



VPRA Capital Budget Update

DJ Stadtler, Executive Director
March 17, 2026



Purpose of Today's Update

- Provide update on key VPRA capital projects
- Provide update on Ridership
- Review VPRA's FY 2027 Capital Budget

Virginia Passenger Rail Authority

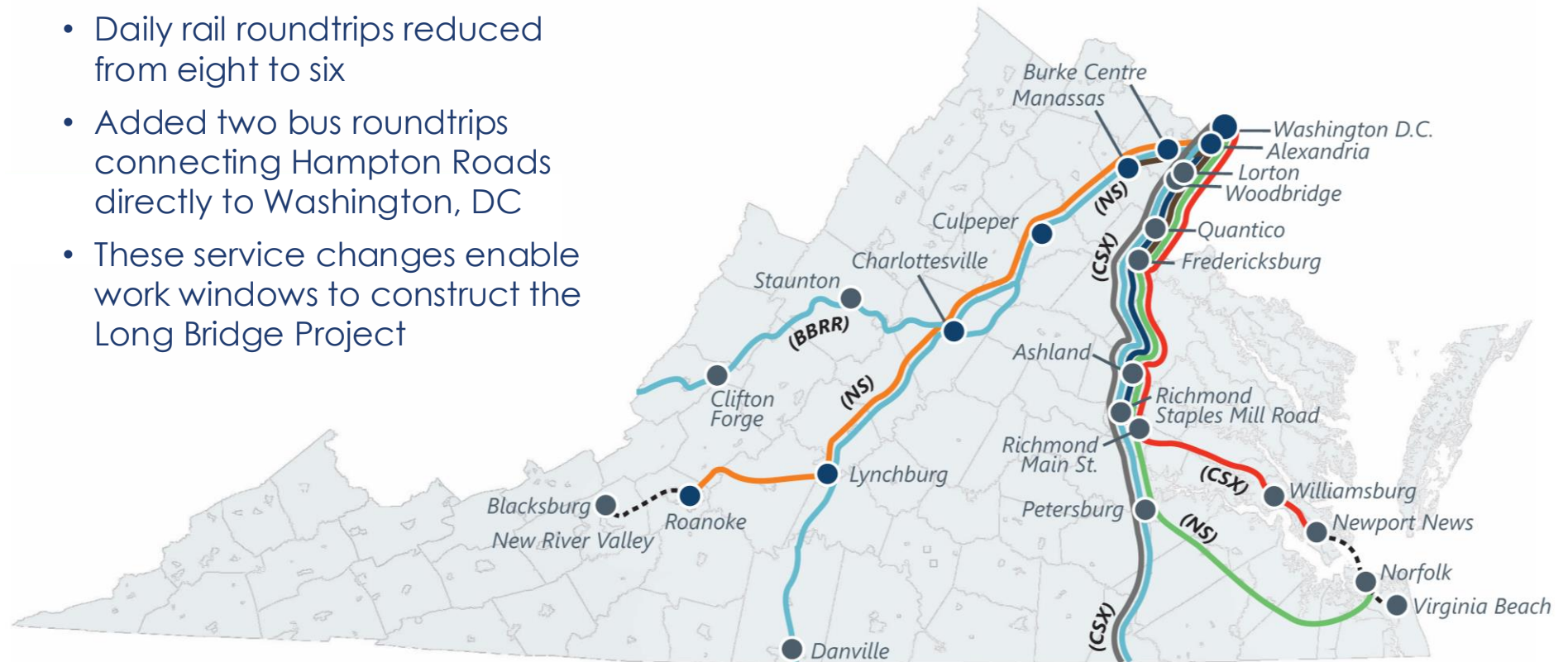
- Independent political subdivision created by 2020 General Assembly – fully governmental
- Given all powers necessary for carrying out its statutory purposes:
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
 - Eminent domain powers
- Owns rail assets and right of way
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board
- Board hires the Executive Director
 - DJ Stadtler, hired in 2021



Virginia Passenger Rail Network 2026

Service changes went into effect on January 12, 2026

- Daily rail roundtrips reduced from eight to six
- Added two bus roundtrips connecting Hampton Roads directly to Washington, DC
- These service changes enable work windows to construct the Long Bridge Project



Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)

Host Railroads

- CSX - CSX Transportation
- NS - Norfolk Southern
- BBRR - Buckingham Branch
- Passenger Station

Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commute
- Thruway Bus

State-Supported Amtrak Service:

Six daily roundtrips

- Roanoke: 2
- Newport News: 2
- Norfolk: 2

Two additional bus roundtrips serve Hampton Roads

Six Amtrak Long-Distance Roundtrips

One NC State-Supported Roundtrip

Two Virginia Railway Express (VRE) Commuter Routes:

16 daily roundtrips

- Manassas: 8
- Fredericksburg: 8

Virginia Code

§ 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.

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- *Provide update on Ridership*
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I-95 Corridor Capital Projects (\$ in millions)

Project Description	Estimate Level	Expenses Incurred to Date	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Required Projects									
Long Bridge - North	4	\$109.4	\$371.5	\$330.1	\$262.3	\$230.6	\$238.0	\$105.0	\$1,646.9
Long Bridge - South	4	128.7	188.4	264.1	204.2	113.4	111.1	3.4	1,013.3
Alexandria Fourth Track	6	50.2	57.6	102.2	28.4	-	-	-	\$238.4
Franconia to Lorton Third Track	5	19.3	17.0	59.0	129.1	49.9	-	-	274.3
Franconia-Springfield Bypass	6	36.3	144.6	137.9	146.4	65.8	1.8	-	532.8
Railroad Bridges over Newington Road	5	2.8	2.3	30.0	25.9	-	-	-	61.0
Potomac Creek Third Track (Siding A) Trackwork	5	10.7	14.5	34.9	90.8	22.2	-	-	173.1
Potomac Creek Third Track (Siding A) Roadwork	3	1.3	4.4	7.6	8.5	2.2	-	-	24.0
Taylorville Third Track (Siding C)	1	-	1.5	19.5	24.8	21.6	18.7	-	86.1
Neabsco Creek to Woodbridge Third Track (Siding D)	1	0.2	2.9	20.8	25.9	30.0	27.0	9.0	115.8
Aquia Creek Third Track (Siding E)	1	0.2	1.6	18.6	33.8	30.0	12.4	-	96.6
Crossroads Third Track (Siding F)	1	0.3	6.9	31.8	40.4	38.5	25.0	-	142.9
L'Enfant Fourth Track and Station Improvements	3	0.5	0.1	0.1	18.1	18.0	16.5	-	53.3
Projects not required for service									
King and Commonwealth Bridges	6	4.0	17.7	58.5	17.5	-	-	-	97.7
Richmond Layover Facility	*	4.2	1.4	1.6	2.7	0.5	-	-	10.4
Other									
TRV Right of Way Transaction Costs	7	30.4	3.0	1.4	-	-	-	-	34.8
Total I-95 Corridor Rail Projects		\$398.5	\$835.4	\$1,118.1	\$1,058.8	\$622.7	\$450.5	\$117.4	\$4,601.4
Utility Relocation Projects									
Franconia to Lorton Third Track: Fairfax	4	0.7	4.1	13.9	7.7	-	-	-	26.4
Potomac Creek Third Track: Stafford	4	0.2	1.8	13.2	-	-	-	-	15.2
Total I-95 Corridor		\$399.4	\$841.3	\$1,145.2	\$1,066.5	\$622.7	\$450.5	\$117.4	\$4,643.0



New Long Bridge for Passenger Rail



South Package (Design-Build)

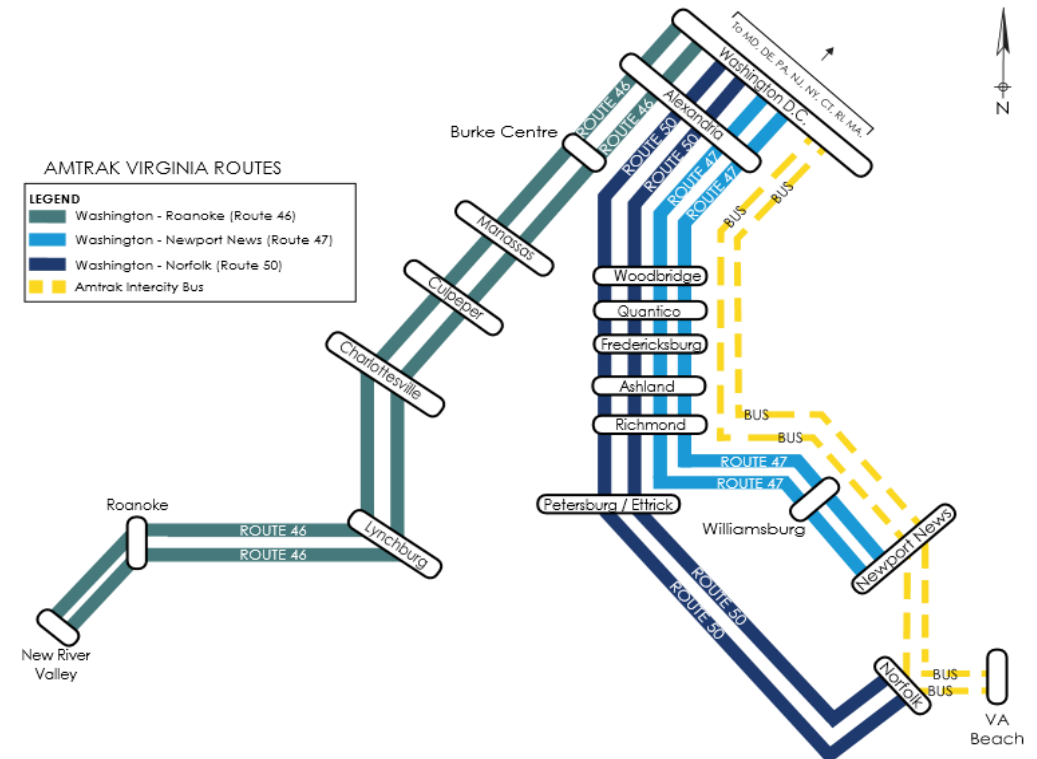
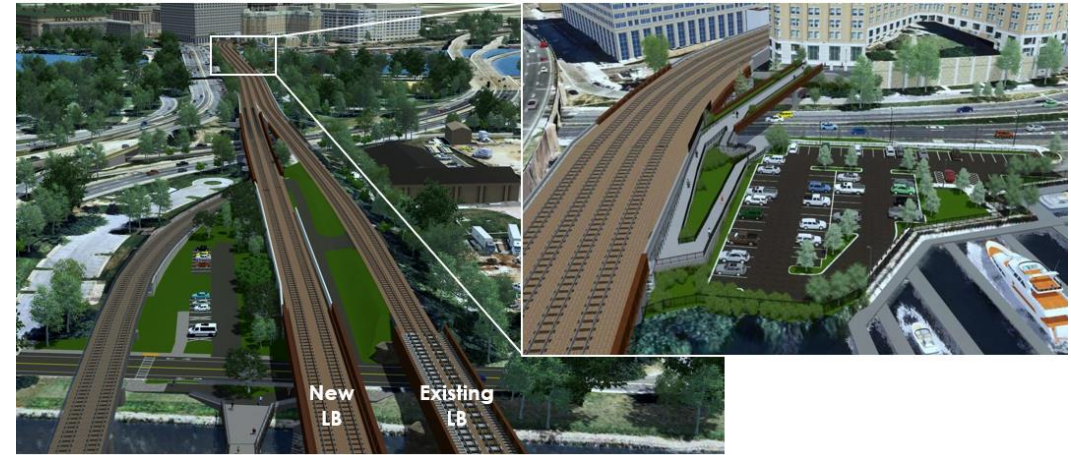
- New rail bridge over the Potomac River, G.W.M.P., and Mt. Vernon trail
- New bike/ped bridge connecting Virginia and DC
- Contract awarded to Long Bridge Rail Partners (Trumbull-Fay-Wagman) in January 2025

North Package (Progressive Design-Build)

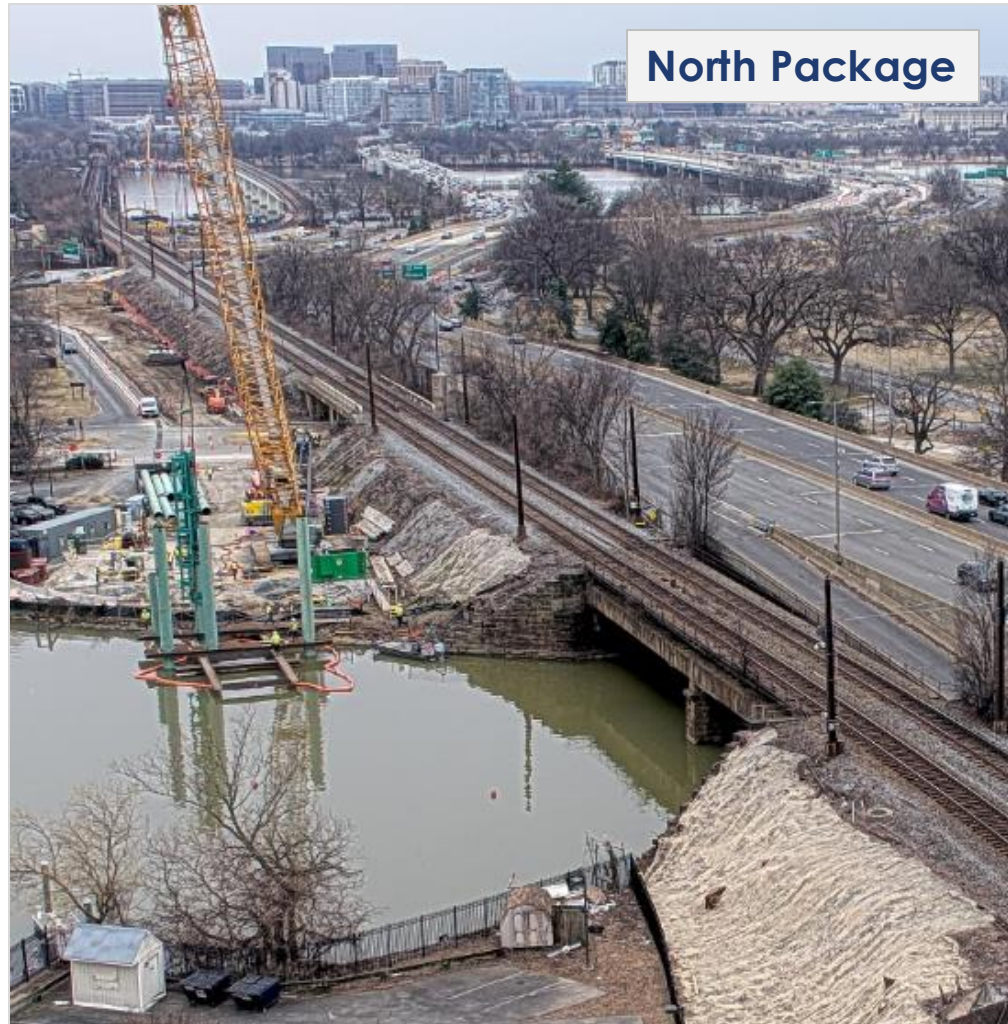
- Will construct new bridges over I-395, Ohio Dr SW, Washington Channel, & Maine Ave SW, as well as related infrastructure north of the Potomac
- Awarded to Skanska-Flatiron Joint Venture (SFJV) in December 2023 for Phase 1; Phase 2 contract (pricing) was executed in June 2025

Long Bridge Construction Work Windows

- In order to construct the new Long Bridge for passenger rail, particularly the North Package, VPRA is coordinating with Amtrak, VRE, and CSX to facilitate a service outage from 8:15am – 1:00pm*.
- The work window will maximize construction activity and maintain maximum service and optimize performance for Amtrak, VRE, and CSX.
- DC Noise and Vibration laws restrict significant work to daytime hours.
- Beginning in January 2026, Amtrak VA service was reduced from 8 to 6 daily roundtrips and substituted with 2 bus trips. VRE adjusted 4 roundtrips to end at Alexandria.
- Due to customer feedback, VPRA on March 7 added two roundtrip bus trips from Richmond to Washington's Union Station.



Long Bridge Construction Updates



North Package


With the start of work windows, crews can perform activities that foul the track. A trestle is being built across Washington Channel that will be used for the duration of construction.



South Package

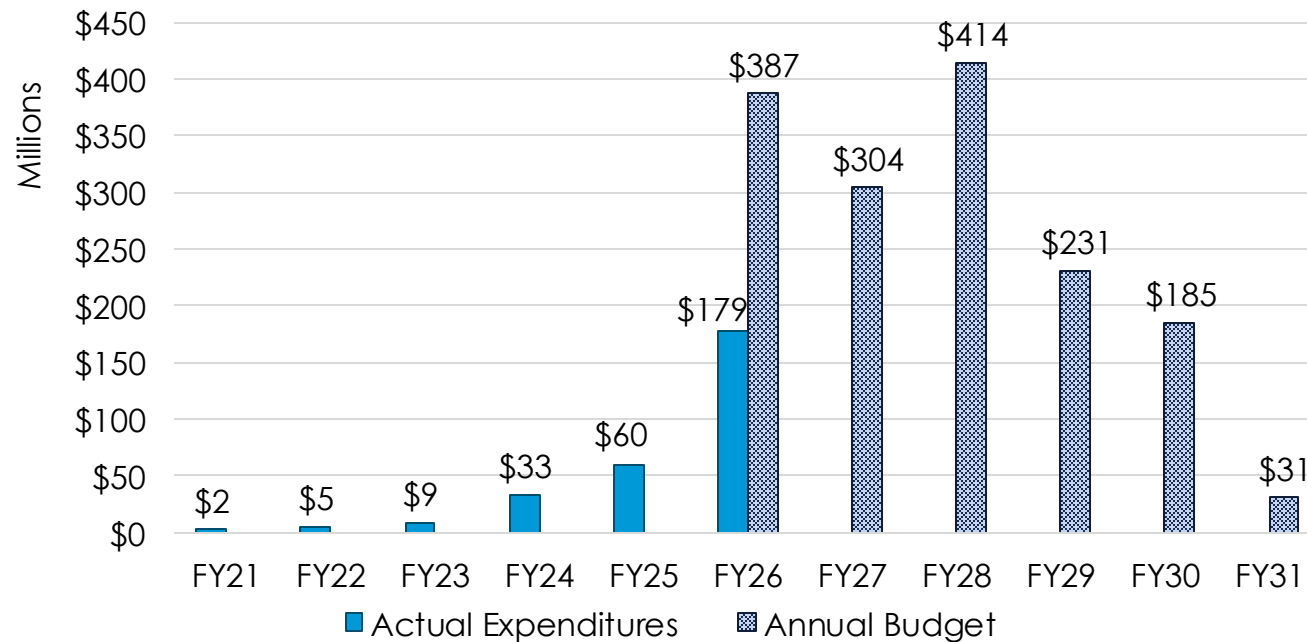
Crews are preparing access bulkheads on both shores of the river that will be used to launch construction equipment and materials onto barges.

Long Bridge North Package


Project Information			Financial Information (\$M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2030		90% Design	\$1,647M	\$288.0	\$224.3	\$178.6	20%

Contractor: Skanska-Flatiron Joint Venture (SFJV)

90% Design is in progress, using the information collected during geotechnical investigations and the test pile program. **Progress is being made on early works packages for crash and retaining walls, trestle construction, tree clearing, and utility relocation.** Construction field offices will be operational in early March.

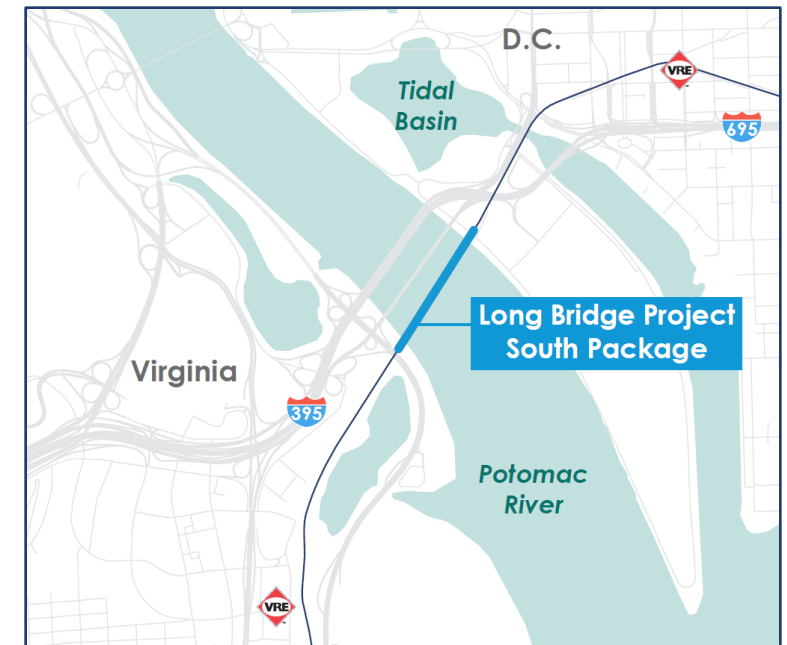
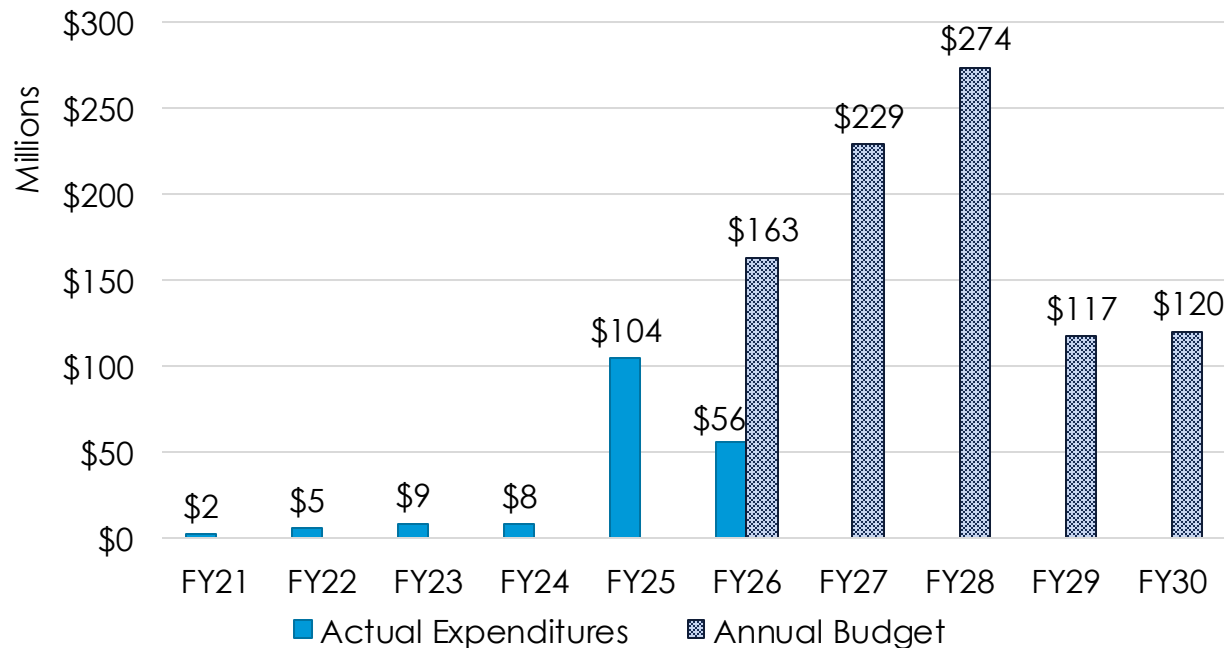


Long Bridge South Package

Project Information			Financial Information (\$M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2030	 VPRA	60% Design	\$1,013M	\$185.0	\$102.0	\$56.3	45%

Contractor: Long Bridge Rail Partners (LBRP) (Trumbull-Fay-Wagman)

Scope validation and 60% design development are underway. **The unusually long period of cold weather has delayed the test pile program, which will begin as soon as conditions allow. The National Park Service extended the bed of river permit for this work thru July.**



Alexandria Fourth Track

- CSX is constructing six miles of new fourth track between the AF (Alexandria) and RO (Rosslyn) interlockings
- Upon completion of the new Long Bridge, this continuous four-track corridor will enable freight and passenger train separation
- CSX awarded the construction contract to JB Fay – construction began late 2025, complete late 2027
- Close coordination with other projects in the corridor:
 - Crystal City VRE Station
 - Alexandria Station ADA Improvements
 - King St & Commonwealth Ave bridge replacements
 - CC2DCA pedestrian bridge



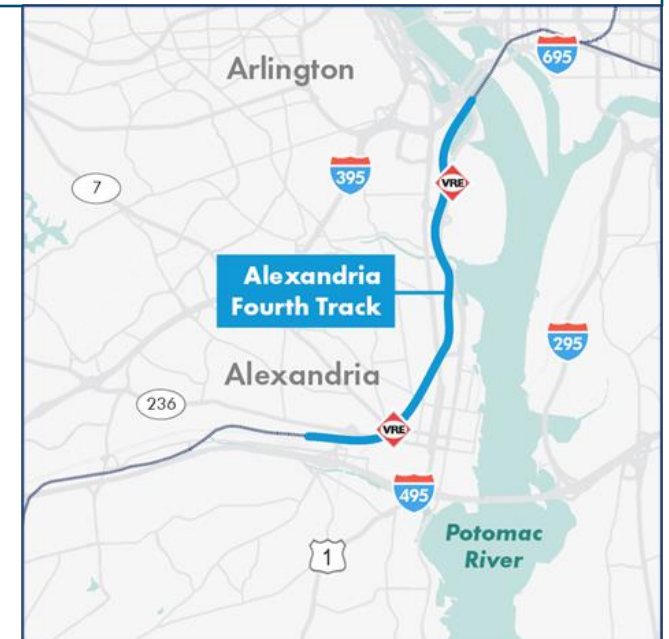
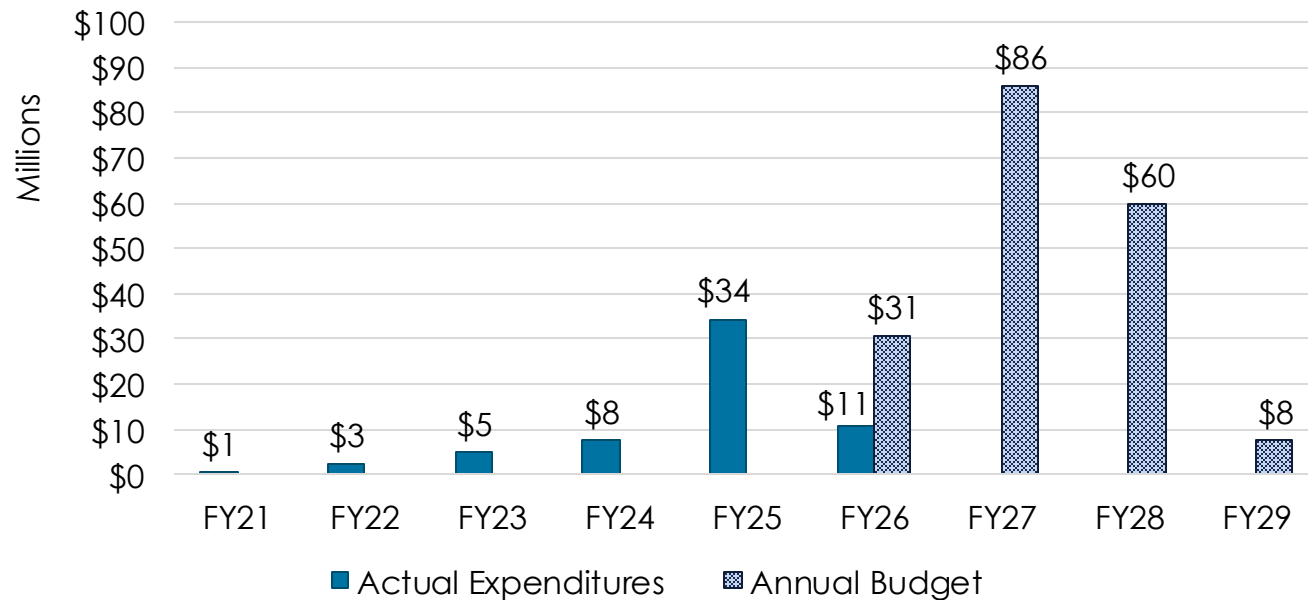
CSX is delivering materials on site

Alexandria Fourth Track


Project Information			Financial Information (\$M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2027	CSX	Construction	\$238M	\$60.9	\$17.9	\$10.7	40%

Contractor: Fay

CSX issued full Notice to Proceed (NTP) to Fay on January 9. Duct bank construction in the corridor is complete and **fiber relocation activities are scheduled to be complete in late March**. As part of early works crossover construction, **Fay began clearing, grubbing, and potholing for utilities at CP Rosslyn** (northern interlocking) on February 17. Erosion & Sediment Control installation scheduled in March. Right-of-Way (ROW) negotiations are ongoing with WMATA.



Alexandria Station / King & Commonwealth Bridges

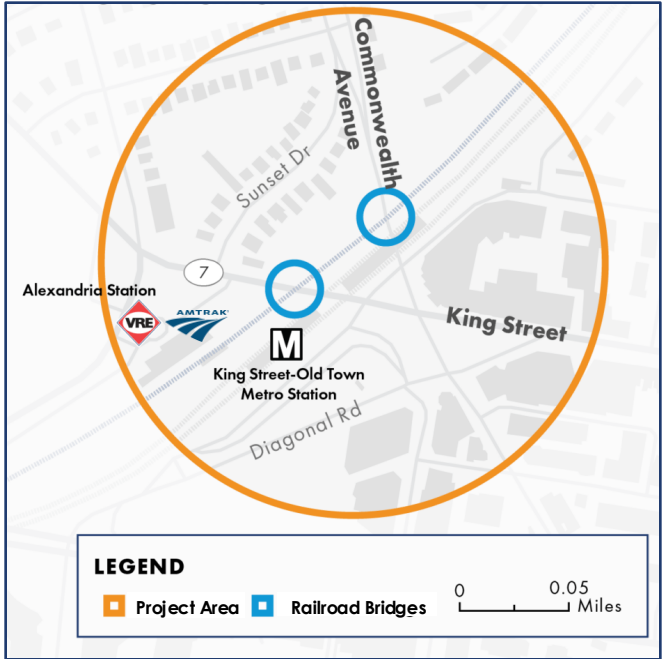
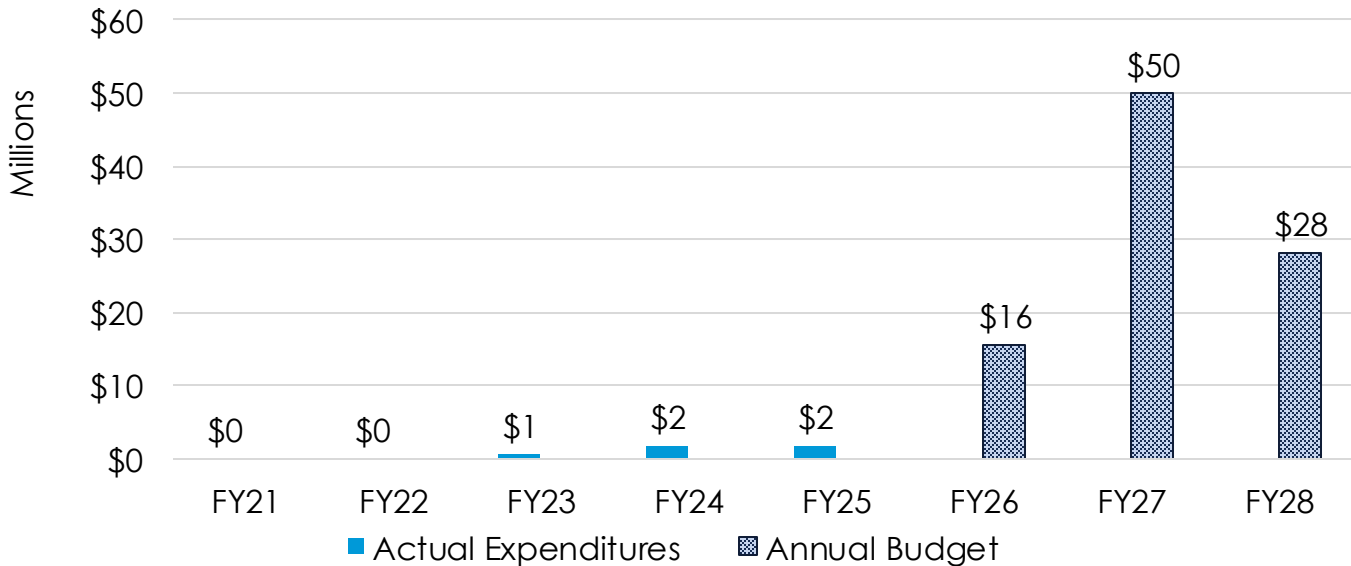
Project Information			Financial Information (\$M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2028		Construction	\$97.7M*	\$3.4	\$9.1	(\$0.6)**	107%

Contractor: Kokosing

VRE issued full Notice to Proceed (NTP) on January 30. On-site construction activities have begun. Major bridge construction is expected to begin in late March, pending permits from City of Alexandria.

* \$97.7M VPRA Contribution to \$141.1M VRE-led project.

**Note: The FY25 year-end accrual reversal has been recorded. Projects will carry negative balances until the FY25 invoices are received.




Franconia-Springfield Bypass

- The Bypass will be constructed south of the Franconia-Springfield WMATA & VRE station.
- \$100M of FRA funds are included as part of this \$532M project.
- The 0.9 mile bypass structure will allow passenger trains to:
 - Crossover to serve VRE stations on the west, north of Franconia and on the east, south of Franconia
 - Reduce conflicts between passenger and freight trains
- Construction activities have begun: track crossings, retaining walls, preparations for shoofly track
- Substantial completion estimated early 2029

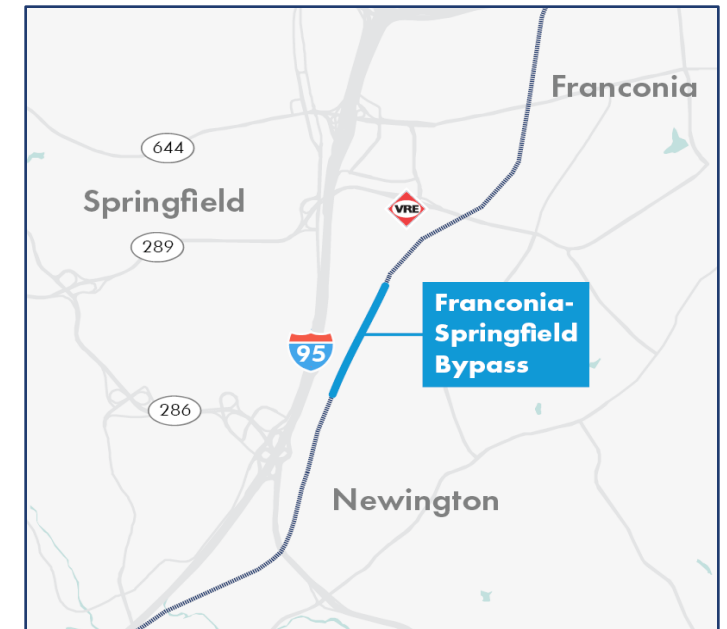
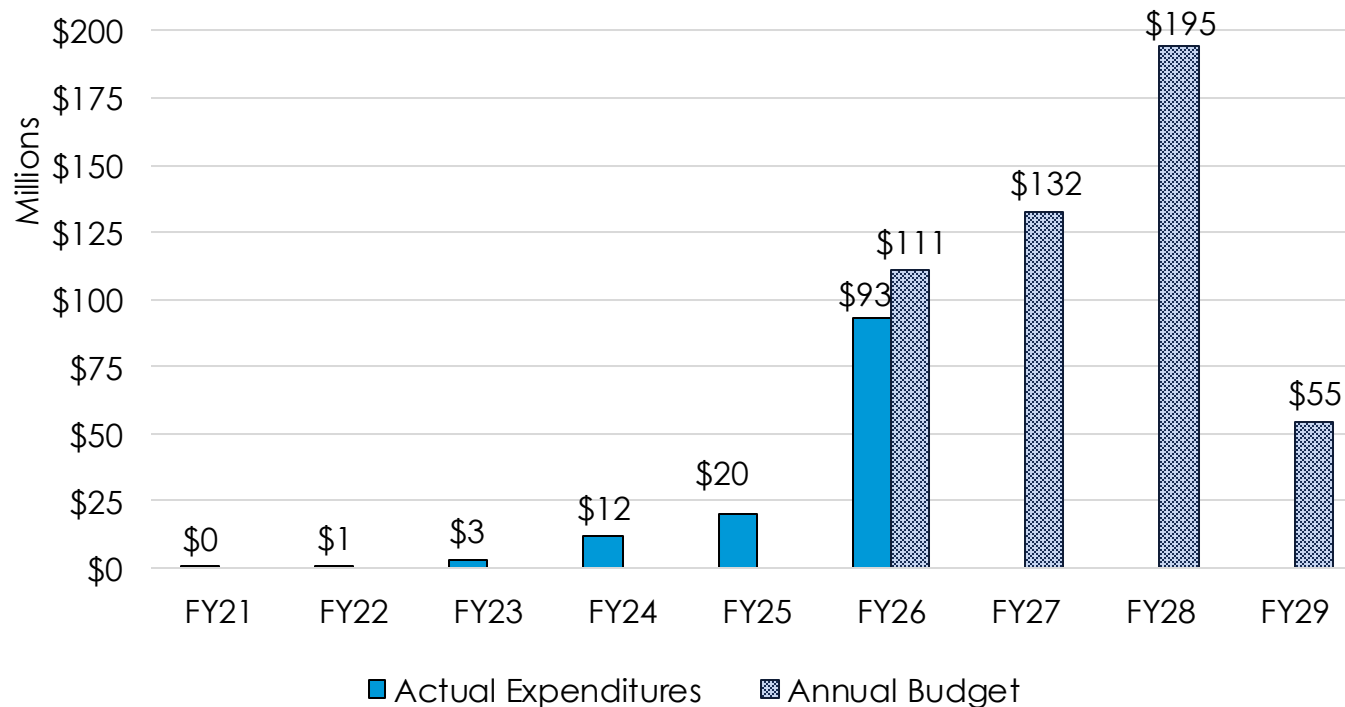


Franconia-Springfield Bypass

Project Information			Financial Information (\$M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2029	 VPRA	100% Design	\$532M	\$129.7	\$64.6	\$93.4	-45%

Contractor: FlatironDragados-Herzog Joint Venture (FHJV)

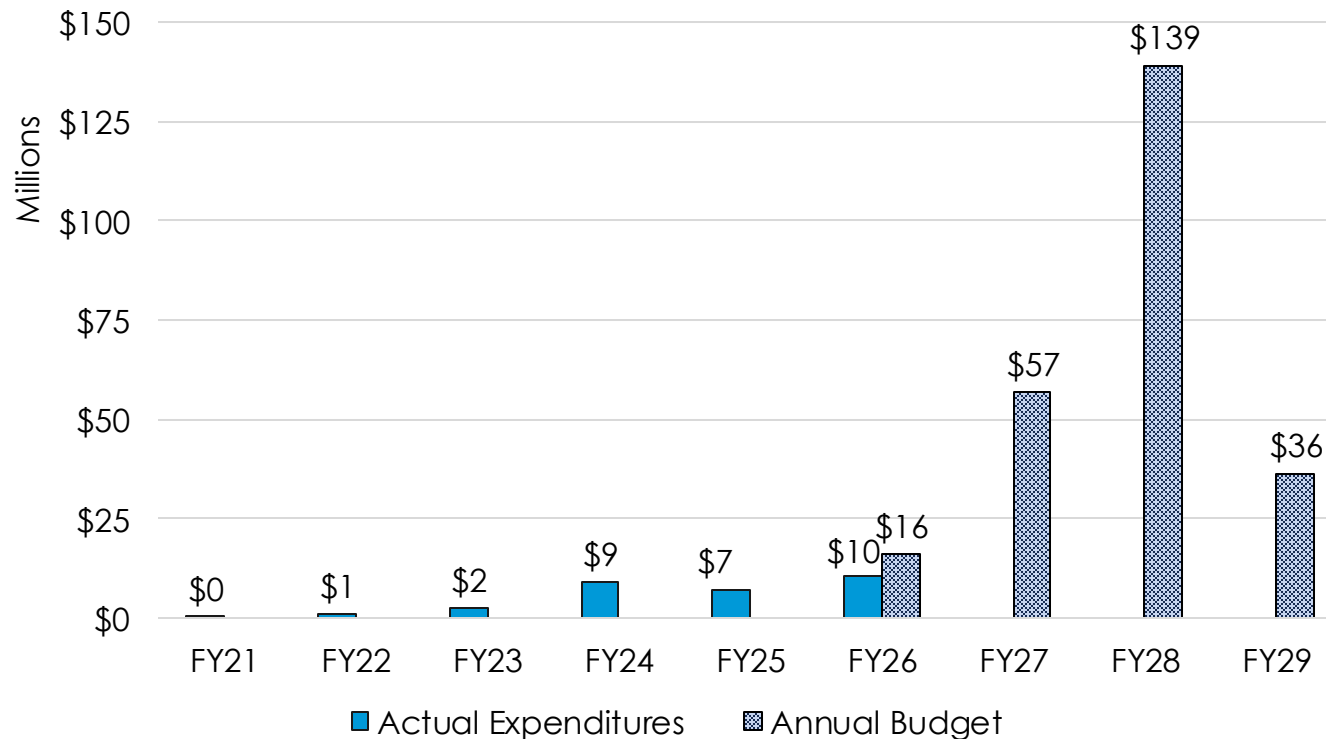
FRA obligated the \$100 Million CRISI grant and the agreement was signed on December 8. A revised Construction General Permit was issued on January 2. A signed-and-sealed design submittal was received from Parsons on January 30. **Property acquisitions are complete.**



Franconia to Lorton Third Track

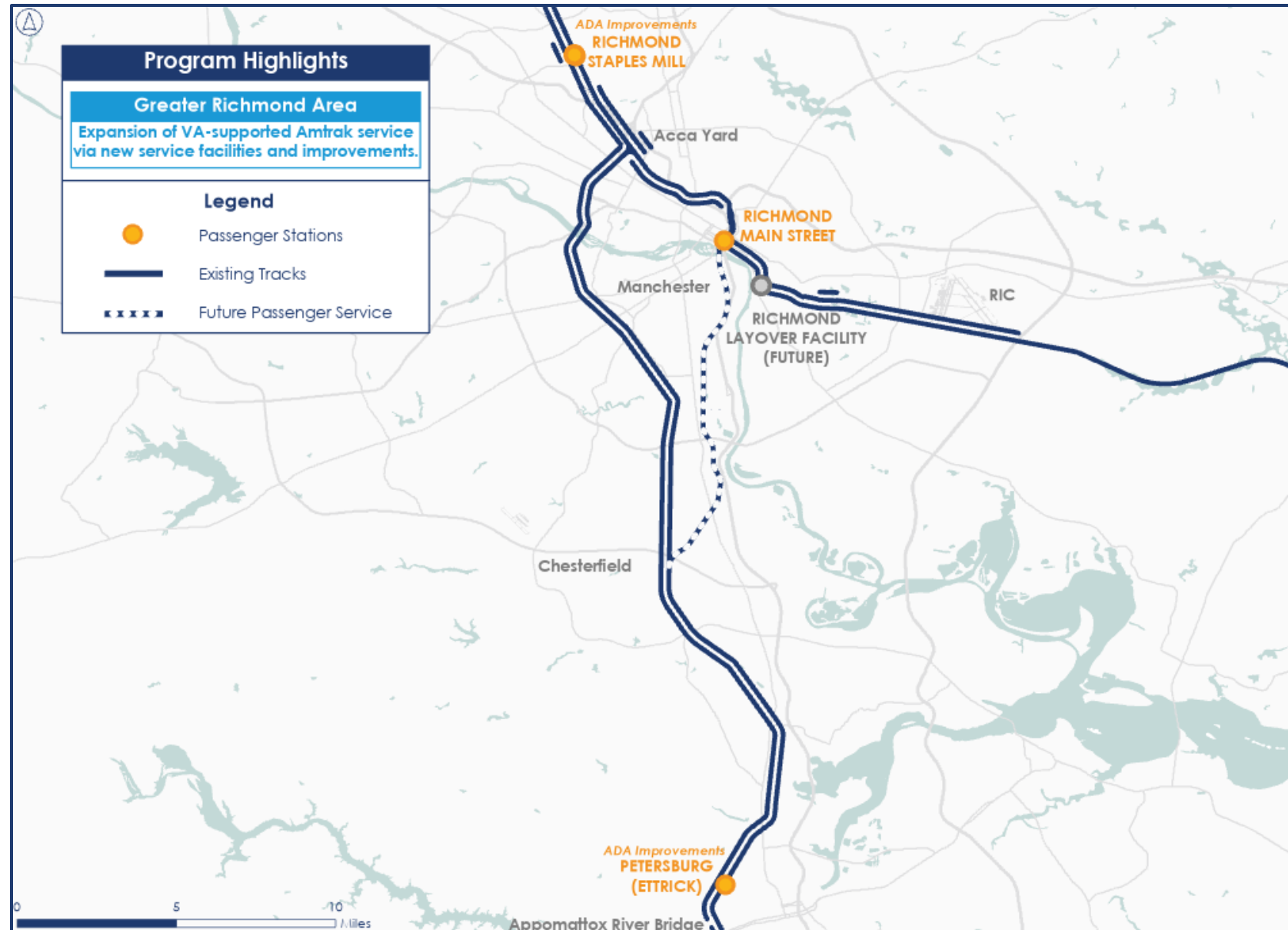
Project Information			Financial Information (\$M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2029	CSX	100% Design	\$274M	\$29.6	\$9.3	\$10.3	-11%

VPRA received the 100% Design conformed set on February 4. All environmental permitting is complete. Property acquisition appraisals are ongoing. Early track and signal work at the new Beltway Interlocking began February 17 and is expected to be completed in May. **CSX expects to advertise the contractor procurement in Summer 2026.**



Richmond Area Improvements

- Virginia acquired the right to extend trains originating and terminating at Staples Mill to Main Street – first extension **September 27, 2021**
- Richmond Layover Facility – at Fulton Yard to support future increased service to Richmond
- Staples Mill Station – ADA and SoGR Improvements
- Ettrick Station – ADA Improvements, Platform and Canopy reconstruction



Western Rail Corridor / Other Capital Projects (\$ in millions)

Project Description	Estimate Level	Expenses Incurred to Date	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Cambria Platform & Radford Layover	6	\$24.0	\$37.2	\$13.8	-	-	-	-	\$75.0
Total Western Rail Corridor Projects		\$24.0	\$37.2	\$13.8	-	-	-	-	\$75.0

Project Description	Estimate Level	Expenses Incurred to Date	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Ettrick Station Improvements	5	\$1.1	\$1.6	\$8.7	\$7.1	-	-	-	\$18.5
Ettrick Station Planning	1	-	0.4	0.9	-	-	-	-	1.3
Staples Mill Station Improvements	3	0.5	0.5	5.2	8.9	0.1	-	-	15.2
Platform & Station Improvements	1	0.5	0.3	1.2	6.1	3.1	-	-	11.2
Manassas Line - Transaction	7	315.0	-	42.0	-	-	-	-	357.0
Manassas Line & Seminary Passage Transaction Costs	7	4.0	-	1.3	-	-	-	-	5.3
Manassas Line - Capital Maintenance	2	0.1	9.9	5.0	1.9	5.1	10.7	5.8	38.5
S-Line 30% Design	7	0.6	8.3	29.0	1.6	-	-	-	39.5
Total Other Capital Projects		\$321.8	\$21.0	\$93.3	\$25.6	\$8.3	\$10.7	\$5.8	\$486.5

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



New River Valley Construction Updates

Groundbreaking ceremony was held in April 2025; Once the track and platform in Christiansburg and layover facility in Radford are complete Amtrak service can be extended to the NRV; estimated 2027




Cambria Station Site
Platform construction, parking lot grading, retaining walls, station track and turnouts



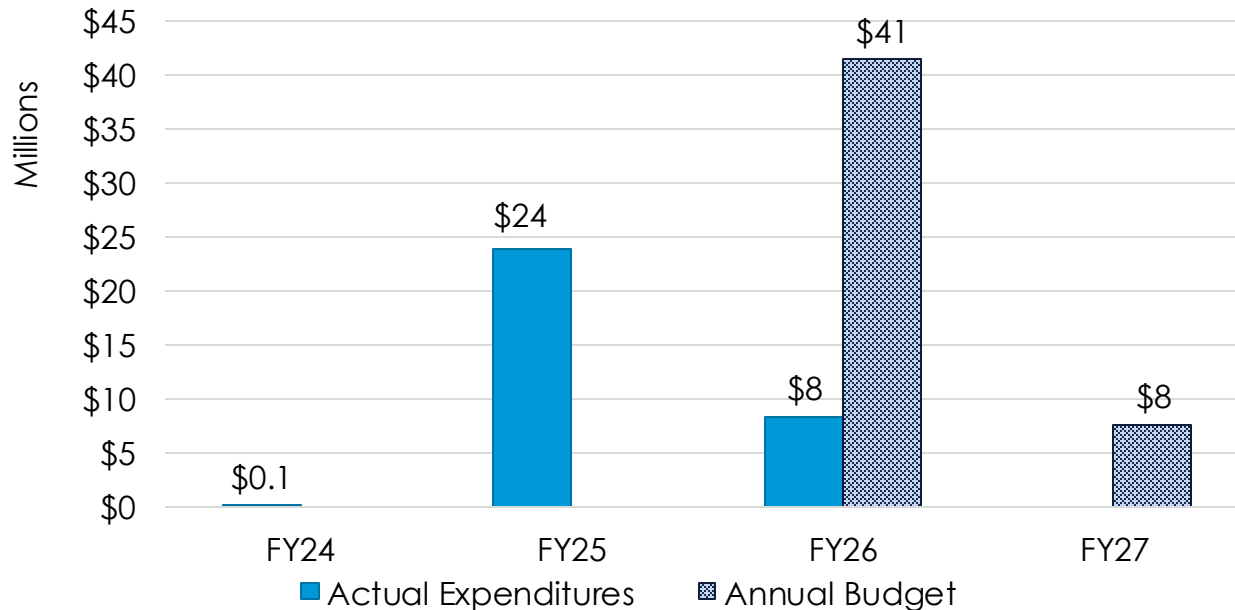
Radford Layover Site
Two storage tracks nearing completion, light poles and electrical conduits, fencing

New River Valley

Project Information			Financial Information (\$M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2027		Construction	\$73M	\$32.3	\$24.2	\$8.3	66%

Contractor: Anderzack-Pitzen Construction, Inc.

Construction activities continue at the Cambria Station Site and Radford Layover Facility; **progress has been made at both project sites. At Cambria the platform grade beams and cellular concrete activities are nearing completion and the contractor is beginning the platform walls and parking lot retaining wall. At Radford, the layover tracks are nearly complete, light pole bases have been installed, and wires are being pulled.**



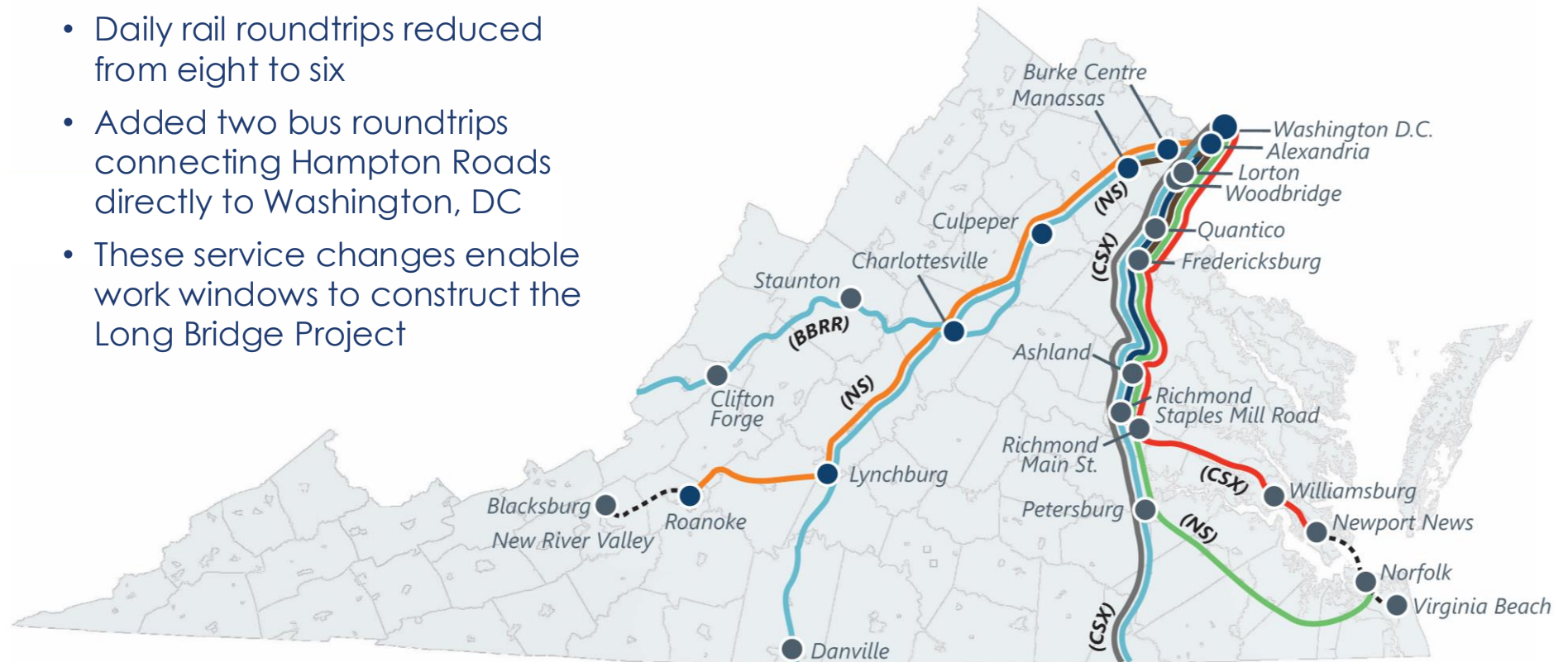
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- These service changes enable work windows to construct the Long Bridge Project



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- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)

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Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commute
- Thruway Bus

State-Supported Amtrak Service:

Six daily roundtrips

- Roanoke: 2
- Newport News: 2
- Norfolk: 2

Two additional bus roundtrips serve Hampton Roads

Six Amtrak Long-Distance Roundtrips

One NC State-Supported Roundtrip

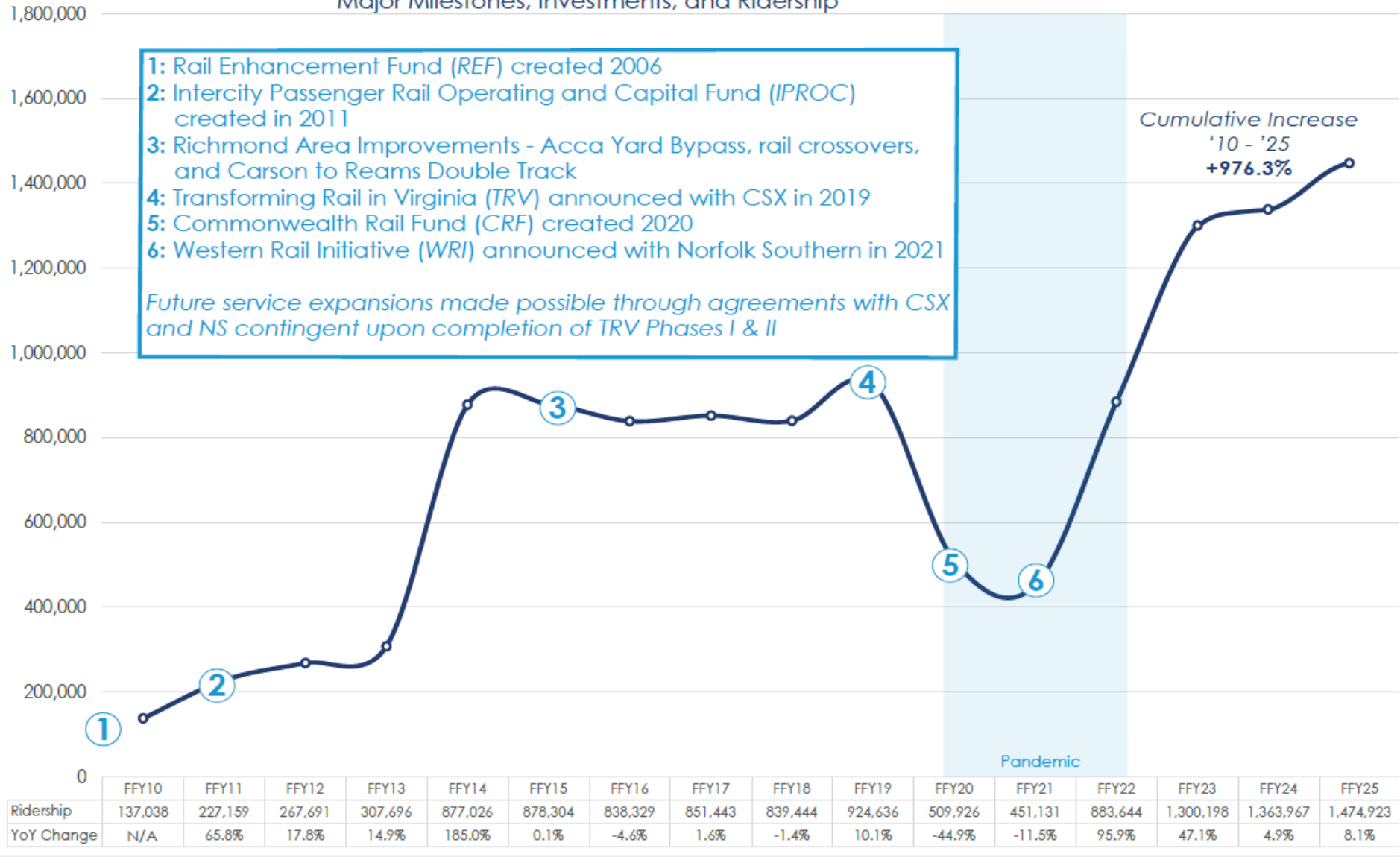
Two Virginia Railway Express (VRE) Commuter Routes:

16 daily roundtrips

- Manassas: 8
- Fredericksburg: 8

Virginia's Passenger Rail Growth

Major Milestones, Investments, and Ridership



1st Lynchburg Roundtrip '09

1st Richmond Roundtrip '10

1st Norfolk Roundtrip '12

Virginia acquires two Newport News and additional Richmond Roundtrip '13

Lynchburg to Roanoke Extension '17

Richmond to Norfolk Extension '19

VPRA Founded '20

RVA Staples Mill to RVA Main Street Extension '21

Additional Roanoke & Norfolk Roundtrip '22

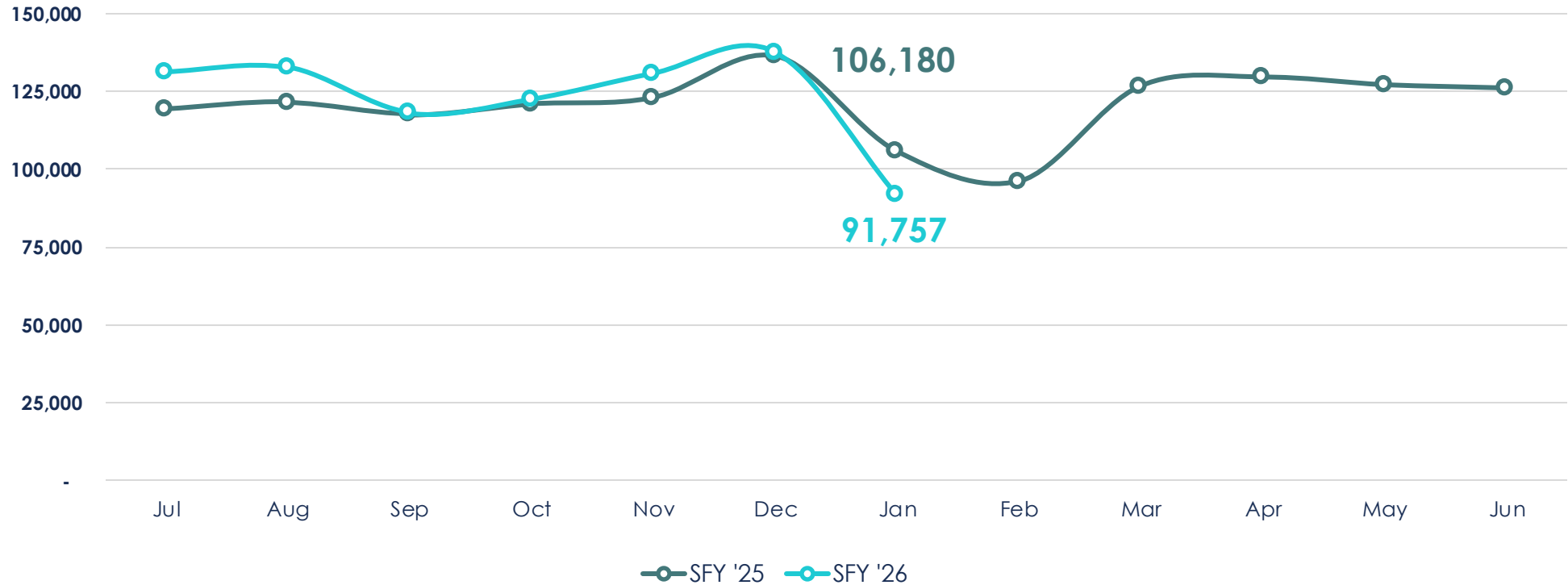
Manassas Line Purchase '24



Recent Virginia-Supported Amtrak Ridership

January 2026:
-13.6% ridership YoY

SFYTD Ridership: 865,056
+2.4% YoY

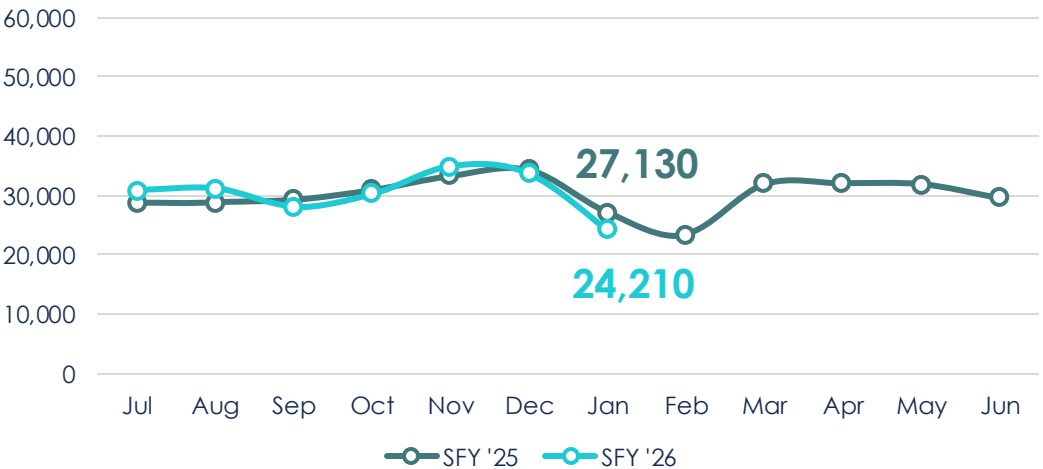


- December 2025 records:
 - All-time highest Amtrak VA ridership with 137,676 passengers state-wide
 - All-time highest Norfolk route ridership with 52,856 passengers
- January 12, 2026: Long Bridge construction-related service changes went into effect
- Winter storms also impacted ridership in January – 34 cancelled trains (8%), mostly on weekends during higher ridership periods

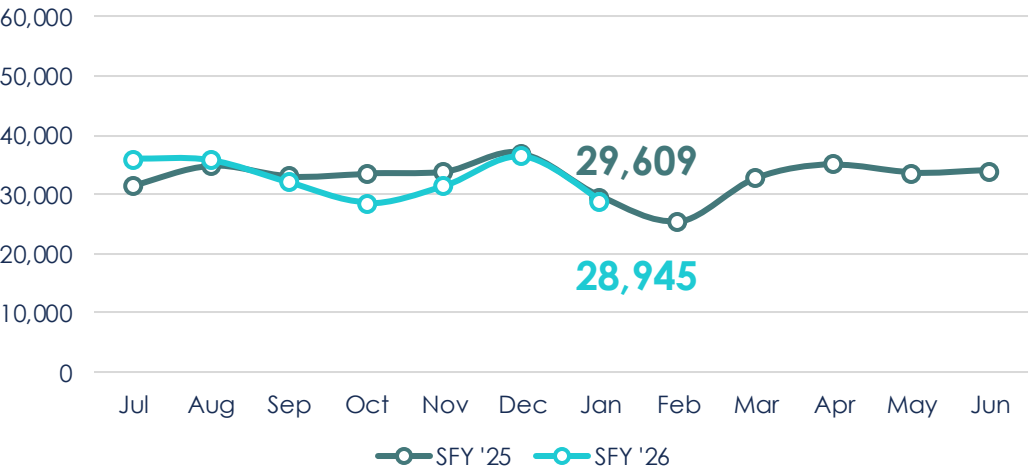


Virginia-Supported Monthly Ridership by Route SFY '26 vs. SFY '25

Route 46: Roanoke (-10.8%)

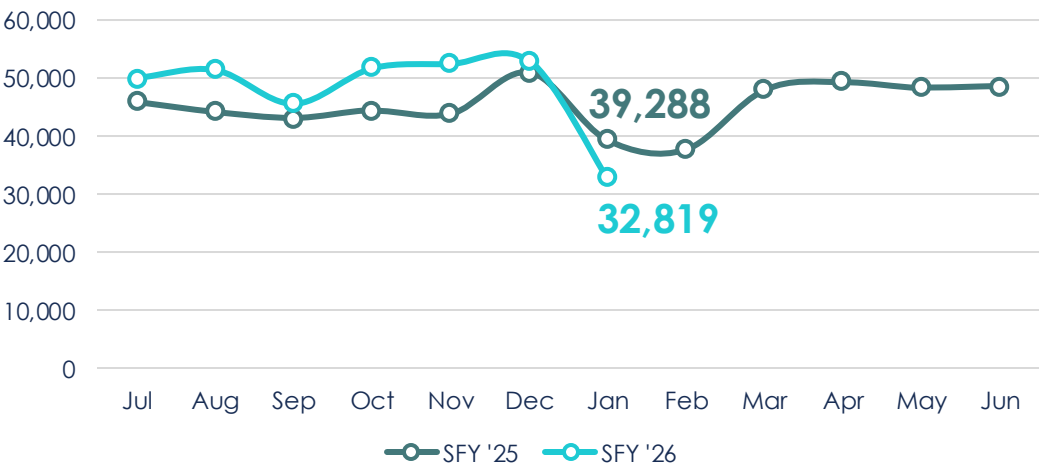


Route 47: Newport News (-2.2%)

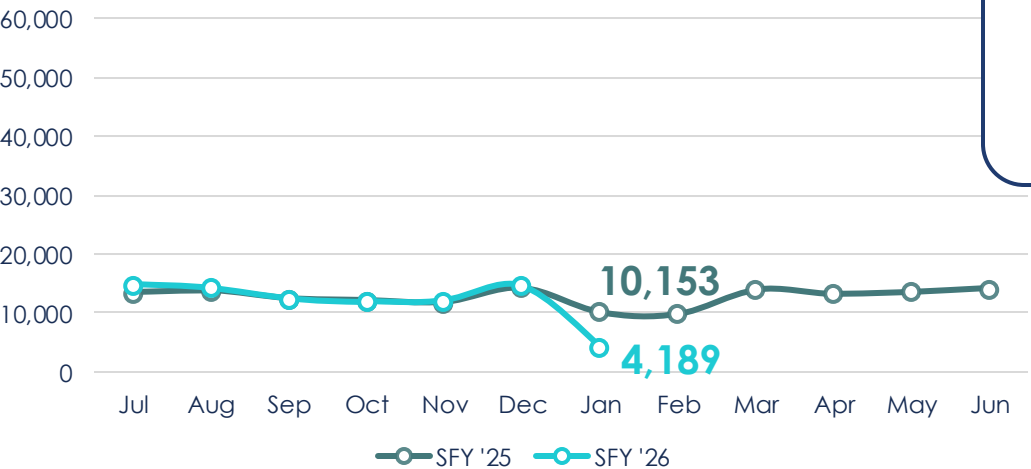


Note: Route ridership subject to Amtrak data finalization. To be reported in a future EDR appendix.

Route 50: Norfolk (-16.5%)



Route 51: Richmond (-58.7%)

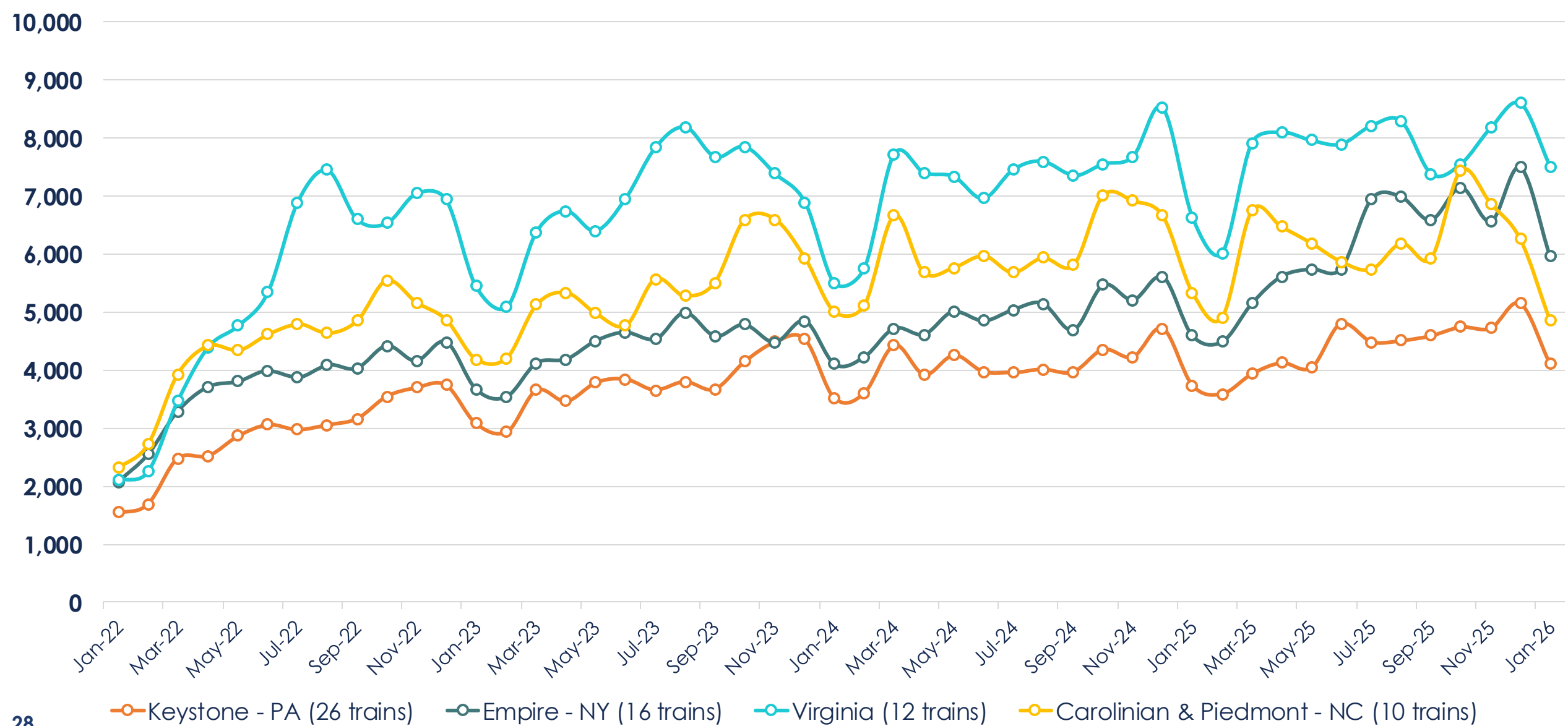


Route 51: WAS-RVM, ceased operations after January 12th due to LB construction.



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains

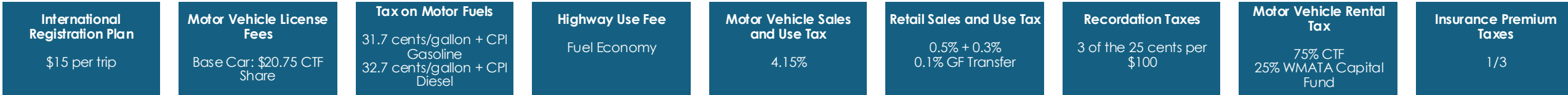


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Commonwealth Transportation Funding Dedicated to VPRA

Major State Revenues



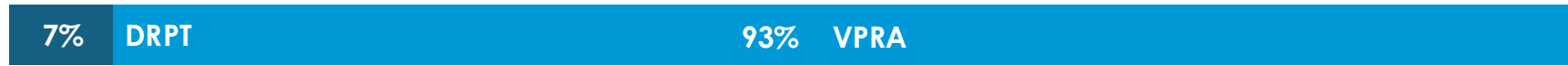
Commonwealth Transportation Fund



Transportation Trust Fund (TTF)



Commonwealth Rail Fund (CRF)



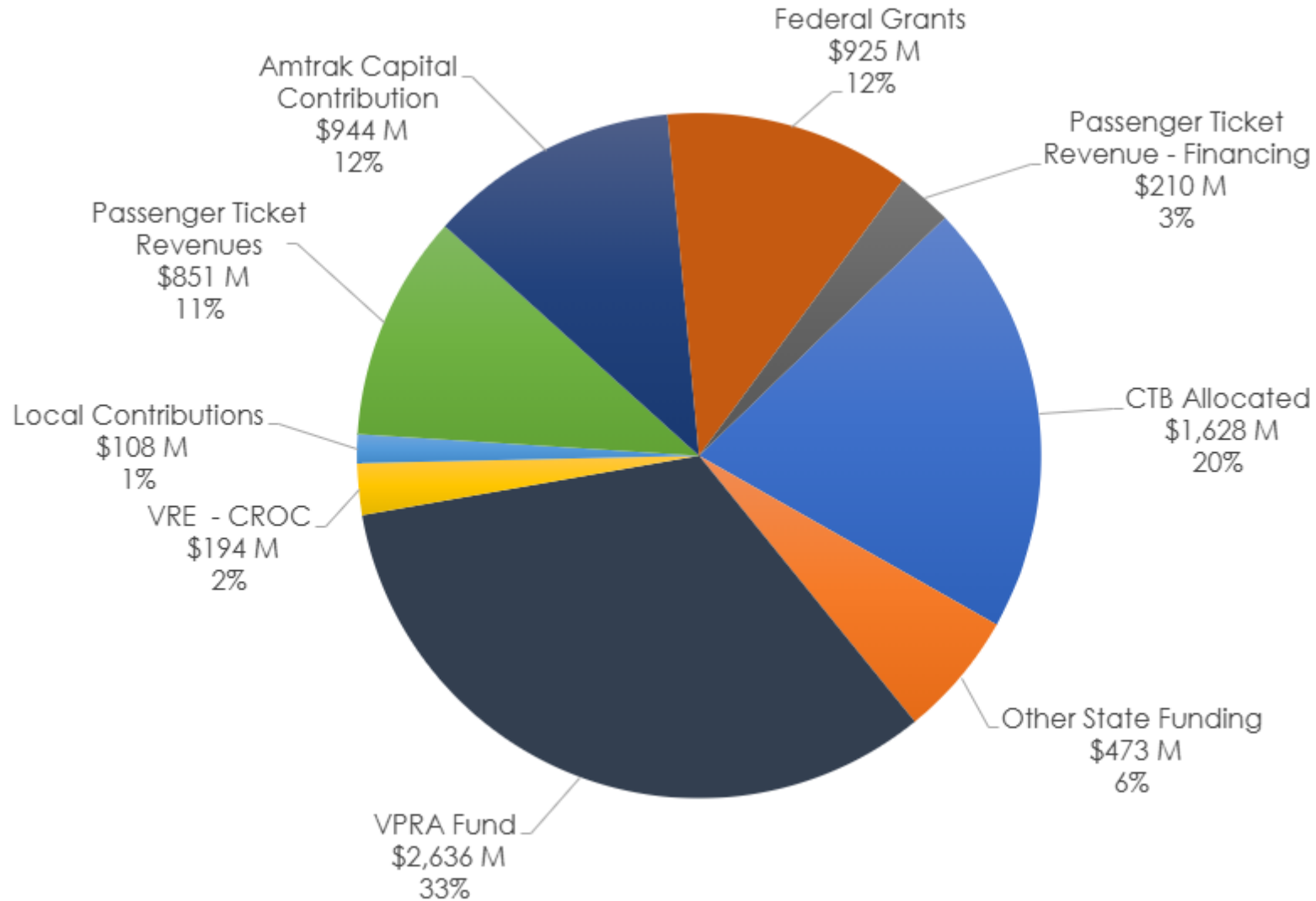
\$ in Millions	Previous Years	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Commonwealth Rail Fund Allocation to VPRA	\$952.8	\$181.0	\$183.3	\$187.6	\$192.7	\$192.1	\$1,889.5

**FY 2027
Budget
Assumptions**

Funding Sources thru FY31

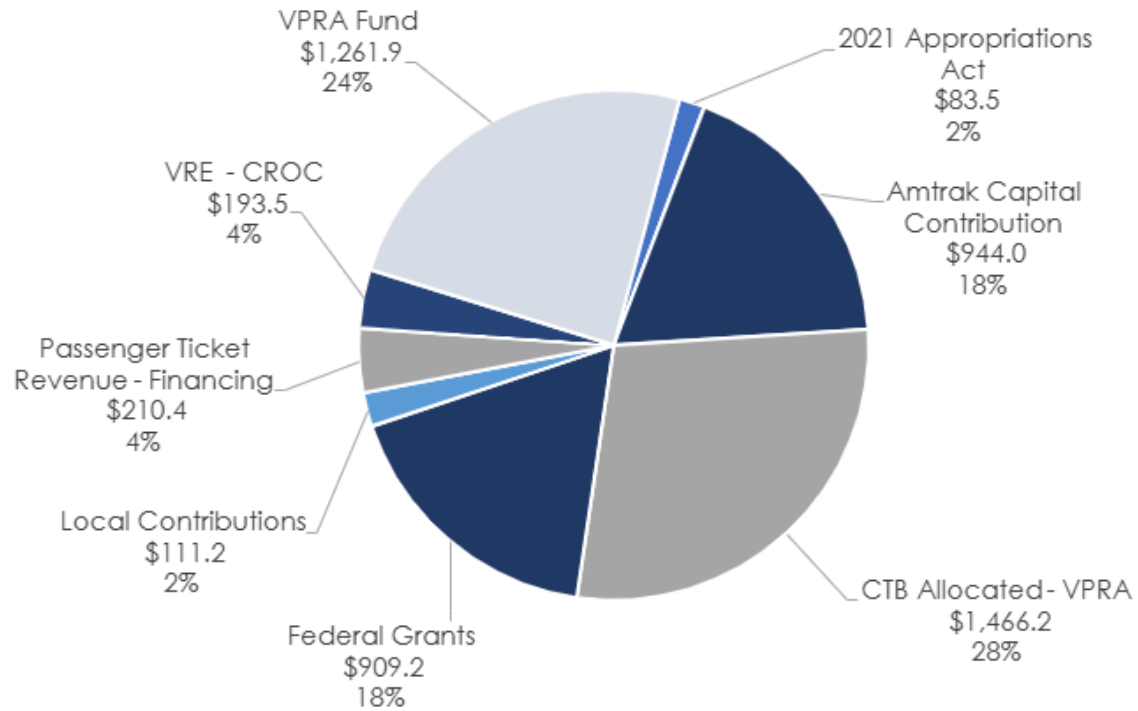
\$7.97B*

*Per FY27
Recommended
Budget

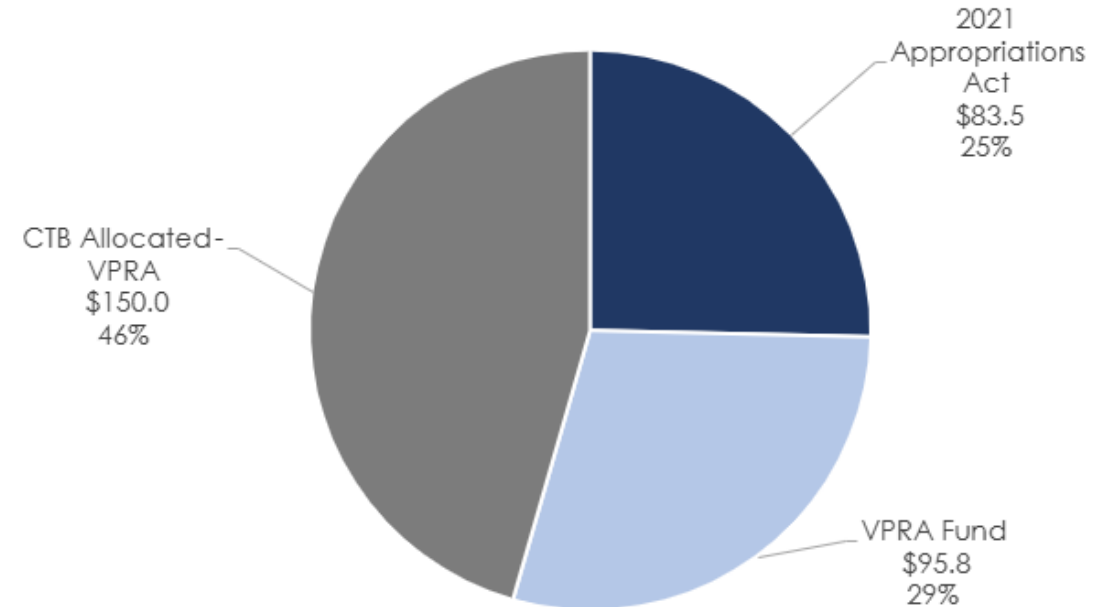


Corridor Sources

I-95 Corridor



Western Rail Corridor



Capital Budget Revenue Sources

I-95 Corridor	Expenses Incurred to Date*	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$936.3	\$841.3	\$1,145.2	\$1,066.5	\$622.7	\$450.5	\$117.4	\$5,179.9	
2021 Appropriations Act	83.5	-	-	-	-	-	-	83.5	2%
Amtrak Capital Contribution	68.0	129.8	166.0	398.0	161.7	20.5	-	944.0	18%
CTB Allocated - VPRA	319.5	98.0	240.7	453.4	303.3	42.8	8.5	1,466.2	28%
Federal Grants	20.4	406.3	390.8	71.7	10.0	10.0	-	909.2	18%
Local Contributions	0.9	28.8	27.4	7.7	18.1	28.3	-	111.2	2%
Passenger Ticket Revenue - Financing	-	-	-	38.4	98.5	64.5	9.0	210.4	4%
VRE - CROC	148.5	7.5	7.5	7.5	7.5	7.5	7.5	193.5	4%
VPRA Fund	295.5	170.9	312.8	89.8	23.6	276.9	92.4	1261.9	24%
Total Sources	\$936.3	\$841.3	\$1,145.2	\$1,066.5	\$622.7	\$450.5	\$117.4	\$5,179.9	

Western Rail Corridor	Expenses Incurred to Date*	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$85.3	\$37.2	\$13.8	-	-	-	-	\$136.3	
2021 Appropriations Act	34.5	24.0	-	-	-	-	-	58.5	43%
VPRA Fund	50.8	13.2	13.8	-	-	-	-	77.8	57%
Total Sources	\$85.3	\$37.2	\$13.8	-	-	-	-	\$136.3	

Other	Expenses Incurred to Date*	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$477.9	\$22.6	\$93.3	\$25.6	\$8.3	\$10.7	\$5.8	\$644.2	
Federal Grants	0.4	1.5	8.4	3.0	-	-	-	13.3	2%
Local Contributions	-	7.4	29.0	1.6	-	-	-	38.0	6%
VPRA Fund	477.5	13.7	55.9	21.0	8.3	10.7	5.8	592.9	92%
Total Sources	\$477.9	\$22.6	\$93.3	\$25.6	\$8.3	\$10.7	\$5.8	\$644.2	





Capital Budget Changes

	Estimate Level	FY27 Budget	Amended FY26 Budget	YOY Change	Change Overview
I-95 Corridor					
Franconia to Lorton Third Track	5	\$ 274	\$ 275	\$ (0.7)	Budget adjustment to Bypass culvert work
Franconia - Springfield Bypass	6	533	532	0.7	Budget adjustment from FL3 for culvert work
Potomac Creek Third Track (Siding A) Trackwork	5	173	157	15.7	Refined 30% design estimate
L'Enfant Fourth Track and Station Improvements	3	53	53	0.1	Refined project management costs
Franconia to Lorton Third Track: Fairfax: Utilities	4	26	16	11	Refined 30% design estimate
Potomac Creek Third Track: South: Utilities	4	15	11	4	Refined 30% design estimate
Western Rail Corridor					
Cambria Platform & Radford Layover	6	75	73	2	Refined Cambria parking lot cost estimate and Digital Technologies deliverables
Other Capital Projects					
Etrick Station Improvements	5	19	12	7	Refined 30% design estimate
Staples Mill Station Improvements	3	15	12	3	Refined 30% design estimate; budget adjustment from Platform & Station Improvements budget line
Platform & Station Improvements	1	11	14	(3)	Budget adjustment to Staples Mill Station line item
Capital & Operating Grants					
VRE Passthrough Grants	-	140	140	(0.3)	VRE grant funding
Track Lease Payment-Amtrak	-	72	89	(16)	Track access fee updated to VRE estimate
Newport News Station, Platform, & Service Facility	-	1	1	(0.2)	Deobligated grant by NNTC
NRV Passenger Rail Station Authority	-	2	-	2	Earmark - CRISI award
Total Capital Budget Change				\$ 25	

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



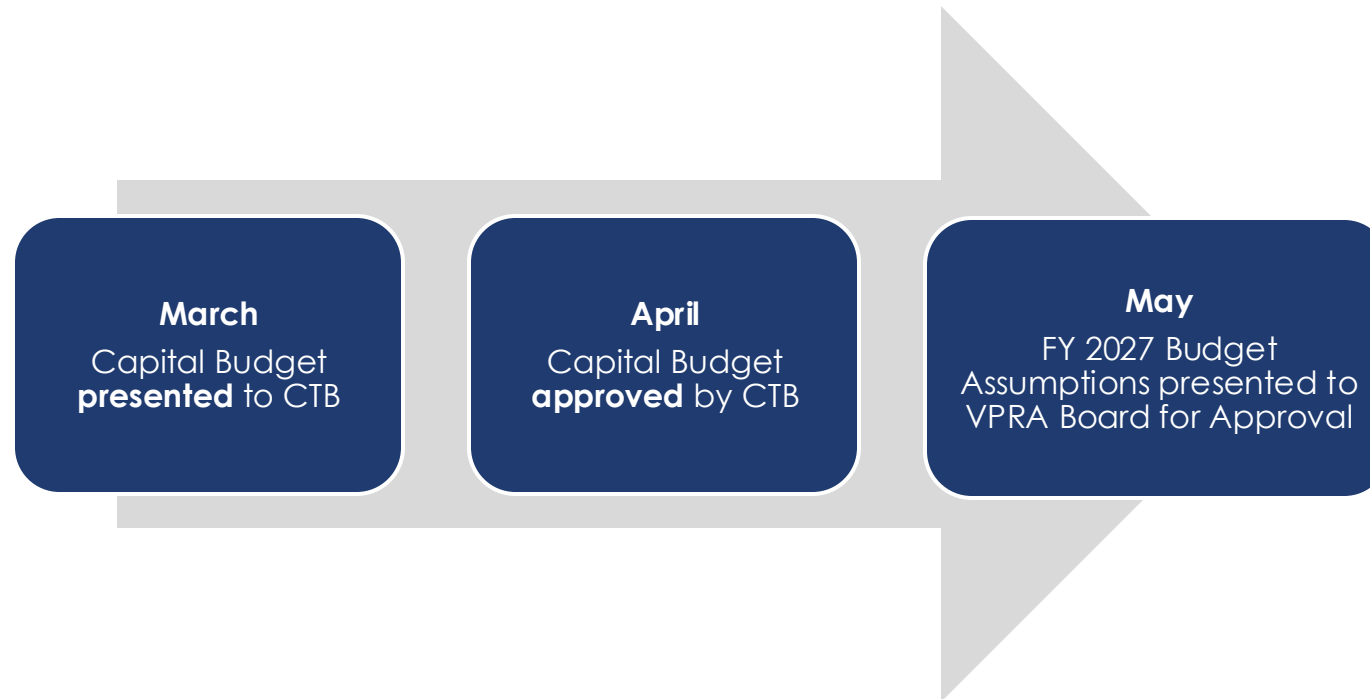
Virginia Code

§ 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.

FY 2027 VPRA Capital Budget Timeline



THANK YOU

Questions?

