



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

MINUTES
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP MEETING
VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219
February 15, 2022
12:45 p.m.

The workshop meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium of the Virginia Department of Transportation in Richmond, Virginia, on February 15 2022. The Chairman, Sheppard Miller, presided and called the meeting to order at 12:48 p.m. beginning with the Pledge of Allegiance.

Present: Messrs. Dodson, Fowlkes, Kasprovicz, Johnsen, Merrill, Rucker, Smoot, Stant, Williams, Yates and, Ms. DeTuncq, Ms. Hynes; Mr. Brich, ex officio, Commissioner of Highways and Ms. Mitchell, ex officio, Director of the Department of Rail and Public Transportation.

Absent: Mr. Brown

1. Performance Management Update
Margie Ray, Office Intermodal Planning and Investment
Referenced by attachment of Presentation.
2. Virginia Passenger Rail Authority Recommended Budget for FY2023
Steve Pittard, Virginia Passenger Rail Authority
Referenced by attachment of Presentation.
3. Highway Traffic Noise Guidance Manual
Angel Deem, Virginia Department of Transportation
Referenced by attachment of Presentation.
4. Economic Development Access Program
Russell Dudley, Virginia Department of Transportation
Referenced by attachment of Presentation.
5. RIA Application for Wythe County
Mike Todd, Virginia Department of Rail and Public Transportation

Minutes
Meeting of the Commonwealth Transportation Board
Workshop Session
February 15, 2022
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6. Director's Items
Jennifer Mitchell, Virginia Department of Rail and Public Transportation
7. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
8. Secretary's Items
Shep Miller, Secretary of Transportation

ADJOURNMENT:

The meeting adjourned at 2:31 p.m. on February 15, 2022.

Respectfully Submitted:

Carol Mathis,
Assistant Secretary to the Board

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

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COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transportation Performance Management

February 15, 2022

Margie Ray

Office of Intermodal Planning and Investment

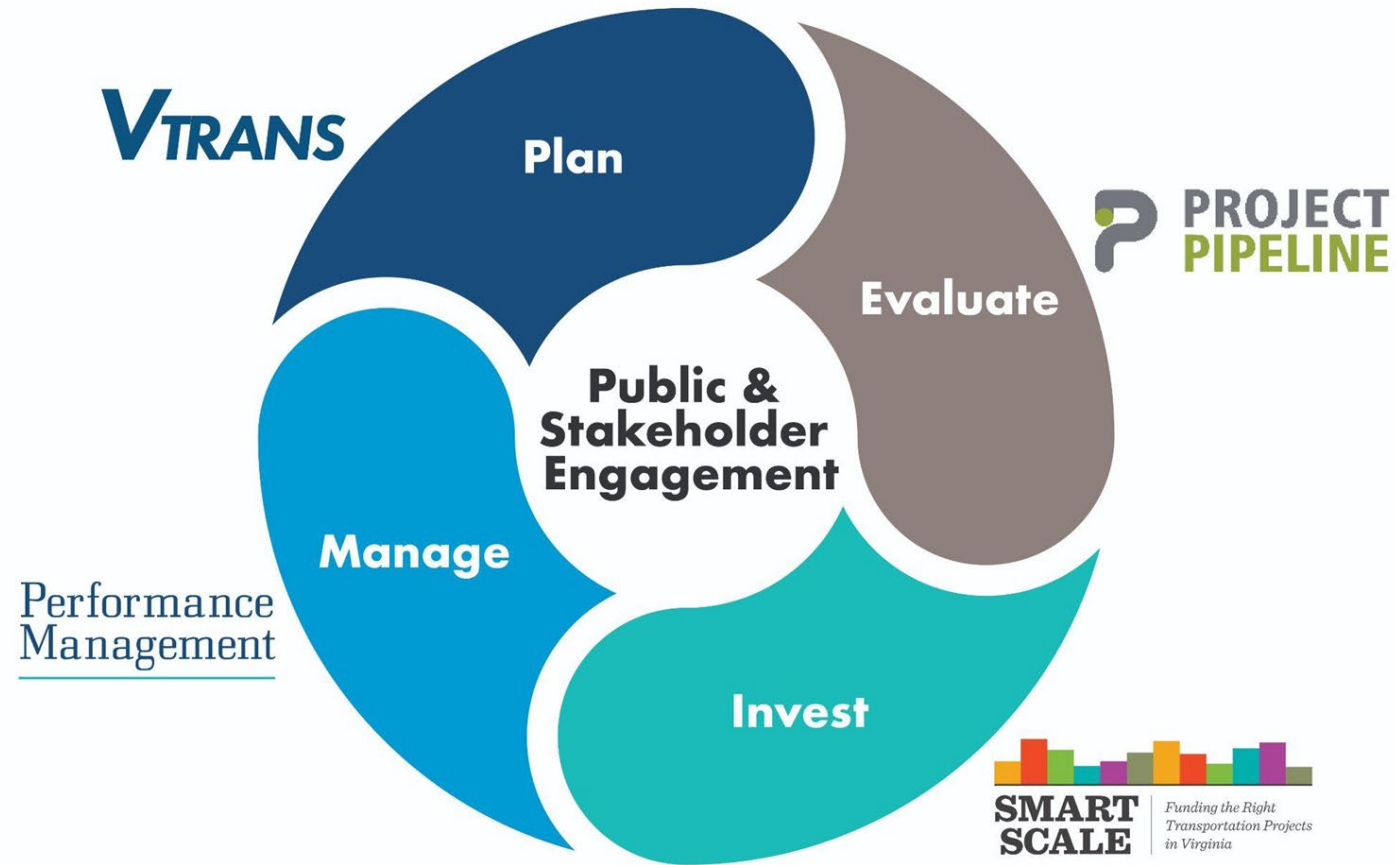


Agenda

- **Performance Management Background**
- **Target Setting Strategy**
- **Federal Performance Measures Requirements**
 - **Safety**
 - **Infrastructure Condition**
 - **System Performance**
- **Next Steps**

Performance Management Background

How it all fits

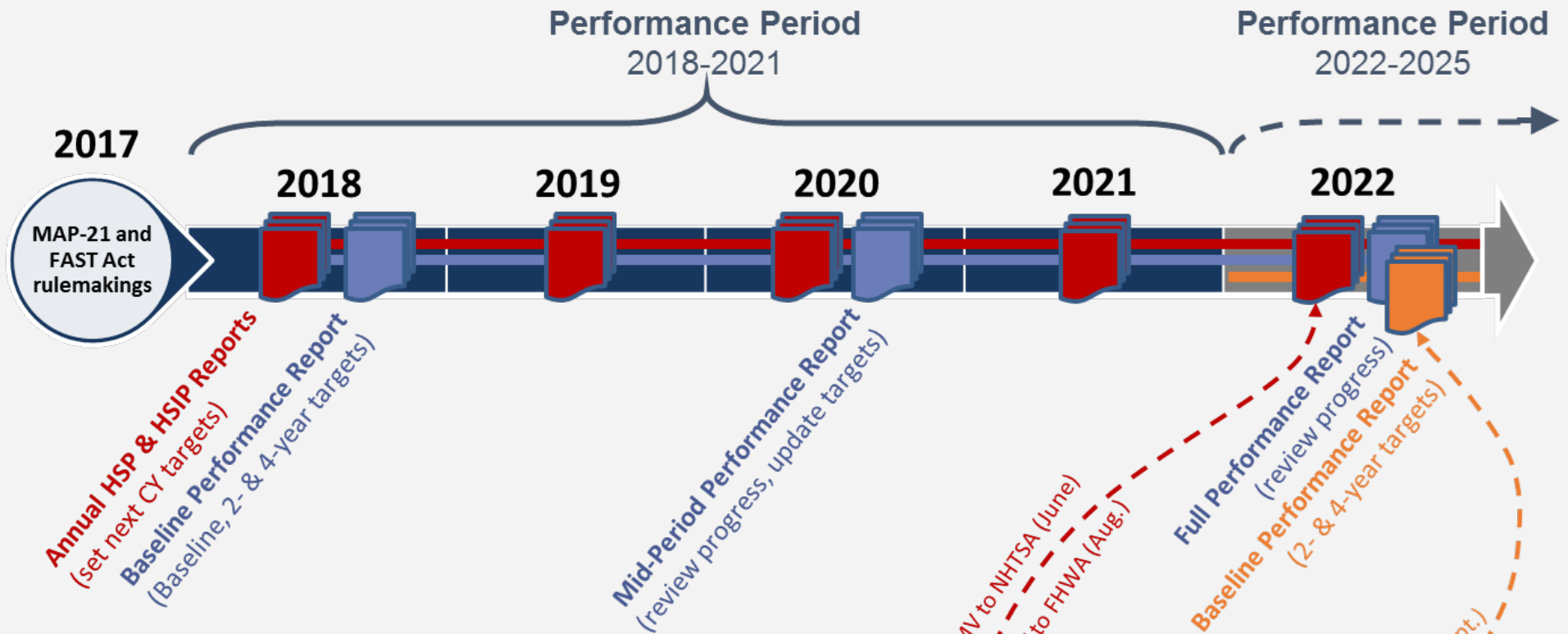


Performance Management Background

- **MAP-21 Federal Law – establish performance targets for:**
 - **Safety**
 - **Infrastructure Condition (Bridge and Pavement)**
 - **System Performance**
 - Highway and Freight Reliability
 - Traffic Congestion
 - Emission Reduction
- **Code of Virginia § 2.2-229 – Board to establish performance targets for surface transportation**

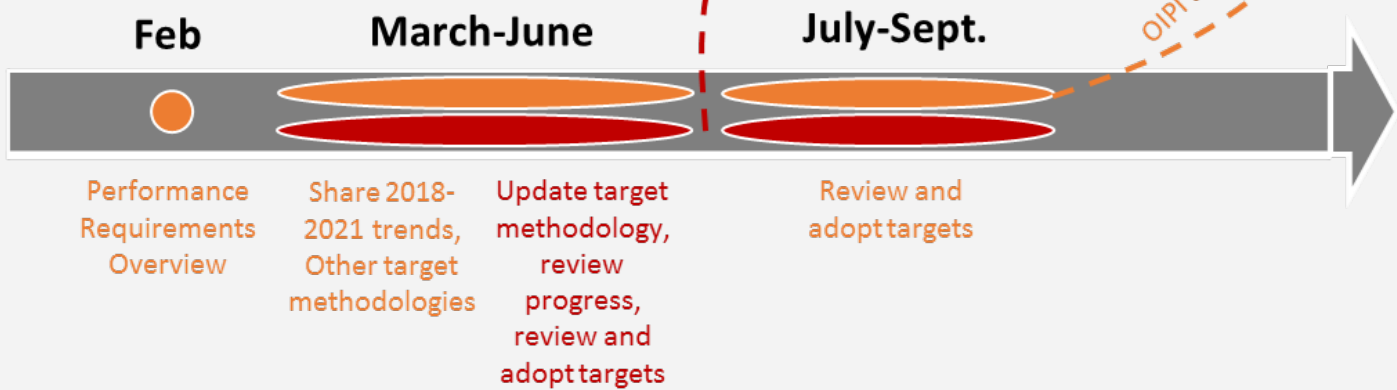
Virginia must set targets for federal measures:

- **June 2022 - Safety**
- **July 2022 - Infrastructure Condition and System Performance**



	Annual Safety Performance
	2018-2021 Performance Period
	2022-2025 Performance Period

2022 CTB Actions



Target Setting Strategy

Challenged staff to develop rigorous data-driven methodology to establish targets

- **Understand how the system is performing**
- **Identify and examine trends**
- **Determine whether current investments and strategies are working**
- **Provide findings to CTB for consideration**

Identify and examine trends

- **Where have performance levels maintained?**
- **Where has performance declined?**
- **Where has performance improved?**

Evaluate trends to draw parallels between similar areas and identify potential strategies

Identify areas where performance can be addressed or maintained through policies

Federal Performance Measure Requirements

Safety

- **MAP-21 Federal law requires performance targets for 5 Safety Measures**
- **Safety targets must be established annually**
- **VDOT and Governor's Highway Safety Office (DMV) must agree to targets for 3 of the 5 performance measures**
- **DMV must report targets to National Highway Traffic Safety Administration (NHTSA) by June 30**
- **VDOT must report targets to Federal Highway Administration (FHWA) by August 31**

- **FHWA Annual Determination of Significant Progress:**
 - **If significant progress is not made, state must:**
 - Document actions to achieve targets
 - Depending on performance measure, may have funding and/or reporting impacts

Federal Performance Measure Requirements

Safety

What do
we
measure?



Measure

Number of Fatalities*

Number of serious injuries*

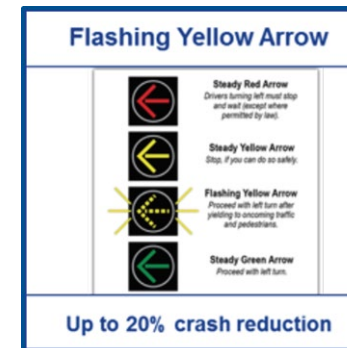
Rate of fatalities per 100M vehicle miles traveled*

Rate of serious injuries per 100M vehicle miles traveled

Number of non-motorized fatalities and serious injuries

*Federal measures requiring coordination with the Governor's Highway Safety Office

- Board adoption:
 - Data-driven targets since 2020
 - Investment strategy to guide investments of HSIP funds - Jan 2022
- General Assembly actions in 2020 and 2021 providing additional funding and requirements for CTB to adopt investment strategies



Federal Performance Measure Requirements

Infrastructure Condition and System Performance

- **MAP-21 Federal law requires performance targets for Infrastructure Condition and System Performance**
 - State establishes 4-year targets (CY 2021) for all measures and 2-year targets (CY 2019) for some measures
- **Each Performance Period requires**
 - **Baseline Report**
 - **Mid-Term Performance Report**
 - States provided opportunity to adjust 4-year targets
 - Requires explanation for 2-year targets not achieved and what will be done to achieve 4-year targets
 - **Final Performance Report**
- **FHWA Biennial Determination of Significant Progress:**
 - **If significant progress is not made, state must:**
 - Document actions to achieve targets
 - Depending on performance measure, may have funding and/or reporting impacts

Federal Performance Measure Requirements Infrastructure Condition

What do
we
measure?



Measure (Percentage of)	Scope
<ul style="list-style-type: none"> Bridges in Good Condition Bridges in Poor Condition 	NBI on NHS
<ul style="list-style-type: none"> Pavements in good condition Pavements in poor condition 	Interstate
<ul style="list-style-type: none"> Pavement in Good Condition Pavement in Poor Condition 	Non-Interstate NHS

Board adoption:

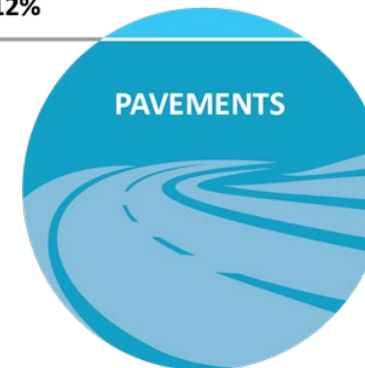
- Initial federal targets in 2018, based on trend analysis
- Statewide performance measures and targets in 2019 based on Maintenance and Operations Comprehensive Review
 - Modified investment strategy for a more balanced approach
- Revised federal target for Bridges in Good Condition in 2020

Note: Bridge targets and performance includes bridges “owned by others” i.e. Federal and Border Bridges

NHS – National Highway System
NBI – National Bridge Inventory

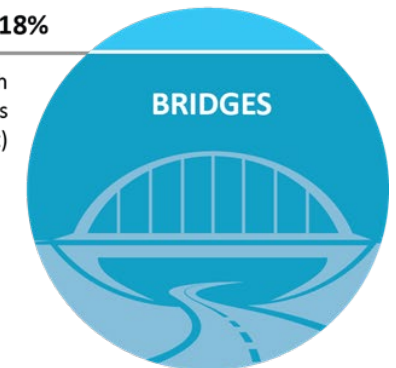
NHS Lane Miles, **12%**

Commonwealth
Non-NHS Lane
Miles



NHS NBI Bridges, **18%**

Commonwealth
Non-NHS Bridges
(by count)



Federal Performance Measure Requirements

System Performance

What do
we
measure?



Measures	Scope
Percentage of Person-Miles Traveled that are Reliable	Interstate and Non-Interstate NHS
Truck Travel Time Reliability Index	Interstate
Annual Hours of Peak Hour Excessive Delay Per Capita*	NHS
Percentage of Non-Single Occupancy Vehicle (SOV) Travel*	NHS
Total Emission Reductions for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx)*	CMAQ Projects
Greenhouse Gas Emissions	Pending***

Board adoption:

- Initial federal targets in 2018
 - Based primarily on trend analysis (measure dependent)
 - Insufficient time to develop using data-driven methodology

Significant Progress Determination

- 2-year targets for Truck Travel Time Reliability and Percentage of Non-SOV Travel were not achieved. No changes to 4-year targets but additional reporting requirements

* These measures only apply to the National Capital Region.

** Only required for new projects for National Capital Region.

***Proposed rulemaking to establish a method for the measurement and reporting of GHG emissions associated with on-road transportation as part of identified performance measures expected in February 2022.

Next Steps - Safety

February - May 2022

- Update safety target model to predict future performance
- Estimate safety benefits of SMART SCALE and HSIP funded projects

May 2022

- Present updated model results and proposed 2023 safety targets
- Present on findings of FHWA Significant Progress Determination for 2020 targets

June 2022

- CTB adoption of safety targets
- DMV submission of safety targets to NHTSA

August 2022

- VDOT submission of safety targets to FHWA

Next Steps – Infrastructure Condition and System Performance Targets

March - June 2022

- Present proposed methodology for Interstate Reliability measure
- Present results of first performance period and baseline data
- Present methodology and proposed targets

June 2022

- Final CTB review of targets

July 2022

- CTB adoption of targets

September 2022

- Submission of Final Performance Report (1st period) and new Baseline Performance Report and targets (2nd period) to FHWA



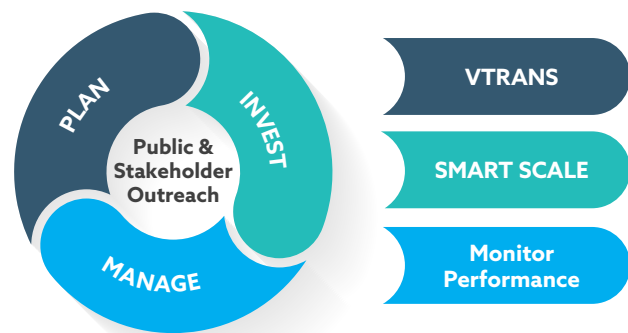
COMMONWEALTH of VIRGINIA
Office of the
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Thank you.

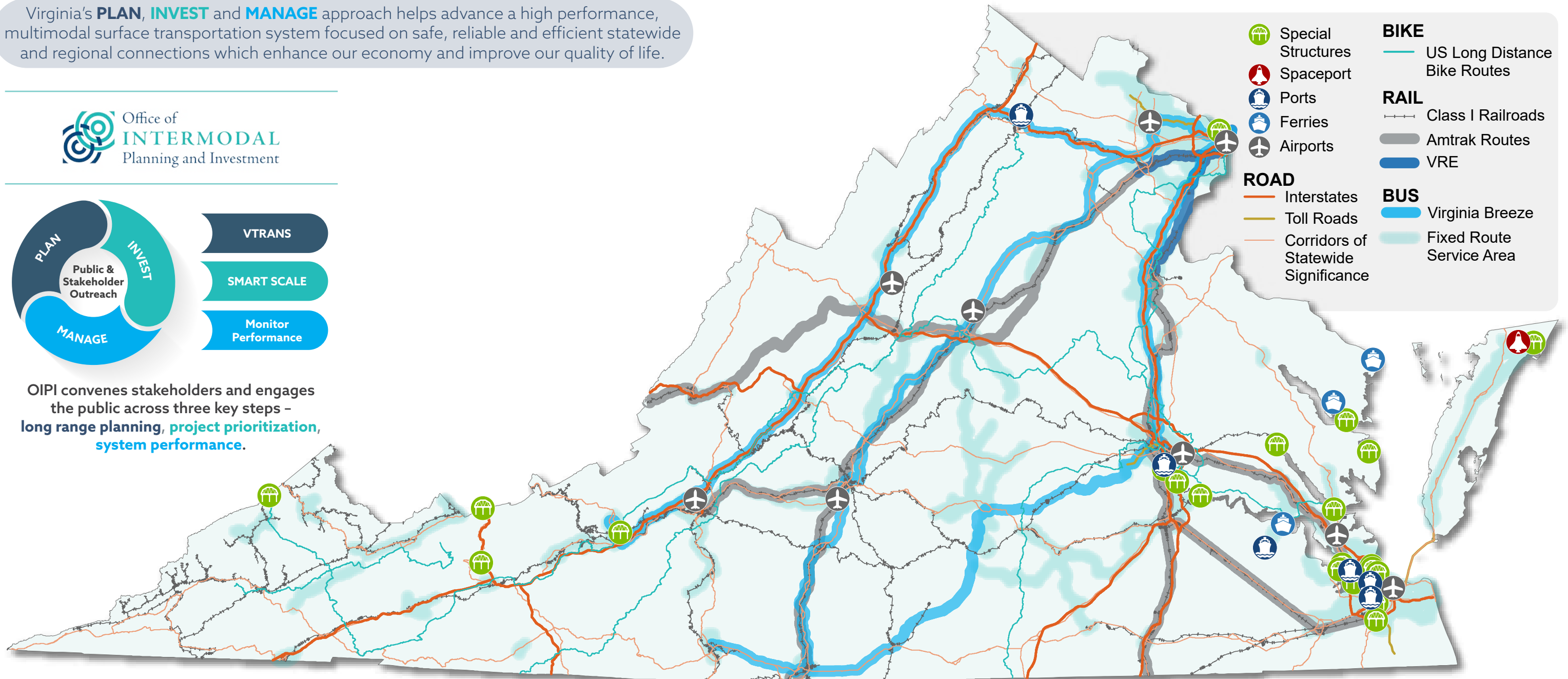


STATEWIDE | Plan, Invest, Manage

Virginia's **PLAN, INVEST** and **MANAGE** approach helps advance a high performance, multimodal surface transportation system focused on safe, reliable and efficient statewide and regional connections which enhance our economy and improve our quality of life.



OIPI convenes stakeholders and engages the public across three key steps - long range planning, project prioritization, system performance.



OWNERSHIP
VDOT operates the 3rd largest state-maintained highway system in the country behind Texas and North Carolina. The Agency must strategically utilize its limited resources to oversee an annual \$7 billion budget.

LEADERSHIP
The Virginia Secretary of Transportation chairs the CTB to fund cost effective and beneficial multimodal projects that are assessed using quantitative tools through programs like SMART SCALE, DRPT's MERIT, Virginia's Highway Safety Improvement Program, the Interstate Operations and Enhancement Program, State of Good Repair, and Revenue Sharing, among others. These projects are funded in the six-year improvement program (SYIP).

RESPONSIVENESS
VDOT repurposed rest areas and welcome centers to distribute essential supplies during the 2020 COVID-19 pandemic. Additionally DRPT created a comprehensive COVID relief toolkit and handbook offering tailored strategies to limit vehicle capacity, heighten sanitation efforts and communicate why public transportation remains a safe and viable option.

INNOVATION
 Virginia Space and the Mid-Atlantic Regional Spaceport place Virginia as one of only four states with a space port licensed to launch to orbit by the FAA and **one of only two that supports cargo delivery to the International Space Station (ISS).**

IMPACT
The Virginia Port Authority oversees inland and seaport container traffic which helps facilitate over \$90 billion in annual spending in Virginia representing nearly 11 percent of Virginia's estimated output purchases.

Note: Values expressed are based on latest available data as of September 1, 2021.

PLAN | How Our Multimodal Transportation System Supports Our Vision

VISION: Virginia's transportation system will be Good for Business, Good for Communities, and Good to Go. Virginians will benefit from a transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

HIGHWAYS / TOLLS / EXPRESS LANES

VDOT maintains and operates a diverse network of highway infrastructure, roadside assets and traffic management systems, including approximately:

129,000 lane-miles of roadways:

- Interstates - over 5,000 lane miles
- Primary roads - nearly 23,000 lane miles
- Secondary roads - nearly 101,000 lane miles

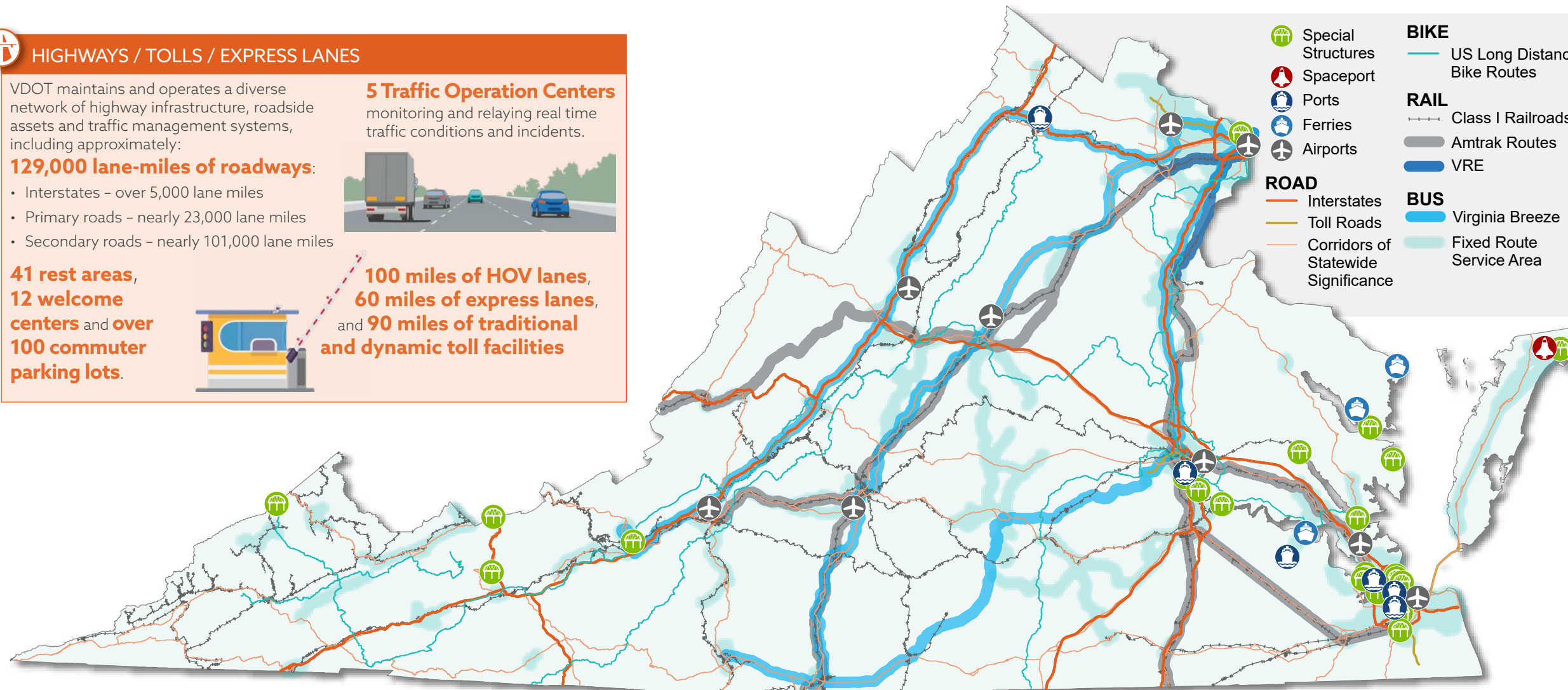
41 rest areas,
12 welcome centers and over 100 commuter parking lots.

5 Traffic Operation Centers

monitoring and relaying real time traffic conditions and incidents.



100 miles of HOV lanes,
60 miles of express lanes,
and 90 miles of traditional and dynamic toll facilities



BRIDGES & SPECIAL STRUCTURES

VDOT maintains safe passage over, under and through bodies of water, railroads and other transportation consisting of nearly **20,000 bridges** and **25 special structures**, including tunnels, movable bridges, and other complex structures.



SPACEPORT

Virginia Space owns and operates the Mid-Atlantic Regional Spaceport (MARS) located at Wallops Island

launching over **20 successful missions** since 1995.



FERRY

VDOT operates **three of seven ferry systems**



including the Jamestown-Scotland Ferry and ferries in Lancaster and Northumberland Counties on the Northern Neck.

FREIGHT RAIL

Virginia's **3,400 mile rail freight system** is owned and operated by **Norfolk Southern, CSX** (Class 1 railroads) and **11 shortline railroads**.



PASSENGER RAIL / TRANSIT

DRPT works closely with public and private operators to facilitate rail, commuter service, and public transportation through:

25 daily Amtrak intercity passenger trains over 9 routes through



the Northeast Regional, Cardinal, and Silver/Palmetto services.

Over **40 transit systems**, including fixed route bus, rail and bus transit, demand response, human services and demand management.

These systems serviced nearly **130 million transit trips (FY 2020)** down from 200 million in FY 2019 due to the COVID-19 pandemic.



ACTIVE TRANSPORTATION

Virginia is home to over **2,000 bicycle lane miles** (on and off-road) supporting both commuting and outdoor recreation through nearly **900 miles** of dedicated bicycle facilities.



PORTS (AIR, SEA, INLAND)

Virginia's air transportation system provides a gateway to the nation and world through

66 public use airports - 9 commercial service and 57 general aviation facilities.



Four cargo airports operate at Washington Dulles, Richmond, Norfolk, Roanoke.

Virginia's **six port terminals**



include four terminals in Hampton Roads, the Richmond Marine Terminal, and the Virginia Inland Port in Front Royal.

Note: Values expressed are based on latest available data as of September 1, 2021.


INVEST | How We Improve Performance and Prepare for the Future

Virginia's investment in transformative projects and the implementation of future plans will continue to strategically enhance systemwide multimodal and intermodal connectivity resulting in more travel options for residents, commuters and visitors and more efficient goods movement to global markets across and through air, sea, and inland freight transportation systems.

ACTIVE TRANSPORTATION


Signature Project: Fall Line Trail

Ongoing project to connect seven localities in central Virginia to promote active transportation, recreation, and economic development in a 43 mile north-south spine.




Plan Studies: Multi-Use Trails

General Assembly requirement to develop new Multi-Use Trail opportunities through development of a prioritization, master planning and funding needs assessment process.



Plan Studies: Shenandoah Valley Rail Trail


DCR is working with VDOT and DRPT to evaluate the conversion of an inactive Norfolk-Southern railroad segment into a 48.5-mile multiuse recreational trail.



SPACEPORT

Signature Project: LC2 Venture Class Launch Pad


\$7.5 million project to build a new Venture Class Launch Pad to launch Rocket Lab's Electron rocket, the first launch site in the U.S. Virginia Space also built the Integration and Control Facility (ICF), leased to Rocket Lab, with integration space for multiple Electron launch vehicles and a mission control room.



HIGHWAYS / BRIDGES / SPECIAL STRUCTURES


Signature Project: I-64 Capacity, Safety Improvements - Segment 3

\$244 million, 8.36 mile reconstruction project in York County to enhance mobility and safety on the Peninsula to/from Hampton Roads.




Signature Project: Gwynn's Island Bridge

The bridge (one of Virginia's 25 special structures) opens to marine traffic more than any other state-maintained movable bridge. In 2021 and 2022 VDOT will improve the condition of the bridge's mechanical elements, improving traffic operation reliability.



Plan Studies: Systemic Safety Implementation Plan


Implements Strategic Highway Safety Plan (SHSP) infrastructure focus areas installing eight proven safety countermeasures across Virginia on road locations that meet the defined criteria.



PASSENGER RAIL / FREIGHT RAIL / TRANSIT


Signature Project: Transforming Rail in Virginia

Financed through a \$3.7 billion agreement in 2021 with Amtrak, VRE, and CSX partnerships to double passenger rail service in the state and create a path to separate freight and passenger traffic service.



Plan Studies: Transit Equity and Modernization Study


DRPT is working with various partners and the public to evaluate opportunities to expand and deliver equitable, accessible and modern transit services to more Virginians, especially those in underserved communities.



TOLLS / EXPRESS LANES


Signature Project: Fredericksburg Express Lanes (Fred Ex)

As part of the Improve 95 initiative, a \$527 million, 10 mile extension of the I-95 express lanes south to Route 17 (I-95 Exit 133) providing an uninterrupted 50-mile Express Lanes corridor from Fredericksburg to Washington D.C.



Plan Studies: I-495 Express Lanes Northern Extension (495 NEXT)


Analysis and designs for a 3 mile extension from Dulles Toll Road and I-495 interchange to the George Washington Memorial Parkway includes a parallel shared use path and improvements expected to reduce congestion and improve safety through the corridor.



PORTS (AIR, SEA, INLAND)


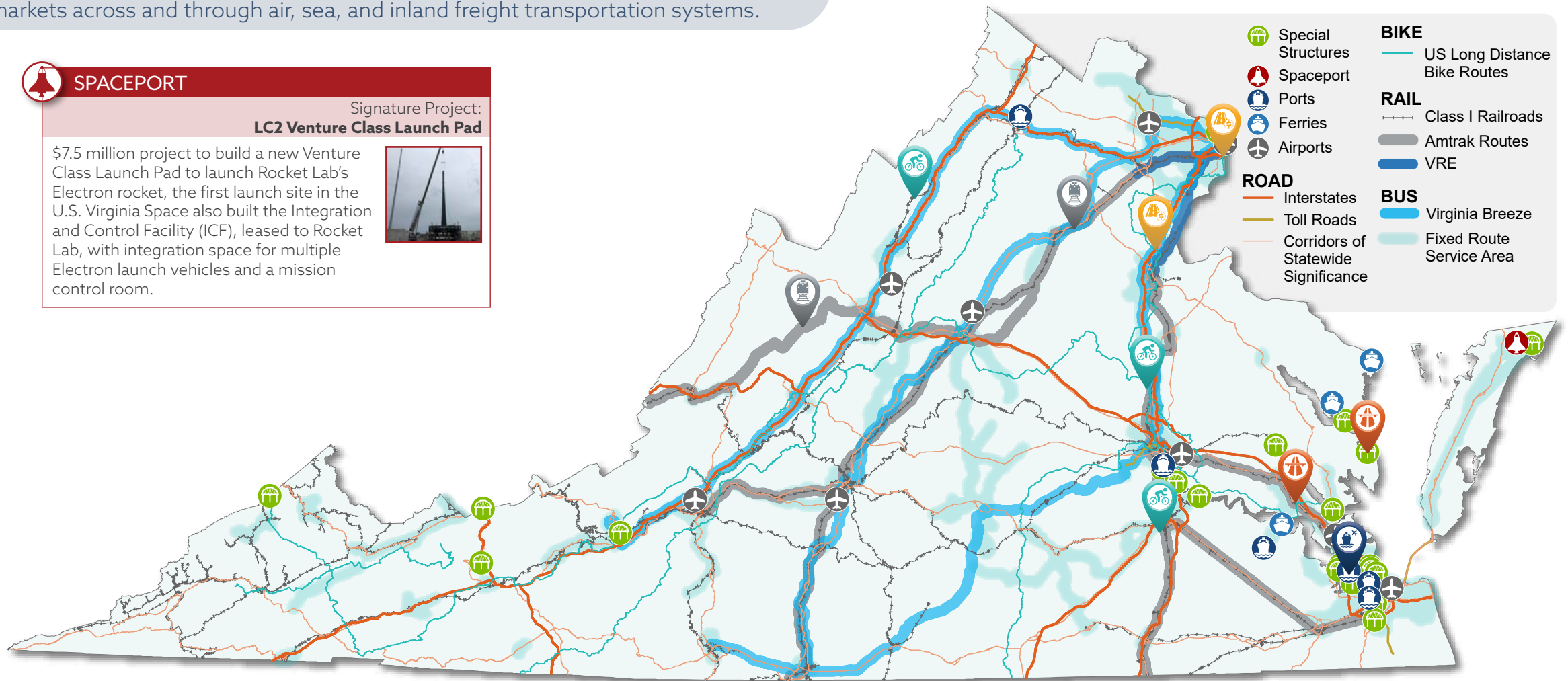
Signature Project: Norfolk Harbor Channel

\$350 million project to deepen channel depth to 55 feet by 2024 giving Virginia the deepest port on the East Coast. The project will also allow safe, efficient two-way vessel movement for ultra-large container ships and their corresponding cargo loads.



Plan Studies: South Norfolk Intermodal Terminal (NIT) Expansion

\$400 million expansion to terminal's south-side container stack yard. Added two ship-to-shore cranes to handle Super Post Panamax ships and expedite container to truck moves.

Note: Values expressed are based on latest available data as of September 1, 2021.

MANAGE | How We Monitor Performance and Inform Decisions to Achieve Future Transportation Goals

Virginia uses a data-driven process supported by indicators, measures and trends to communicate progress towards established performance targets across its multimodal surface transportation system. This page interprets performance trends for a select set of measures across five goals areas to communicate performance change, resulting outcomes, current progress and changes on the horizon which will influence and alter future transportation performance. The Biennial Report presents Virginia's statewide performance measures, including performance through 2020 and fiscal year 2021.



Economic Competitiveness and Prosperity

Performance Measures:

Presents highway congestion and reliability and passenger rail and transit on-time performance and reliability.

Pre-Pandemic Direction (2019):

Stable performance

Pandemic Direction (2020-2021):

Improving performance (less travel, especially commuting)

Specific Trend:

The amount and severity of congested and unreliable travel during peak periods on Virginia highways remained stable from 2016 through 2019. In 2020, congested and unreliable travel during peak periods declined by around 75 percent.



Accessible and Connected Places

Performance Measures:

Presents accessibility to jobs, transit ridership and level of service, and passenger rail ridership.

Pre-Pandemic Direction (2019):

Improving performance

Pandemic Direction (2020-2021):

Declining performance (less travel demand and service)

Specific Trend:

Transit level of service and ridership steadily increased through 2019. Progress in FY 2020 was continuing, until the impact of the pandemic shifted travel patterns leading to ridership decreasing 66 percent and passenger rail ridership decreasing 87 percent in FY 2021.



Safety for All Users

Performance Measures:

Presents fatalities, serious injuries, and injuries in crashes involving vehicles, bicycles and pedestrians, and transit vehicles.

Pre-Pandemic Direction (2019):

Stable performance

Pandemic Direction (2020-2021):

Mixed performance (depends on the measure)

Specific Trend:

Lower vehicle miles traveled during 2020 did not translate to lower fatal and serious injury vehicle crashes. In fact, there were more fatalities on Virginia roadways in 2020 than there were in 2019, leading to increasing crash rates.



Proactive System Management

Performance Measures:

Presents condition of highway bridges and pavements, and state of good repair for transit vehicles and assets.

Direction (2019-2021):

Improving performance (no meaningful impact from the pandemic)

Specific Trend:

Bridge condition continues to improve, while pavement condition has remained steady, with some improvement on secondary roads and declines on Interstates. Most of Virginia's transit agencies continue to meet or exceed state of good repair targets.



Healthy Communities and Sustainable Transportation Communities

Performance Measures:

Presents multiple dimensions of sustainability, including vehicle miles traveled per capita, emissions, mode share, and low-emission and zero emission vehicles.

Pre-Pandemic Direction (2019):

Improving performance

Pandemic Direction (2020-2021):

Improving performance

Specific Trend:

From 2016 through 2019, VMT per capita remained steady in Virginia, before decreasing by 14 percent in 2020. Over the past three years, total registered low-emission vehicles have increased from 1.7 percent in 2018 to 2.4 percent by 2020.

CURRENT PROGRESS

FY 2022 - 2027 SYIP

In June 2021, the CTB adopted the FY 2022-2027 SYIP - the first complete SYIP reflecting the 2020 Omnibus Package and \$323 million in one-time funding from the 2021 Transportation Initiative.

The SYIP programs \$24 billion for multimodal mobility improvements, system operations, and preservation, including \$5.6 billion for rail and public transportation and \$17.2 billion for the highway system.

LOOKING FORWARD

Proactive planning activities, partnerships, and pilots are preparing Virginia to understand and manage future performance impacts across its multimodal transportation network.

FUTURE PERFORMANCE

- Virginia DEQ is implementing **Drive Electric Virginia** to ensure 95% of Virginians are within 30 miles of an electric vehicle charger.
- The Port of Virginia has deployed six **all-electric ship-to-shore cranes** at VIG and NIT since 2019, with two more to be delivered in early 2022. These cranes will sustainably service ultra-large container vessels for decades to come.
- DRPT launched a **Statewide Integrated Mobility Initiative** to assess on-demand transportation technology enabled services which will compete with, complement and impact current transit operations.
- VDOT is partnering with DRPT and NVTA to implement one of the nation's first unified, predictive, transportation programs through the **Regional Multimodal Mobility Program (RM3P)**. A data-exchange platform and Artificial Intelligence (AI) will support dynamic responses to traffic events and alert users to on-demand multimodal options by 2023.
- The DOAV launched the **Virginia Flight Information Exchange program** as a platform to share unmanned aerial systems (UAS) information and address key safety and policy concerns across Virginia state and local agencies. The Exchange is the first state-sponsored Supplemental Data Service Provider (SDSP) in the FAA's UAS Traffic Management (UTM) ecosystem enabling low-altitude drone operations.

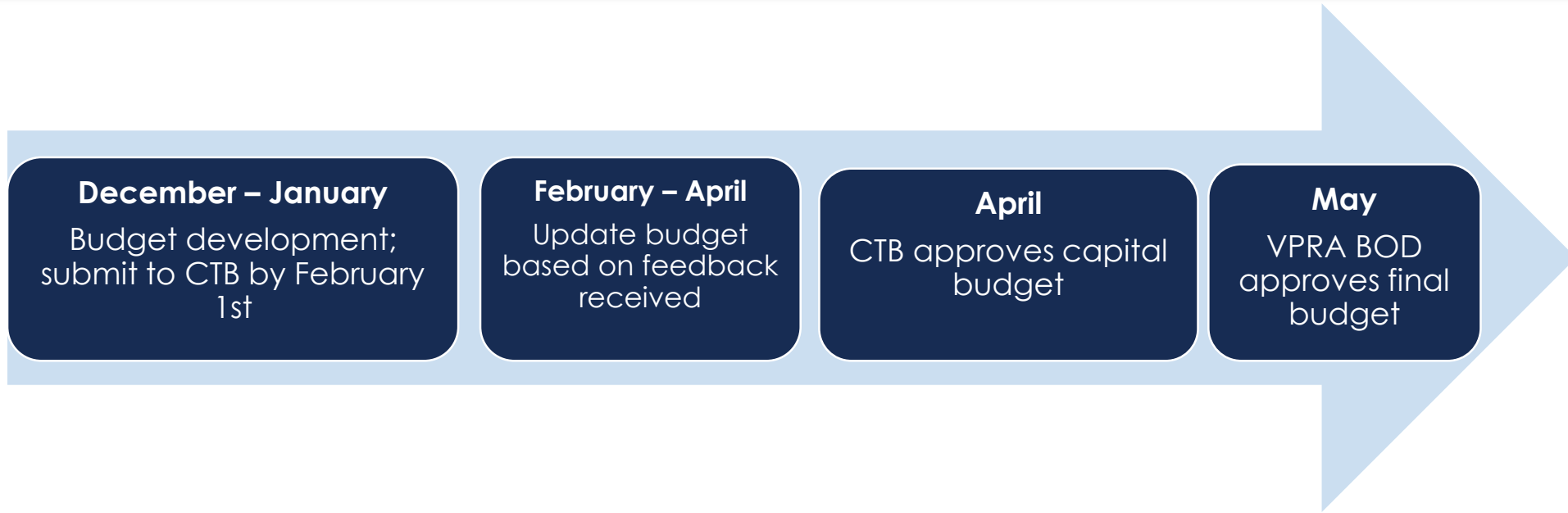
Note: Values expressed are based on latest available data as of September 1, 2021.

Recommended FY23 Budget

February 15, 2022



Authority Budget Process



BUDGET CLASSIFICATIONS		
OPERATIONS <ul style="list-style-type: none">• Passenger rail services• Administration	CAPITAL PROJECTS <ul style="list-style-type: none">• Rail project expenditures• Capital assets owned by VPRA	CAPITAL & OPERATING GRANTS <ul style="list-style-type: none">• 3rd party control of project / service• 3rd party ownership of assets

Capital Projects - Total Budgeted Cost

FY21 – FY30

Project Description	Total Prior Year Budget	Total Recommended Budget	Change (\$)
Total I-95 Corridor	\$3,758.1	\$3,906.4	\$148.3
Total Western Rail Corridor	-	209.9	209.9
Other Capital Projects	1.8	1.9	0.1
Total Capital Projects	\$3,759.9	\$4,118.2	\$358.3

- I-95 Corridor program adjusted to Comprehensive Rail Agreement (CRA) with CSX; timing of Long Bridge project completion shifted from FY27 to FY30
- Western Rail Corridor program added to budget in current year

Total Budget: I-95 Corridor Program

FY21 – FY30

Project Description	Total Prior Year Budget	Total Recommended Budget	Change (\$)
New Long Bridge for Passenger Rail	\$1,979.3	\$2,039.3	\$60.0
Alexandria 4th Track	163.8	210.4	46.6
Franconia to Lorton 3rd Mainline	161.7	208.5	46.8
Franconia-Springfield Bypass	342.2	241.4	(100.8)
Richmond Layover Facility	-	35.6	35.6
Richmond to DC Sidings - Phase 1	233.1	233.1	-
Richmond to DC Sidings - Phase 2	236.4	236.4	-
TRV Right of Way Acquisition	525.0	525.0	-
TRV Right of Way Transaction Costs	-	38.0	38.0
Newington Bridge	22.4	36.2	13.8
Route 1 Bridge	15.0	57.4	42.4
L'Enfant 4th Track	24.2	22.4	(1.8)
Amtrak New Equipment	55.0	-	(55.0)
Other I-95 Corridor Projects	-	1.9	1.9
Lorton to Route 1	-	20.8	20.8
Total I-95 Corridor	\$3,758.1	\$3,906.4	\$148.3

Adjusted to CRA between Commonwealth and CSX

Addition to budget

Added other stakeholder funding

Reclassified to capital grants

Extension of 3rd mainline project

Note: Project budget includes all expenditures for FY21 – FY30.

Total Budget: Western Rail Corridor Program

FY22 – FY30

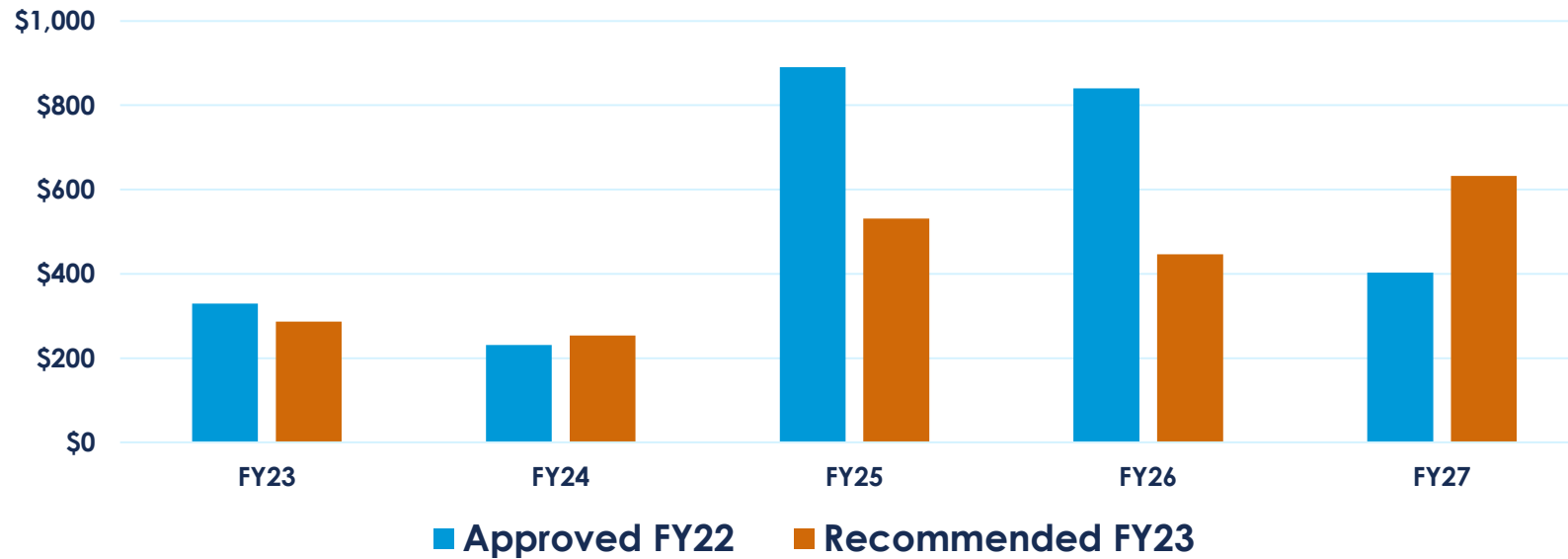
Project Description	Total Prior Year Budget	Total Recommended Budget	Change (\$)
Salem Right of Way Acquisition	-	38.0	38.0
New River Valley Platform & Track	-	74.2	74.2
V-Line Tunnels	-	47.9	47.9
Capital Improvements - Bridges	-	14.3	14.3
Capital Improvements - Other	-	22.5	22.5
Salem Right of Way Transaction Costs	-	13.0	13.0
Total Western Rail Corridor	-	\$209.9	\$209.9

Note: Project budget includes all expenditures for FY22 – FY30.

Annual Capital Projects Budgeted Expenditures

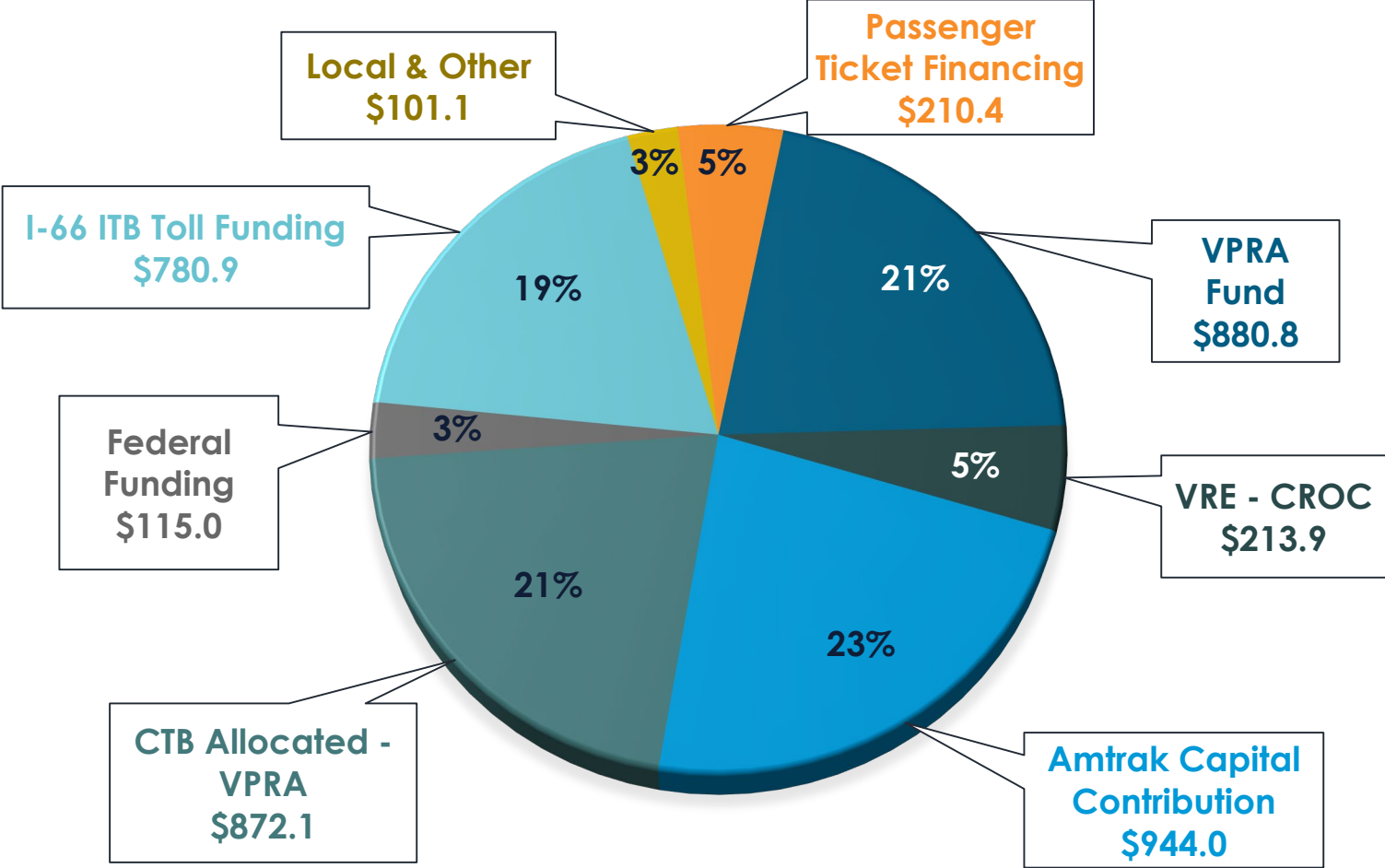
Prior Year vs. Current Year

Annual Budgeted Expenditures by Fiscal Year
(in millions)



- Changes in annual expenditures in FY25 through FY27 highlight the adjustment to the Long Bridge construction schedule

Total Capital Project Budget Funding (\$4,118.2M)



Capital and Operating Grants - Total Budgeted Cost

FY21 – FY30

Project Description	Grantee	Approved VPRA Grant Funding	Amended VPRA Grant Funding	Change (\$)
VRE Scope Changes & New CTB Grant	VRE	\$252.6	\$221.9	(\$30.7)
Ettrick Station: State-of-Good-Repair	Amtrak	1.5	11.5	10.0
Station Program & Planning	Amtrak	16.1	20.6	4.5
Positive Train Control	Amtrak	7.0	15.6	8.6
S-Line Planning & Development	Various	-	1.5	1.5
Western Rail Initiative Grant	Norfolk Southern	-	131.5	131.5
Roanoke Yard Improvements	Norfolk Southern	-	37.0	37.0
Repurposed Grant Funding	Norfolk Southern	53.6	-	(53.6)
DRPT Managed	Various	-	22.7	22.7
Completed Grants	Norfolk Southern	85.1	-	(85.1)
Reclassified Grants	Various	37.1	34.0	(3.1)
Unchanged Grants	Various	123.1	123.1	-
Total		\$576.1	\$619.4	\$43.3

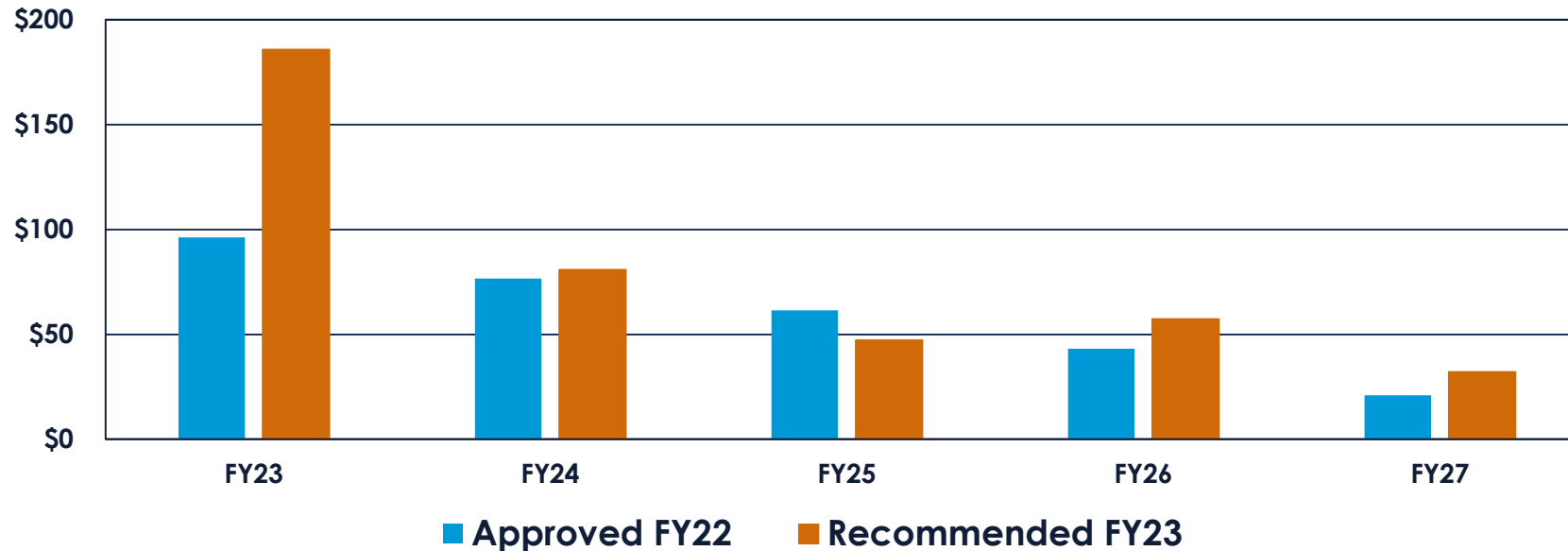
Station ADA and maintenance, and rail safety items

Western Rail Corridor grants added

Annual Capital Grants Budgeted Expenditures

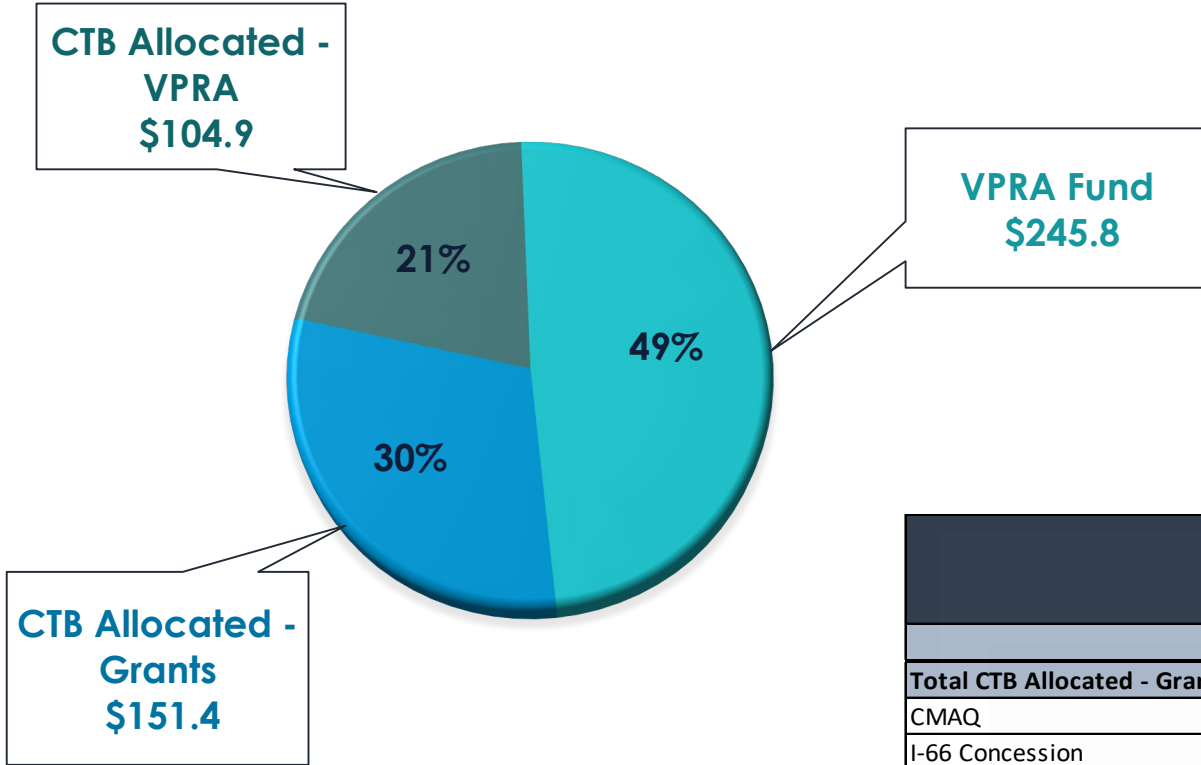
Prior Year vs. Current Year

Annual Budgeted Expenditures by Fiscal Year
(in millions)



- Increase in FY23 due to the addition of the Western Rail Corridor grants and the adjustment of VRE project expenditure plans

Total FY22 – FY28 VPRA Grant Funding (\$502.1M)



	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28	% of Total Sources
Total Uses	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1	
Total CTB Allocated - Grants									
CMAQ	3.2	2.9	1.0	-	0.3	0.4	-	7.8	
I-66 Concession	26.3	54.0	12.9	3.2	4.0	-	-	100.4	
SMART SCALE	4.4	11.6	9.6	5.9	4.5	7.2	-	43.2	
Subtotal	33.9	68.5	23.5	9.1	8.8	7.6	-	151.4	30%
Total CTB Allocated - VPRA									
2020 Appropriations Act	-	41.8	-	-	-	-	-	41.8	
SMART SCALE	18.2	4.5	-	-	-	0.8	-	23.5	
I-81 Corridor Improvement Program	-	-	16.2	11.2	-	12.2	-	39.6	
Subtotal	18.2	46.3	16.2	11.2	-	13.0	-	104.9	21%
VPRA Fund	22.4	71.0	41.1	27.0	48.6	11.4	24.3	245.8	49%
Total Sources	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1	

FY23 Operations Budget

Key Drivers increasing operations budget:

- \$12.4M decrease in net train operations attributable to recovering train revenues and federal credits applied to train operations expense
- \$14.0M of new Maintenance of Way and Access Fees
- \$5.1M increase in administrative budget

Operations Category	FY23 Budget
Train Operating Revenues	
Train Revenue	33.1
Food Service Revenue	1.0
Other Revenue	0.6
NEC Through Revenue	28.0
Total Operating Revenues	\$62.7
Train Operations Expenses	
Route Costs and Additives	61.2
Fuel Costs	4.1
NEC Through Credit Expense	18.4
Host Railroad Costs	3.3
Host RR Performance Incentives	3.0
Total Train Operations Expense	\$90.0
Other Operating Expenses	
Capital Equipment Maintenance	6.7
Bedford Amtrak Thruway Intercity Bus Connector	0.4
Amtrak Marketing	0.9
I-95 Corridor Maintenance of Way (VRE Access Rate)	7.2
Western Rail Maintenance of Way	2.1
Western Rail Access Fee	3.7
Insurance	0.5
Depreciation	1.0
Administrative Budget	10.2
Total Operating Expenses	\$122.7
Additional Funding Required	\$60.0
<i>Federal Credits Applied to Train Operations Expense</i>	4.4
Additional Funding Required - Without Federal Credits	\$64.4

Administrative Budget (FY22 and FY23 Proposed)

Expense Category	FY22 Approved Budget	FY23 Budget	Change (\$)
Payroll & Benefits	\$3,423,000	\$7,390,000	\$3,967,000
Professional Services	531,000	1,010,000	479,000
Information Technology	904,000	1,181,000	277,000
Building & Office Related	157,000	181,000	24,000
Other Employee Costs	151,000	460,000	309,000
Total	\$5,166,000	\$10,222,000	\$5,056,000

Key Drivers Increasing Administrative Budget:

- FY23 hiring plan projects 39 average FTE during FY23, up from 21 average FTE in FY22; additionally, projected hiring salaries have increased from market pressures
- Administrative budget is 1.7% of total projected FY23 expenditure outlays of \$595.4M

VPRA Dedicated Revenues (FY22 – FY28)

Description	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total
VPRA Revenues	172.6	183.4	152.9	155.1	156.0	157.2	158.7	1,135.9
Passenger Ticket Financing	-	-	-	210.0	-	-	-	210.0
Total VPRA Fund	\$172.6	\$183.4	\$152.9	\$365.1	\$156.0	\$157.2	\$158.7	\$1,345.9

- 93% of Commonwealth Rail Fund
- Updated revenue estimates provided December 21, 2021
- Planned debt issuance in 2025 leveraging passenger ticket revenues



Questions?



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority Board

DJ Stadler
Executive Director

600 East Main Street
Richmond, Virginia 23219

(804) 786-4440 (DRPT)
Fax: (804) 786-3725 (DRPT)

February 1, 2022

Commonwealth Transportation Board
1401 East Broad Street
Richmond, Virginia 23219

RE: Transmittal – VPRA Recommended FY2023 Budget

Dear Members of the Commonwealth Transportation Board,

The recommended FY2023 budget of the Virginia Passenger Rail Authority (VPRA) is hereby attached for your review in accordance with the Code of Virginia § 33.2-298. The budget has been prepared with three components: operations, capital projects, and capital grants.

A workshop presentation will be provided to you in February to discuss the VPRA budget in more detail. After incorporating your feedback, we will seek the Transportation Board's final approval of the FY2023 budget at the April meeting.

Thank you for your consideration. If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "DJ Stadler", written over a horizontal line.

DJ Stadler

VIRGINIA PASSENGER RAIL AUTHORITY

A large concrete arch bridge spans a river at sunset. The bridge features multiple arches and is supported by tall concrete pillars. The sky is a mix of orange and blue, with some clouds. In the foreground, there are green reeds and water. The word "DRAFT" is overlaid in large white letters.

DRAFT

RECOMMENDED FISCAL YEAR 2023 BUDGET

BACKGROUND

The Virginia Passenger Rail Authority (the 'Authority' or 'VPRA') was established by Section 33.2-287 et seq. of Chapter 1230 of the 2020 Acts of Assembly with a mission to promote, sustain, and expand the availability of passenger and commuter rail service throughout the Commonwealth of Virginia (the 'Commonwealth') with an inception date of July 1, 2020. As part of the same transportation legislative initiative, the Commonwealth Rail Fund (the 'CRF') was established July 1, 2020, through Section 33.2-1526.4 of the Code of Virginia. Of the 7.5% of Commonwealth Transportation Trust Funds deposited into the CRF, 93% are dedicated to the Authority (referred to as the 'VPRA Fund') and distributed to the Authority as soon as practical. The governing Board of the Authority is appointed by the Governor of Virginia over staggered terms. As a result, VPRA is considered a discrete component unit of the Commonwealth, and the Authority's financial activity is included in the Commonwealth's Annual Comprehensive Financial Report.

EXECUTIVE SUMMARY

BUDGET OVERVIEW






BUDGET OBJECTIVE		
To compile accurate data reflective of the Authority's operations and future commitments in order to provide guidance and inform decision making to enable the Authority to deliver its program wide objectives.		
BUDGET CLASSIFICATIONS		
<u>OPERATIONS</u>	<u>CAPITAL PROJECTS</u>	<u>CAPITAL & OPERATING GRANTS</u>
Expenditures related to the core passenger rail service operations.	Expenditures for rail infrastructure that will be retained by the Authority as a capital asset.	Funds provided to third party entities to build and improve their rail infrastructure or operate their rail service.

The development of this VPRA budget is guided by the core objectives of the VPRA:

- Promote, sustain, and expand the availability of passenger and commuter rail service to increase ridership by connecting population centers.
- Oversee passenger rail operations statewide (not an operator).
- Promote new approaches to economic development through an increase in passenger rail capacity.
- Own rail right-of-way and infrastructure assets.
- Operate independently of some state requirements to provide flexibility and efficiency while improving passenger rail service in Virginia.

Each year the VPRA Board adopts a one-year budget which is submitted by February 1st to the Commonwealth Transportation Board for feedback and approval. In addition to the projected expenditures for fiscal year ('FY') 2023, five additional years of forecasted expenditures for Capital Projects and Capital and Operating grants through FY2028 are detailed in the VPRA budget. The key parameters used in developing the VPRA budget are presented in Table 1.

TABLE 1: BUDGET DEVELOPMENT FACTORS

BUDGET PARAMETERS				
 Fiscal year July 1 to June 30	 FY23 Budget	 Modified Accrual Basis Accounting	 6-year annual expenditure forecast	 Based on best cost estimate available

EXECUTIVE SUMMARY

The FY23 budget is detailed by the three budget development classifications in Table 2, which also provides a comparison to the Amended FY22 budget. The FY23 budget for VPRA includes an estimated total outlay of \$595.4M which represents a 29% increase from FY22.

TABLE 2: SUMMARY COMPARISON OF FY2023 AND AMENDED FY2022 BUDGETS

Budget Category (in millions)	Amended FY22	FY23	Variance	
			\$	%
Operations	\$72.3	\$122.7	\$50.4	70%
Capital Projects	313.6	286.9	(26.7)	(9%)
Capital & Operating Grants	74.5	185.8	111.3	149%
Total	\$460.4	\$595.4	\$135.0	29%

The Operations budget for FY23 increased due to the startup of two additional passenger trains in the summer of 2022. The operational cost of these new trains is based on the average cost of the existing six trains, roughly \$12.7M per train. In addition, the federal COVID-19 relief credits applied by Amtrak against operational costs is anticipated to decline by \$5.9M in FY23. The revenues from the existing trains and the two new trains have been conservatively forecasted due to uncertainty caused by the COVID-19 pandemic. The remaining increase to the Operations budget of \$19.1M primarily results from increased maintenance costs of approximately \$14.1M and increased administrative costs of \$3.6M as VPRA continues to grow to meet its responsibilities to deliver rail services and projects.

The Capital Projects budget for FY23 decreased due to a decline in right-of-way acquisition outlays of \$127.0M. This decline was offset by an increase to the forecasted expenditures of \$73.0M to the I-95 Corridor projects and \$29.2M to the Western Rail Corridor projects. The increases in planned project expenditures are expected as VPRA continues to advance the core Transforming Rail in Virginia capital projects.

Planned expenditures for Capital and Operating Grants increased by \$111.3M in FY23 as Virginia Railway Express ('VRE') advances their capital program with several significant projects in the Manassas line corridor. In addition to this VRE increase of \$45.0M, expenditures on the Western Rail Corridor grants are estimated to increase by \$28.1M in FY23. Of the remaining increase, \$31.4M results from planned outlays to Amtrak for train equipment for the new service and the completion of required positive train control infrastructure.

The remaining sections of this summary further explore the details of the three budget categories and provide detailed information about the sources of funding for the activities of VPRA.

EXECUTIVE SUMMARY

OPERATIONS

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 as well as the general and administrative costs to run the Authority. Two additional state sponsored regional trains will be initiated in FY23 by VPRA – a 33% increase to regional passenger rail service in the Commonwealth.

As seen in Table 3, the FY23 operating budget is projected to increase by \$50.4M offset by additional revenues of \$8.5M. Due to the uncertainty caused by the ongoing COVID-19 pandemic, VPRA has leveraged the estimated revenue projections provided by the service contractor (Amtrak) in the FY22 operating agreement. In addition to the costs associated with the new train service, the federal credit applied to passenger rail operations costs by Amtrak will decrease from \$10.3M to \$4.4M.

TABLE 3: SUMMARY OF FY23 OPERATIONS BUDGET

Operations Category (in millions)	Amended FY22 Budget	FY23 Budget	Change (\$)
Total Operating Revenues	\$54.2	\$62.7	\$8.5
Train Operations	58.3	90.0	31.7
Other Operating Expenses	7.4	22.5	15.1
Administrative Budget	6.6	10.2	3.6
Total Operating Expense	72.3	122.7	50.4
Additional Funding Required	\$18.1	\$60.0	\$41.9

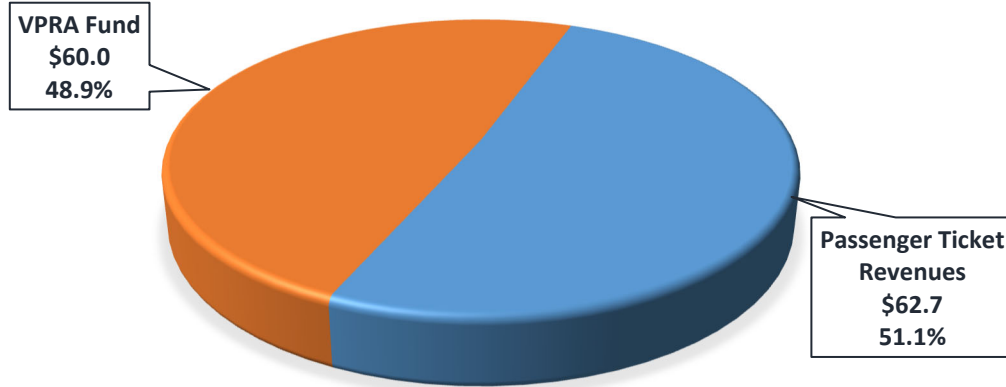
The other operating expenses reflect a significant increase in FY23 due to the added maintenance and insurance costs associated with rail corridor ownership. Approximately \$7.2M of the increase results from a reclassification of access costs for Virginia Railway Express in the I-95 corridor from a capital grant to VPRA operational maintenance costs.

The administrative costs are anticipated to rise from \$6.6M in FY22 to \$10.2M in FY23 as VPRA continues to bring on staffing resources to execute the passenger rail program. Additionally, the increase reflects several one-time costs (professional services & ERP system) that are anticipated to occur in FY23 as the organization continues to mobilize. Overall, the administrative expenses account for 1.7% of the total projected FY23 expenditure outlay.

The operations expenditures are covered by two sources of revenue: passenger ticket revenues and the VPRA dedicated share of the CRF. Figure 1 shows the breakdown of the sources of funding to be used for the FY23 budgeted expenditures. An overall cost recovery of 51% is expected from FY23 anticipated passenger ticket revenues.

EXECUTIVE SUMMARY

FIGURE 1: FY23 OPERATIONS FUNDING BY SOURCE
\$122.7 M
(in millions)



CAPITAL PROJECTS

In December 2019, Virginia Governor Ralph Northam announced a landmark rail agreement between the Commonwealth and CSX Corporation ('CSX'). The 2019 announcement became the catalyst for what we know today as Transforming Rail in Virginia ('TRV'), a path to enhancing our communities and increasing economic opportunities through strategic investments in rail. This commitment is further evidenced by the total \$4.1B of capital project expenditures that VPRA must deliver over the next ten years. Table 4 further summarizes by year the forecasted expenditures related to the TRV capital projects through FY28.

TABLE 4: SUMMARY OF CAPITAL PROJECT EXPENDITURE FORECAST

Capital Project Category (in millions)	Total Project	FY22 Amended	FY23	FY24	FY25	FY26	FY27	FY28	Total
I-95 Corridor	3,906.4	260.1	256.7	215.7	485.6	419.0	628.3	663.2	2,928.6
Western Rail Corridor	209.9	51.6	30.2	38.3	45.8	27.6	4.0	3.9	201.4
Other	1.9	1.9	-	-	-	-	-	-	1.9
Total	\$4,118.2	\$313.6	\$286.9	\$254.0	\$531.4	\$446.6	\$632.3	\$667.1	\$3,131.9

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 that have been included in the FY23 budget. While the forecast expenditures included herein go through FY28, various I-95 Projects will extend into FY30, most notably Long Bridge. Table 5 summarizes the final agreed upon Total Project Cost in comparison to the original

EXECUTIVE SUMMARY

FY22 Approved budget for each element of the I-95 Corridor development. It is important to note that the FY22 budget was approved prior to the execution of the CRA. Please refer to the corresponding project narratives for further details about each I-95 Corridor component.

TABLE 5: CROSSWALK OF I-95 CORRIDOR PROGRAM EXPENDITURES

Project Description (in millions)	Total Approved Budget	Total Amended Budget	Change (\$)
New Long Bridge for Passenger Rail	\$1,979.3	\$2,039.3	\$60.0
Alexandria 4th Track	163.8	210.4	46.6
Franconia to Lorton 3rd Mainline	161.7	208.5	46.8
Franconia-Springfield Bypass	342.2	241.4	(100.8)
Richmond to DC Sidings - Phase 1	233.1	233.1	-
Richmond to DC Sidings - Phase 2	236.4	236.4	-
TRV Right of Way Acquisition	525.0	525.0	-
TRV Right of Way Transaction Costs	-	38.0	38.0
Newington Bridge	22.4	36.2	13.8
Route 1 Bridge	15.0	57.4	42.4
L'Enfant 4th Track	24.2	22.4	(1.8)
Amtrak New Equipment	55.0	-	(55.0)
Richmond Layover Facility	-	35.6	35.6
Lorton to Route 1	-	20.8	20.8
Other I-95 Corridor Projects	-	1.9	1.9
Total I-95 Corridor	\$3,758.1	\$3,906.4	\$148.3

As a continuation of the TRV initiative, Governor Ralph Northam announced in May 2021 that the Commonwealth reached an agreement with Norfolk Southern Railway to expand passenger rail to southwest Virginia. As part of the agreement, Virginia is acquiring 28.5 miles of the Norfolk Southern-owned right-of-way (V-Line) from the Salem Crossovers to Christiansburg. The acquisition of railroad right-of-way and tracks, along with infrastructure improvements and improved operations, will allow for the expansion of high-quality passenger rail services from Roanoke to Christiansburg. The definitive agreement between VPRA and Norfolk Southern Railway is still being finalized as of December of 2021.

The Western Rail Corridor initiative has both Capital Projects and Capital and Operating Grants components. Table 6 details the total expected costs for the period from FY22-FY30 for the major components of the Western Rail Corridor. Please refer to the corresponding project narratives for further details about each Western Rail Corridor component.

EXECUTIVE SUMMARY

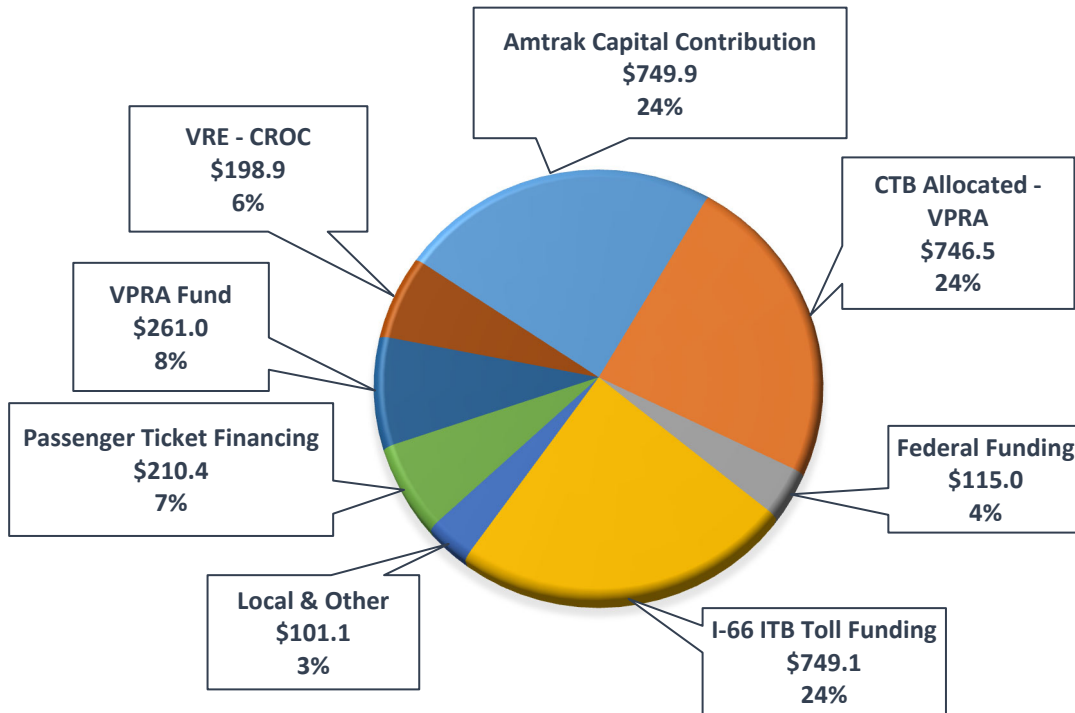
TABLE 6: EXPECTED PROGRAM COSTS FOR WESTERN RAIL CORRIDOR

Western Rail Corridor (in millions)	Budget Category	Project Cost
Salem Right of Way Acquisition	Capital Projects	\$38.0
New River Valley Platform & Track Improvements		74.2
V-Line Tunnels		47.9
Capital Improvements - Bridges		14.3
Capital Improvements - Other		22.5
Salem Right of Way Transaction Costs		13.0
Western Rail Initiative Grant	Capital & Operating Grants	131.5
Roanoke Yard Improvements		37.0
Total Western Rail Corridor		\$378.4

The sources of funding for the TRV initiatives can be seen in Figure 2. Of the total \$3.1B forecasted expenditures from FY22-FY28, 85% of the funding comes from sources outside of VPRA’s dedicated revenue streams. The financial planning for the VPRA Capital Projects program requires numerous funding agreements and coordination with many outside entities. In addition, most of the revenue sources come with parameters that govern the use to certain project components.

FIGURE 2: FY22-FY28 CAPITAL PROJECT FUNDING BY SOURCE

\$3,131.9
(in millions)



EXECUTIVE SUMMARY

There are three major sources of funding that individually fund approximately 25% of the total forecast expenditures through FY28. First, the Amtrak Capital Contribution is dedicated to certain I-95 corridor project components through a funding agreement signed in March of 2021. Second, the I-66 Inside the Beltway Toll funding was included in the six year improvement plan adopted in June of 2021 by the Commonwealth Transportation Board ('CTB'). Third, the CTB allocated funds totaling \$746.5M consist primarily of \$337M of Priority Transportation Funds, I-95 toll facility concession funds of \$255M, SMART SCALE allocations of \$27M, dedicated 2020 Appropriation Act funding of \$42M, and I-81 Corridor Improvement funds of \$60M. The Western Rail Corridor initiative will utilize 15% of the CTB allocated funds and 37% of the VPRA funds. The remaining funding sources are allocated to the I-95 Corridor capital projects.

CAPITAL AND OPERATING GRANTS

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 Table 7, the management of these grants is a significant responsibility for the Authority. As part of the startup of VPRA, the historical rail cash balances were transferred to VPRA to assist with the cash flow needs of the acquisition of rail assets. From these cash balances, VPRA must fund several historical rail grants totaling \$22.7M that are managed by the Department of Rail and Public Transportation ('DRPT'). If these projects do not proceed, VPRA will retain the funds and the Board may allocate them at their discretion.

TABLE 7: SUMMARY OF GRANTS EXPENDITURE FORECAST

Capital and Operating Grant Category (in millions)	FY22 Amended	FY23	FY24	FY25	FY26	FY27	FY28	Total VPRA Funding FY22-FY28
VPRA Managed Grants	70.3	176.7	73.5	45.2	57.4	32.0	24.3	479.4
DRPT Managed Grants	4.2	9.1	7.3	2.1	-	-	-	22.7
Total	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1

The grants can be divided into the following classifications:

VPRA Managed Grants: A majority of 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 previously approved by the VPRA board. There are no newly recommended grants in the FY23 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, \$22.7M of funds are obligated to DRPT managed grants.

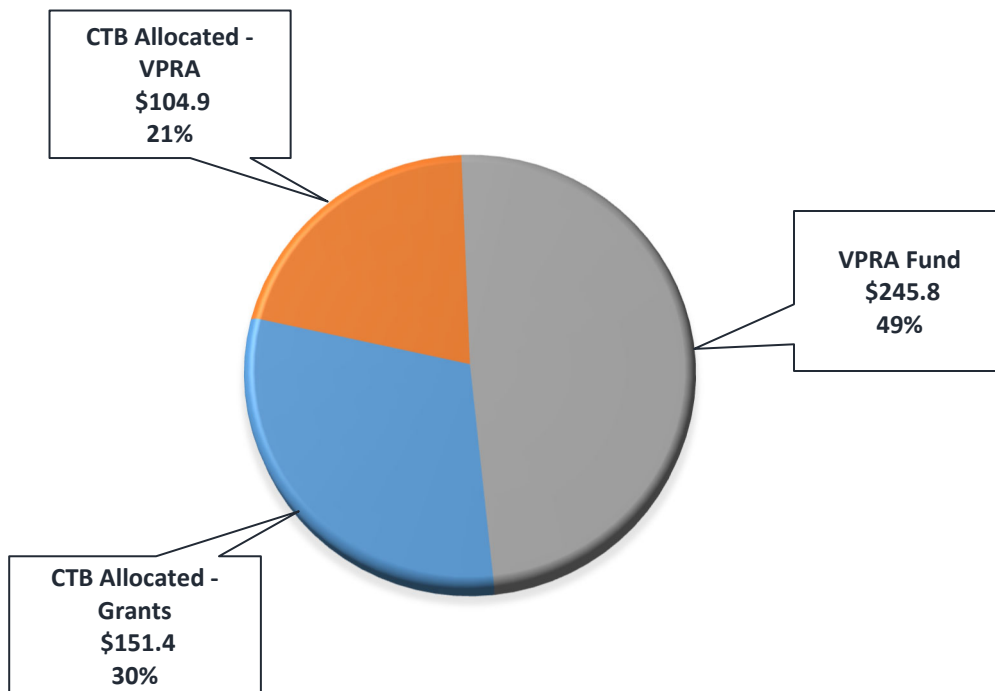
EXECUTIVE SUMMARY

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 Figure 3, this makes up approximately 30% of grant expenditures from FY22-FY28. VPRA will administer these grants on behalf of the CTB.

Funding from the CTB Allocated-VPRA source, a 21% total, was added in FY22 to fund the Western Rail Corridor grants sponsored by VPRA. The remaining 49% of the sources for Capital and Operating Grants consists of \$245.8M of VPRA revenues and historical DRPT rail program funds. About one half of these funds will be used to pay for historical rail program grants assumed by VPRA, and the other half will cover grants approved by the VPRA Board beginning in FY21.

FIGURE 3: FY22-FY28 CAPITAL & OPERATING GRANT FUNDING BY SOURCE

\$502.1M
(in millions)



REVENUES

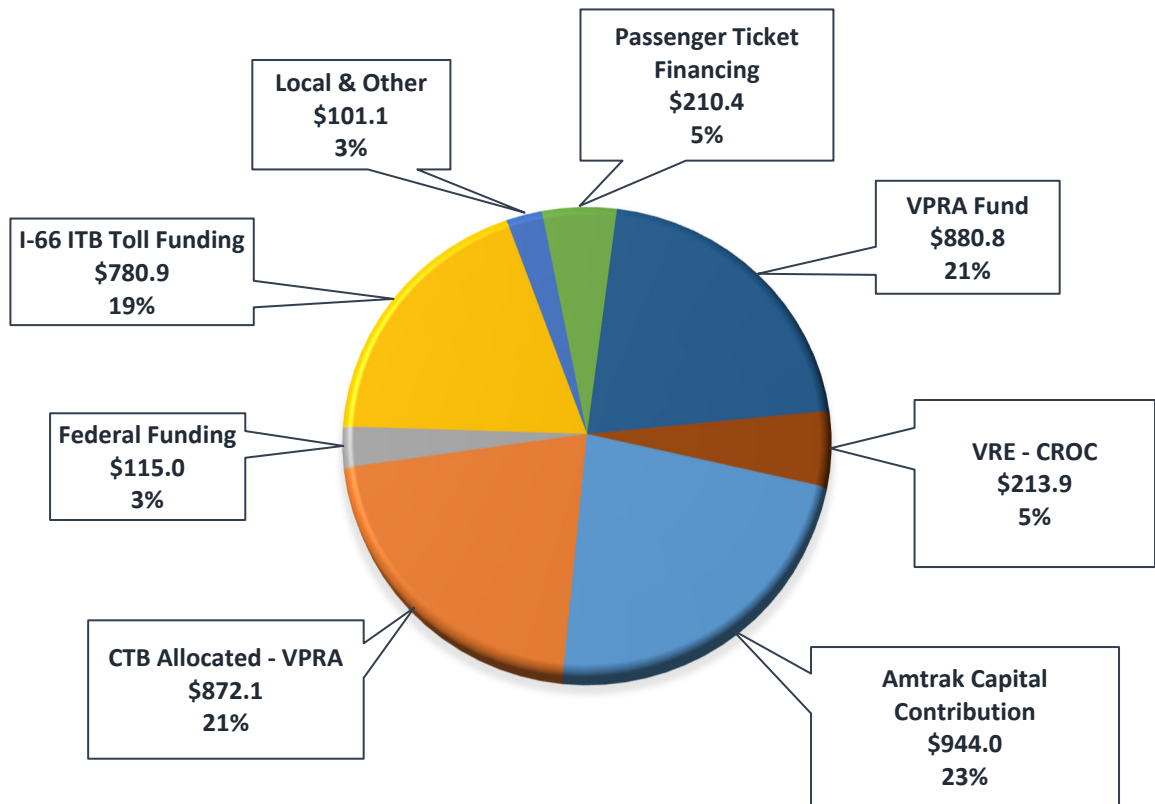
As VPRA undertakes the many significant Capital Projects and Capital and Operating Grants included in the budget, it is important to remember that some of these efforts have a project life cycle that will not be completed until after the FY28 forecast period. Detailed sources of funding information are provided elsewhere within this document for the budget window from FY22 through FY28. Figure 4 details the sources of funding for VPRA's Capital Projects for the total project cost over all years.

EXECUTIVE SUMMARY

The largest funding sources are the VPRA Fund Revenues, I-66 Inside the Beltway Toll Funding, the Amtrak Capital Contribution, and the CTB-Allocated funding (Priority Transportation Funds, I-95 Toll concessions, SMART SCALE, CMAQ). In addition to the numerous funding partners, the complexity of the funding model is heightened due to the inclusion of three debt financings. While the VPRA will execute the Passenger Ticket financing, the I-66 ITB Toll financing and the VRE Commuter Rail Operating & Capital fund financing will be executed by VPRA partner entities.

Agreements are in place for several of the significant revenue sources, notably Amtrak and VRE. While other agreements still need to be finalized (mostly intergovernmental agreements related to the CTB allocated funds), it is important to note that the CTB has allocated funds through FY2022 and included planned allocations in its Six Year Improvement Plan for the VPRA initiatives.

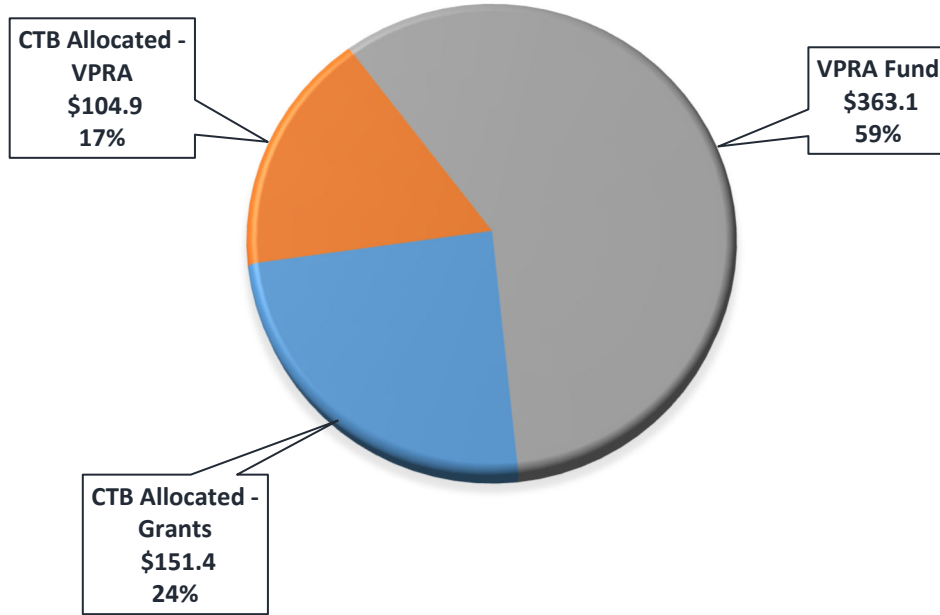
FIGURE 4: TOTAL PROJECT BUDGET - CAPITAL PROJECTS
\$4,118.2M
(in millions)



The total project budget for Capital and Operating Grants included in Figure 5 is comprised of the FY22-FY28 forecasted expenditures in Table 7 (\$502.1M), prior year grant expenditures (\$91.0M), and FY29-FY30 forecasted expenditures (\$26.3M). By including the expenditures from the FY29-FY30 forecast period, source of funding information is provided for the entire Western Rail Initiative Grant.

EXECUTIVE SUMMARY

FIGURE 5: TOTAL PROJECT BUDGET – CAPITAL & OPERATING GRANTS
\$619.4M
(in millions)



The sources of funding under the direct control of the Authority consist of the dedicated Commonwealth Rail Funds and the projected financing proceeds of the passenger ticket revenue stream. Table 8 shows the projected revenues of the VPRA 93% share of the Commonwealth Rail Fund through FY28 as well as the projected proceeds from leveraging the gross passenger ticket revenues planned for FY2025.

TABLE 8: REVENUE FORECAST

Description (in millions)	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total
VPRA Revenues	172.6	183.4	152.9	155.1	156.0	157.2	158.7	1,135.9
Passenger Ticket Financing	-	-	-	210.4		-	-	210.4
Total VPRA Fund	\$172.6	\$183.4	\$152.9	\$365.5	\$156.0	\$157.2	\$158.7	\$1,346.3

After modeling all of the projected Operational, Capital Projects, and Capital and Operating Grants expenditures against the available sources of funding, approximately \$50M is available from the VPRA controlled sources to fund a \$50M Board Management Reserve over the next 4 years beginning with \$15M in FY23. The intent of the Board Management Reserve is to allocate funds which may be used to cover unidentified or unforeseen costs or other opportunities related to the TRV Capital Projects. Allocation of the Management Reserve can be done only at the discretion and prior approval of the VPRA Board.

OPERATIONS BUDGET

- One year budget (FY2023)
- Anticipated expenditures using an accrual basis
- Two main elements:
 1. Passenger Train Operations
 2. Administrative Expenses

VIRGINIA PASSENGER RAIL AUTHORITY
OPERATIONS BUDGET
(IN MILLIONS)

Operations Category	Amended FY22 Budget	FY23 Budget	Change (\$)
Train Operating Revenues			
Train Revenue	28.5	33.1	4.6
Food Service Revenue	0.9	1.0	0.1
Other Revenue	0.5	0.6	0.1
NEC Through Revenue	24.3	28.0	3.7
Total Operating Revenues	\$54.2	\$62.7	\$8.5
Train Operations Expenses ①			
Route Costs and Additives	36.9	61.2	24.3
Fuel Costs	2.5	4.1	1.6
NEC Through Credit Expense	15.1	18.4	3.3
Host Railroad Costs	1.9	3.3	1.4
Host RR Performance Incentives	1.9	3.0	1.1
Total Train Operations Expense	\$58.3	\$90.0	\$31.7
Other Operating Expenses			
Capital Equipment Maintenance ②	5.6	6.7	1.1
Bedford Amtrak Thruway Intercity Bus Connector	-	0.4	0.4
Amtrak Marketing	0.9	0.9	-
I-95 Corridor Maintenance of Way (VRE Access Rate) ③	-	7.2	7.2
Western Rail Maintenance of Way	-	2.1	2.1
Western Rail Access Fee	-	3.7	3.7
Insurance	0.5	0.5	-
Depreciation ④	0.4	1.0	0.6
Administrative Budget	6.6	10.2	3.6
Total Operating Expenses	\$72.3	\$122.7	\$50.4
Additional Funding Required	\$18.1	\$60.0	\$41.9
<i>Federal Credits Applied to Train Operation Expense</i>	10.3	4.4	(5.9)
Additional Funding Required - Without Federal Credits	\$28.4	\$64.4	\$36.0
Overall Cost Recovery	75%	51%	-24%
Overall Cost Recovery - Without Federal Credits	66%	49%	-17%

① Train operations expenses have been ratably reduced by federal credits applied by Amtrak

② Route 46 Equipment Maintenance expenses covered by existing receivable from Amtrak

③ Per CSX Agreement, VRE access rate covers VPRA track maintenance; FY22 covered by VRE

④ Non-cash operating expense

VIRGINIA PASSENGER RAIL AUTHORITY
AMTRAK OPERATING REVENUES AND EXPENSES BY ROUTE
(IN MILLIONS)

Train Operations Category	Route 46 - Roanoke -		Route 47 - Newport News -		Route 50 - Norfolk -		Route 51 - Richmond -		Total FY22 Amended Budget	Total FY23 Budget
	1 Train	2 Trains	2 Trains		2 Trains	3 Trains	1 Train			
	Amended FY22	FY23	Amended FY22	FY23	Amended FY22	FY23	Amended FY22	FY23		
Revenues										
Train Revenue	\$6.7	\$8.6	\$10.9	\$10.8	\$9.2	\$11.5	\$1.7	\$2.2	\$28.5	\$33.1
Food Service Revenue	0.2	0.3	0.4	0.3	0.2	0.3	0.1	0.1	0.9	1.0
Other Revenue	0.1	0.2	0.2	0.2	0.2	0.2	-	-	0.5	0.6
NEC Through Revenue	6.0	7.3	8.0	7.6	8.0	10.1	2.3	3.0	24.3	28.0
Total Operating Revenue	\$13.0	\$16.4	\$19.5	\$18.9	\$17.6	\$22.1	\$4.1	\$5.3	\$54.2	\$62.7
Expenses										
Route Costs and Additives	7.9	17.5	12.6	14.2	13.8	25.4	2.6	4.1	36.9	61.2
Fuel Costs	0.6	1.4	0.9	1.0	0.8	1.4	0.2	0.3	2.5	4.1
NEC Through Credit Expense	3.9	4.5	5.2	5.1	5.0	7.1	1.0	1.7	15.1	18.4
Host Railroad Costs	0.5	1.0	0.4	0.5	0.9	1.6	0.1	0.2	1.9	3.3
Host RR Performance Incentives	0.1	0.2	0.6	0.6	1.1	2.0	0.1	0.2	1.9	3.0
Total Train Operations	\$13.0	\$24.6	\$19.7	\$21.4	\$21.6	\$37.5	\$4.0	\$6.5	\$58.3	\$90.0
Capital Equipment Maintenance	1.0	1.0	1.5	1.6	2.4	3.4	0.7	0.7	\$5.6	\$6.7
Other Operating Expense	0.3	6.6	0.6	3.1	0.6	4.6	0.3	1.5	\$1.8	\$15.8
Net Operating Income/(Loss)	(\$1.3)	(\$15.8)	(\$2.3)	(\$7.2)	(\$7.0)	(\$23.4)	(\$0.9)	(\$3.4)	(\$11.5)	(\$49.8)
Total Federal Credits Applied	(\$1.9)	(\$1.3)	(\$3.4)	(\$1.7)	(\$3.3)	-	(\$1.7)	(\$1.4)	(\$10.3)	(\$4.4)

VIRGINIA PASSENGER RAIL AUTHORITY

OPERATIONS

USES & SOURCES

(IN MILLIONS)

	Amended FY22	FY23	Total FY22 - FY23
Total Uses	\$72.3	\$122.7	\$195.0
Passenger Ticket Revenues	54.2	\$62.7	116.9
VPRA Fund	18.1	\$60.0	78.1
Total Sources	\$72.3	\$122.7	\$195.0
Federal Credits Applied to Train Operations	10.3	4.4	14.7
Total VPRA Sources and Federal Credits	\$82.6	\$127.1	\$209.7

AMTRAK OPERATIONAL SUPPORT

DESCRIPTION:

Under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (“PRIIA”), Amtrak and partner states developed a methodology for allocating the operating costs of rail routes of not more than 750 miles outside of the Northeast Corridor (NEC) between Boston, MA and Washington, DC. This is today known as the PRIIA 209 Methodology. It provides the foundation of operating agreements between Amtrak and states for Amtrak state-supported services.

In Virginia, VPRA provides operational funding for state-supported intercity passenger routes. There are currently four routes, which consist of six daily round-trip trains which start or end at a Virginia station. In mid-2022 Virginia will add two additional round trips that will result from the recent CSX and Norfolk Southern agreements. Virginia’s state sponsored services all continue north of Washington, D.C. on Amtrak’s Northeast Corridor (NEC) as far north as New York and Boston.

Pre-COVID, revenues from Virginia state sponsored routes covered a significant portion of operating expenses, and even accumulated a credit during peak travel seasons (holidays, summer months, spring break, and special events). However, the COVID-19 Pandemic eroded ridership and revenues beginning in March 2020. In response, Congress has passed several COVID relief bills which included funding to offset the loss of ridership and revenue on Amtrak state-supported routes. The Coronavirus Aid, Relief, and Economic Security (‘CARES’) Act provided \$236M in relief funding directly to Amtrak for state-supported service, which lasted through January 2021. Two additional rounds of federal support allocated approximately \$350M (\$174.9M each) to states for operating payment assistance. This funding helped cover operating costs through FY22 and will be applied until exhausted in FY23.



Project Benefit: The benefits of moving passengers on the rail system include less congestion on highways, more efficient fuel consumption, lowered greenhouse gas emissions, and reduced accidents. The cost avoidance associated with the shift from car to passenger rail is about 46 cents per passenger-mile of rail use, or about \$190M annually in Virginia. (source: 2017 Virginia State Rail Plan)

Project Description	FY22 Amended (Millions)	FY23 (Millions)
Amtrak Operational Support	\$58.3	\$90.0

AMTRAK CAPITAL EQUIPMENT MANTENANACE

DESCRIPTION:

Under the PRIIA 209 operating agreement between Amtrak and VPRA for Virginia state-supported service, Amtrak provides capital equipment/rolling stock for Virginia's intercity passenger rail service. According to the PRIIA 209 Methodology, capital equipment maintenance fees are charged to the Commonwealth for use of Amtrak's capital equipment. The capital equipment maintenance fees include forecasted expenses to maintain a state of good repair on the Amtrak rolling stock fleet.

The locomotives, passenger cars, dining cars, and baggage cars leased to Virginia for state sponsored service make up a train consist, and can vary according to each route and throughout the year. Virginia pays a capital equipment advance payment to Amtrak based on a units used forecast for the planned consist, and any maintenance efforts. Amtrak reports fleet maintenance activities quarterly. If estimated payments exceed or fall below actual charges, Amtrak will provide a credit or add charges to the following year's capital equipment maintenance fees.



Project Benefit: Capital Equipment Maintenance is paid towards use of Amtrak's equipment and other fixed assets ensures Virginia's access to Amtrak's passenger rail fleet for Virginia services. Under this arrangement, our payments support Amtrak in the operation and maintenance of their capital equipment, ensuring safe and convenient connections between Virginia and Northeast destinations.

Project Description	FY22 Amended (Millions)	FY23 (Millions)
Amtrak Capital Equipment Maintenance	\$5.6	\$6.7

ADMINISTRATIVE BUDGET

DESCRIPTION:

The administrative budget for FY23 includes salaries and benefits for 47 employees, up from 34 in FY22, and larger one-time costs for the acquisition and implementation of an enterprise resource planning system. The budget includes various professional support consultants to assist with the ongoing establishment of the Authority policies and procedures, rail studies, and other support functions. The 'Other Employee Costs' category includes: employee training and conferences, work travel to oversee projects, employee incentives such as a transit pass subsidy or tuition reimbursement, organizational memberships and licenses, continuing education, and recruiting costs.

Expense Category	FY22 Amended Budget	FY23 Budget	% Change
Payroll & Benefits	\$3,998,000	\$7,390,000	87%
Professional Services	1,190,000	1,010,000	-15%
Information Technology	1,067,000	1,181,000	11%
Building & Office Related	181,000	181,000	0%
Other Employee Costs	200,000	460,000	79%
Total	\$6,636,000	\$10,222,000	54%

Project Description	FY22 Amended (Millions)	FY23 (Millions)
VPRA Administrative Budget	\$6.6	\$10.2

OTHER OPERATING EXPENSE

DESCRIPTION:

BEDFORD AMTRAK THRUWAY INTERCITY BUS CONNECTOR: VPRA will sponsor an Amtrak Thruway intercity bus connecting riders from Bedford, VA to Lynchburg, VA.

AMTRAK MARKETING: VPRA develops and implements a joint regional marketing and advertising plan in addition to the Amtrak corporate marketing efforts.

I-95 MAINTENANCE OF WAY: Cost to maintain rail infrastructure in the I-95 Corridor. Per the Comprehensive Rail Agreement, CSX will continue to maintain the I-95 corridor, excluding the Long Bridge Project and Franconia-Springfield Bypass, through VRE Access Payments until separation of passenger and freight trains can be achieved. VPRA will be responsible for maintenance costs related to the Long Bridge Project and Franconia-Springfield Bypass after those projects are constructed. VRE is paying the full CSX access payment for FY22.

WESTERN RAIL MAINTENANCE OF WAY: Expenses to maintain owned rail infrastructure upon purchase of right-of-way.

WESTERN RAIL ACCESS FEE: Per-train-mile lease fee paid to Norfolk Southern for each new Amtrak train moved over Norfolk Southern's Rail system.

INSURANCE: General liability coverage for the rail corridor owned by VPRA.

DEPRECIATION: This is a non-cash expense that has been included as it has a direct impact on operation returns. Rail Infrastructure purchased in the I-95 Corridor and Western Rail Corridor will be depreciated over their respective useful life.

Project Description	FY22 Amended (Millions)	FY23 (Millions)
Bedford Amtrak Thruway Intercity Bus Connector	-	\$0.4
Amtrak Marketing	\$0.9	\$0.9
I-95 Corridor Maintenance of Way (VRE Access Rate)	-	\$7.2
Western Rail Maintenance of Way	-	\$2.1
Western Rail Access Fee	-	\$3.7
Insurance	\$0.5	\$0.5
Depreciation	\$0.4	\$1.0

CAPITAL PROJECTS

- **Total Budget** - Full project costs including expected expenditures past the end of the budget period.
- **Total FY22-FY28** - Total forecasted expenditures for the listed project during the seven year forecast period of FY2022 through FY2028.

VIRGINIA PASSENGER RAIL AUTHORITY
CAPITAL PROJECTS
(IN MILLIONS)

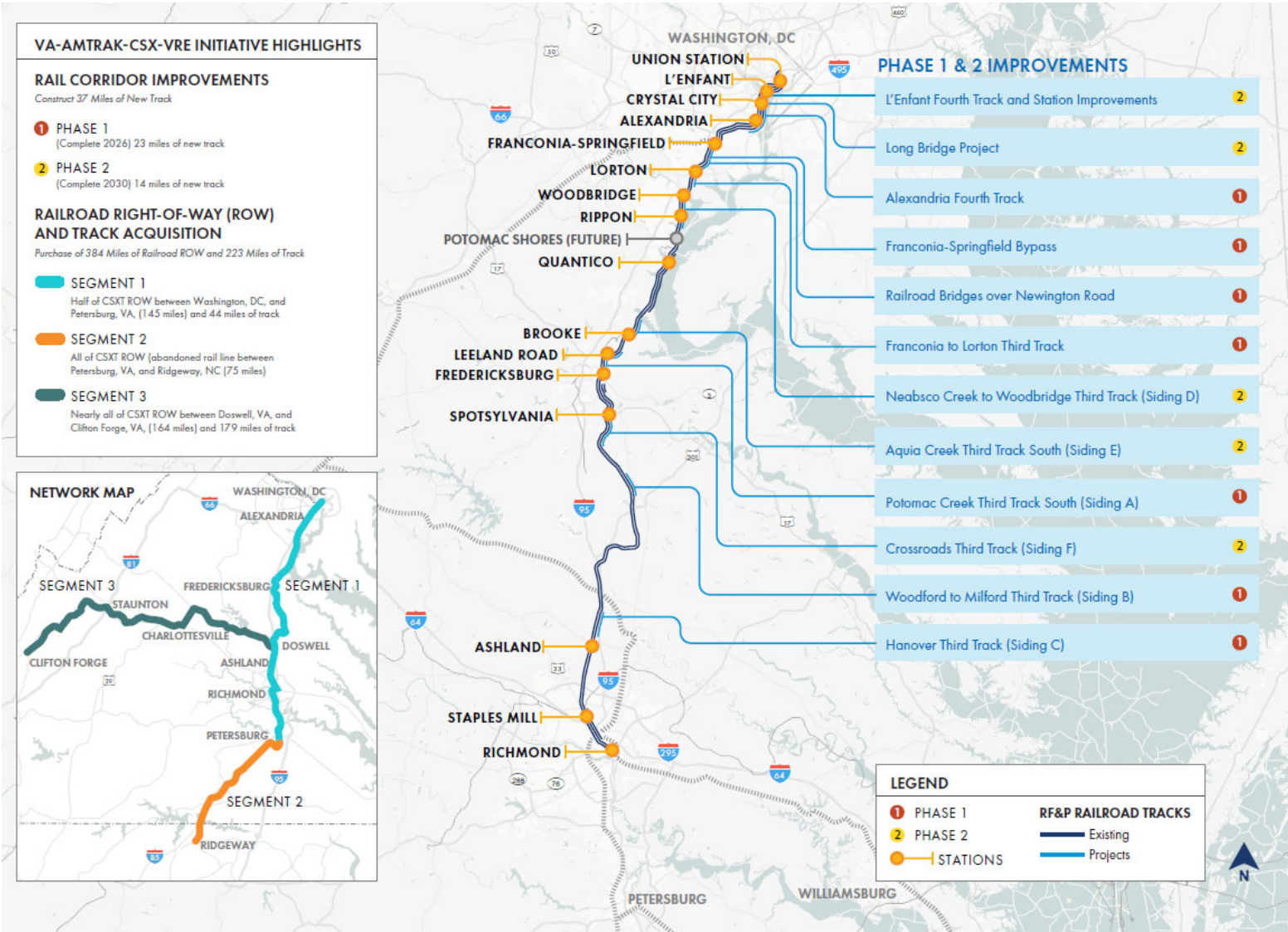
Project Description	Estimate Level	Total Project Budget	Expenses June 30, 2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28
I-95 Corridor											
New Long Bridge for Passenger Rail	2	\$2,039.3	\$4.6	\$24.3	\$31.1	\$18.5	\$36.8	\$157.4	\$557.6	\$550.9	\$1,376.6
Alexandria 4th Track	3	210.4	0.2	10.4	42.6	45.9	63.4	47.9	-	-	210.2
Franconia to Lorton 3rd Mainline	3	208.5	0.1	6.1	10.9	59.5	103.1	28.8	-	-	208.4
Franconia-Springfield Bypass	2	241.4	0.2	4.0	10.2	12.3	79.6	86.4	48.7	-	241.2
Richmond to DC Sidings - Phase 1	2	233.1	0.1	0.9	12.8	24.6	124.3	70.4	-	-	233.0
Richmond to DC Sidings - Phase 2	2	236.4	0.3	0.3	0.3	0.3	0.3	8.8	16.0	106.4	132.4
TRV Right of Way Acquisition	7	525.0	200.0	200.0	125.0	-	-	-	-	-	325.0
TRV Right of Way Transaction Costs	7	38.0	10.4	12.0	10.6	5.0	-	-	-	-	27.6
Newington Bridge	2	36.2	-	0.1	3.0	14.5	17.9	0.7	-	-	36.2
Route 1 Bridge	2	57.4	-	0.1	3.6	13.8	30.9	9.0	-	-	57.4
L'Enfant 4th Track	1	22.4	0.1	0.7	1.1	1.1	1.5	6.0	6.0	5.9	22.3
Richmond Layover Facility	1	35.6	-	0.1	3.0	14.3	17.6	0.6	-	-	35.6
Lorton to Route 1	1	20.8	-	0.6	1.1	5.9	10.2	3.0	-	-	20.8
Other TRV Infrastructure	1	1.9	-	0.5	1.4	-	-	-	-	-	1.9
Western Rail Corridor											
Salem Right of Way Acquisition	7	38.0	-	38.0	-	-	-	-	-	-	38.0
New River Valley Platform & Track Improvements	1	74.2	-	1.0	9.8	14.2	25.4	23.8	-	-	74.2
V-Line Tunnels	1	47.9	-	-	15.5	16.0	16.4	-	-	-	47.9
Capital Improvements - Bridges	1	14.3	-	-	1.7	1.6	1.7	1.7	1.8	1.9	10.4
Capital Improvements - Other	1	22.5	-	-	3.2	6.5	2.3	2.1	2.2	2.0	18.3
Salem Right of Way Transaction Costs	7	13.0	0.4	12.6	-	-	-	-	-	-	12.6
Other											
Purchase of St. Julian's Yard: Amtrak Service Facility	7	1.9	-	1.9	-	-	-	-	-	-	1.9
Total Capital Projects		\$4,118.2	\$216.4	\$313.6	\$286.9	\$254.0	\$531.4	\$446.6	\$632.3	\$667.1	\$3,131.9

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

VIRGINIA PASSENGER RAIL AUTHORITY
CAPITAL PROJECTS
USES & SOURCES
(IN MILLIONS)

	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28	% of Total Sources
Total Uses	\$313.6	\$286.9	\$254.0	\$531.4	\$446.6	\$632.3	\$667.1	\$3,131.9	
Amtrak Capital	35.5	60.6	110.5	143.3	150.0	150.0	100.0	749.9	24%
CTB Allocated - VPRA	127.6	161.0	77.4	80.9	89.0	-	210.6	746.5	24%
Federal Funding	4.2	17.0	18.4	55.2	20.2	-	-	115.0	4%
I-66 ITB Toll Funding	-	-	0.8	42.2	129.1	469.8	107.2	749.1	24%
Local & Other	-	11.3	34.8	44.5	6.3	4.2	-	101.1	3%
Passenger Ticket Financing	-	-	-	165.2	45.2	-	-	210.4	7%
VPRA Fund	-	-	11.8	-	4.2	3.2	241.8	261.0	8%
VRE - CROC	146.3	37.0	0.3	0.1	2.6	5.1	7.5	198.9	6%
Total Sources	\$313.6	\$286.9	\$254.0	\$531.4	\$446.6	\$632.3	\$667.1	\$3,131.9	

TRANSFORMING RAIL IN VIRGINIA (TRV) CAPITAL PROJECTS (RF&P, SEGMENT 1)



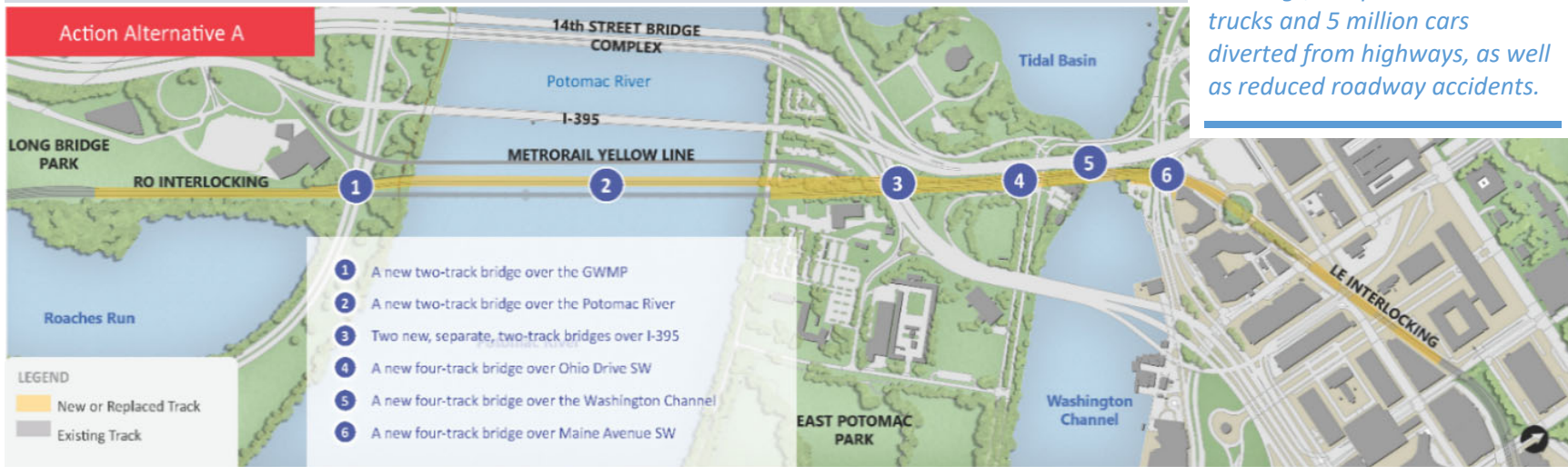
LONG BRIDGE PROJECT

PROJECT DESCRIPTION:

The existing Long Bridge is a CSX owned two-track 100-year-old railroad bridge spanning the Potomac River and connecting Virginia and Washington, D.C. The planned capacity expansion of the Long Bridge involves construction of a publicly owned new two-track bridge adjacent to the existing bridge. The new Long Bridge for passenger rail consists of 1.8 miles of proposed improvements including eight rail bridges and two pedestrian structures over the Potomac River and DC roadways. Annually, up to 1.3 million Amtrak passengers and 4.5 million VRE commuters traverse the Long Bridge, which operates at 98% capacity during peak hours

PROJECT STATUS: PRELIMINARY ENGINEERING

Project Benefit: The project will remove a key rail bottleneck on the East Coast and enable the addition of more rail service. The new two track Long Bridge capacity will accommodate annual benefits of 18,000 new freight and passenger train crossings, or up to 1 million trucks and 5 million cars diverted from highways, as well as reduced roadway accidents.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Long Bridge Project	\$2,039.3	4.6	24.3	31.1	18.5	36.8	157.4	557.6	550.9	\$1,376.6

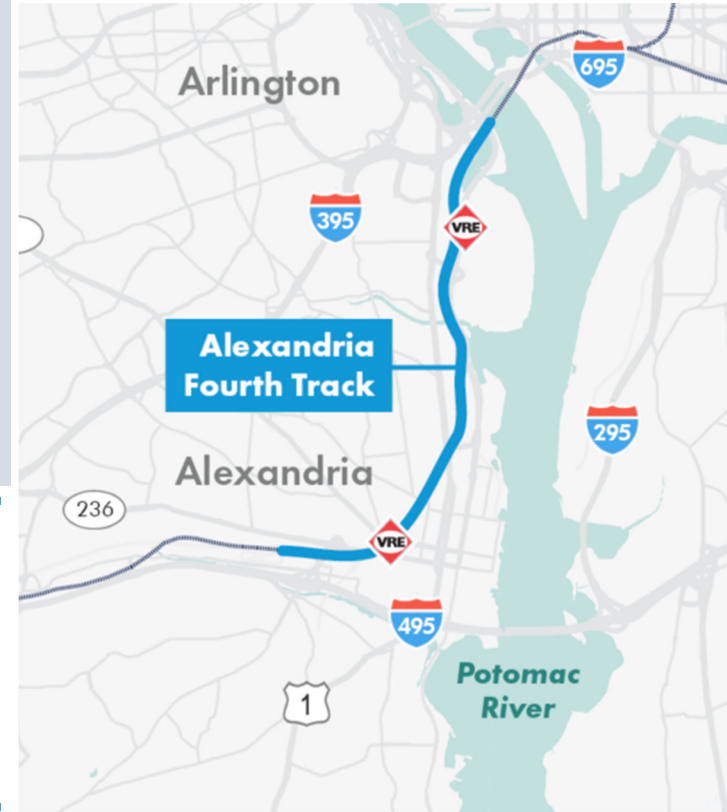
ALEXANDRIA FOURTH TRACK

PROJECT DESCRIPTION:

The Alexandria Fourth Track project will design and construct 6.0 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.

PROJECT STATUS: FINAL DESIGN

Project Benefit: The construction of the Alexandria Fourth Track Project will improve the efficiency and reliability of rail operations to support the planned growth of freight, passenger and commuter rail traffic in Northern Virginia and the southeastern states. The Project establishes an initial 2-track corridor for both freight and passenger which, when integrated with the planned Long Bridge construction and 4-track corridor through Washington, D.C., creates the opportunity to separate freight and passenger rail service.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Alexandria Fourth Track	\$210.4	\$0.2	10.4	42.6	45.9	63.4	47.9	-	-	\$210.2

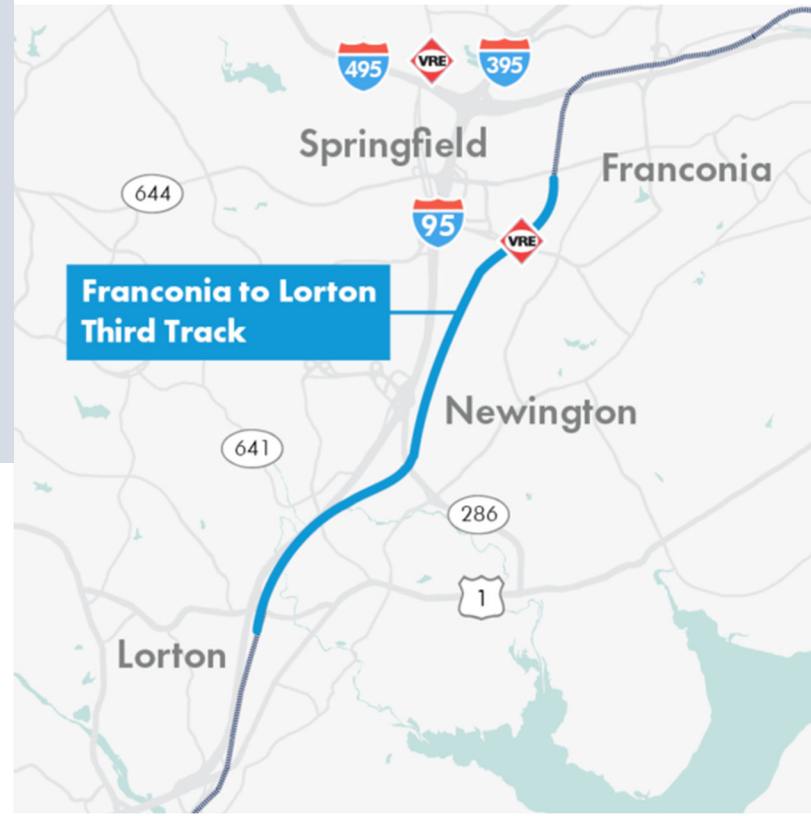
FRANCONIA TO LORTON THIRD TRACK

PROJECT DESCRIPTION:

The Franconia to Lorton Third Track project is an approximately 6 mile segment that will extend the existing 3rd track between Alexandria and Franconia down to the Lorton Interlocking. This segment involves at-grade track improvements to accommodate the Franconia-Springfield Bypass bridge and new railroad bridges over Pohick Creek and Accotink Creek without impacts to existing bridge structures.

PROJECT STATUS: ENTERING FINAL DESIGN

Project Benefit: The Franconia to Lorton Third Track will alleviate a major bottleneck in the Commonwealth and will remove up to 26 conflicts per day between passenger and freight trains crossing tracks as they enter or exit the Long Bridge Corridor that leads from Franconia through Fairfax County, Alexandria, and Arlington to the District of Columbia. The Project will add capacity and further improve the reliability of both freight and passenger rail.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Franconia to Lorton Third Track	\$208.5	\$0.1	6.1	10.9	59.5	103.1	28.8	-	-	\$208.4

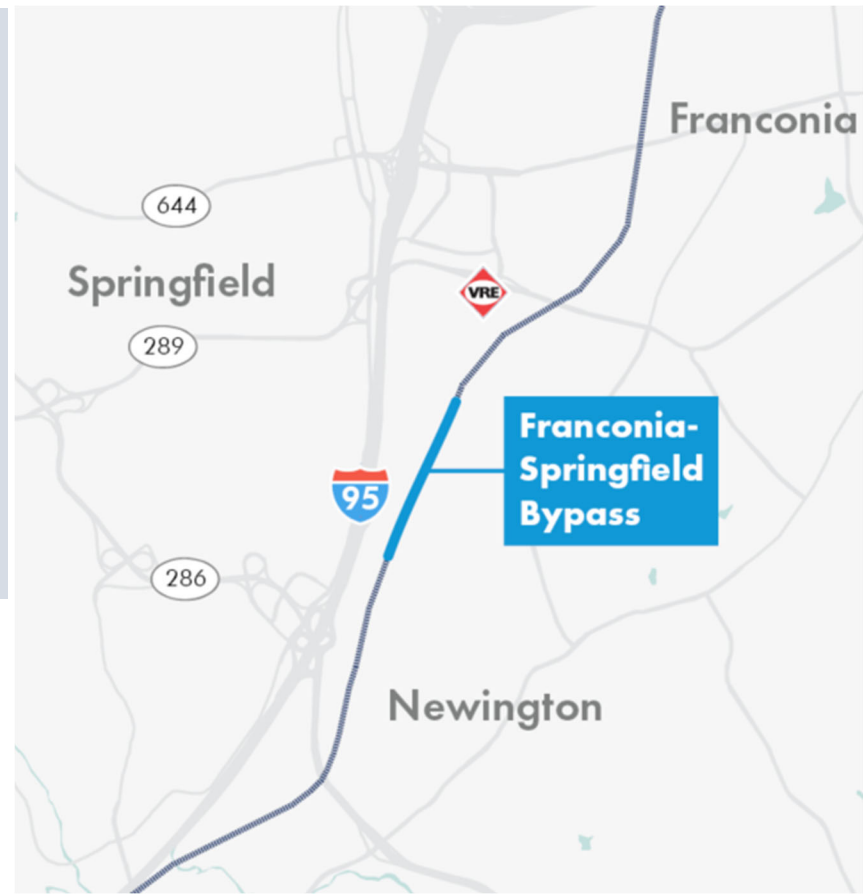
FRANCONIA-SPRINGFIELD BYPASS

PROJECT DESCRIPTION:

The Franconia-Springfield Bypass project, just south of Franconia-Springfield Station, will allow passenger trains to crossover to serve stations on the west side of the railroad corridor when traveling north of Franconia, and on the east side of the rail corridor when traveling south of the Franconia-Springfield Station. Project construction involves a single track on a bypass bridge with accommodations for a future second track.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: The Bypass Project will allow passenger trains to reduce conflict with freight trains when passenger trains cross the corridor to serve VRE stations on the west side (north of Franconia) and on the east side (south of Franconia).



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Franconia-Springfield Bypass	\$241.4	\$0.2	4.0	10.2	12.3	79.6	86.4	48.7	-	\$241.2

RICHMOND TO D.C. SIDINGS – PHASE 1 (SIDINGS A, B, AND C)

PROJECT DESCRIPTION:

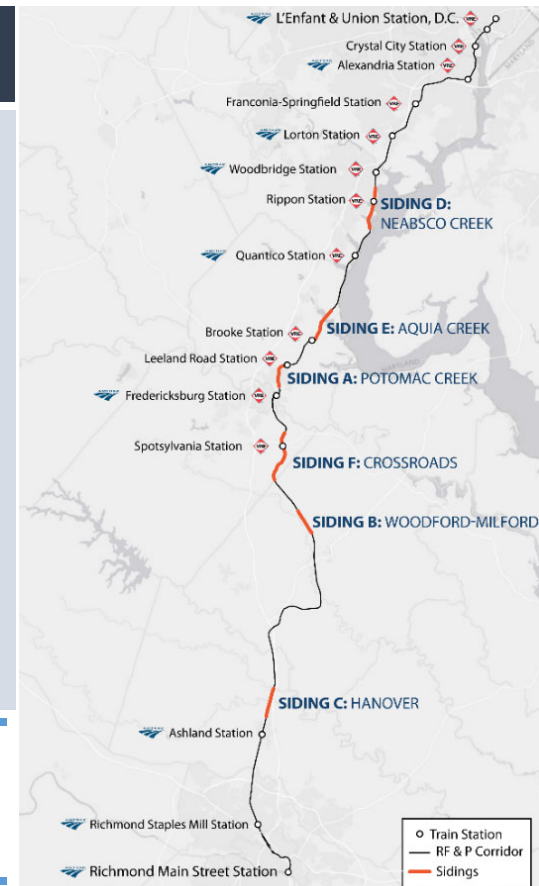
Sidings are the beginnings of what will eventually become a dedicated 3rd track in future Phases 3 & 4 from Alexandria to Spotsylvania. In Phase I, sidings are strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor between Washington, D.C. and Richmond.

- Siding A is located at Potomac Creek near Leeland Station.
- Siding B is located at Milford in Caroline County.
- Siding C is located in Hanover County north of Ashland.

Each siding is between 2-4 miles in length.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: These improvements will increase network fluidity and reduce delays due to passenger and freight train interference and lay the groundwork for an dedicated third track from Alexandria to Spotsylvania.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Richmond to DC Sidings - Phase 1	\$233.1	\$0.1	0.9	12.8	24.6	124.3	70.4	-	-	\$233.0

RICHMOND TO D.C. SIDINGS – PHASE 2 (SIDINGS D, E, AND F)

PROJECT DESCRIPTION:

The Sidings projects are the beginnings of what will eventually become a dedicated 3rd track in future Phases 3 & 4 from Alexandria to Spotsylvania. In Phase 2, sidings are strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor between Washington, D.C. and Richmond.

- Siding D is located at Neabsco Creek south of Rippon.
- Siding E is located at Aquia Creek north of Brook Station.
- Siding F is located at Crossroads south of Spotsylvania Station.

Each siding is between 2-4 miles in length.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: These improvements will increase network fluidity, reduce delays due to passenger and freight train interference, and lay the groundwork for an dedicated third track from Alexandria to Spotsylvania.



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Richmond to DC Sidings - Phase 2	\$236.4	\$0.3	0.3	0.3	0.3	0.3	8.8	16.0	106.4	\$132.4

RAILROAD BRIDGES OVER NEWINGTON ROAD

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 4-track corridor from Washington to Spotsylvania. The existing 1-lane road underpass under the rail bridge 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.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: The Railroad Bridges over Newington Road project will increase rail capacity in accordance with current and future Transforming Rail in Virginia program goals and increase the horizontal clearance of the bridges to allow Fairfax County to expand roadway configurations per their comprehensive plan.



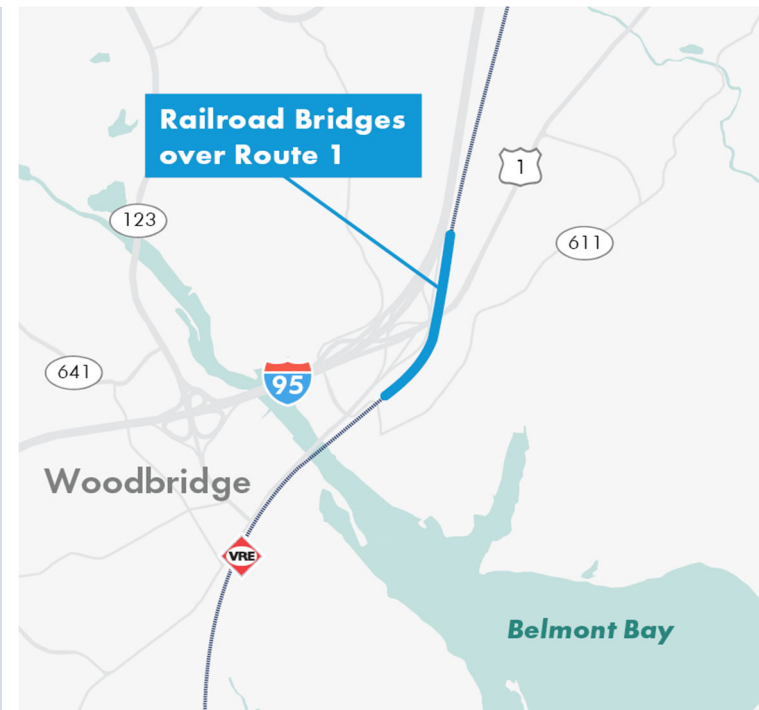
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Railroad Bridges over Newington Road	\$36.2	-	0.1	3.0	14.5	17.9	0.7	-	-	\$36.2

RAILROAD BRIDGES OVER ROUTE 1

PROJECT DESCRIPTION:

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 downpayment 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. Therefore this project is jointly funded among VPRA, VDOT, and Fairfax County.

PROJECT STATUS: CONCEPTUAL DESIGN



Project Benefit: These improvements will increase rail capacity in accordance with current and future Transforming Rail in Virginia program goals and increase the horizontal clearance of the bridges to allow Fairfax County to expand roadway configurations for the benefit of multi-modal forms of transportation.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Railroad Bridges over Route 1	\$57.4	-	0.1	3.6	13.8	30.9	9.0	-	-	\$57.4

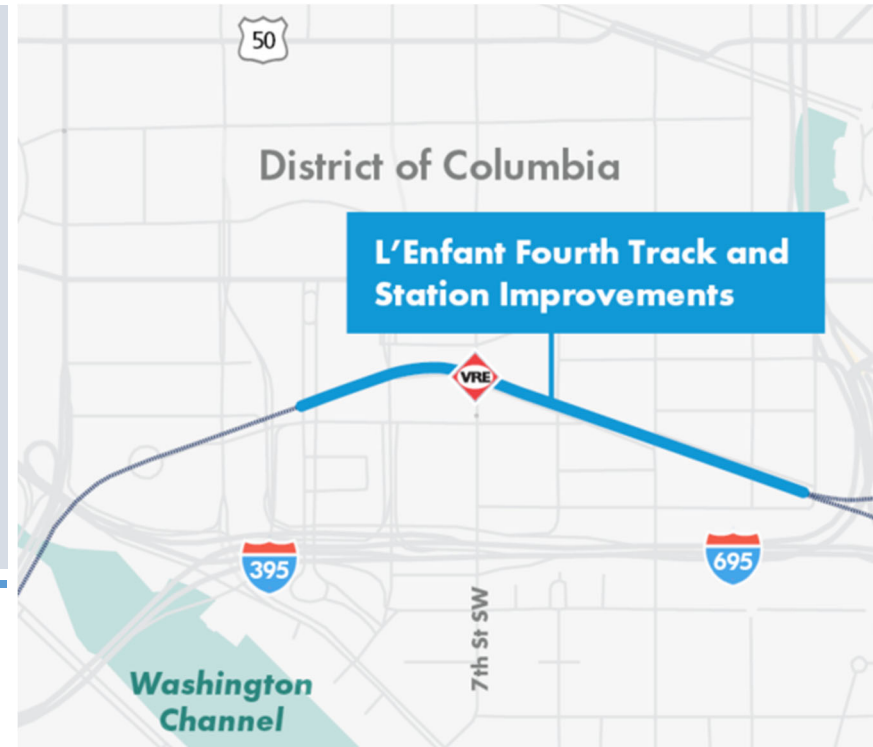
L'ENFANT FOURTH TRACK AND STATION IMPROVEMENTS

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 \$80 million project, with VRE funding the remainder. The project must be coordinated with the Long Bridge project.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: This project will improve service reliability as well as station access and customer convenience by doubling the number of platforms serving passenger trains.



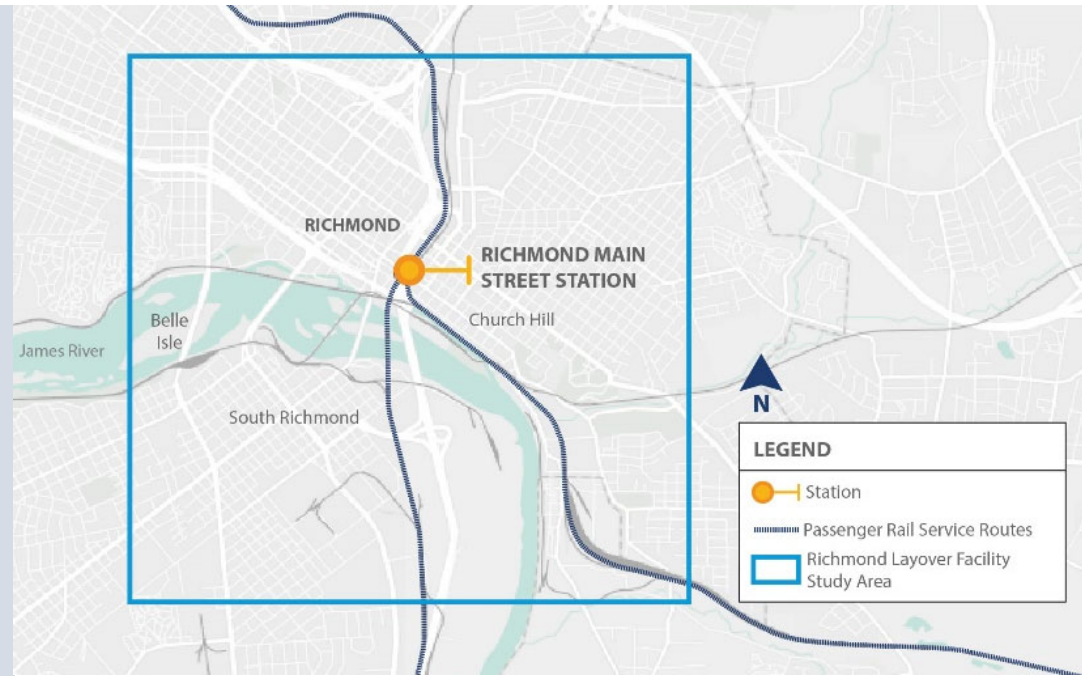
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
L'Enfant Fourth Track and Station Improvements	\$22.4	\$0.1	0.7	1.1	1.1	1.5	6.0	6.0	5.9	\$22.3

RICHMOND LAYOVER FACILITY

PROJECT DESCRIPTION:

The project includes the planning, design, permitting, and construction of a Layover Facility and tracks 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 in 2026 and 2030. 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. VPRA is working with CSX, Amtrak, and others to select a preferred site for the facility.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This project will improve service reliability as well as station access and customer convenience by reducing the current deadhead moves that are delayed by conflicts with freight operations.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Richmond Layover Facility	\$35.6	-	0.1	3.0	14.3	17.6	0.6	-	-	35.6

LORTON TO ROUTE 1

PROJECT DESCRIPTION:

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.

PROJECT STATUS: CONCEPTUAL DESIGN



Project Benefit: The project will increase network fluidity and reduce delays due to passenger and freight train interference.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Lorton to Route 1	\$20.8	-	0.6	1.1	5.9	10.2	3.0	-	-	\$20.8

OTHER TRANSFORMING RAIL IN VIRGINIA INFRASTRUCTURE IMPROVEMENTS

PROJECT DESCRIPTION:

There are a limited number of projects that are not necessary to complete as part of the agreements with CSX and Norfolk Southern, but that are beneficial to the overall rail network in Virginia. These projects include 1) design of a mid-day train storage facility in the Alexandria area to allow VRE to meet storage capacity needs driven by service demands, 2) funding to administer the FTA's Capital Investment Grant (CIG) process, and 3) funding that will include any environmental clearance necessary for the CIG process.

The Alexandria Storage Facility is one facet of VPRA's program of projects that make up VPRA's \$2.3 billion application for a Full Funding Grant Agreement from the FTA's CIG Program, with Long Bridge and Alexandria 4th Track the remaining projects.

PROJECT STATUS: CONCEPTUAL DESIGN

Project Benefit: The Alexandria Storage Tracks will allow VRE to store existing and new trainsets that will be needed as part of the VRE service increases as part of the Transforming Rail in Virginia initiative. The funding to administer the FTA's CIG Grant will allow VPRA to progress through the FTA's two-year Project Development process.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Other TRV Infrastructure Improvements	\$1.9	-	0.5	1.4	-	-	-	-	-	\$1.9

NEW RIVER VALLEY PLATFORM & TRACK IMPROVEMENTS

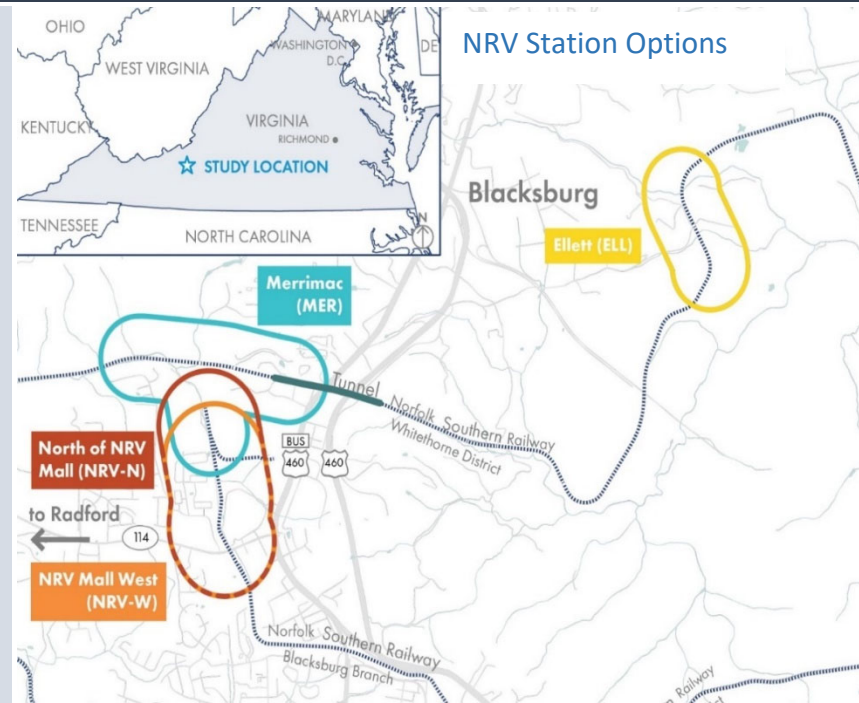
PROJECT DESCRIPTION:

This project will fund infrastructure necessary to operate passenger trains from Roanoke to the New River Valley, including track, signaling, and a passenger station platform.

VPRA will work with the community to identify the best location for a passenger station in the New River Valley, and VPRA will fund the planning, design, and construction of a track and platform to serve the rail station. VPRA began community outreach and the Pre- National Environmental Policy Act (NEPA) process for this project in Fall 2021. The scope of this work includes the determination of a Class of Action, which will be moved forward immediately upon the conclusion of the Study. VPRA will fund the NEPA work, planning, design, and construction of a track and platform to serve the rail station. VPRA will collaborate planning of the improvements with the localities to ensure proper multi-modal connections.

This project will also fund track and signaling improvements from Salem to the New River Valley, including the installation of Positive Train Control.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: The improvements will allow the extension of Amtrak trains from Roanoke to the New River Valley.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
New River Valley Platform & Track Improvements	\$74.2	-	1.0	9.8	14.2	25.4	23.8	-	-	\$74.2

VIRGINIAN-LINE TUNNELS

PROJECT DESCRIPTION:

This project includes repairs to bring the Virginian Line tunnels that are along the 28.5 miles of track purchased as part of the Norfolk Southern agreement into a state of good repair. It will also include modifications to bring the tunnels into compliance with the latest safety standards for passenger rail.

These improvements will benefit the extension of Amtrak service from Roanoke to the New River Valley.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This project will improve the condition of these important assets, while ensuring they meet the latest safety standards for passenger rail.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
V-Line Tunnels	\$47.9	-	-	15.5	16.0	16.4	-	-	-	\$47.9

CAPITAL IMPROVEMENTS - BRIDGES

PROJECT DESCRIPTION:

This project includes funding to perform capital improvements on bridges in the VPRA purchased V-Line corridor to maintain a state of good repair. As bridges reach their useful life, programmed funding will provide for their replacement as needed.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This project will ensure bridge assets remain in a state of good repair to support safe, reliable passenger and freight rail operations.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Capital Improvements - Bridges	\$14.3	-	-	1.7	1.6	1.7	1.7	1.8	1.9	\$10.4

CAPITAL IMPROVEMENTS - OTHER

PROJECT DESCRIPTION:

This project includes funding to upgrade track to a standard to accommodate passenger rail service and perform capital improvements of track, culverts in the VPRA purchased V-Line corridor to maintain a state of good repair. As infrastructure reaches its useful life, programmed funding will provide for their replacement as needed.

PROJECT STATUS: PROJECT DEVELOPMENT



Project Benefit: This project will ensure track, tunnels, and culverts along the V-Line remain in a state of good repair to support safe and reliable passenger and freight rail operations.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Capital Improvements -	\$22.5	-	-	3.2	6.5	2.3	2.1	2.2	2.0	\$18.3

CAPITAL & OPERATING GRANTS

- **Total Project Budget** – All funding for a project including funds that do not pass through the VPRA financial system of controls.
- **Total VPRA Budget FY22-FY28** – Funding that flows through the VPRA financial system of controls for a grant, expected to be spent during the forecast period of FY2022 through FY2028.
- **VPRA Grant Funding** – Total funding that flows through the VPRA financial system of controls for a grant.

VIRGINIA PASSENGER RAIL AUTHORITY
CAPITAL & OPERATING GRANTS
(IN MILLIONS)

Project Description	Grantee	Total Project Budget	Expenses June 30, 2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total VPRA Budget FY22-FY28	VPRA Grant Funding	VPRA Funding %
VPRA Managed													
Crystal City Platform	VRE	\$50.1	-	-	\$0.7	-	-	-	-	-	\$0.7	\$0.7	1%
L'Enfant Platform	VRE	84.6	-	0.4	1.4	0.4	-	-	-	-	2.2	2.2	3%
Alexandria Station Pedestrian Tunnel	VRE	30.9	-	-	3.8	3.0	-	-	-	-	6.8	6.8	22%
Brooke & Leeland Road Station Improvements	VRE	20.6	-	-	2.9	2.6	0.6	4.7	7.4	-	18.2	18.2	88%
Broad Run Station & 3rd Track Improvements	VRE	164.4	3.1	26.7	33.0	10.4	-	-	-	-	70.1	73.2	45%
Manassas Station Platform Extension	VRE	9.1	-	-	0.3	1.6	3.2	4.0	-	-	9.1	9.1	100%
Manassas Park Parking Garage and Bridge	VRE	30.4	-	2.1	21.4	-	-	-	-	-	23.5	23.5	77%
Real Time Multimodal Information	VRE	3.5	-	-	1.8	1.7	-	-	-	-	3.5	3.5	100%
Quantico Station Improvements	VRE	24.0	1.0	8.9	10.2	3.9	-	-	-	-	23.0	24.0	100%
Rolling Road Platform Extensions	VRE	5.0	0.1	0.9	-	-	-	-	-	-	0.9	1.0	20%
Backlick Road Station Improvement	VRE	6.0	-	-	-	0.1	-	0.1	0.3	-	0.5	0.5	8%
Crossroads Storage Expansion	VRE	8.4	-	0.3	0.4	2.4	5.3	-	-	-	8.4	8.4	100%
Track Lease Payment-Amtrak	VRE ①	47.8	-	-	5.7	5.7	5.7	5.7	5.8	5.8	34.4	34.4	84%
Track Lease Payment-Norfolk Southern	VRE ①	22.7	-	-	2.7	2.7	2.7	2.7	2.8	2.8	16.4	16.4	84%
Newport News Station, Platform, and Service Facility	Newport News	43.9	5.3	5.2	5.0	5.0	-	-	-	-	15.2	20.5	47%
Ettrick Station Improvements – State-of-Good-Repair	Chesterfield County	11.5	-	-	0.5	1.0	5.0	5.0	-	-	11.5	11.5	100%
Arkendale to Powell's Creek Third Track Construction & Island Platforms	CSX	101.4	81.3	4.0	5.5	5.5	5.1	-	-	-	20.1	101.4	100%

① VRE did not request track lease assistance for FY22.

VIRGINIA PASSENGER RAIL AUTHORITY
CAPITAL & OPERATING GRANTS
(IN MILLIONS)

Project Description	Grantee	Total Project Budget	Expenses June 30, 2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total VPRA Budget FY22-FY28	VPRA Grant Funding	VPRA Funding %
VPRA Managed (Continued)													
Amtrak Passenger Information Display System: Ashland & Richmond Main St. Stations	Amtrak/DRPT	\$1.2	-	\$0.4	\$0.4	\$0.4	-	-	-	-	\$1.2	\$1.2	100%
Station Program & Planning	Amtrak	20.6	-	2.8	2.4	2.0	4.4	4.0	2.5	2.5	20.6	20.6	100%
Positive Train Control	Amtrak	15.6	0.2	-	15.4	-	-	-	-	-	15.4	15.6	100%
Amtrak Train Equipment - New Service	Amtrak	34.0	-	-	16.0	-	-	18.0	-	-	34.0	34.0	100%
Western Rail Initiative Grant	Norfolk Southern	131.5	-	13.1	26.2	13.1	13.2	13.2	13.2	13.2	105.2	131.5	100%
Roanoke Yard Improvements	Norfolk Southern	37.0	-	5.0	20.0	12.0	-	-	-	-	37.0	37.0	100%
S-Line Planning & Development	Various	1.5	-	0.5	1.0	-	-	-	-	-	1.5	1.5	100%
Total VPRA Managed		905.7	91.0	70.3	176.7	73.5	45.2	57.4	32.0	24.3	479.4	596.7	66%
DRPT Managed													
DC2RVA FRA Grant Match	Various	6.6	-	0.3	0.8	0.2	-	-	-	-	1.3	1.3	20%
DRPT Planning Grants	Various	1.9	-	0.5	1.0	0.4	-	-	-	-	1.9	1.9	100%
Marshalling Yard Expansion	Port Authority	7.8	-	0.5	1.1	4.1	2.1	-	-	-	7.8	7.8	100%
Central Rail Yard Expansion	Port Authority	5.5	-	1.7	2.5	1.3	-	-	-	-	5.5	5.5	100%
Front Royal Expansion	Port Authority	6.2	-	1.2	3.7	1.3	-	-	-	-	6.2	6.2	100%
Total DRPT Managed		28.0	-	4.2	9.1	7.3	2.1	-	-	-	22.7	22.7	81%
Total		\$933.7	\$91.0	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1	\$619.4	

VIRGINIA PASSENGER RAIL AUTHORITY
CAPITAL & OPERATING GRANTS
USES & SOURCES
(IN MILLIONS)

	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28	% of Total Sources
Total Uses	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1	
CMAQ	3.2	2.9	1.0	-	0.3	0.4	-	7.8	
I-66 Concession	26.3	54.0	12.9	3.2	4.0	-	-	100.4	
SMART SCALE	4.4	11.6	9.6	5.9	4.5	7.2	-	43.2	
Total CTB Allocated - Grants	33.9	68.5	23.5	9.1	8.8	7.6	-	151.4	24%
2020 Appropriations Act	-	41.8	-	-	-	-	-	41.8	
SMART SCALE	18.2	4.5	-	-	-	0.8	-	23.5	
I-81 Corridor Improvement Program	-	-	16.2	11.2	-	12.2	-	39.6	
Total CTB Allocated - VPRA	18.2	46.3	16.2	11.2	-	13.0	-	104.9	16%
VPRA Fund	22.4	71.0	41.1	27.0	48.6	11.4	24.3	245.8	38%
Total Sources	\$74.5	\$185.8	\$80.8	\$47.3	\$57.4	\$32.0	\$24.3	\$502.1	

CRYSTAL CITY PLATFORM

PROJECT DESCRIPTION:

This project includes the planning, design, permitting, and construction for an expanded and relocated station and platform for the VRE Crystal City Station and related track modifications in Arlington County, VA. The project will construct an island platform to enable simultaneous boarding of two trains and accommodate full-length trains and the planned fourth track at the station. This project is related to and must be coordinated with the fourth track project between AF and RO interlockings, the planned pedestrian bridge connection to Ronald Reagan National Airport, and Long Bridge Capacity Improvements.



Project Benefits: This project will aim to improve station access and customer convenience by doubling the number of platform edges serving passenger trains, which will also improve service reliability.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Crystal City Platform	\$50.1	-	-	0.7	-	-	-	-	-	\$0.7

L'ENFANT PLATFORM

PROJECT DESCRIPTION:

This project includes the planning, design, permitting, and construction for an expanded and relocated station/platform for the VRE L'Enfant Station. The project will construct an island platform to enable simultaneous boarding of two trains and accommodate full-length trains and the planned fourth track at L'Enfant, VRE's busiest station. The current platform is only six cars long and serviced by one track, resulting in an operational bottleneck that reduces service reliability. The project must be coordinated with the L'Enfant Train Storage Track South and Long Bridge Capacity Improvements projects.



Photo courtesy of VRE

Project Benefits: This project will aim to improve station access and customer convenience by doubling the number of platform edges serving passenger trains, which will also improve service reliability.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
L'Enfant Platform	\$84.6	-	0.4	1.4	0.4	-	-	-	-	\$2.2

ALEXANDRIA STATION AND PEDESTRIAN TUNNEL

PROJECT DESCRIPTION:

The project will provide an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at the VRE/Amtrak station in Alexandria and modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, from a track on each side of the platform. The west platform adjacent to the station building will also be modified to raise its height relative to the top of rail as part of the project. Project funding sources include state SmartScale and Federal funds (through VDOT) to eliminate railroad grade crossings.



Rendering courtesy of VRE

Project Benefits: Removing the at-grade pedestrian crossing will improve the interface between the track and platform in order to eliminate step boxes and improve boarding capabilities.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Alexandria Station Pedestrian Tunnel	\$30.9	-	-	3.8	3.0	-	-	-	-	\$6.8

BROOKE & LEELAND ROAD DESIGN & CONSTRUCTION

PROJECT DESCRIPTION:

The project includes design and construction funding for station and track improvements at multiple stations along the VRE Fredericksburg Line.

- **BROOKE PLATFORM:** platform extension to better accommodate up to 8-car train consists. All doors will be able to open onto the platform for more efficient boarding. Total estimated cost for this project is \$8.8M and completion is anticipated by 2030.
- **LEELAND PLATFORM:** platform extension to better accommodate up to 8-car train consists and a parking expansion. All doors will be able to open onto the platform for more efficient boarding. Total estimated cost for this project is \$6.3M and completion is anticipated by 2026.
- **LEELAND PARKING IMPROVEMENTS:** parking expansion by approximately 225 spaces. Total estimated cost for this project is \$5.5M and completion is anticipated by 2024.



VRE Brooke Station



VRE Leeland Station

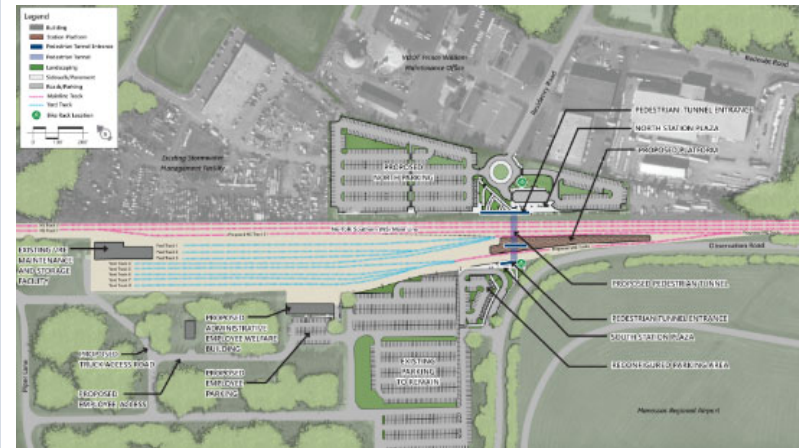
Project Benefit: Improvements at Brooke and Leeland stations will improve operational efficiency and accommodate eight-car trainsets. The new Potomac Shores VRE station is part of an upcoming transit oriented development in Prince William County.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Brooke & Leland Road Station Improvements: Design & Construction	\$20.6	-	-	2.9	2.6	0.6	4.7	7.4	-	\$18.2

BROAD RUN STATION & 3RD TRACK IMPROVEMENTS

PROJECT DESCRIPTION:

This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. Improvements include: expansion of the MSF site and construction of storage tracks for additional trains and equipment, construction of additional parking spaces to accommodate short-term (2030) demand, and platform modifications to provide access to expanded parking, and construction of about 2.75 miles of third track within the NSR right-of-way. The estimated cost also includes real estate acquisition to expand the station footprint and accommodate the third track.



Rendering courtesy of VRE

Project Benefits: The Broad Run Expansion Project provides expanded facilities to accommodate growth in passenger boardings, parking demand associated with future service, and equipment storage needs as identified in the VRE System Plan 2040. The project also provides a third main track along the existing Norfolk Southern Railway tracks to improve operational efficiency into the MSF and Station and increase rail capacity in the corridor.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Broad Run Station & 3 rd Track Improvements	\$164.4	3.1	26.7	33.0	10.4	-	-	-	-	\$70.1

MANASSAS STATION PLATFORM EXTENSIONS

PROJECT DESCRIPTION:

This project includes the development, design, permitting and construction of an extension to the south side (railroad east) platform at the Manassas Station. The platform will be extended approximately 400 feet to the east (railroad north) and will include a pedestrian connection to the Prince William St. parking lot. Extension of the track will require relocation of an existing switch (Moore) on the Norfolk Southern main line.



Photo courtesy of VRE

Project Benefits: The project expands the VRE Manassas Station platform to serve full length trains and better serve future forecasted demand at the station.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Manassas Station Platform Extensions	\$9.1	-	-	0.3	1.6	3.2	4.0	-	-	\$9.1

MANASSAS PARK PARKING GARAGE AND BRIDGE

PROJECT DESCRIPTION:

This project will add a parking facility (approximately 560 spaces) at the Manassas Park station to increase station parking capacity for VRE riders to 1,100 spaces. The facility has the potential to be shared with other private or public uses in the vicinity.



Photo courtesy of VRE

Project Benefit: This project will provide enhanced parking capacity at the Manassas Park station.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Manassas Park Parking Garage and Bridge	\$30.4	-	2.1	21.4	-	-	-	-	-	\$23.5

REAL TIME MULTIMODAL INFORMATION

PROJECT DESCRIPTION:

VRE has a system-wide program to implement automatic passenger counters in all rail cars and automatic parking counters at all VRE parking facilities. While train location information is currently provided on the internet and on screens at the stations, there are plans to provide real-time train arrival information in the future. Software upgrades will be required to provide these real-time data feeds that can then be integrated with VRE Mobile and other third-party apps and websites, as well as on display screens at VRE stations and other locations along the I-66 corridor. Separate funding has been committed for implementing automatic passenger counters and automatic parking counters at existing VRE facilities.



Project Benefit: Real time train arrival information for enhanced passenger experience.

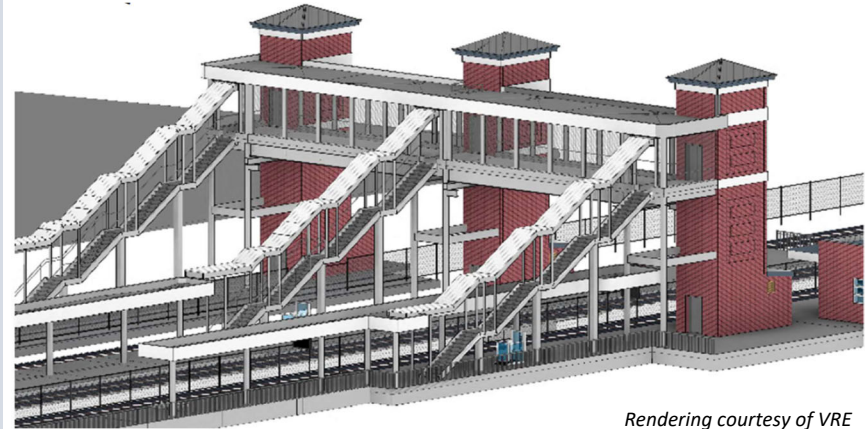
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Real Time Multimodal Information	\$3.5	-	-	1.8	1.7	-	-	-	-	\$3.5

QUANTICO STATION IMPROVEMENTS

PROJECT DESCRIPTION:

The Quantico Station improvement project will replace the Track 3 side platform with a new island platform between the existing Track 3 and the new third track constructed as part of the Arkendale to Powell's Creek Third Track project. The Quantico Station improvements will also extend and improve the existing platform on Track 2, provide a grade-separated pedestrian crossing, and other safety improvements.

VRE is designing and constructing the station improvements and will coordinate efforts with the ongoing Arkendale to Powell's Creek third track project constructed by CSX. Both the Quantico Station improvements and the Arkendale to Powell's Creek Third track project were part of a grant from the Federal Railroad Administration, and include state Commonwealth Rail Fund and SmartScale funding.



Rendering courtesy of VRE

Project Benefit: Extends existing platform lengths to allow for boarding options along the entire train consist (both VRE and Amtrak trains). A new island platform will allow passenger trains to serve the station on any track that traverses station limits.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Quantico Station Improvements	\$24.0	1.0	8.9	10.2	3.9	-	-	-	-	\$23.0

BACKLICK ROAD STATION IMPROVEMENT

PROJECT DESCRIPTION:

The VRE Backlick Road Station is located on the Manassas Line, which operates from Washington, D.C. to Bristow, Virginia, on Norfolk Southern (NS) tracks. The existing platform accommodates five-car train sets for boarding and detraining. Passengers must move to different cars for detraining longer eight-car trains. The platform extension project will build a 290-foot platform extension to accommodate eight-car trains to eliminate the passenger movement within cars and decrease loading and unloading time. The project also includes rehabilitation and repair of the existing platform and canopy, an upgrade of the lighting and communication systems.



Photo courtesy of VRE

Project Benefit: Extends existing platform lengths to eliminate passenger movement within cars and decrease loading and unloading time at station. Other station improvements will help enhance customer experience at the station.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Backlick Road Station Improvement	\$6.0	-	-	-	0.1	-	0.1	0.3	-	\$0.5

CROSSROADS STORAGE EXPANSION

PROJECT DESCRIPTION:

Building a new maintenance facility south of the Spotsylvania Station, which allows VRE to perform heavy maintenance on-site for Fredericksburg Line trains. Today, vehicle overhauls need to take place off-site because VRE doesn't have the equipment and facility to perform such work on-site. That involves time and money to get equipment off-site, sometimes to maintenance locations in different regions in the U.S. It also puts equipment out of use. Overhauls result in VRE locomotives and passenger cars operating at the highest level of reliability throughout the life of the equipment. A part of the facility was constructed on land acquired from CSX as part of the Virginia-CSX agreement signed in the Spring of 2021.



Photo courtesy of VRE

Project Benefit: Provide approximately 33,000 square feet of maintenance capability, including two tracks to hold a maximum of four cars at one time. The facility will be equipped with VRE's own Drop Table and Wheel Truing Machine. Shifts two tracks to a new location adjacent and to the east of the existing yard.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Crossroads Storage Expansion	\$8.4	-	0.3	0.4	2.4	5.3	-	-	-	\$8.4

VRE TRACK LEASE PAYMENTS TO NORFOLK SOUTHERN AND AMTRAK

PROJECT DESCRIPTION:

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. Starting in FY23, the state portion for VRE access fees to host railroads will come from VPRA’s share of the Commonwealth Rail Fund due to the revenue realignment of the Commonwealth Transportation Trust Fund. NOTE: CSX Access fees are included in the operations budget.



Photo courtesy of VRE

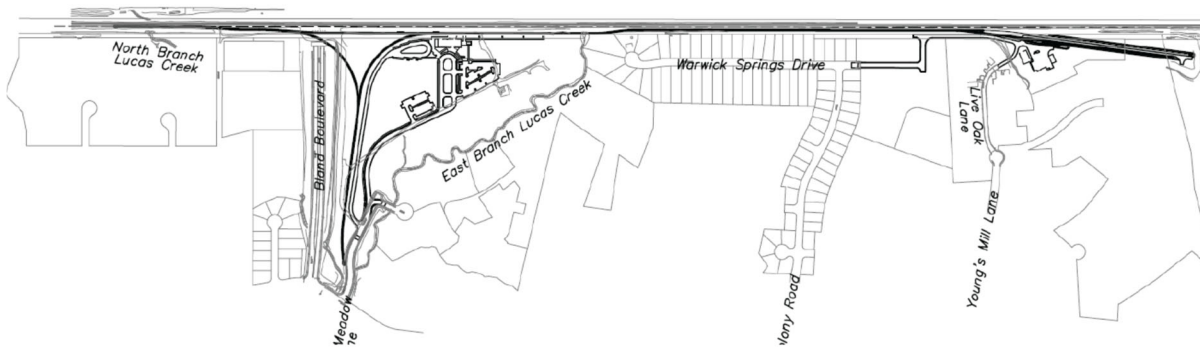
Project Benefit: Track lease payments secure the right of VRE to operate commuter rail service over host railroad lines.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Amtrak	\$47.8	-	-	5.7	5.7	5.7	5.7	5.8	5.8	\$34.4
Norfolk Southern	\$22.7	-	-	2.7	2.7	2.7	2.7	2.8	2.8	\$16.4

NEWPORT NEWS STATION, PLATFORM, AND TRAIN SERVICE FACILITY

PROJECT DESCRIPTION:

Newport News has designed a new Amtrak station, with plans for future multi-modal connectivity for the peninsula. Construction of the new facility has begun, and will include a level boarding platform (the second in Virginia after Roanoke Station). The project will also construct storage for future Amtrak Service frequencies, remove the conflict with existing CSX coal yard facilities, and address current Amtrak station deficiencies. The site will also serve as an HRT Bus Transfer Facility.



Project Benefit: The new station and associated improvements will provide storage for future Amtrak Service frequencies, remove the conflict with existing CSX coal yard facilities, and address current Amtrak station deficiencies.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Newport News Station, Platform, and Service Facility	\$43.9	5.3	5.2	5.0	5.0	-	-	-	-	\$15.2

ETTRICK STATION IMPROVEMENTS – STATE-OF-GOOD REPAIR

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.

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 fund capital improvements. Planned improvements will include, among other things, platform rehabilitation, stormwater drainage, and parking lot improvements.



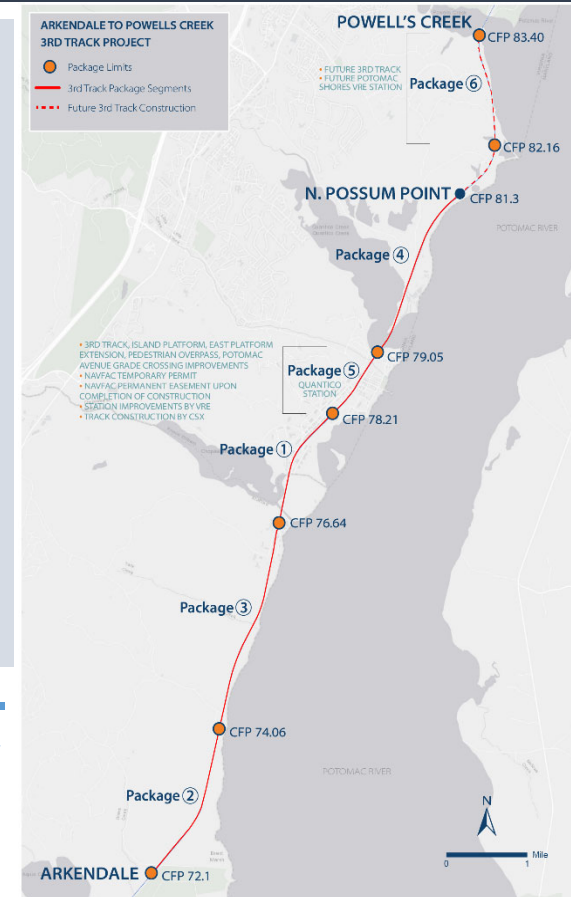
Project Benefit: Virginia's investment in Ettrick Station seeks to leverage federal and local funds to address State of Good Repair deficiencies and Americans with Disability Act access at the station. This project will provide an improved customer experience as service at the station grows with the additional frequencies between Washington, D.C. and Norfolk, Virginia.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Ettrick Station Improvements	\$11.5	-	-	0.5	1.0	5.0	5.0	-	-	\$11.5

ARKENDALE TO POWELL'S CREEK THIRD TRACK CONSTRUCTION AND ISLAND PLATFORMS

PROJECT DESCRIPTION:

Arkendale to Powell's Creek is a third mainline track construction project in Stafford and Prince William Counties, which includes third track construction through the Quantico Station limits. Track construction runs 9.2 miles from CP Arkendale to CP North Possum Point, with design planned for a future third track to continue north through the proposed new Potomac Shores VRE station. This project is currently under construction. Virginia contracted with CSX to construct all track work. The associated station improvements for a pedestrian overpass, east platform extension, and west island platform are funded under the Quantico Station project, which will be constructed by Virginia Railway Express.



Project Benefit: The Arkendale to Powell's Creek third track capacity will allow faster passenger trains to overtake and pass freight trains on the congested RF&P corridor, improving overall network fluidity between Washington, D.C. and Richmond, VA.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Arkendale to Powell's Creek Third Track Construction and Island Platforms	\$101.4	81.3	4.0	5.5	5.5	5.1	-	-	-	\$20.1

AMTRAK PASSENGER INFORMATION DISPLAY SYSTEM INSTALLATION: ASHLAND, RICHMOND MAIN STREET STATIONS

PROJECT DESCRIPTION:

In order to improve the customer experience at Ashland and Richmond Main Street stations – and pilot projects for similar improvements at other Virginia stations – the VPRA is working with Amtrak for installation of a Passenger Information Display Systems (PIDS) at these two stations. The PIDS systems will also meet ADA requirements for station announcements and visual displays regarding train schedules and travel information.

Ashland Station is a two track station without an Amtrak attendant or adequate announcement system to update customers boarding and alighting. This can leave customers unaware of which side of the tracks to wait for the train.

Main Street Station in downtown Richmond is currently a one-platform station, but plans are underway to add a second passenger platform to the west side, and in addition to informing passengers which platform the train is arriving on the station lacks an adequate announcement system for schedule and travel updates regarding Amtrak trains.



Project Benefit: PIDS system will improve customer experience by displaying train status and schedule information on screens at stations on an ADA compliant system.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Amtrak PIDS: Ashland, and Richmond Main Street	\$1.2	-	0.4	0.4	0.4	-	-	-	-	\$1.2

STATION PROGRAM AND PLANNING

PROJECT DESCRIPTION:

In 2019 the Virginia Department of Rail and Public Transportation (DRPT) conducted a Station Needs Analysis of Amtrak stations in Virginia. The study sought to identify state of good repair needs at each station in the Commonwealth. As part of the 2020 Transforming Rail in Virginia agreements with CSX, and the Partnership Funding Agreement with Amtrak, the VPRA will take over land and certain assets at passenger stations around the Commonwealth. Prioritization criteria will include targeting deficiencies in American with Disability Act standards at VPRA owned station assets as well as addressing general state of good repair needs identified in the 2019 DRPT analysis.

VPRA plans to leverage state and local funds on federal grant funding opportunities to address the backlog of passenger rail station improvements necessary for a safe and pleasant customer experience.



Project Benefit: ADA/State of Good Repair funds will allow Virginia to plan for ADA compliant station access, improve the customer experience at passenger rail stations, and overcome deferred maintenance issues. Allocating funds into future years will allow Virginia to leverage federal and local funds as the state's passenger rail planning efforts lead the way for an improved customer experience.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Station Program and Planning	\$20.6	-	2.8	2.4	2.0	4.4	4.0	2.5	2.5	\$20.6

POSITIVE TRAIN CONTROL PAYMENT TO AMTRAK AND OTHER AMTRAK SERVICE IMPROVEMENTS

PROJECT DESCRIPTION:

Positive Train Control (PTC) systems are technology to prevent train-to-train collisions, derailments due to speed, incursions into established work zone limits, and movements of trains through switches in the wrong position. In 2008 the federal government mandated PTC be installed on rail lines and locomotives with certain freight shipments, or passenger services by 2018, with PTC in operation by 2020. In Virginia, PTC is installed and in operation on lines where it was required, which includes VRE and Amtrak passenger routes. Amtrak and host railroads (CSX and NS) have existing agreements for service, which obligates Amtrak to pay its proportional share of costs related to federally mandated improvements. VRE has similar agreements which obligate them to share in the cost of PTC installation on host railroads where they operate.

Amtrak – through the PRIIA 209 Methodology, which allocates certain costs to states for state-supported service – will pass on a proportional cost of PTC installation costs to Virginia for the share of costs associated with state-supported service. VPRA has begun budgeting for some of the anticipated costs as it works with Amtrak to verify host railroad expenditures.



Project Benefit: Positive Train Control payments to host railroads are Virginia's share of safety improvements through technology investments mandated by the federal government to improve safety for freight and passenger rail services across the United States.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Positive Train Control	\$15.6	0.2	-	15.4	-	-	-	-	-	\$15.4

AMTRAK TRAIN EQUIPMENT - NEW SERVICE

PROJECT DESCRIPTION:

Virginia utilizes Amtrak owned trainsets used in Amtrak’s Northeast Regional services. Essentially, trains that previously terminated/originated at Washington Union Station have been extended to Virginia cities with each service expansion and extension since 2009. As Virginia expanded service in prior years, Amtrak has had to refurbish equipment to increase the number of trainsets in circulation between the Northeast and Virginia.

As new services begin, Virginia will need Amtrak to refurbish new trainsets to deliver new and extended services. Any funds Amtrak requires VPRA to spend to refurbish equipment would be credited back to VPRA against the annual capital equipment use charges under the PRIIA 209 operating agreement for state-supported service.



Project Benefit: New train equipment is necessary to meet new service goals to accommodate service growth on Virginia’s state-supported routes.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Amtrak Train Equipment - New Service	\$34.0	-	-	16.0	-	-	18.0	-	-	\$34.0

WESTERN RAIL INITIATIVE GRANT

PROJECT DESCRIPTION:

As part of the agreement with Norfolk Southern, VPRRA will make payments to Norfolk Southern in equal tranches of \$13.15 million per year for the ten years following the executed 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 Nokesville to Calverton 3rd track project will derive from the Western Rail Initiative Grant.



Proposed Extension of Virginia Sponsored Amtrak Service to New River Valley

Project Benefit: Increase Amtrak service to Roanoke, Virginia, and expand service to the New River Valley.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Western Rail Initiative Grant	\$131.5	-	13.1	26.2	13.1	13.2	13.2	13.2	13.2	\$105.2

ROANOKE YARD IMPROVEMENTS

PROJECT DESCRIPTION:

A second mainline track (Main #1) will be added to Roanoke Yard to increase speed and reduce travel time for future passenger trains between Roanoke and the New River Valley. Approximately five miles of new or upgraded track will create this second mainline. Three existing yard ladders will be improved or realigned. 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.



Project Benefit: A second mainline will improve future passenger train travel times through the yard.

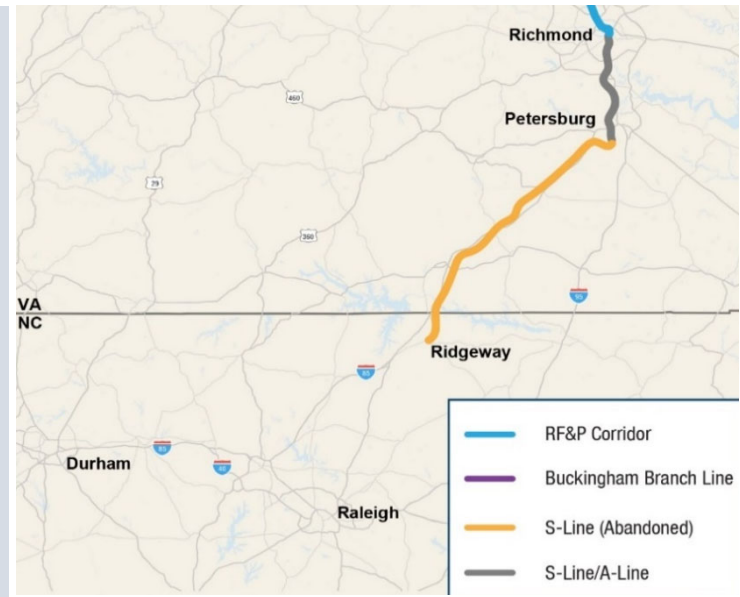
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	FY22 Amended	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Roanoke Yard Improvements	\$37.0	-	5.0	20.0	12.0	-	-	-	-	\$37.0

S-LINE CORRIDOR PLANNING AND DEVELOPMENT

PROJECT DESCRIPTION:

In 2017 the Federal Railroad Administration (FRA) issued a Record of Decision for the Raleigh, NC to Richmond, VA environmental process, making the corridor ready for further design, environmental permitting, and (depending on funding availability) right-of-way acquisition and construction with federal funds. As part of the Transforming Rail in Virginia initiative, Virginia acquired the CSX owned portions of the S-line between Petersburg, Virginia and Ridgeway, NC. NCDOT is working to acquire the alignment south to Raleigh as well.

Amtrak, Virginia, and North Carolina continue to collaborate and plan for the S-line corridor development, which would reduce travel times between Richmond and Raleigh more than an hour, with speeds reaching up to 110mph. VPRA will conduct a boundary survey of the CSX owned right-of-way beginning in 2022. NCDOT and VPRA are also coordinating efforts to conduct a photogrammetry survey of the entire corridor in early 2022. VPRA, NCDOT, and Amtrak will pursue federal funds to further develop the corridor. In November 2021, NCDOT, with VPRA as a co-applicant, led a joint application to the FRA's Consolidated Rail Infrastructure & Safety Improvement (CRISI) Program to advance 30 percent design.



Project Benefit: The S-line survey and planning work sets the stage for a federal funding partnership to construct the corridor in the future, which would reduce travel times between Richmond and Raleigh by over an hour. It would also have benefits to Norfolk trains that travel on the corridor from Petersburg to Richmond.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
S-Line Corridor Planning and Development	\$1.5	-	0.5	1.0	-	-	-	-	-	\$1.5

DC2RVA FRA GRANT MATCH & DRPT PLANNING GRANT – DRPT MANAGED

PROJECT DESCRIPTION:

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 a 80/20 split. At this time, there is \$6.6M remaining on the grant, the VPRA budget includes the 20% match of \$1.3M. These funds will be spent on various I-95 corridor projects to further the planning and design. Due to the limited amount of remaining funds, the DC2RVA grant will remain at DRPT until the funds are exhausted.

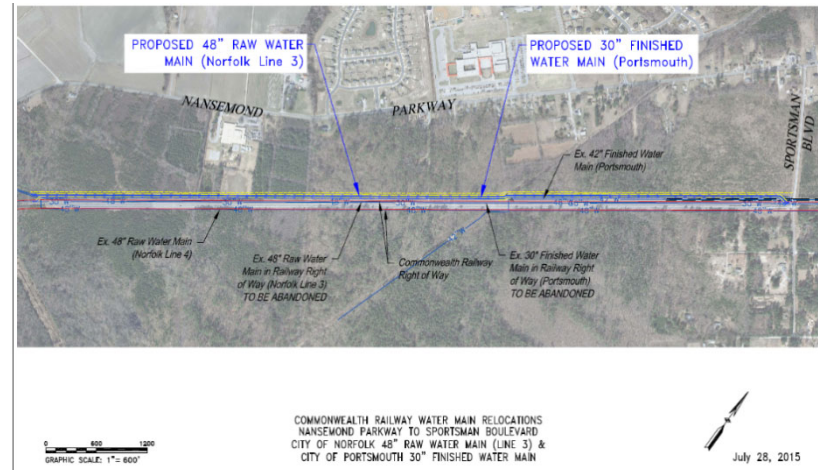
DRPT PLANNING GRANTS: Certain planning grants that are funded with historical IPROC/REF funds. In order to maintain consistently in project management these grants are administered by DRPT.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
DC2RVA FRA Grant Match	\$6.6	-	0.3	0.8	0.2	-	-	-	-	\$1.3
DPRT Planning Grants	\$1.9	-	0.5	1.0	0.4	-	-	-	-	\$1.9

MARSHALLING YARD EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

This project constructs two additional storage tracks at the Commonwealth Railway’s Marshalling Yard located in Suffolk, Virginia. CWRV currently provides dual access to the Port of Virginia's International Gateway 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, involvement by the VPRA is limited to the monetary commitment detailed below.



Project Benefit: increase rail capacity and storage for increased and more reliable rail service to VIG. Increasing multimodal options can reduce highway congestion, pavement maintenance costs and reduce fuel consumption.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Marshalling Yard Expansion	\$7.8	-	0.5	1.1	4.1	2.1	-	-	-	\$7.8

CENTRAL RAIL YARD EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

This project includes a rail capacity expansion at the Port of Virginia's Norfolk International Terminal. Construction of an intermodal yard with additional track and storage space, as well as streamlined operations; including rail mounted gantry cranes to expedite necessary intermodal transfers. This grant project is managed solely by DRPT, involvement by the VPRA is limited to the monetary commitment detailed below.



Project Benefit: increase rail capacity and storage for increased and more reliable rail service to VIG. Increasing multimodal options can reduce highway congestion, pavement maintenance costs and reduce fuel consumption.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Central Rail Yard Expansion	\$5.5	-	1.7	2.5	1.3	-	-	-	-	\$5.5

FRONT ROYAL EXPANSION – DRPT MANAGED

PROJECT DESCRIPTION:

The Virginia Inland Port (VIP) is located 220 miles inland from the Port of Virginia’s marine terminals and serves a crucial role as an off port marshaling point for container cargo to and from the marine terminals. It provides the capability to enhance container handling at the terminals by moving a significant number of containers off of and on to the port terminals, freeing capacity in the terminals. The project includes the construction of new tracks along the outside edges of the existing yard to increase storage and rail capacity. This grant project is managed solely by DRPT, involvement by the VPRA is limited to the monetary commitment detailed below.



Project Benefit: increase rail capacity and storage for increased and more reliable rail service to VIG. Increasing multimodal options can reduce highway congestion, pavement maintenance costs and reduce fuel consumption.

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Front Royal Expansion	\$6.2	-	1.2	3.7	1.3	-	-	-	-	\$6.2



HIGHWAY TRAFFIC NOISE GUIDANCE MANUAL

Version 9 Update

 Angel Deem
Chief of Policy

February 15, 2022

Noise Guidance Manual Updates

In-Kind Noise Barrier Replacement

- Streamlines the relocation of noise barriers that would otherwise be physically impacted by the project

Activity Category C - Barrier Evaluations for Recreational Areas

- Expands upon the ability to incorporate “usage” into barrier reasonableness calculations for trails, parks, cemeteries, etc.

Date of Public Knowledge

- Outlines criteria to determine whether it may change for NEPA document re-evaluations

Noise Guidance Manual Updates

Traffic Noise Model (TNM)

- Requires use of TNM version 2.5, or the latest FHWA-approved noise model

VDOT Rest Areas

- Considers short-term transportation-related land uses that are not considered noise sensitive

Noise Barriers on Structures (e.g., bridges, retaining walls)

- Requires the minimization of the height of barriers on structures without adversely affecting noise-impacted receptors



Economic Development Access Program

 Russell Dudley, Local Assistance Division

February 15, 2022

Recent Actions

- **JLARC report titled Infrastructure and Regional Incentives, recommended several changes to the EDA program**
 - **Develop new guidelines that include provisions for the # of jobs, capital investment, or other relevant criteria**
 - **Revise guidelines to align with VEDP's project selection criteria, which are designed to enhance economic benefits**
- **General Assembly amended Virginia Code**
 - **Amendment provides for changes and requires guidelines for the use of funds to take into account job creation, capital investment, and other relevant economic development considerations**
- **VEDP Surveyed Stakeholders and researched other similar state programs/Consultation with VDOT**

VEDP Stakeholders Offered Feedback on the Program and Proposed Changes

Localities are reluctant to pursue bonded projects under current conditions

- Localities perceive they are bearing all the risk
- Localities believe they will likely need to repay
- Clawbacks are especially daunting for rural, distressed localities

EDAP's timeline does not align with the market

- Five year window is too short given lead times for attracting economic development projects
- Timeline should incentivize quick construction of road, offer add'l time to attract projects

Design-only grants should be open to non-MEI projects

- Completing design, permitting work expedites road projects and clarifies costs
- Design-only grants free up resources for other aspects of road construction, site development
- Design-only grants should require construction before permits expire

Alternative methods to justify funding are attractive

- Incorporating job creation into project metrics would broaden qualifying projects
 - Especially useful in small communities
- Incorporating Virginia Business Ready Sites Program Tier advancement into metrics supports holistic goal of site readiness

Stakeholders feel that funding has not kept pace with rising development costs

- Road construction costs have continued to increase, while per project EDAP funding levels remain the same

Some developers are unfamiliar with EDAP

- Localities who proactively invest in site development are familiar, but neighbors are not
- New economic developers do not hear about the program as it is little used

EDA Project Types

Regular

- **Known Businesses**
- **Property Purchase & Contractual Commitment**
- **Localities must provide information on a business, the planned facility or operation, and its anticipated investment prior to requesting funds from the Board**

Bonded

- **Speculative Construction**
- **Localities must provide information regarding the development site**
- **Provides opportunity for a locality to quickly build a roadway in order to make sites more attractive**

Current Moratorium on “Clawback” of Allocations - History

**Current Moratorium on Payback of VDOT Allocations for Bonded Projects
when Capital Investment Requirement not met**

**Series of CTB Resolutions (2010-2017) followed by Legislation (2017-
Current)**

Current Moratorium through 2025

EDA Regular (Non-bonded) Projects Since July 1, 2010

- **Since the first Moratorium was enacted by the CTB on July 1, 2010, there have been 13 EDA regular projects which have attracted a qualifying business**
 - **13 Projects received \$6.74M in allocations**
 - **All 13 projects provided Capital Investment documentation above the required amount – totaling \$150M**

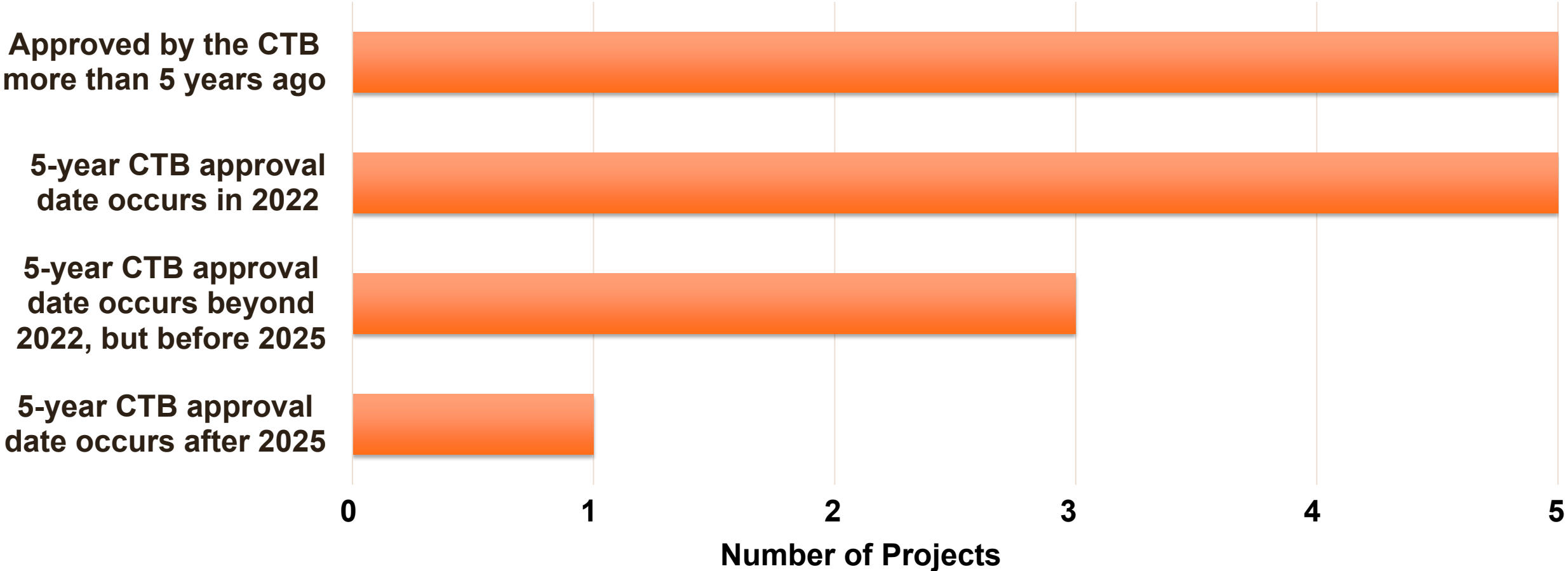
Completed EDA Bonded Projects Since July 1, 2010

- **Since the first Moratorium was enacted by the CTB on July 1, 2010, there have been 10 EDA bonded projects which have attracted a qualifying business**
 - **10 Projects received \$5.94M in allocations**
 - **Capital Investment of \$94M Demonstrated**

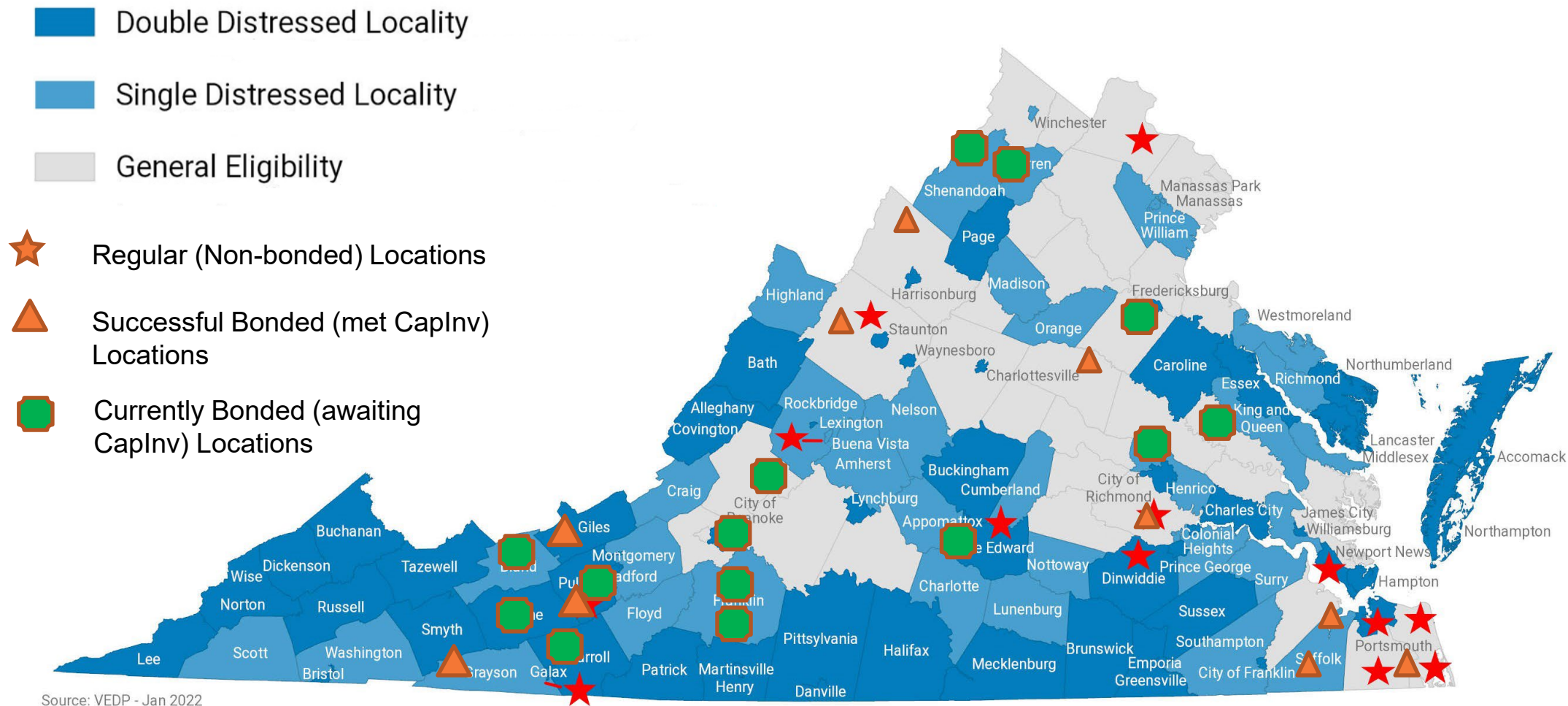
Current EDA Bonded Projects

(have not met Capital Investment Requirements)

- 14 Current EDA Bonded Projects, Total Allocations: \$8.65M



EDA Projects Since 2010



Issues Attracting Businesses for Currently Bonded Projects

Bonded Projects with 5-Yr Requirement 2022 and Earlier

- **Five Years is not enough time to Design, Construct Road AND Attract business**
 - Henrico County (2017), Franklin County (2017) – CN underway or recently completed
 - Wythe County* (2012) – Facility has begun CN for Blue Star AGI – expected to bring \$714M in capital investment and 2,500 jobs
- **Anticipated Facility withdrew or slow to Construct**
 - Roanoke (2017), Front Royal (2017), Pulaski (2017)
- **Other**
 - Shenandoah County (2010) – Business attracted but did not meet VEDP Qualifying Industry requirement; Bland County (2011) – parcel size and labor force; Carroll County (2012) – Natural gas late to park; West Point (2006) – location and labor force

VDOT Program Recommendations & Next Steps

Policy Recommendations

- Update Application Process to address Readiness and Jobs Created
- Increase Maximum Allocation
- Provide Design-Only Grants
- Reduce Capital Investment Requirements for Economically Distressed Localities
- Provide Credit for Capital Investment for Jobs Created

Next Steps

- Approve New Policy as Presented
- Revise Guidelines / Continue Collaboration with VEDP



Rail Industrial Access – Wythe County

CTB Workshop – February 15, 2022

Michael Todd, Rail Programs Director
Department of Rail and Public Transportation

Introduction

Blue Star AGI



Medical / PPE Gloves



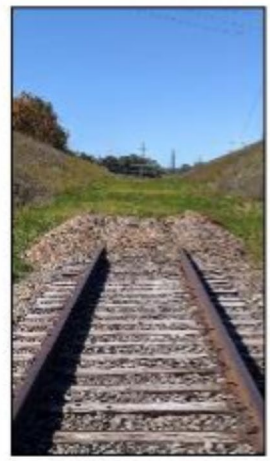
Processing Materials



Location



Site Details



Application Details

Budget

Total \$714M

Rail \$1.6M

Request \$450K

Score 20

Application Details

Budget	Carloads
Total \$714M	Existing 2,228
Rail \$1.6M	New 3,120
Request \$450K	Score 20
Score 20	

Application Details

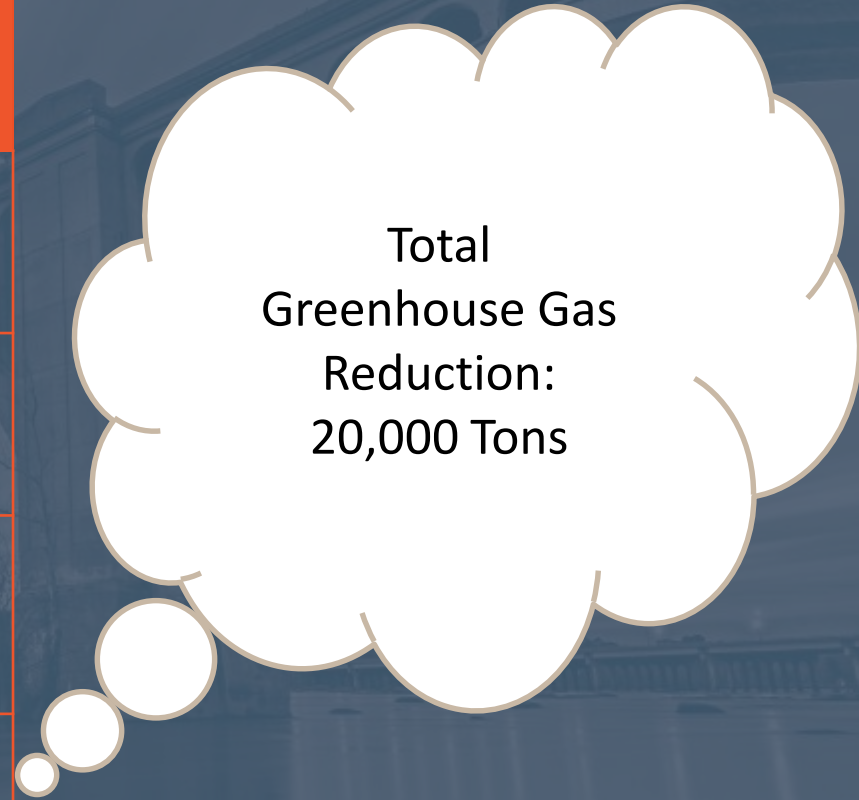
Budget	Carloads	Employment
Total \$714M	Existing 2,228	Jobs 2,464
Rail \$1.6M	New 3,120	Score 20
Request \$450K	Score 20	
Score 20		

Application Details

Budget	Carloads	Employment	Score
Total \$714M	Existing 2,228	Jobs 2,464	Budget 20
Rail \$1.6M	New 3,120	Score 20	Carloads 20
Request \$450K	Score 20		Jobs 20
Score 20			VEDP 10
			<u>Total 70</u>

Project Benefits

Measure	Savings
Safety	\$8.3M
Congestion	\$1.0M
Pavement Maintenance	\$0.27M
Emissions	\$0.23M
Total Savings: \$9.5M	



Total
Greenhouse Gas
Reduction:
20,000 Tons

Recommendation



Questions?

mike.todd@drpt.virginia.gov

**Michael Todd, Rail Programs Director
Department of Rail and Public Transportation**