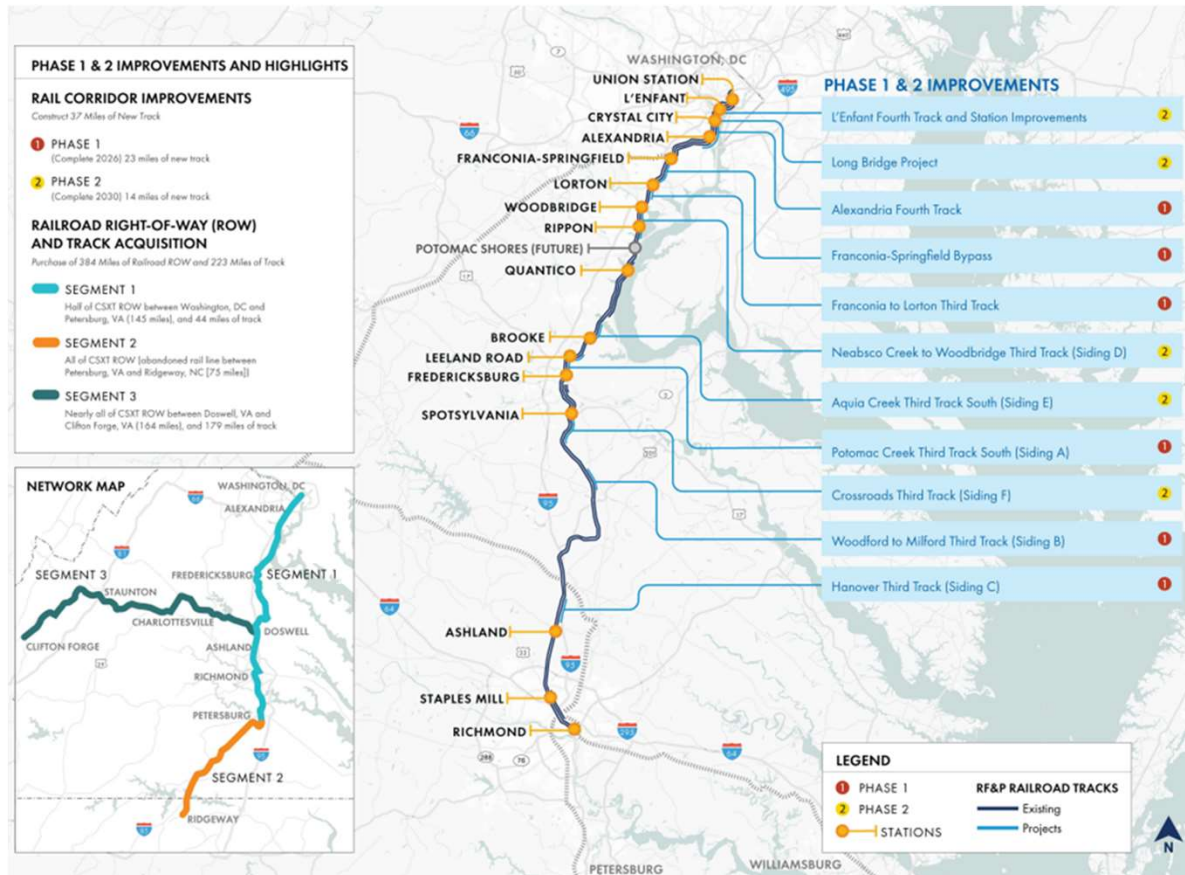
May 5, 2021: Agreement with Norfolk Southern Railway (NSR) to add second Roanoke train and expand to New River Valley announced.

January 10 & June 30, 2022: Definitive legal agreements between VPRA & NSR finalized in January; Financial close occurred in June after federal approval, title work, and due diligence completed.



I-95 Corridor

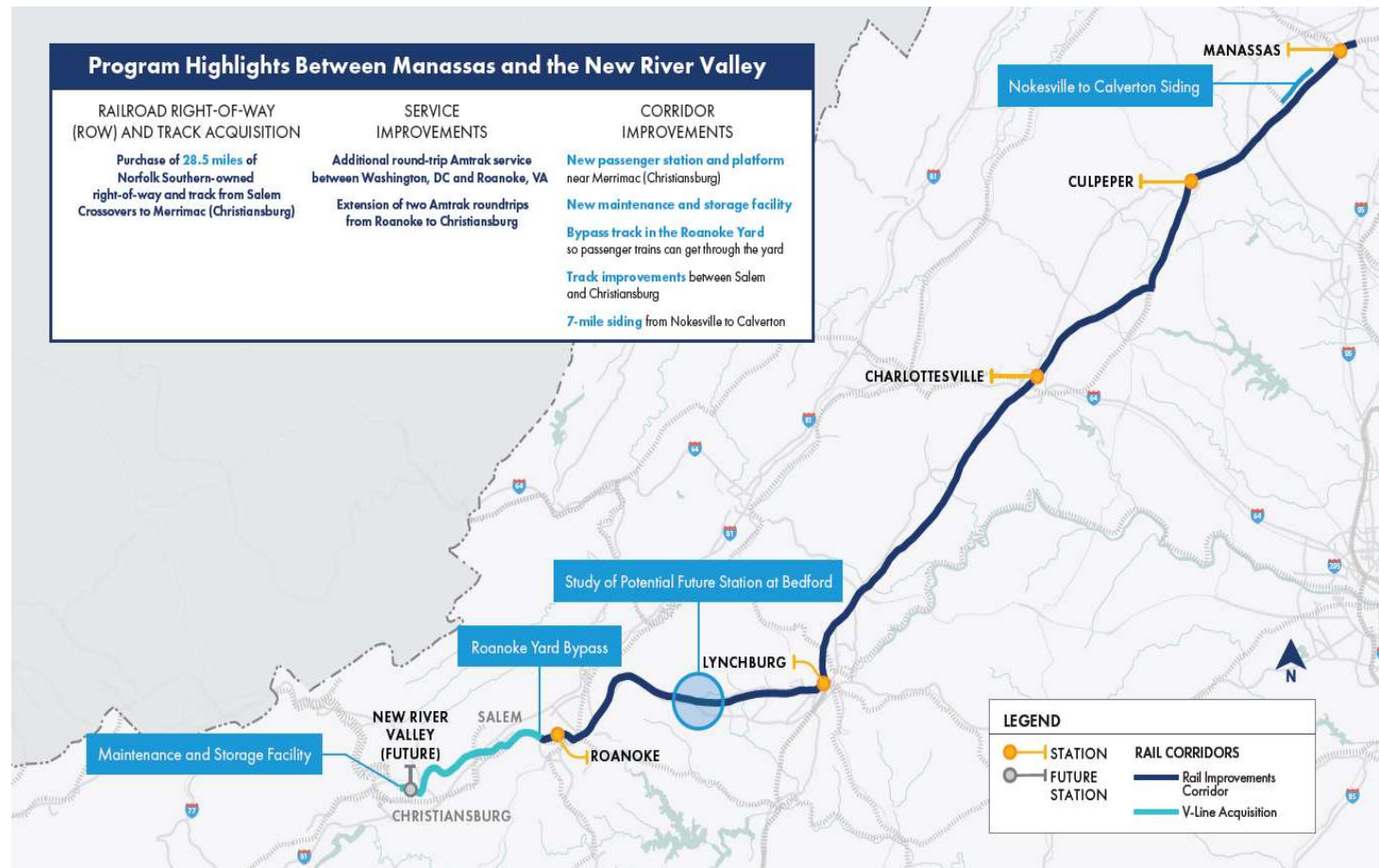
- **\$525m right-of-way and track acquisition** from CSX:
 - **Half** of rail corridor from **DC to Petersburg (RF&P)**
 - **Full** corridor from **Doswell, VA to Clifton Forge, VA (Buckingham Branch)**
 - S Line corridor from **Petersburg to Ridgeway, NC**
- **10-year infrastructure build-out** between DC and Hanover County, VA implemented in **two phases** – over **\$4 Billion** from **2021-2030**
- **Additional service** (both Amtrak and VRE) at financial close and upon completion of each phase
- Path to **future separation of freight and passenger service**, as there is adequate right of way to build a 4-track corridor from DC to Richmond
- **Corridor preservation** for future intercity and high-speed rail



Larger map: [Phase-1-2-Improvements-and-Highlights-1.pdf\(vapassengerrailauthority.org\)](#)

Western Rail Corridor

- Over **\$400M** worth of **capital improvements**
- Virginia **purchased 28 miles** of the Virginian Line from Norfolk Southern
- **80,000 net new riders** estimated in first year after the **extension to the New River Valley**

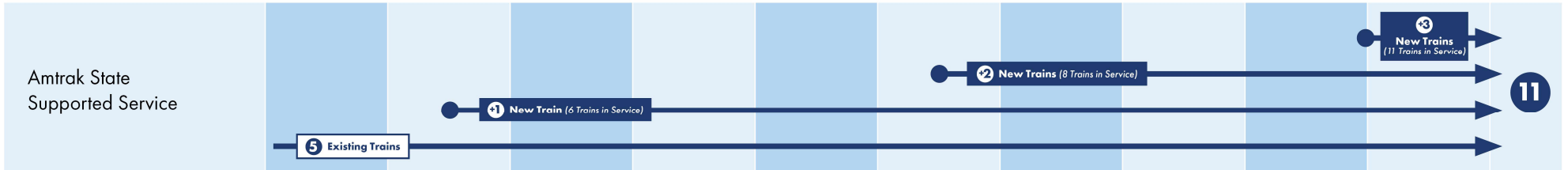


Future Service Expansion

Transforming Rail in Virginia: Passenger Rail Service Expansion

Planned Service Enhancements	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond	Total Trains
------------------------------	------	------	------	------	------	------	------	------	------	-----------------	--------------

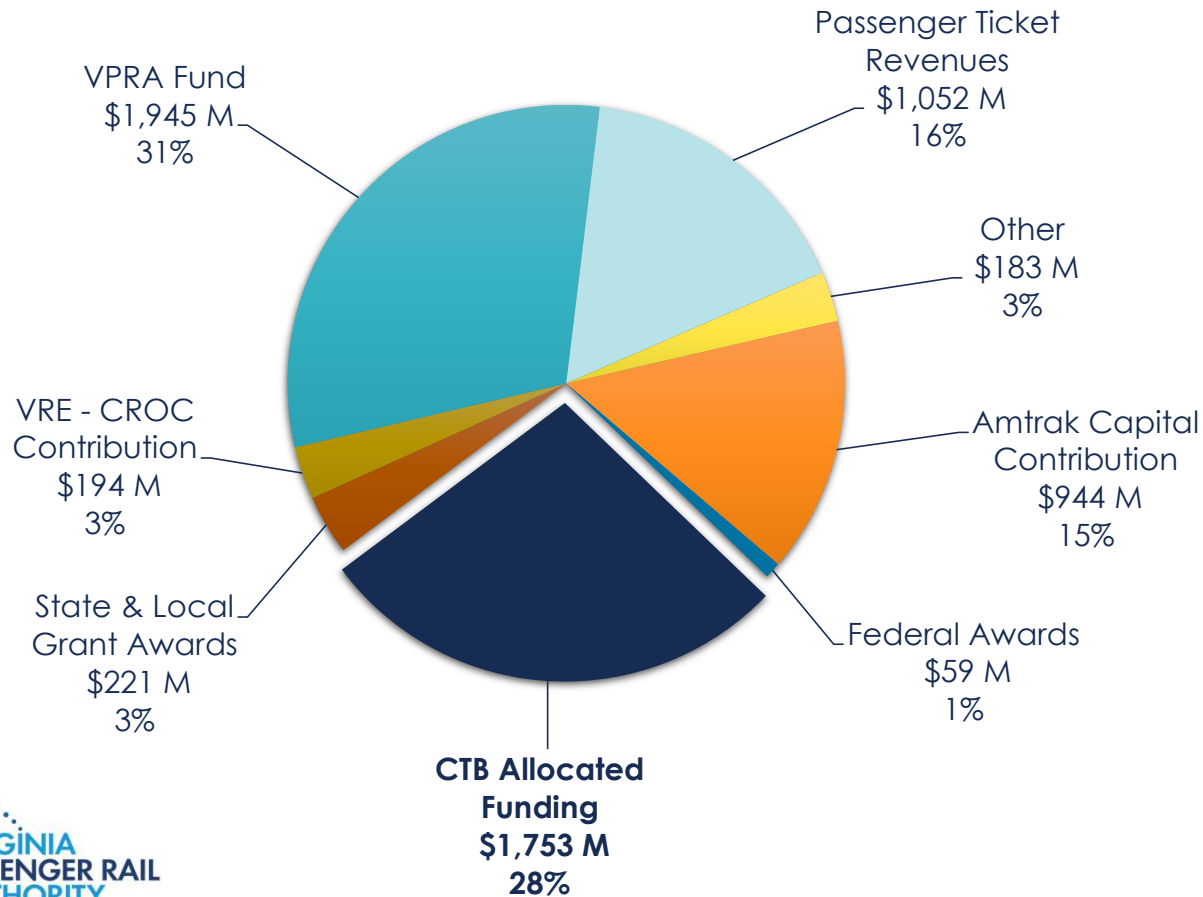
VA-Amtrak-CSX-VRE Partnership



VA-Norfolk Southern Partnership



Sources of Funding - \$6.35B through FY30



VPRA Fund:
Dedicated VPRA revenue from Commonwealth Transportation Fund (CTF)

Amtrak Capital Contribution:
Executed agreement for annual contribution on Phase 1 & 2 Projects

Passenger Ticket Revenues:
Conservative assumptions for passenger ticket revenue financing

CTB Allocated Funding:

- *Priority Transportation Funds* - distributed through CTF allocation
- *I-66 ITB PAYGO & Financing* - Contingent upon toll revenues rebounding
- *I-95 Concession Funds* - required payments



FY24 Recommended VPRA Budget

FY24 Financial Plan

Inception through FY30



FY2023
Financial
Plan

\$6.35 B



\$6.35 B

FY2024
Financial
Plan

↑ \$129 M

\$6.48 B



↑ \$841 M

\$7.19 B

Funded VPRA
Projects
\$6.48 B

Unfunded VPRA
Projects
\$712 M



Sources

Primary Drivers Causing Decrease through FY30



\$129M	I-66 ITB Paygo (Original \$226M)
\$56M	Amtrak Revenues (Intra-VA & NEC)
\$22M	CROC Bond Financing (Increase in Interest Rates)

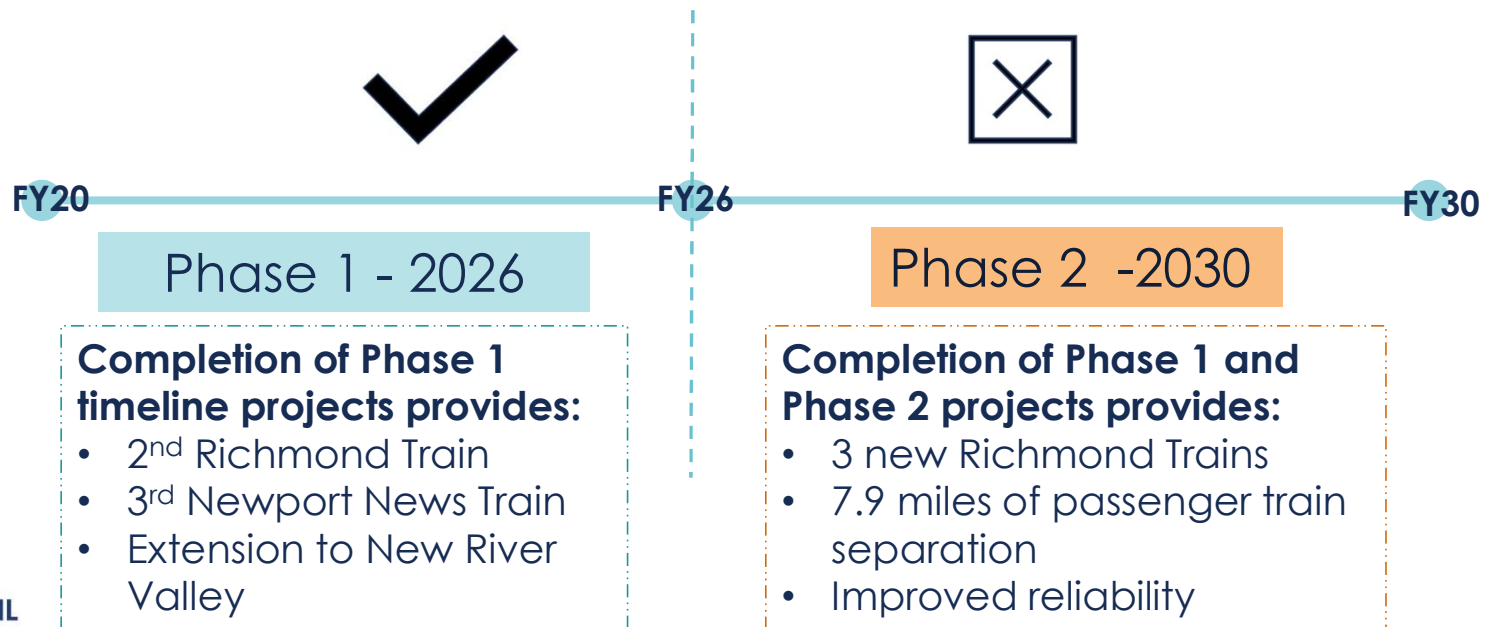


\$115M	Federal Grants & Local Contributions
\$96M	Commonwealth Rail Fund Estimates
\$84M	Budget Bill Item 447.10 (B2) for Long Bridge <i>VRE Manassas Line service Improvements</i>
\$41M	Other

Total \$129M

Funding Priorities Methodology

- ✓ Operations
- ✓ Capital & Operating Grants
- ☐ Capital Projects



Uses: Application of Funding Methodology



✓ Indicates new FY24 project phase

○ Budget informed by updated cost estimate; all other in-progress projects escalated 11%

*Not included in CRA Phase 1, to be completed by FY26

◇ Project added through Board Resolution



	Estimate Level	FY24 Budget	FY23 Approved Budget	YOY Change	Total Project Budget	Unfunded Portion
I-95 Corridor						
Phase 1 Timeline						
Alexandria Fourth Track	③	210	210	-	210	-
Franconia to Lorton Third Track	2	230	209	21	230	-
Franconia-Springfield Bypass	③	435	241	194	435	-
Railroad Bridges over Newington Road	2	40	36	4	40	-
Richmond Layover Facility*	1	39	36	3	39	-
King and Commonwealth Bridges *◇ ✓	1	56	3	53	56	-
Potomac Creek Third Track South (Siding A)	②	143	108	35	143	-
Woodford to Milford Third Track (Siding B)	②	85	67	18	85	-
Hanover Third Track (Siding C)	②	84	59	25	84	-
Phase 2 Timeline						
Long Bridge Project	2	2,279	2,039	240	1,890	389
Neabsco Creek to Woodbridge Third Track (Siding D)	2	100	91	9	9	91
Aquia Creek Third Track (Siding E)	2	59	53	6	5	54
Crossroads Third Track (Siding F)	2	103	93	10	10	93
Railroad Bridges over Route 1	2	64	57	7	6	58
Lorton to Route 1 Third Track	2	23	21	2	2	21
L'Enfant Fourth Track & Station Improvements	1	23	22	1	23	-
Other						
Other: CIG Grant	7	3	2	1	3	-
CSX Purchase	7	525	525	-	525	-
Transaction Costs	7	32	38	(6)	32	-
Total I-95 Corridor		\$4,533	\$3,910	\$623	\$3,827	(\$706)
Other Capital Projects						
S-Line 60% Design Grant Match	7	6	-	6	-	6
					Total Unfunded	(\$712)

All Phases

Design & Partial Construction

Design

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

Uses Summary

Primary Drivers Causing Increase through FY30



Budget Component	Total Increase	Net Base Budget Increase	New Budget Item	Increase Overview
I-95 Corridor	\$623M	\$570M	\$53M	- Updated costs estimates as design advances Or - 11% increase to base budgets adjusted to account for economic impact
Western Rail Corridor	\$64M	\$64M	-	- Budgets refined as project development continues
Other Capital Projects	\$59M	\$53M	\$6M	- Funding for S-line design & management reserve
Capital & Operating Grants	\$12M	\$9M	\$3M	- New VRE Pass through Grants - Continued obligations for VRE track lease
Operations	\$83M	\$83M	-	- Amtrak train operations expenses & administrative needs
Total	\$841M	\$779M	\$62M	

Uses: Timing of Capital Projects Funding Shortfall



Capital Project Category	Total Project Budget	VPRA Project Budget	Unfunded Project Budget	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
I-95 Corridor	\$4,532.5	\$3,826.5	\$706.0	\$0.4	\$0.8	\$29.3	\$39.9	\$23.4	\$119.7	\$362.7	\$129.8
Western Rail Corridor	273.9	273.9	-	-	-	-	-	-	-	-	-
Other Capital Projects	109.5	103.8	5.7	-	1.0	4.7	-	-	-	-	-
Total	\$4,915.9	\$4,204.2	\$711.7	\$0.4	\$1.8	\$34.0	\$39.9	\$23.4	\$119.7	\$362.7	\$129.8

Potential Funding Opportunities

- Federal Grants
 - FTA Capital Investment Grant (\$500M - August 2023)
 - FRA Grants: Federal State Partnership, CRISI (\$300M - November 2023)
 - DOT Multimodal Project Discretionary Grants (\$50M)
- CTB Allocated Funds
 - I-66 ITB Toll Revenue Rebound (\$125M - September 2023)
 - Priority Transportation Fund (\$75M)
- Amtrak Operation Revenues and Expense Management (\$50M - July 2023)
- Passenger Ticket Financing (\$100M - March 2024)
- Other Entities



THANK YOU

Questions?



Appendix A

Uses: Western Rail Corridor



Western Rail Corridor	Estimate Level	FY24 Budget	FY23 Approved Budget	YOY Change	Total Project Budget	Unfunded Portion
New River Valley Platform & Track Improvements*	1	86	42	44	86	-
V-Line Tunnels	1	48	48	-	48	-
Capital Improvements - Bridges	1	31	31	-	31	-
Capital Improvements - Other	1	36	6	30	36	-
V-Line Positive Train Control*	1	32	32	-	32	-
V-Line ROW Transaction Costs	7	3	13	(10)	3	-
V-Line ROW Purchase	7	38	38	-	38	-
Total Western Rail Corridor		\$274	\$210	\$64	\$274	-

**Projects combined in FY23 budget*



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

Appendix B

Uses: Other Capital Projects



Other Capital Projects		FY24 Budget	FY23 Approved Budget	YOY Change	Total Project Budget	Unfunded Portion
Ettrick Station Improvements - SOGR	1	12	12	-	12	-
Platform Improvements - SOGR/ADA	1	21	21	-	21	-
S-Line 30% Design	7	39	1	38	39	-
S-Line 60% Design Grant Match ✓	7	6	-	6	-	6
Management Reserve	7	30	15	15	30	-
Purchase of St. Julian's Yard: Amtrak Train Service Facility	7	2	2	-	2	-
Total Other Capital Projects		\$110	\$51	\$59	\$104	(\$6)

✓ Indicates new FY24 project



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

Appendix C

Uses: Capital & Operating Grants



Capital & Operating Grants	FY24 Budget	FY23 Approved Budget	YOY Change	Total VPRA Grant Funding	Unfunded Portion
VRE Passthrough Grants	186	171	15	187	-
Track Lease Payment-Amtrak	61	49	12	61	-
Track Lease Payment-Norfolk Southern	25	23	2	25	-
Newport News Station, Platform, & Service Facility	21	21	-	21	-
Arkendale to Powell's Creek 3rd Track	101	101	-	101	-
PIDS: Ashland & Richmond Main St. Stations	1	1	-	1	-
Positive Train Control	16	16	-	16	-
Amtrak Train Equipment - New Service	17	34	(17)	17	-
Roanoke Yard Improvements	37	37	-	37	-
Western Rail Initiative Grant *	132	132	-	132	-
DC2RVA FRA Grant Match	1	1	-	1	-
DRPT Planning Grants	2	2	-	2	-
Marshalling Yard Expansion	8	8	-	8	-
Central Rail Yard Expansion	6	6	-	6	-
Front Royal Expansion	6	6	-	6	-
Total Capital & Operating Grants	\$620	\$608	\$12	\$620	-

Appendix D

Uses: 10-Year Operations Plan



Operations	FY24 Plan	FY23 Plan	YOY Change	Budget through FY30	Unfunded Portion
Amtrak Operations	857	853	4	857	-
Amtrak Charge per Passenger mile on NEC	301	288	13	301	-
Amtrak Equipment Capital Use Charge	105	56	49	105	-
Amtrak Re-Fleet Effort	-	30	(30)	-	-
Liability Insurance	20	10	10	20	-
Administrative Costs	192	157	35	192	-
Other Operations	180	178	2	180	-
Total Operations	\$1,655	\$1,572	\$83	\$1,655	-