



FISCAL YEAR  
**2023**

VIRGINIA RAILWAY EXPRESS

Recommended Budget for Fiscal Year 2023  
Amended Budget for Fiscal Year 2022  
Capital Improvement Program



Recommended FY 2023 Budget

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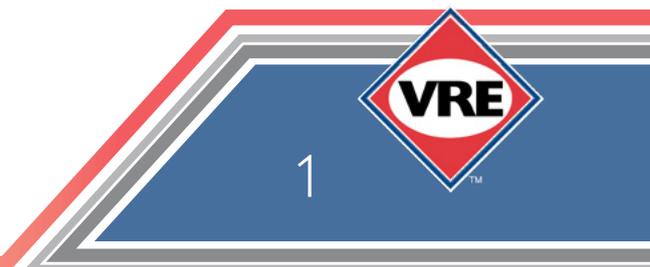
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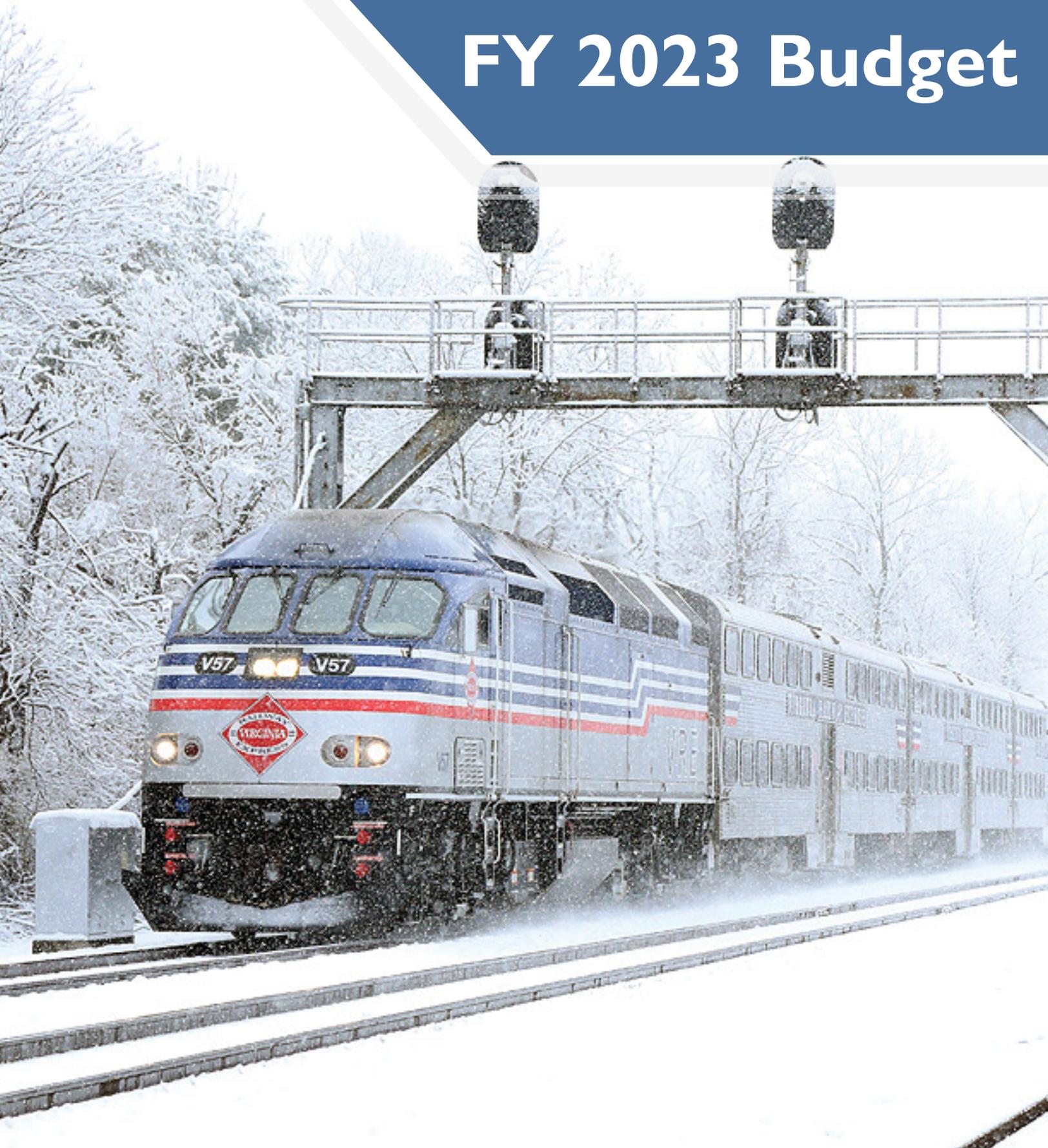
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# Recommended FY 2023 Budget



## Introduction

The Virginia Railway Express (VRE) is a commuter rail service jointly owned and operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC). NVTC and PRTC are political subdivisions of the Commonwealth of Virginia. VRE was created in 1989 under the terms of a Master Agreement executed by the two Commissions and the local jurisdictions that participate in or contribute to the operation of the commuter rail service.

The VRE Operating and Capital Budget is developed annually in accordance with the VRE Master Agreement and includes estimated operating and capital revenues and expenses for the next fiscal year. In addition, the six-year Capital Improvement Program (CIP) provides projections of capital funding and outlays for future years. The preliminary FY 2023 VRE Operating and Capital Budget was initially prepared for review at the September 2021 VRE Operations Board meeting. The proposed budget was reviewed and discussed at subsequent meetings of the VRE Operations Board, the VRE Coordinating Committee (VCC), and the Finance Committee of the Operations Board before its presentation to the Operations Board in December 2021 and the Commissions in January 2022.

The VRE budget uses accrual accounting for major revenue and expense items; for example, transactions such as access fees are recorded for the month due, rather than for the month paid, and related grant revenue is recorded when earned rather than when received. However, the budget is developed on a cash basis for other items, such as payment of principal on outstanding debt, in order to fully capture annual resource needs. The VRE financial statements use the full accrual basis of accounting.

The FY 2023 VRE Budget has been developed to meet existing operational requirements and in accordance with the VRE Mission Statement of providing safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. The VRE Budget and CIP are also developed in accordance with the Financial and Debt Management Principles, most recently updated and approved by the Commissions in September 2021 and detailed later in this document.

The Recommended FY 2023 Operating and Capital Budget totals \$185.5 million. The budget projects average daily ridership of 8,000 passengers which results in a total of \$25.3 million of fare revenue. These projections are significantly lower than previous years due to the effects of the ongoing COVID-19 pandemic. The total jurisdictional subsidy of \$13,544,122 represents an increase of \$8.8 million over the July 2021 amended FY 2022 budget amount of \$4,756,658. The FY 2023 budget also includes no changes to passenger fares.



Staff have worked to limit or eliminate operating cost increases wherever possible, and departmental expenses have been reviewed and evaluated to ensure appropriateness while ensuring VRE achieves its safety and operational goals. Contractual increases, such as railway and station access fees, train operations, and maintenance of equipment are projected to be higher in FY 2023 than in previous years due to rising contractual cost-driver rates, such as the Consumer Price Index (CPI). Diesel fuel costs are also projected to be significantly higher than in past years based on recent market trends as the economy recovers from the pandemic. In addition, recent increases to liability and property insurance premiums are expected to be sustained in the FY 2023 operating budget.

The capital projects included in the FY 2023 to FY 2028 CIP are prioritized with an emphasis on regulatory requirements, the maintenance of equipment and facilities to support current service levels, and provisions for passenger safety. Concurrently, VRE focuses the organization on maximizing ridership, maintaining critical infrastructure, and providing a safe and effective transportation option for the region.

Despite the recent challenges from the COVID-19 pandemic, the overall outlook in the FY 2023 to FY 2028 CIP is generally positive. VRE has moved from a period of project planning and development (where new projects were frequently being added to the capital program) into a period of project implementation that will last for a number of years. At the same time, the Commonwealth's Transforming Rail in Virginia (TRV) program is advancing. TRV will ultimately result in a second Long Bridge crossing of the Potomac River as well as separated freight and passenger rail operations in the Fredericksburg Line corridor. The program of major capital projects that comprise TRV will have long-term positive impacts for both the capacity and reliability of VRE.

In March 2021, VRE executed a Funding Agreement with the Virginia Department of Rail and Public Transportation, which was subsequently assigned to the Virginia Passenger Rail Authority (VPRA). This agreement commits VRE to a substantial funding contribution to the TRV program utilizing Commuter Rail Operating and Capital (C-ROC) funds. More information on the C-ROC Fund is provided later in this document.

The Funding Agreement lays out a basic structure whereby VRE will issue debt backed by the C-ROC (with an expected term of 30 years) and contribute the proceeds of the debt issuance to the VPRA for the purchase of rail right-of-way from CSXT. In addition, for a period of ten years, VRE will contribute any remaining C-ROC funds not being



used for debt service on a pay-as-you-go (PAYGO) basis to VPRA for use on critical rail projects in VRE's service territory, including the Long Bridge, the Alexandria Fourth Track, and the Springfield Bypass.

The budget currently shows the \$15 million allocation of C-ROC funding in FY 2023 as the "C-ROC Contribution to TRV Program." VRE staff have recently completed the financial planning phase for the CROC-backed debt issuance and are moving into the implementation phase, with an expected sale of the debt in the spring of 2022. The exact timing of the debt issuance is unknown, as is the specific allocation of the funding between debt service and PAYGO. Once the sale is complete, this specific information can be reflected in the amended FY 2023 budget that will be included as part of the FY 2024 budget process.



## **Mission Statement**

*The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission will provide safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. VRE will contribute to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.*

## **Goals for Fiscal Year 2023**

- Due to the ongoing impacts of the COVID-19 pandemic on ridership, VRE is unlikely to achieve its normal goal of a 50 percent operating ratio (i.e., cost recovery from passenger fares) in FY 2023. VRE's goal for FY 2023 is to continue to provide a safe and reliable transportation option that is available to riders as they return to work after the pandemic.
- Achieve at least 90 percent on-time performance for train operations.
- Achieve at least 8,000 average daily ridership for the year, with ridership increasing over the course of the year as the national and regional economies recover from the pandemic and employees return to work.
- Achieve or maintain the following financial ratios:
  - Debt service as a percent of annual budget not greater than 20%.
  - Working capital reserves that are on average not less than two months of operating expenditures, with a goal maintaining three months over a ten-year period.
  - Percent of pay-as-you-go financing equal to a minimum of 20% of the total funded portion of the capital program over the term of the capital program.
  - Risk management reserves equal to amounts required by the Commonwealth, currently at \$10 million.



# **Financial and Debt Management Principles** **(Adopted November 2013 and Amended July 2021)**

## **INTRODUCTION**

The purpose of this document is to formalize financial and debt management principles for the Virginia Railway Express (VRE), the commuter rail service jointly owned and operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC), together referred to as the Commissions. In accordance with the Master Agreement that established VRE, any bonds or notes issued to support the commuter rail operation will be issued in the name of NVTC, with the concurrence of both Commissions and all member jurisdictions. This Statement of Financial and Debt Management Principles confirms the commitment of VRE's Operations Board, the Commissions, and the management and staff of VRE to adhere to sound financial and debt management practices in the conduct of VRE's business.

## **COMMUTER RAIL OPERATING AND CAPITAL FUND**

In March 2018, the Virginia legislature created the Commuter Rail Operating and Capital (C-ROC) Fund. C-ROC funds may be used to support VRE's commuter rail operations as well as to make necessary capital investments and improvements, either on a pay-as-you-go basis or through the issuance of debt. C-ROC funding may also be used as matching funds for state and federal grants.

The Code of Virginia dedicates \$15 million annually from fuels tax revenues collected in the NVTC and PRTC jurisdictions to the C-ROC Fund. This \$15 million of dedicated funding is then disbursed from the C-ROC Fund to VRE for its use on operating and capital projects. In October 2018, NVTC and PRTC executed a joint agreement for the distribution and allocation of the C-ROC funds. The agreement states that NVTC will serve on behalf of both Commissions as the recipient of all C-ROC funds and describes how C-ROC funding will be incorporated into the annual VRE budget process. The agreement also provides for quarterly reporting to the Operations Board by VRE on the receipt, investment, and expenditure of C-ROC funds.

In March 2021, the Commissions entered into the Passenger Rail Improvements and Funding Agreement (the "Funding Agreement") with the Virginia Department of Rail and Public Transportation (DRPT) as part of the Commonwealth's Transforming Rail in



Virginia (TRV) program. The Funding Agreement was executed by DRPT but has since been assigned to the Virginia Passenger Rail Authority (VPRA).

VRE has a two-part commitment in the Funding Agreement. First, VRE will contribute proceeds from a CROC-backed debt issuance to VPRA for assistance with the purchase of rail right of way owned by CSX Transportation. Second, VRE will contribute pay-as-you-go (PAYGO) capital to VPRA for the design and construction of major corridor projects over ten years. Over the first ten years of the Funding Agreement, VRE's entire \$15 million in annual CROC funds will support the TRV program, either as debt service or as PAYGO capital. At the end of this period, half the C-ROC (\$7.5 million) will continue to be committed to debt service, but VRE will regain control over the other half.

### POLICY STATEMENTS

The original Policy Statements 1 through 13 were adopted in 2013. These policies were developed in consideration of then-existing debt which is tied to the VRE Master Agreement and carries local jurisdiction credit support. However, certain of these policies have broad application beyond VRE's existing debt obligations and can apply to CROC-backed debt. Any CROC-backed debt issued by VRE will be subject to Policy Statements 1, 2, 9, 10a and 10b, 12, and 13.

Policy Statements 14 and 15 are newly created and adopted in July 2021. Policy Statement 14 memorializes VRE's past practices related to refinancing and will apply to both existing debt and to any CROC-backed debt. Policy Statement 15 reflects the separate and distinct legal and credit underpinnings of any CROC-backed debt. CROC-backed debt will be designed to be separate from the rest of VRE's financial resources and supported only from amounts in the C-ROC Fund.

1. Any debt or financing arrangement issued in support of VRE projects must be in full compliance with all applicable provisions of the Commonwealth of Virginia statutes, federal laws and the VRE Master Agreement.
2. Any long-term debt issued in support of VRE projects or agreements will be included in VRE's Capital Improvement Program and Six Year Financial Forecast and debt will only be issued for approved capital projects. In the case of projects paid for with C-ROC supported debt, such projects will be approved by the Board. Prior to issuance, VRE will forecast the long-term impact of any non-CROC-backed debt on the use of federal formula funds, the impact on VRE's six year plan, the annual contributions required from its member jurisdictions over the term of the debt, and to test compliance with the financial ratios described below in Statement 3. Prior



to issuance,VRE will forecast the long-term impact of any C-ROC backed debt on expected cash flows in the C-ROC Fund and to test compliance with financial ratios applicable to C-ROC debt described in Statement 15.

3. VRE strives to attain the following financial ratios over its Six-Year Plan:
  - a. A fare box recovery ratio not lower than 50% of operating expenses.
  - b. Non-CROC-backed debt service as a percent of annual budget not greater than 20%.
  - c. Percent of pay-as-you-go financing equal to a minimum of 20% of the total funded portion of the capital program over the term of the capital program.
  - d. Working capital reserves that are on average not less than 2 months of operating expenditures, with a goal of increasing to 3 months over a 10 year period.
  - e. Risk management reserves equal to amounts imposed by the Commonwealth. Currently, the risk management reserve requirement is \$10 million.
4. VRE will match one time revenue with one time expenditures to avoid creating structural imbalance in its annual budgets.
5. Projects included in VRE's Capital Improvement Program will be prioritized with emphasis on regulatory requirements, the maintenance of equipment and facilities to support current service levels, and provisions for passenger safety.
6. The capital reserve will be maintained through the contribution of surplus funds generated from operations and from other sources in order to provide the necessary match funds to take advantage of grant funding opportunities and to complete advantageous capital projects.
7. VRE will maintain an asset management plan for all major capital assets which will identify operating, maintenance and renewal costs over the life of the asset. If a reliable source of funding is not expected to be available to meet peak needs when they occur, a sinking fund will be established for this purpose. The annual budget and Capital Improvement Program will include the life-cycle cost impact of each project in the CIP.
8. VRE will maintain access to external liquidity sources, such as a line of credit, because of the heavy reliance on funding from other parties. This short term borrowing will only be used with the approval of the Operations Board and when the source of repayment has been identified.



9. Debt that supports VRE projects will be amortized for a period not to exceed the useful life of the assets being financed.
10. For any publicly sold debt to support VRE projects:
  - a. Debt service funds will be established at the time of issuance and contributions will be made on a monthly basis so that amounts are available to ensure timely payment of principal and interest when due.
  - b. A debt service reserve fund will be established (as needed by the revenue bond structure or for credit purposes) to provide a cushion of funding for the debt obligations. Such funds will be sized to align with limitations imposed by the IRS for tax-exempt bonds and to reflect current market conditions and VRE's desired rating outcomes on its non-CROC debt and its CROC-backed debt.
  - c. The bond structure will be sufficient to secure a rating in the A category or better.
11. The debt service structure that supports VRE projects will be developed and maintained to achieve strong credit ratings while addressing the overall revenue constraints and capacity of VRE. Total principal and interest payments for any borrowing will be structured to create level debt service in aggregate for VRE. Alternatively, VRE may use a more rapid repayment structure, such as equal annual principal payments. The use of back loaded principal repayment as well as bullet and balloon maturities will be avoided, except to achieve overall level aggregate debt service or to match anticipated one-time revenues.
12. As needed, VRE will establish and maintain a separate set of post issuance policies and procedures for managing any required disclosure, tax, or other legal requirements.
13. The use of variable rate debt is discouraged, except under unusual circumstances. However, should it be found to be in VRE's best interest to use this mechanism, the Operations Board and Commissions will first establish appropriate policies and procedures.
14. VRE will refinance its debt when it is in its best financial interest to do so. When a refinancing is undertaken to generate interest rate cost savings, the minimum aggregate present value savings will be three percent (3%) of the refunded debt principal amount.

15. Application of the C-ROC funding and the CROC-backed debt program shall be subject to the following criteria:

- a. The CROC-backed debt is solely payable from amounts received in the C-ROC Fund.
- b. Total debt service supported by C-ROC revenue shall not exceed 66% of the C-ROC funding.
- c. During its effective period starting on July 1, 2021, and through the end date, the C-ROC Funding Agreement shall apply to the initial issue of C-ROC debt.
- d. VRE will target annual debt service coverage (the ratio of annual C-ROC revenue to annual debt service) to fall within a range of 1.60x to 2.00x, consistent with VRE's credit rating objectives and market standards for similar debt programs.
- e. VRE will establish and maintain a debt service reserve fund consistent with market standards for similar debt programs and supportive of VRE's credit rating objectives.
- f. VRE will establish and maintain a working capital reserve fund appropriate to ensure liquidity for the C-ROC portion of VRE's financial operations of approximately two to three months of budgeted, annual C-ROC Revenues. Such reserves will be built over the 18 month period following adoption of these policies.
- g. VRE will strive to achieve a credit rating in the A-category or better for the CROC-backed bond's structure.

The debt service structure that supports VRE projects will be developed and maintained to achieve the credit rating objective described above while addressing the overall revenue constraints and debt capacity of the C-ROC Fund. Total principal and interest payments for any borrowing will be structured to create level debt service in aggregate. Alternatively, VRE may use a more rapid repayment structure, such as equal annual principal payments or front loaded annual debt service which steps down over time. The use of back loaded principal repayment as well as bullet and balloon maturities will be evaluated based upon the terms of the Funding Agreement and the applicable Policy Statements for C-ROC debt.



## **Commuter Rail Operating and Capital (C-ROC) Fund**

In 2018, the Virginia legislature approved the creation of the Commuter Rail Operating and Capital (C-ROC) Fund. C-ROC funding is critical to addressing VRE's current and future investment needs and to delivering on planned capacity expansion projects. C-ROC funding is dedicated to "retaining, maintaining, improving, and developing commuter rail-related infrastructure improvements and operations" that are "essential to the Commonwealth's continued economic growth, vitality, and competitiveness." C-ROC funding may be used to support the cost of VRE's operations as well as to make necessary capital investments and improvements, either on a pay-as-you-go basis or through the issuance of debt. C-ROC funding may be used as matching funds for state and federal grants.

In addition to creating C-ROC, the Virginia legislature also authorized changes to the regional gasoline taxes collected by the two Commissions. From the total gasoline tax revenues that are generated in the Commissions' jurisdictions, \$15 million is dedicated annually to the C-ROC Fund. This \$15 million of dedicated funding is then disbursed from the C-ROC Fund to VRE for its use on operating and capital projects. C-ROC funding does not replace or supplant any existing revenues and current jurisdictional contributions must be maintained.

In October 2018, the Commissions authorized the execution of a joint agreement for the distribution and allocation of the C-ROC funds. The agreement establishes that NVTC will serve on behalf of both Commissions as the recipient of all funds from the C-ROC Fund and that project prioritization and programming of the C-ROC funds must occur as part of the broader annual VRE budget process.



## **FY 2023 Budget Assumptions & Summary**

The FY 2023 Operating and Capital Budget totals \$185.5 million. FY 2023 budgeted operating expenses of \$97.8 million are higher than the prior year by \$8.1 million, an increase of 9.0%, with increased operating expenses being balanced by projected revenue increases and the ongoing use of Federal pandemic relief funds. Major assumptions are as follows:

- Total jurisdictional subsidy of \$13,544,122, an increase of \$8.8 million over the July 2021 amended FY 2022 budget amount of \$4,756,658.
- No increase in passenger fares, including the Amtrak Step-Up fare (which is currently suspended due to the COVID-19 pandemic). Fare revenue is budgeted at \$25.3 million based on a projected average daily ridership of 8,000 and 32 daily revenue trains.
- State operating assistance is projected at \$11.0 million, a decrease of \$1.3 million from the actual amount received in FY 2022, but an increase of \$1.0 million over the amount originally projected in the approved FY 2022 budget.
- Diesel fuel cost projected at \$4.6 million, based on an average cost per gallon of \$2.70 and projected usage of 1.70 million gallons. This is an increase of \$1.6 million over the original FY 2022 budgeted amount.
- Track access fees across all three host railroads of \$20.3 million, based on estimated or actual contractual amounts. Grant funding from all sources for track access fees at 84%, or \$17.1 million, unchanged from the reimbursement percentage received in FY 2021 and original FY 2022 budget. Access fee reimbursement was eliminated in the July 2021 amended FY 2022 budget.
- No staff additions proposed in FY 2023.
- Required contractual increases for train operations and maintenance of equipment budgeted at a net increase of \$1.9 million reflecting projected cost revisions, increased services and a CPI increase of 6.2%.
- Operating contingency at 2.0% of the operating budget, an increase from the 1.0% budgeted for FY 2022, and an increase of \$889,000.



- Budgeted insurance premium costs increased by \$0.4 million, or 5.8%, due to ongoing changes in the global insurance marketplace.
- In total, Net Departmental operating expenses increased by 12.3%, or an increase of \$4.4 million compared to FY 2022. This is primarily due to insurance, contingency, and diesel fuel increases.
- Federal 5307 (Urbanized Area) and 5337 (State of Good Repair) funding of \$30.5 million, the same level as the approved FY 2022 budget.
- Capital matching funds from the State for the majority of the required non-federal share for selected projects. Most projects budgeted at 16% match, with 34% funding requested for the New York Avenue Midday Storage Facility and Washington Union Station improvement projects.
- Contribution to the Capital Reserve of \$3 million, with no allocation from the Reserve balance for FY 2023 capital projects.

## Subsidy by Jurisdiction

The FY 2023 budget includes a total jurisdictional subsidy of \$13,544,122, an increase of \$8.8 million as compared to FY 2022. The Operations Board agreed on this subsidy level in order to provide a limited amount of relief to the jurisdictions, as compared to the originally recommended subsidy amount of \$18.3 million (i.e., returning to the FY 2021 level). Each year, VRE and PRTC conduct a survey of VRE riders that includes the rider's jurisdiction of residence. This survey data serves as the basis for calculating the subsidy allocation by jurisdiction, in accordance with the VRE Master Agreement. However, due to the COVID-19 pandemic, the VRE Operations Board found that a survey would be challenging to administer safely and unlikely to produce reliable results. Therefore, the Operations Board directed staff that no survey was to be performed in either October 2020 or October 2021 and to continue to use FY 2021 allocation percentages for all jurisdictions. The FY 2023 subsidy by jurisdiction is as follows:

Jurisdiction	FY 2021		FY 2022 Amended		FY 2023	
	Subsidy	Percent	Subsidy	Percent	Subsidy	Percent
Fairfax County	\$ 6,379,017	34.9%	\$ 1,658,006	34.9%	\$ 4,721,011	34.9%
Prince William County	5,930,777	32.4%	1,541,501	32.4%	4,389,276	32.4%
Stafford County	2,477,175	13.5%	643,856	13.5%	1,833,319	13.5%
Spotsylvania County	1,503,754	8.2%	390,849	8.2%	1,112,905	8.2%
Manassas	807,234	4.4%	209,813	4.4%	597,421	4.4%
Manassas Park	468,364	2.6%	121,735	2.6%	346,629	2.6%
Fredericksburg	367,089	2.0%	95,412	2.0%	271,677	2.0%
Arlington	218,219	1.2%	56,719	1.2%	161,500	1.2%
Alexandria	149,151	0.8%	38,767	0.8%	110,384	0.8%
<b>TOTAL</b>	<b>\$ 18,300,780</b>	<b>100%</b>	<b>\$ 4,756,658</b>	<b>100%</b>	<b>\$ 13,544,122</b>	<b>100%</b>



## FY 2023 Summary Recommended Budget

	July 2021 Amended FY 2022		Recommended FY 2023	
	FY 2022 Operating	FY 2022 Capital	FY 2023 Operating	FY 2023 Capital
<b>Revenue:</b>				
Fare Revenue	\$ 18,236,000		\$ 25,296,000	
Miscellaneous Revenue	300,000		200,000	
Jurisdictional Subsidy	343,997	4,412,661	9,132,741	4,411,381
Other Sources (Use of Prev. Surplus)	-	-	-	-
NVTA Grant Funding	-	-	-	-
State CROC Dedicated Funding	-	15,000,000	-	15,000,000
Federal/State Subsidy - Operating (includes CARES)	70,433,805		62,988,160	
Federal/State Subsidy - Capital		76,786,261		68,299,306
Operating/Capital Reserves	-	-	-	-
Interest Income	350,000		150,000	
<b>Total Revenue</b>	<b>\$ 89,663,802</b>	<b>\$ 96,198,922</b>	<b>\$ 97,766,901</b>	<b>\$ 87,710,687</b>
<b>Operating/Non-Operating Expenses:</b>				
Non-Departmental Operating	\$ 7,971,699		\$ 9,373,429	
HR & Administration	1,544,700		1,643,800	
General Counsel	-		440,200	
Chief of Staff	691,000		702,000	
Marketing	375,500		326,500	
Finance and Accounting	3,051,500		3,241,500	
Purchasing and Contract Administration	764,850		793,100	
Project Development	732,805		950,400	
Design & Construction	1,027,500		1,096,000	
Rail Operations	2,332,000		2,479,000	
Information Technology	2,171,350		2,219,000	
Facilities Maintenance	4,013,800		4,083,800	
Mechanical Operations	9,639,700		11,373,300	
System Safety & Security	1,179,200		1,161,350	
PRTC	102,000		102,000	
NVTC	90,000		90,000	
Train Operations	16,787,500		17,797,500	
Maintenance of Equipment	7,898,500		8,771,000	
Amtrak	4,450,000		4,578,000	
Amtrak Access Fees	6,830,000		8,167,000	
Norfolk Southern Access Fees	3,244,000		3,351,000	
CSX Access Fees	8,544,000		8,805,000	
<b>Total Operating/Non-Operating Expenses</b>	<b>\$ 83,441,604</b>	<b>\$ -</b>	<b>\$ 91,544,879</b>	<b>\$ -</b>
CIP Expenditures		\$ 96,198,922		\$ 87,710,687
Debt Service	6,222,198		6,222,023	
<b>Total CIP and Other Expenditures</b>	<b>\$ 6,222,198</b>	<b>\$ 96,198,922</b>	<b>\$ 6,222,023</b>	<b>\$ 87,710,687</b>
<b>Grand Total Expenses</b>	<b>\$ 89,663,802</b>	<b>\$ 96,198,922</b>	<b>\$ 97,766,901</b>	<b>\$ 87,710,687</b>



## FY 2023 Sources and Uses

Access and Lease Fees	
Amtrak	\$ 8,167,000
NS	\$ 3,351,000
CSX	\$ 8,805,000
<b>Total</b>	<b>\$ 20,323,000</b>

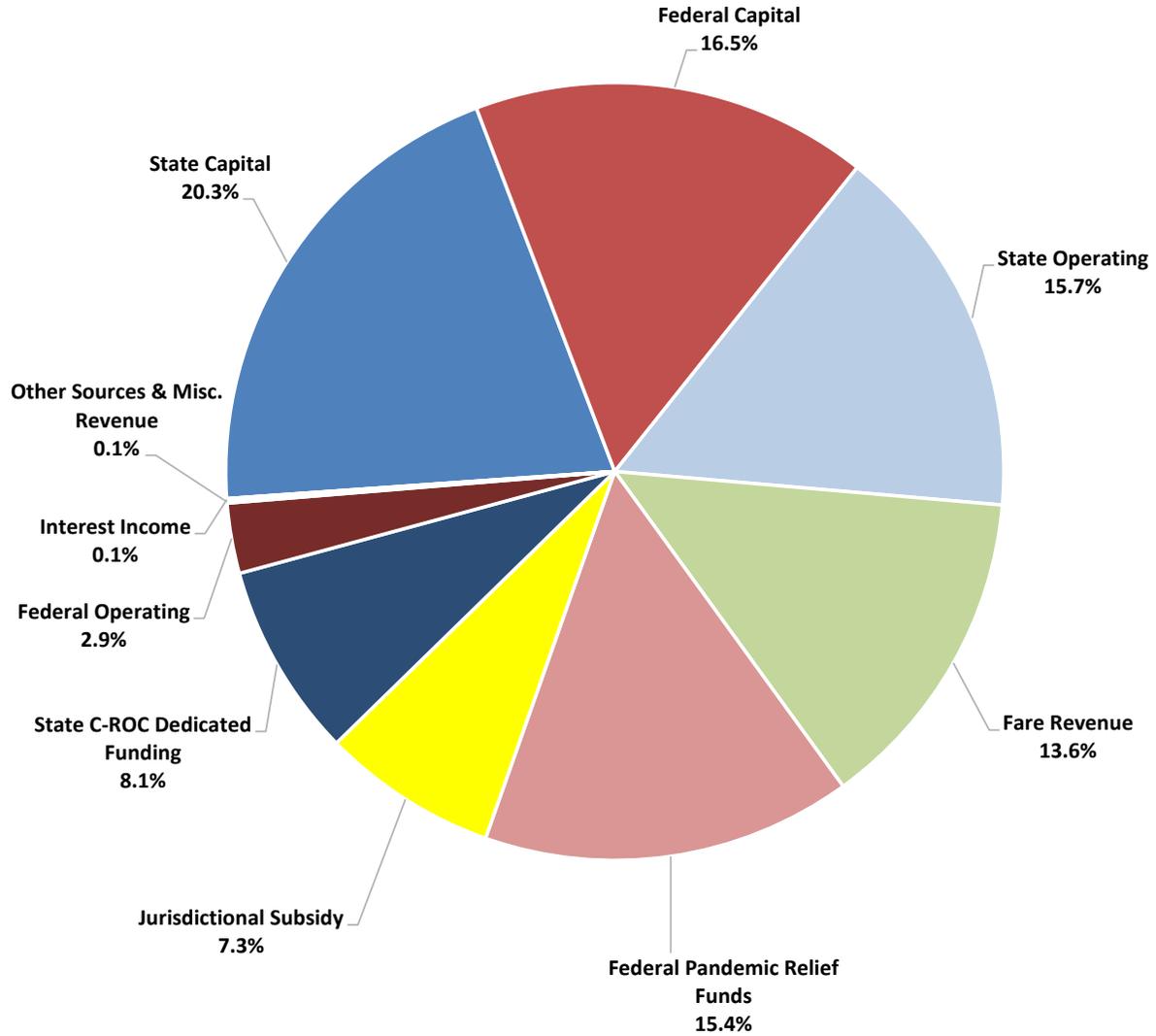
LEVEL OF SERVICE FOR FY 2023      32 Trains      8000 Average Daily Riders

	USES OF FUNDS	SOURCES OF FUNDS																	
		FARE INCOME			INTEREST		MISC	LOCAL SUBSIDY	OTHER SOURCES	STATE CROC FUNDING			STATE OPERATING		STATE CAPITAL	FEDERAL			TOTAL
		INCOME	INTEREST	MISC	LOCAL SUBSIDY	OTHER SOURCES	STATE CROC FUNDING	STATE OPERATING	STATE CAPITAL	STATE STP	5307/5337	PANDEMIC RELIEF FUNDS	OTHER						
<b>Operating Expenses</b>	<b>\$ 91,444,879</b>	<b>\$ 25,296,000</b>	<b>\$ 150,000</b>	<b>\$ 200,000</b>	<b>\$ 8,688,751</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,000,000</b>	<b>\$ 17,071,320</b>	<b>\$ -</b>	<b>\$ 520,000</b>	<b>\$ 28,518,808</b>	<b>\$ -</b>	<b>\$ 91,444,879</b>					
<b>Non-Operating Expenses:</b>																			
Operating Reserve	100,000				100,000									100,000					
Debt Service MUFG - Gallery IV - 11 Cabcars	1,931,357				77,254				309,017		1,545,086			1,931,357					
Debt Service VRA - 60 Railcars (Local)	99,072				99,072									99,072					
Debt Service VRA - 60 Railcars (Fed/State/Local)	4,191,594				167,664				670,655		3,353,275			4,191,594					
<b>Non-Operating Summary</b>	<b>\$ 6,322,023</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 443,990</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 979,672</b>	<b>\$ -</b>	<b>\$ 4,898,361</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,322,023</b>					
<b>Total Expenses (Subtotal)</b>	<b>\$ 97,766,901</b>	<b>\$ 25,296,000</b>	<b>\$ 150,000</b>	<b>\$ 200,000</b>	<b>\$ 9,132,741</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,000,000</b>	<b>\$ 18,050,992</b>	<b>\$ -</b>	<b>\$ 5,418,361</b>	<b>\$ 28,518,808</b>	<b>\$ -</b>	<b>\$ 97,766,901</b>					
<b>Capital Projects:</b>																			
L'Enfant Station Improvements	7,521,072				300,843				2,557,164		4,663,065			7,521,072					
Washington Union Station Improvements	10,000,000				400,000				3,400,000		6,200,000			10,000,000					
New York Avenue Midday Storage Facility	15,678,090				627,124				2,508,494		12,542,472			15,678,090					
Equipment Asset Management Program	1,980,368				79,215				316,859		1,584,294			1,980,368					
Security Enhancements	105,000				4,200				16,800		84,000			105,000					
CROC Contribution to TRV Program	15,000,000				-			15,000,000	-		-			15,000,000					
Capital Reserve Contribution	3,000,000				3,000,000									3,000,000					
<b>Capital Project Summary</b>	<b>\$ 53,284,530</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,411,381</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,000,000</b>	<b>\$ 8,799,318</b>	<b>\$ -</b>	<b>\$ 25,073,831</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 53,284,530</b>					
<b>CMAQ/REF/IPROC</b>																			
Fleet Expansion Coaches (Smartscale)	6,289,930				-				1,257,986		-	5,031,944		6,289,930					
Brooke Station Improvements (Smart Scale)	313,394				-				62,679		-	250,715		313,394					
Alexandria Station Improvements (Smart Scale)	313,394				-				62,679		-	250,715		313,394					
Broad Run Expansion (CMAQ)	7,762,442				-				7,762,442		-	0		7,762,442					
Crossroads MSF Expansion (Smart Scale)	7,393,331				-				7,393,331		-	-		7,393,331					
Leeland Road Station Improvements (Smart Scale)	6,335,000				-				6,335,000		-	-		6,335,000					
Quantico Station Improvements (Smart Scale)	3,308,765				-				3,308,765		-	-		3,308,765					
Brooke Station Improvements (GWRC)	2,109,789				-				2,109,789		-	0		2,109,789					
Leeland Road Station Improvements (GWRC)	600,112				-				600,112		-	0		600,112					
<b>Summary</b>	<b>\$ 34,426,157</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 28,892,783</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,533,374</b>	<b>\$ 34,426,157</b>					
<b>TOTAL</b>	<b>\$ 185,477,588</b>	<b>\$ 25,296,000</b>	<b>\$ 150,000</b>	<b>\$ 200,000</b>	<b>\$ 13,544,122</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,000,000</b>	<b>\$ 11,000,000</b>	<b>\$ 55,743,092</b>	<b>\$ -</b>	<b>\$ 30,492,192</b>	<b>\$ 28,518,808</b>	<b>\$ 5,533,374</b>	<b>\$ 185,477,588</b>				

	Funding	Program	Federal Amt	State Amt
Soft Capital Projects				
Debt Service 11 Cabcars	5337	\$ 1,931,357	\$ 1,545,086	\$ 309,017
Access lease funding (0%/84%)	Full 84% State	20,323,000	-	17,071,320
Access lease funding (50%/30%)	SSTP/State	-	-	-
<i>Local only</i> Debt Service VRA - 60 Railcars		99,072	-	-
<i>Fed/State/Local</i> Debt Service VRA - 60 Railcars	5337	2,445,096	1,956,077	391,215
<i>Fed/State/Local</i> Debt Service VRA - 60 Railcars	5307	1,746,497	1,397,198	279,440
Grant & Project Management	5307	650,000	520,000	-
	Subtotal	\$ 27,195,023		\$ 18,050,992
Capital Projects/Earmarks		87,710,687	30,607,205	37,692,100
Capital Program		\$ 114,905,710	\$ 36,025,566	\$ 55,743,092

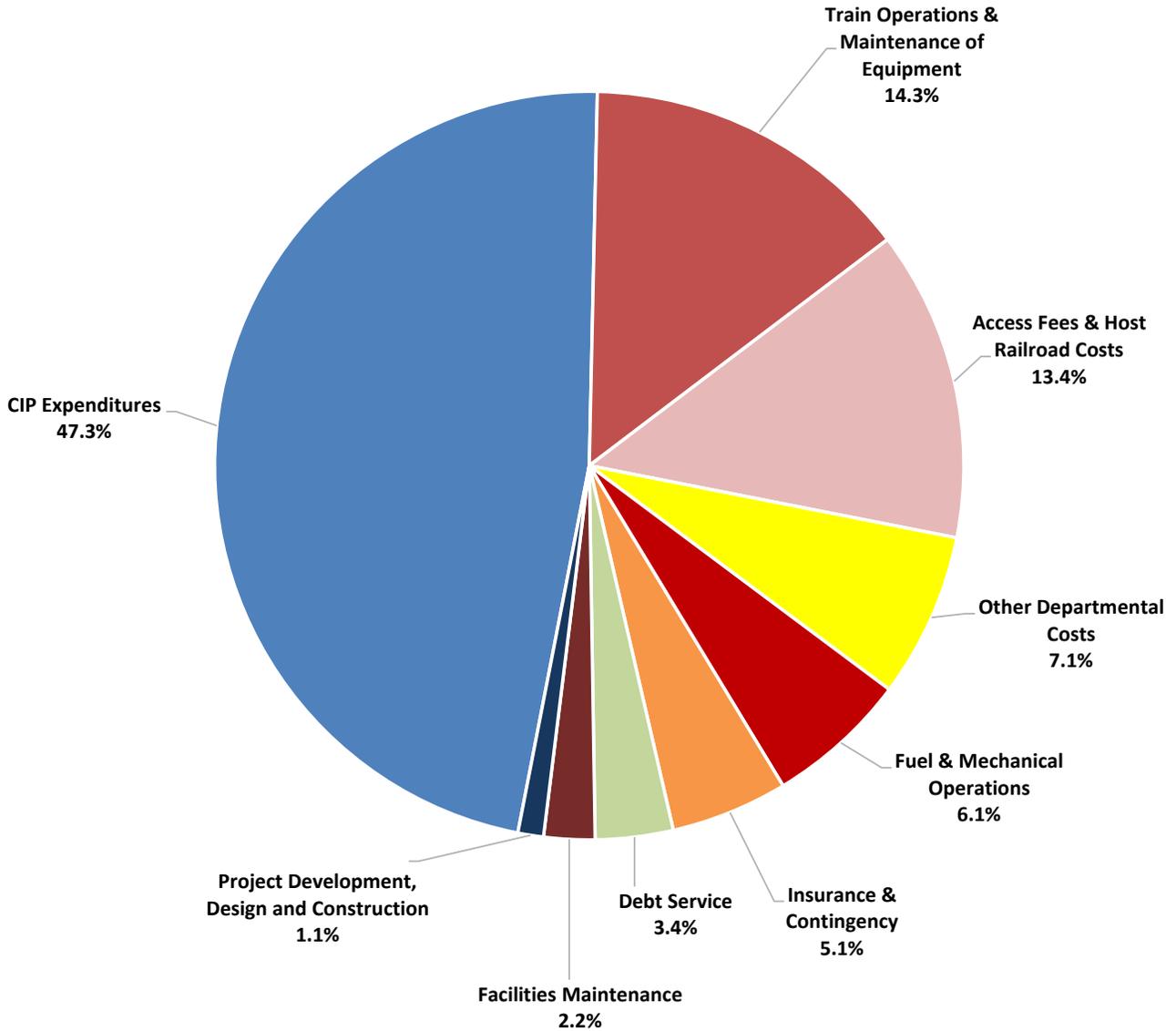


## FY 2023 - Sources of Funds



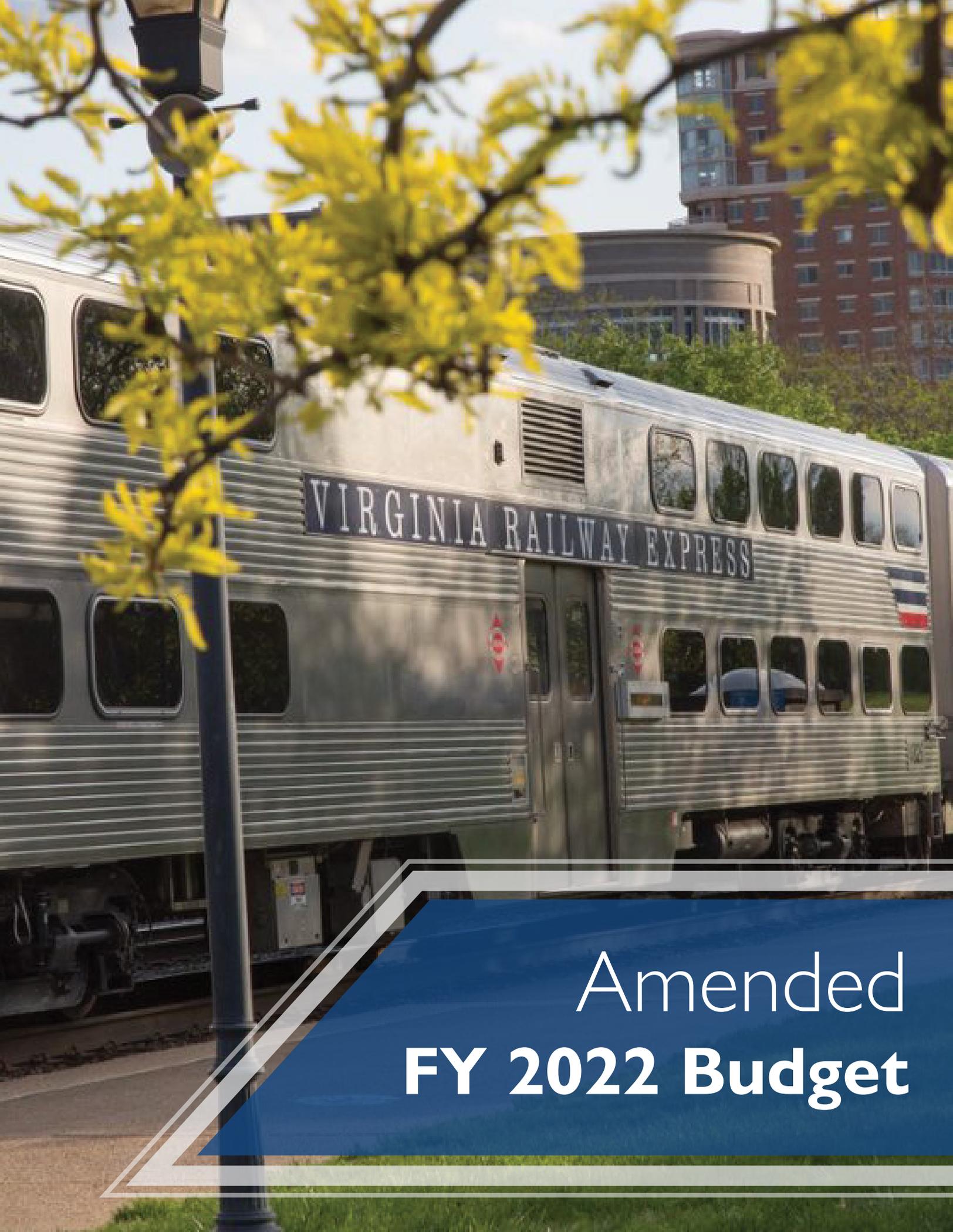
Revenue Source	FY 2023 Amount	% of Total
State Capital	\$ 37,692,100	20.3%
Federal Capital	\$ 30,607,205	16.5%
State Operating	\$ 29,050,992	15.7%
Fare Revenue	\$ 25,296,000	13.6%
Federal Pandemic Relief Funds	\$ 28,518,808	15.4%
Jurisdictional Subsidy	\$ 13,544,122	7.3%
State C-ROC Dedicated Funding	\$ 15,000,000	8.1%
Federal Operating	\$ 5,418,361	2.9%
Other Sources & Misc. Revenue	\$ 200,000	0.1%
Interest Income	\$ 150,000	0.1%
Use of Operating/Capital Reserves	\$ -	0.0%
<b>Total Sources of Funds</b>	<b>\$ 185,477,588</b>	<b>100.0%</b>

# FY 2023 - Uses of Funds



Type of Use	FY 2023 Amount	% of Total
CIP Expenditures	\$ 87,710,687	47.3%
Train Operations & Maintenance of Equipment	\$ 26,568,500	14.3%
Access Fees & Host Railroad Costs	\$ 24,901,000	13.4%
Other Departmental Costs	\$ 13,198,450	7.1%
Fuel & Mechanical Operations	\$ 11,373,300	6.1%
Insurance & Contingency	\$ 9,373,429	5.1%
Debt Service	\$ 6,222,023	3.4%
Facilities Maintenance	\$ 4,083,800	2.2%
Project Development, Design and Construction	\$ 2,046,400	1.1%
<b>Total Uses of Funds</b>	<b>\$ 185,477,588</b>	<b>100.0%</b>





VIRGINIA RAILWAY EXPRESS

Amended  
**FY 2022 Budget**

## FY 2022 Budget Amendments

The FY 2022 budget has been revised to reflect current projections for revenue and expenses, as follows:

### □ Revenue

- Decrease in passenger fare revenue in the amount of \$7.4 million, to reflect the ongoing effects of the COVID-19 pandemic on VRE ridership. Total projected passenger fare revenue is reduced from \$18.2 million to \$10.8 million.
- Increase in state operating assistance in the amount of \$2.3 million to reflect a higher funding amount than originally projected.
- A decrease in interest income of \$0.3 million, reflecting lower than projected interest rates.
- Increase in the utilization of federal pandemic relief funds, including Coronavirus Aid, Relief, and Economic Security (CARES) Act and Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, totaling \$5.3 million to supplement lost passenger revenue.
- Allocation of \$1.3 million in capital reserve for two projects (see below).

### □ Expenses

- FY 2022 operating contingency was reduced by \$754,699 for various additions and revisions of current year operating and capital costs and revenue. The notable expense changes are:
  - An increase in diesel fuel costs of \$1.025 million;
  - An increase in costs related to the creation of the General Counsel Division of \$390,600;
  - An increase in costs related to IT and Fare Collection systems of \$285,000;
  - An increase in costs for Design and Construction consulting and staff education of \$92,000;
  - An increase in costs for Facilities inspections of \$50,000;
  - An increase in costs for Human Resources staff events of \$25,000;
  - A reduction of salary and fringe costs for vacant and delayed FTE positions of \$612,316



- A reduction of ticket sales commission, bank fees and Amtrak Step-Up costs of \$417,000 due to the COVID-19 pandemic effect on ridership and ticket sales;
- A reduction of anticipated costs for LOU Facility fixtures and finishing items of \$149,000 due to the expected completion data of that project.
- The remaining operating contingency of \$65,415 was eliminated as part of the calculation of CARES Act funding (see Revenue changes above).

□ Capital Program

- Capital project obligations were increased by \$1.3 million to reflect two uses of capital reserve:
  - Capital Reserve funds of \$962,000 allocated for the VRE Headquarters Office Renovations project;
  - Capital Reserve funds of \$355,000 allocated for the VRE Website Redesign project.

□ FY 2021 Surplus/Deficit

- Federal pandemic relief funds (specifically CARES Act funds in FY 2021) were used to backfill reduced passenger fare revenue. These grant funds required no local match and were available to support nearly all operating expenses related to the provision of VRE service that were not already covered by other operating revenues. Therefore, VRE ended FY 2021 with essentially a zero net position (i.e., no surplus or deficit).
- Operating reserve (working capital) currently at slightly more than three months of operating expense – no additional contribution required.
- Budgeted \$3.0 million contribution made to Capital Reserve.



## FY 2022 Amended Sources and Uses

Access and Lease Fees	
Amtrak	\$ 6,830,000
NS	\$ 3,244,000
CSX	\$ 8,544,000
<b>Total</b>	<b>\$ 18,618,000</b>

LEVEL OF SERVICE FOR FY 2022      32 Trains      6,000 Average Daily Riders

	USES OF FUNDS	SOURCES OF FUNDS												TOTAL
		STATE						FEDERAL						
		FARE INCOME	INTEREST	MISC	LOCAL SUBSIDY	OTHER SOURCES	STATE CROC FUNDING	STATE OPERATING	STATE CAPITAL	STATE STP	5307/5337	FEDERAL PANDEMIC RELIEF FUNDS	OTHER	
<b>Operating Expenses</b>	<b>\$ 83,376,189</b>	<b>\$ 10,798,000</b>	<b>\$ 100,000</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,278,878</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 520,000</b>	<b>\$ 59,379,311</b>	<b>\$ -</b>	<b>\$ 83,376,189</b>
<b>Non-Operating Expenses:</b>														
Operating Reserve	-				-									-
Debt Service MUFG - Gallery IV - 11 Cabcars	1,931,357				77,254						309,017	1,545,086		1,931,357
Debt Service VRA - 60 Railcars (Local)	99,072				99,072									99,072
Debt Service VRA - 60 Railcars (Fed/State/Local)	4,191,769				167,671						670,683	3,353,415		4,191,769
<b>Non-Operating Summary</b>	<b>\$ 6,222,198</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 343,997</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 979,700</b>	<b>\$ -</b>	<b>\$ 4,898,501</b>	<b>\$ -</b>	<b>\$ 6,222,198</b>
<b>Total Expenses (Subtotal)</b>	<b>\$ 89,598,387</b>	<b>\$ 10,798,000</b>	<b>\$ 100,000</b>	<b>\$ 300,000</b>	<b>\$ 343,997</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,278,878</b>	<b>\$ 979,700</b>	<b>\$ -</b>	<b>\$ 5,418,501</b>	<b>\$ 59,379,311</b>	<b>\$ -</b>	<b>\$ 89,598,387</b>
<b>Capital Projects:</b>														
Crystal City Station Improvements	13,018,750				520,750						2,083,000	10,415,000		13,018,750
New York Avenue Midday Storage Facility	12,664,073				506,563						4,305,785	7,851,725		12,664,073
Washington Union Station Improvements	5,000,000				200,000						1,700,000	3,100,000		5,000,000
L'Enfant Station Improvements	2,438,708				97,548						390,193	1,950,966		2,438,708
Equipment Asset Management Program	2,090,000				83,600						334,400	1,672,000		2,090,000
Security Enhancements	105,000				4,200						16,800	84,000		105,000
Unprogramed CROC Funds	15,000,000				-			15,000,000			-	-		15,000,000
VRE Headquarters Office Renovation	962,000				-		962,000				-	-		962,000
VRE Website Redesign	355,000				-		355,000				-	-		355,000
Capital Reserve Contribution	3,000,000				3,000,000						-	-		3,000,000
<b>Capital Project Summary</b>	<b>\$ 54,633,531</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,412,661</b>	<b>\$ 1,317,000</b>	<b>\$ 15,000,000</b>	<b>\$ -</b>	<b>\$ 8,830,178</b>	<b>\$ -</b>	<b>\$ 25,073,692</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 54,633,531</b>
<b>CMAQ/REF/IPROC</b>														
Broad Run Expansion (CMAQ)	2,000,000				-						400,000	-	1,600,000	2,000,000
Brooke Station Improvements (CMAQ)	313,394				-						62,679	-	250,715	313,394
Leeland Road Station Improvements (CMAQ)	313,394				-						62,679	-	250,715	313,394
Fleet Expansion Coaches (Smartscale)	15,855,000				-						15,855,000	-	-	15,855,000
Alexandria Station Improvements (Smart Scale)	6,284,000				-						6,284,000	-	-	6,284,000
Leeland Road Parking Improvements (Smart Scale)	5,159,178				-						5,159,178	-	-	5,159,178
Quantico Station Improvements (Smart Scale)	5,150,700				-						5,150,700	-	-	5,150,700
Crossroads MSF Expansion (Smart Scale)	5,057,000				-						5,057,000	-	-	5,057,000
Leeland Road Station Improvements (Smart Scale)	2,749,725				-						2,749,725	-	-	2,749,725
<b>Summary</b>	<b>\$ 42,882,391</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,780,961</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,101,430</b>	<b>\$ 42,882,391</b>
<b>TOTAL</b>	<b>\$ 187,114,309</b>	<b>\$ 10,798,000</b>	<b>\$ 100,000</b>	<b>\$ 300,000</b>	<b>\$ 4,756,658</b>	<b>\$ 1,317,000</b>	<b>\$ 15,000,000</b>	<b>\$ 12,278,878</b>	<b>\$ 50,590,839</b>	<b>\$ -</b>	<b>\$ 30,492,192</b>	<b>\$ 59,379,311</b>	<b>\$ 2,101,430</b>	<b>\$ 187,114,309</b>

	Funding	Program	Federal Amt	State Amt
Soft Capital Projects				
Debt Service 11 Cabcars	5337	\$ 1,931,357	\$ 1,545,086	\$ 309,017
Access lease funding (0%/0%)	Amend 0%	18,618,000	-	-
Local only Debt Service VRA - 60 Railcars		99,072	-	-
Fed/State/Local Debt Service VRA - 60 Railcars	5337	2,445,198	1,956,159	391,232
Fed/State/Local Debt Service VRA - 60 Railcars	5307	1,746,570	1,397,256	279,451
Grant & Project Management	5307	650,000	520,000	-
<b>Subtotal</b>		<b>\$ 25,490,198</b>		<b>\$ 979,700</b>
Capital Projects/Earmarks		97,515,922	27,175,122	49,611,139
Capital Program		\$ 123,006,120	\$ 32,593,623	\$ 50,590,839





Six-Year  
Financial Forecast  
**FY 2023 - FY 2028**

## **Six-Year Financial Forecast**

The VRE annual budget normally includes a financial forecast for the five years following the year of adoption (six years in total). This forecast includes projections for ridership, planned fare increases and total fare revenue, grant and subsidy funding (both state and jurisdictional), operating expenses, and capital expenditures. The forecast is intended to demonstrate the projected sustainability of VRE's budget beyond the initial year and to highlight areas of potential risk so they can be addressed in advance.

Given the continued uncertainty facing not just VRE but the entire regional and national economy, the FY 2023 budget does not include a six-year forecast. Such a forecast would reflect highly uncertain estimates on many key variables, particularly ridership, and would not serve as a reliable basis for decision-making. As the recovery from the pandemic proceeds and the outlook for commuting and VRE ridership is clarified, staff will return to the Operations Board and the Commissions with additional information.





VIRGINIA RAILWAY EXP

FY 2023 - FY 2028  
**Capital Improvement  
Program**

## Introduction

The FY 2023 – 2028 VRE Capital Improvement Program (CIP) is an integrated set of projects and programs that will improve passenger safety and operational efficiency, maintain the system in a state of good repair, and expand capacity. The six-year CIP includes both fully- and partially-funded projects. Future projects that are unfunded are not shown in the six-year program but are discussed separately.

- **Funded** projects are those that are funded through federal formula grants received annually by VRE; through state funding in accordance with the Commonwealth's Six-Year Improvement Program (SYIP); through already allocated funds from other entities, such as NVTA, FAMPO or a VRE jurisdiction; or through other committed sources.
- **Partially funded** projects are those that are pending a discretionary allocation by a funding authority or for which a funding source has not yet been identified. Because discretionary funding relies on the actions of other entities, funds may not be available when needed.

In addition to grants and other funding agreements with outside partners, VRE has the following internal funding mechanisms to support the capital program:

- **The Commuter Rail Operating and Capital (C-ROC) Fund** was created by the General Assembly in 2018. C-ROC funding is dedicated to “retaining, maintaining, improving, and developing commuter rail-related infrastructure improvements and operations” in the Commonwealth. VRE receives a dedicated allocation of \$15 million annually from C-ROC that may be used to support the cost of VRE's commuter rail operations as well as to make necessary capital investments and improvements, either on a pay-as-you-go basis or through the issuance of debt. C-ROC funding may be used as matching funds for state and federal grants.
- **The Capital Reserve** was created in order to complete projects, take advantage of grant opportunities that require substantial local match, or to fund initial costs to support major grant proposals or evaluate alternatives. Funding is provided from prior year surpluses, the sale of assets, and, beginning in FY 2015, from a \$3 million annual jurisdictional contribution included in the budget.



## Description of the CIP

The VRE Capital Improvement Program is designed to maintain VRE passenger equipment and facilities in a state of good repair and to accommodate growth within adopted service and safety standards. Projects and programs in the CIP fall into one of the following categories:

- The acquisition of land for a public purpose.
- The construction or purchase of an asset of significant size, including rolling stock and other equipment, facilities, railroad infrastructure and automated systems.
- Rehabilitation or major repair to all or part of a major facility, piece of equipment, or other asset, beyond the level considered as routine annual maintenance.
- Any specific planning, engineering, design work or grant and project management costs related to an individual project falling within the first three categories.
- Any long-term grant funded projects for which inclusion in the CIP is considered appropriate.

**Priorities:** Projects included in the CIP are prioritized with an emphasis on passenger safety, regulatory requirements, and maintaining current equipment and facilities in a state of good repair. In addition, expansion projects are selected in accordance with VRE's System Plan 2040 and with the state's Transforming Rail in Virginia (TRV) program.

**Board/Commission Approval:** Once the CIP has been developed, it is forwarded as part of the budget to the VRE Operations Board. With their approval, the budget goes to the Commissions for final authorization. The VRE budget process begins in the summer, with approval by the Operations Board in December and Commissions in January. Grant applications for the next fiscal year are prepared based on the approved CIP. The Operations Board and Commissions formally approve the current year of the CIP and amendments to the prior year.

**Project Information:** Detailed project information is provided, including a summary of funding sources for each project. FY 2022 funding reflects the amended budget for that year. In order to provide a complete picture of each project, funding and cost information is provided from the inception of the project through to its conclusion.

**Prior Year Projects:** Projects fully funded in prior years are reported in the CIP until all work on the project is completed.



The Capital Improvement Program (CIP) is a comprehensive inventory of VRE's capital needs, and the capital funding sources that have been identified for the six years of this plan (FY 2023 to FY 2028). The primary purpose of the CIP is to provide a realistic picture of the funding outlook and any challenges VRE may face in securing adequate funding to pay for needed capital improvements. The majority of the projects in VRE's six-year program are fully funded; however, certain key projects are only partially funded and additional funding must be identified. VRE's internal funding sources (C-ROC funds and the Capital Reserve) may be programmed to fill some of these gaps, but VRE will also continue to pursue additional funding at the federal, state, and local level in order to fully fund the capital program.

In FY 2016, VRE developed a financial analysis that compared the capital and operating needs associated with various service profiles (including implementation of System Plan 2040) to available funding sources and quantified the need for additional funding. This analysis was critical to making the case to the General Assembly for the creation of the CROC Fund. In FY 2019, VRE completed an update of the financial analysis that accounted for changes in operating expense and revenue trends, available capital funding, and project scopes and schedules. This analysis confirmed that C-ROC support for operations is not expected to be needed in the near- to medium-term, which will allow C-ROC to continue to support transformative capacity-enhancing capital projects during the next ten years.

The capital improvement projects are designed to maintain and enhance VRE's service by renovating and strengthening the core system; improving the system's security and reliability; and modernizing and expanding the system to accommodate increasing ridership demand. This CIP is a snapshot of the current outlook and is updated periodically as projects are further developed and the funding environment evolves.



## Capital Financial Outlook

The overall outlook for the FY 2023 to FY 2028 CIP is generally positive, despite the ongoing COVID-19 pandemic. Political and legislative actions over the past few years – including the creation of the dedicated C-ROC Fund at \$15 million per year, the commitment by the Commonwealth to continue current levels of reimbursement for track access fees, and the creation of the Virginia Passenger Rail Authority as part of the Transforming Rail in Virginia program – have created an environment that is supportive of VRE’s long-term growth.

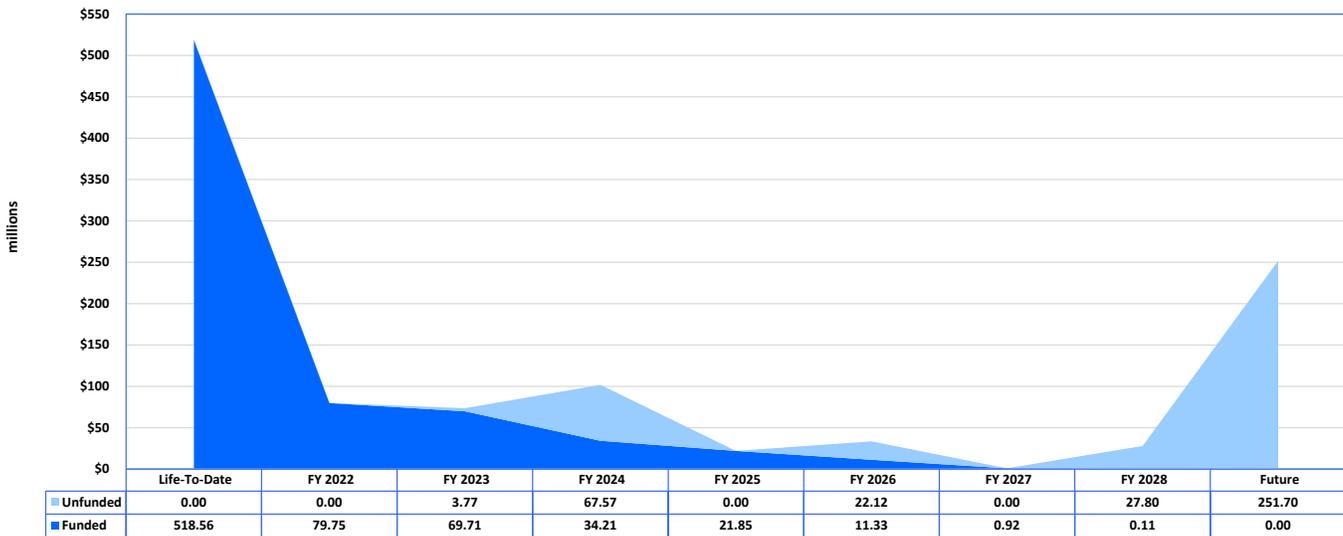
Some funding challenges do remain, however, particularly beyond the immediate six-year period. On the capital side, certain key near-term projects are still partially unfunded, and while CROC and Capital Reserve funds may be available to fill some gaps, an ongoing VRE priority for FY 2023 will be to continue to work with local, state and other partners on securing additional funding for the commuter rail system. The statutory limitations on the use of VRE’s primary source of federal formula funding (the Section 5337 State of Good Repair program) further complicates the capital funding picture.

Finally, this six-year CIP includes new projects to expand VRE’s rolling stock (both locomotives and coaches). This expansion is currently programmed for roughly the FY 2028 to FY 2032 period, with the first major expenditures expected in FY 2028, which is why they are included in this six-year plan. This fleet expansion is currently unfunded and represents a significant majority of the total unfunded amount in the CIP.

Given current estimates, total project costs for projects in the FY 2023-FY 2028 CIP (including all costs to complete) are approximately **\$1.109 billion**. Committed funding for these projects currently totals **\$736.4 million** (66% funded) from a range of federal, state, regional, and local sources. This figure includes life-to-date funding through FY 2022. The graph below represents VRE’s funded and unfunded project costs for projects included in the FY 2023 – 2028 Six Year Plan, with future unfunded amounts for those projects also shown.



## Capital Financial Outlook FY 2023 - FY 2028



### Capital Sources and Uses

Capital projects frequently rely on funds obligated in prior years, unlike operating expenses. Most grants are awarded on a reimbursement basis, and grant allocations can be obtained for specific projects and programs over multiple years during which they can “accumulate” and be committed to a contract when the balance is sufficient for that phase of the project to proceed. The construction phase of a capital project will not be initiated unless and until the entire underlying funding commitment is in place.

In order to operate within funding constraints, VRE’s CIP centers on the fundamental need to prioritize the most vital initiatives and investments necessary to achieve key safety, reliability, capacity, and sustainability goals. The FY 2023 capital budget is driven primarily by the need to meet established programmatic commitments and maintain the necessary financial capacity to address emerging and longstanding needs required to maintain the safety and reliability of essential capital assets.

Capital funds come from a wide variety of federal, state, regional, and local sources. Except for FTA Section 5307 and 5337 formula allocations and the associated state transit capital match and local matching funds, most of VRE’s capital funding sources are one-time competitive or discretionary grants. Given the magnitude of VRE’s capital needs over the next six years and beyond, an aggressive approach to securing discretionary grants has been pursued in recent years and will continue to be necessary. Advocacy for project grant funding must be continuous at the local, regional, state, and federal levels from the moment a project is initiated. This process is intensive and requires the



coordinated efforts of VRE staff, other local and regional bodies, and elected officials. The charts and graphs at the end of this section show the magnitude of the various funding sources on which VRE relies.

### **Decision-Making Factors**

VRE considers several factors when determining which capital projects are allocated the limited funding that is available, including:

- Does the expenditure maintain the system in a state of good repair?
- Does this expenditure help VRE manage risk? Does this expenditure address VRE's biggest identified sources of risk?
- Does this expenditure close an identified need (i.e., a gap between target and actual service levels)?
- Does this expenditure minimize life-cycle cost?
- Does this expenditure yield ongoing operational cost savings either through efficiency or reduced risk?
- Project continuity: Is this project already underway and does it need ongoing funding to continue implementation from a prior year?
- Project interdependence: Are other projects dependent on this project? Is this project dependent on others?

### **Commuter Rail Operating and Capital (C-ROC) Fund**

As part of the FY 2020 budget, the Operations Board adopted the following criteria for programming of C-ROC funds:

- 1) C-ROC funds should be prioritized to projects that are not eligible for typical VRE discretionary capital funding sources, such as DRPT Smart Scale or NVTA regional funding.
- 2) C-ROC funds should be prioritized to projects where a commitment of local funding could leverage significant state or federal matching funds.
- 3) C-ROC funds should support projects that are necessary in order to allow for future capacity expansion.
- 4) VRE should continue to use the Capital Reserve to fund smaller needs (such as minor cost or scope changes in an existing project) and should use C-ROC funds on 'transformative' projects.
- 5) VRE should consider C-ROC funds as a supplementary funding source for the replacement of major existing assets such as railcars.



Based on these criteria, the Operations Board committed three years of C-ROC funding to two critical projects:

- FY 2019: \$15 million for L'Enfant Station Improvements
- FY 2020: \$15 million for Crystal City Station Improvements
- FY 2021: \$15 million for L'Enfant Station Improvements

In March 2021, VRE executed a Funding Agreement with DRPT (that was subsequently assigned to the Virginia Passenger Rail Authority) for a contribution to the TRV program using C-ROC funds. The agreement lays out a basic structure whereby VRE will issue debt backed by the C-ROC (with an expected term of 30 years) and contribute the proceeds of the debt issuance to the Commonwealth for the purchase of rail right-of-way from CSXT. In addition, for a period of ten years, VRE will contribute any remaining C-ROC funds not being used for debt service on a pay-as-you-go (PAYGO) basis to the Commonwealth for use on critical rail projects in VRE's service territory, including the Long Bridge, the Alexandria Fourth Track, and the Springfield Bypass.

### **Unfunded Projects and Unprogrammed Funding Sources**

Approximately \$373.0 million (34%) of VRE's \$1.109 billion CIP is currently unfunded. This figure includes the Broad Run Expansion and the L'Enfant Station and Fourth Track projects that are within the six-year window, and Fleet Expansion railcars and locomotives that are primarily beyond the next six years, as well as other smaller projects. These unfunded needs will be addressed in future budget cycles through a combination of applications for discretionary funding as well as the programming of internal VRE funds.

In addition to these unfunded projects, the six-year CIP period also includes federal grant funds – primarily Section 5337 State of Good Repair (SGR) funds and the associated state and local match – that are not currently programmed to a specific project. The total unprogrammed amount (inclusive of the required match) is approximately \$123 million over the entire CIP period, with the majority of those unprogrammed funds in the last three years of FY 2026-2028. VRE's total projected federal grant allocation plus match over the FY 2023-2028 period is approximately \$237 million.



In the past, when VRE's allocation of federal funds was smaller and its investment needs for SGR projects were larger, VRE was able to fully program its federal funds each year. Now, while VRE is still able to program the majority of its funds for projects such as debt service, Washington Union Terminal, midday storage, and asset management activities, a portion of the funds remains unprogrammed. Unfortunately, these SGR funds are not available to support VRE's capacity expansion projects, and VRE's primary existing assets – railcars, locomotives, stations, parking lots, and yards – do not require significant rehabilitation or replacement at this time. VRE is working with stakeholders, including the Federal Transit Administration, on alternative strategies to utilize this SGR funding in a timely manner. In addition, VRE believes it is prudent at this time to keep some of these funds unprogrammed in the event that economic changes or other uncertainties lead to significant cost increases for existing SGR projects.



## CIP Project Sheets

The CIP includes 30 separate projects. For ease of understanding, these individual projects have been grouped into **categories** with identifying project IDs:

*Asset Management/State of Good Repair (AM)* – refers to projects that ensure that assets perform at their highest level throughout their service life, and to the formal effort to consistently address, evaluate, analyze and prioritize the condition of VRE’s rolling stock and facilities.

*Information Technology (IT)* – Includes project that supports the installation of an Enterprise Resource Planning system to support VRE operations and the Upgrade of VRE’s Transit Display system and train information portal.

*Passenger Station Facilities (ST)* – includes projects that lengthen or widen existing station platforms, construct new platforms at current stations or add new stations to the system.

*Rolling Stock Equipment (RS)* – refers to the purchase of replacement or expansion locomotives and coaches; coaches may be either cab cars or trailers.

*Station Parking (PK)* – includes projects that modify or expand parking at specific VRE station locations. Parking may be provided in surface lots or as structured parking. Parking at a station can exclusively serve VRE riders but may also serve other users such as bus transit riders at multi-modal stations.

*Track and Signal Infrastructure (TS)* – refers to the installation of rail, ties, rail fastenings, hardware and roadbed over which trains operate; the electrical or mechanical signal devices used to control train movements; and other railroad infrastructure such as interlockings, crossovers, switches, or turnouts.

*Train Maintenance and Storage Facilities (MS)* - includes midday or overnight storage tracks and related switches, signals, or power sources; buildings, structures or equipment used to inspect, repair or maintain rolling stock; warehouse facilities; crew buildings; and other facilities or equipment such as employee parking or exterior fencing or lighting.

*Other (OT)* – projects that are unique because they span multiple categories; will be primarily funded by other stakeholders; or represent reserve contributions.



In addition, projects are classified by project **type**, as follows:

*Asset Management* – improvements or repairs to prolong the useful life of an existing asset; meet mandated requirements or otherwise modernize the asset or system; or to enhance safety and security.

*Replacement and Rehabilitation* - replacement or major rehabilitation of an existing asset.

*Expansion* – improvements implemented primarily for the purpose of increasing capacity.

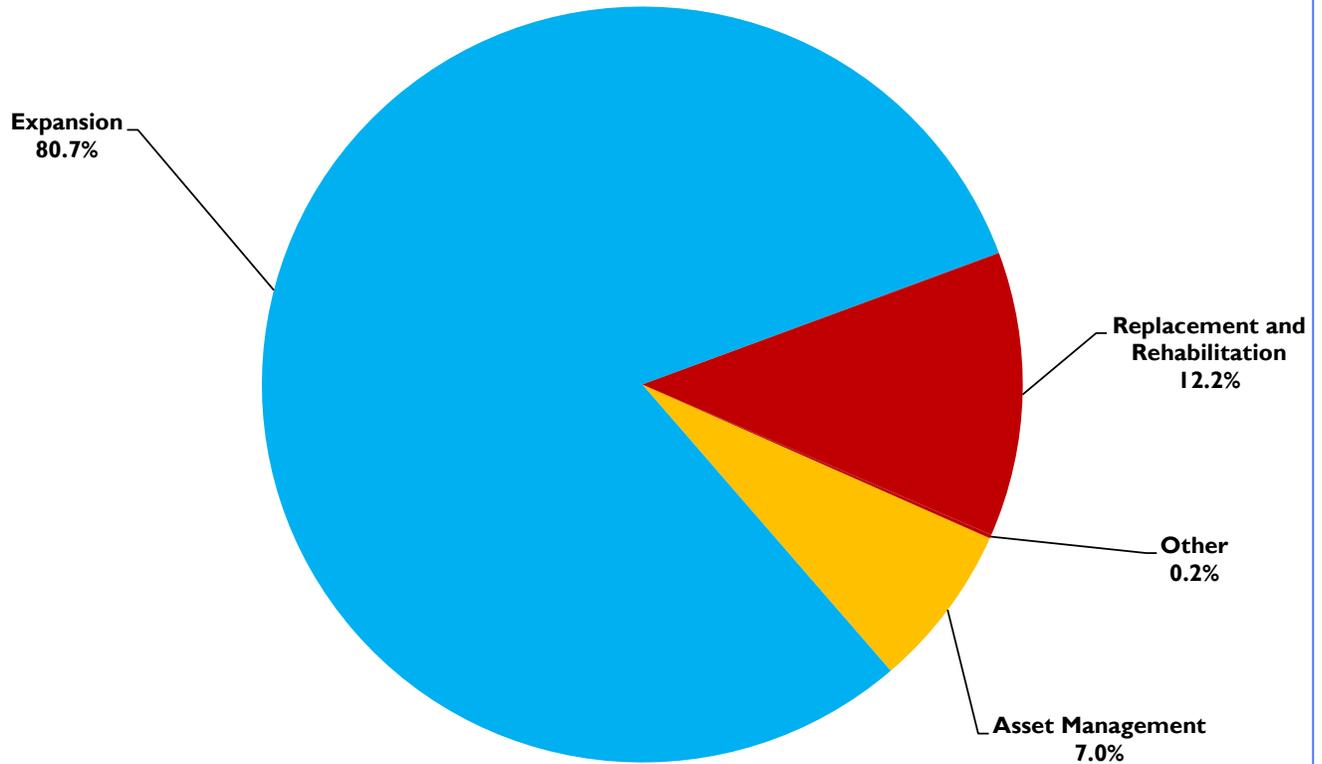
*Other* – Office building improvements and other miscellaneous non-transit projects.

Several projects are in process that will benefit VRE but are being undertaken by others: the construction of the Potomac Shores VRE station; the Fredericksburg Line Third Track project(s) and the Fourth Track between RO (Rosslyn) and AF (Alexandria) being undertaken by DRPT and VPRA; and potential parking additions. Although these projects are important to the operation of the VRE system, they are not included in the CIP. More information on these projects is provided after the project pages, along with a brief discussion of other future projects that may or may not be undertaken by VRE.

The tables below list the individual projects within each category and show the funding needs by year for the total program. A summary of the funding sources for the FY 2023 to FY 2028 CIP indicating the amount unfunded by year is also provided. No unfunded amounts are reflected through FY 2023, since project work cannot be authorized unless funding is available. Any funding-related delays to the project schedule are noted on the individual project sheets.



## FY 2023 - FY 2028 CIP BY PROJECT TYPE (\$1.1 BILLION)



(amounts in millions of \$)

Project Type	Project Cost	Funded	Unfunded
Asset Management	77.8	77.8	
Expansion	894.9	521.9	373.0
Replacement and Rehabilitation	135.0	135.0	
Other	1.7	1.7	
<b>Total</b>	<b>1,109.4</b>	<b>736.4</b>	<b>373.0</b>



## Capital Improvement Program by Program Area *(amounts in millions of \$)*

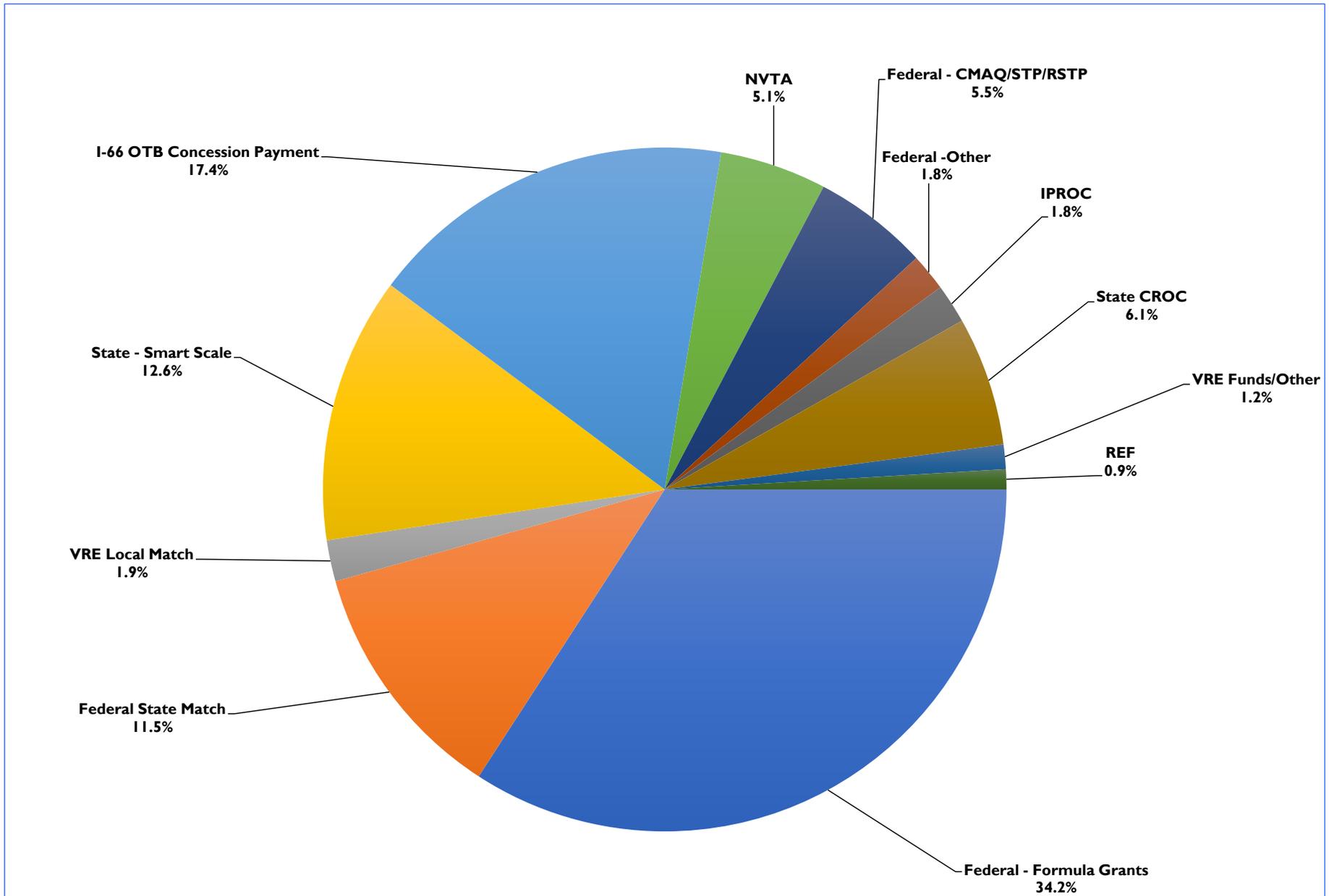
Program Name	Project Name	Life-To-Date	FY 2022 Amended Budget	FY 2023 Proposed Budget	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total
<b>Asset Management/State of Good Repair</b>	Automatic Passenger Counters	1.3	1.6								2.9
	Enhancement Grant - Security	0.7	0.3	0.1	0.1	0.1	0.1	0.1	0.1		1.7
	Equipment Asset Management Program	9.5	6.6	10.9	9.4	4.2	2.3	2.2	2.1		47.4
	Facilities Asset Management Program	4.1	3.0	2.6	1.5	1.7	0.7	0.5	0.7		14.9
	Fredericksburg Station Rehabilitation	0.5	1.4	3.2							5.0
	Security Cameras	1.2	0.3	0.6	0.3						2.4
	Realtime Multimodal Traveler Information		0.4	1.0	2.1						3.5
<b>Asset Management/State of Good Repair Total</b>		<b>17.4</b>	<b>13.6</b>	<b>18.4</b>	<b>13.4</b>	<b>6.1</b>	<b>3.1</b>	<b>2.8</b>	<b>2.9</b>		<b>77.8</b>
<b>Information Technology</b>	ERP Implementation	0.9	0.8	1.1							2.8
	TRIP /VMS Upgrade	0.5	0.5								1.0
	Website Redesign		0.4								0.4
<b>Information Technology Total</b>		<b>1.3</b>	<b>1.7</b>	<b>1.1</b>							<b>4.1</b>
<b>Passenger Station Facilities</b>	Alexandria Station Improvements	3.8	0.2	5.0	16.0	6.6					31.6
	Backlick Road Station Improvements				0.3	0.2	0.5	1.3	3.8		6.0
	Brooke Station Improvements	0.5						0.4	1.3	6.5	8.8
	Crystal City Station Improvements	1.5	1.3	2.8	14.8	14.8	14.8				50.1
	Franconia-Springfield Station Improvements	1.1	0.4	0.8	5.7	6.9	3.9				18.9
	Leeland Road Station Improvements	0.4			0.3	0.3	1.3	2.6	1.3		6.3
	L'Enfant Station Improvements	0.5	0.4	2.0	4.1	3.0	24.6	25.0	25.0		84.6
	Quantico Station Improvements	1.6	8.9	8.8	4.7						24.0
	Rolling Road Station Improvements	0.8	4.2								5.0
	Washington Union Station Improvements		24.8	10.0	10.0	10.0					54.8
	Woodbridge Station Improvements					1.4	1.4				2.7
	Manassas Station Improvements		0.0	0.3	1.6	3.2	4.0				9.1
<b>Passenger Station Facilities Total</b>		<b>10.1</b>	<b>40.3</b>	<b>29.7</b>	<b>57.5</b>	<b>46.5</b>	<b>50.6</b>	<b>29.3</b>	<b>31.4</b>	<b>6.5</b>	<b>301.8</b>
<b>Rolling Stock Equipment</b>	Fleet Expansion Coaches (21 New Railcars)		16.1	6.5	3.2	0.8		56.4		1.6	84.6
	Fleet Expansion Locomotives - Manassas Line								5.8	53.0	58.8
	Fleet Expansion Coaches - Fredericksburg Line								22.0	198.7	220.7
<b>Rolling Stock Equipment Total</b>			<b>16.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.8</b>		<b>56.4</b>	<b>27.8</b>	<b>253.3</b>	<b>364.1</b>
<b>Station Parking</b>	Leeland Road Parking Improvements		0.2	0.4	2.5	2.5					5.5
	Manassas Park Parking Improvements	1.9	1.0	2.5	25.0						30.4
<b>Station Parking Total</b>		<b>1.9</b>	<b>1.2</b>	<b>2.9</b>	<b>27.5</b>	<b>2.5</b>					<b>36.0</b>
<b>Train Maintenance and Storage Facilities</b>	Crossroads MSF Storage Expansion		0.3	0.4	2.4	5.3					8.4
	Life-Cycle Overhaul and Upgrade Facility	11.5	18.0	22.7							52.2
	New York Avenue Midday Storage Facility	2.9	2.7	39.5	18.1	18.1	18.1				99.4
	Broad Run Expansion (BRX)	6.0	26.0	29.2	40.0	40.0	22.8				164.0
<b>Train Maintenance and Storage Facilities Total</b>		<b>20.5</b>	<b>47.0</b>	<b>91.8</b>	<b>60.5</b>	<b>63.4</b>	<b>40.8</b>				<b>323.9</b>
<b>Misc. (Multiple Categories)</b>	Forklifts purchase		0.3								0.3
	Office Renovation - Suite 202	0.5	1.0								1.4
<b>Misc. (Multiple Categories) Total</b>		<b>0.5</b>	<b>1.2</b>								<b>1.7</b>
<b>Grand Total</b>		<b>51.6</b>	<b>121.2</b>	<b>150.3</b>	<b>162.2</b>	<b>119.2</b>	<b>94.5</b>	<b>88.5</b>	<b>62.1</b>	<b>259.8</b>	<b>1,109.4</b>

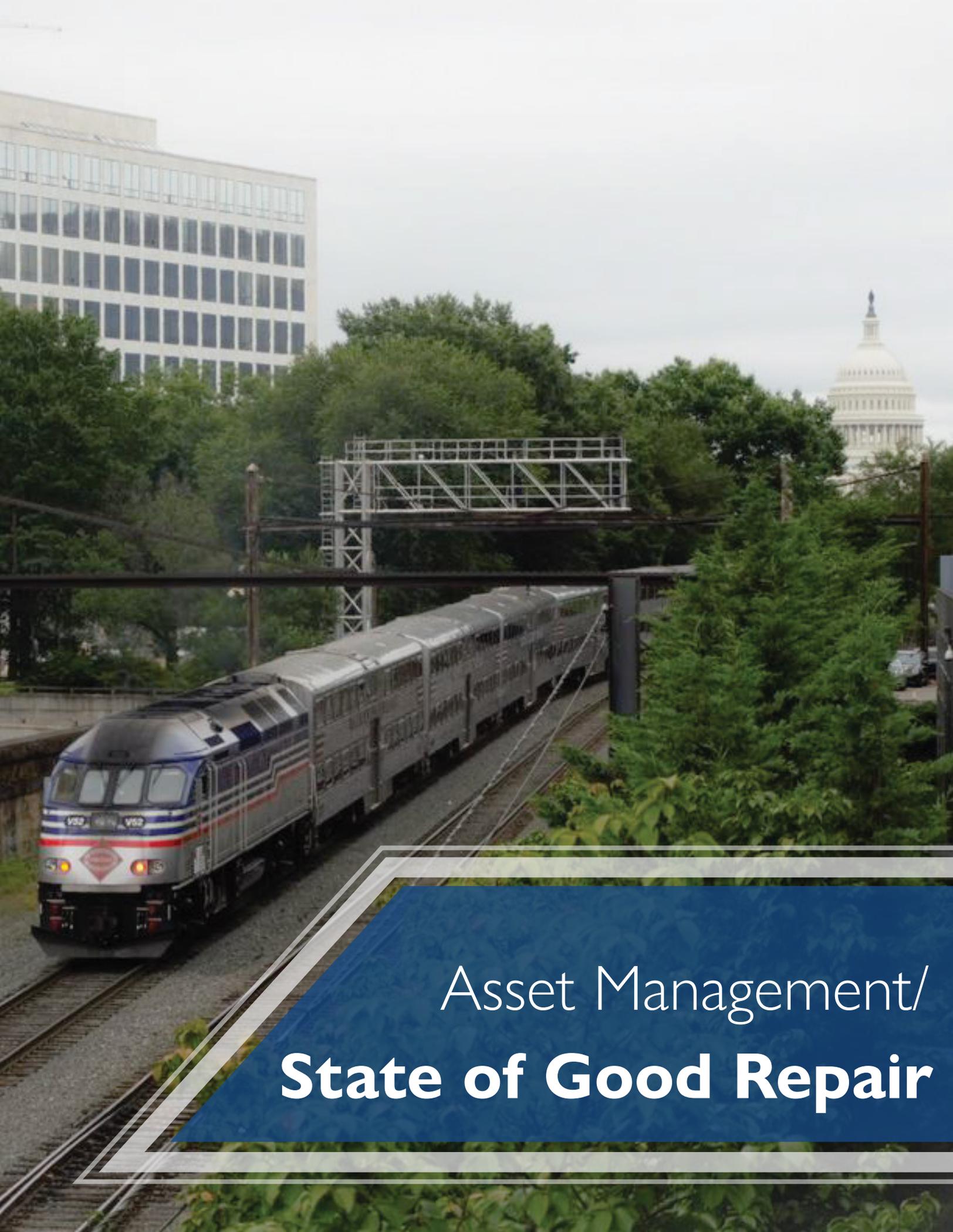


## Capital Improvement Program by Committed Funding Source *(amounts in millions of \$)*

Source	Funding Source	Life-To-Date	FY 2022 Amended Budget	FY 2023 Proposed Budget	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
<b>Federal - Formula Grants</b>	Federal - Formula Grants	168.8	25.1	25.1	20.4	8.6	2.7	0.7	0.1	251.5
	Federal State Match	56.4	8.8	8.8	6.2	3.8	0.5	0.1	0.0	84.8
	VRE Local Match	9.6	1.4	1.4	1.1	0.6	0.1	0.0	0.0	14.3
<b>Federal - Formula Grants Total</b>		<b>234.8</b>	<b>35.3</b>	<b>35.3</b>	<b>27.8</b>	<b>13.1</b>	<b>3.4</b>	<b>0.9</b>	<b>0.1</b>	<b>350.7</b>
<b>Discretionary Grants &amp; Other</b>	State Smart Scale	25.6	39.6	27.5						92.6
	I-66 OTB Concession Payment	128.5								128.5
	NVTA	21.4				7.9	7.9			37.2
	Federal - CMAQ/STP/RSTP	24.3	3.6	6.3	5.2	0.9				40.3
	Federal CARES Act	0.9								0.9
	Federal Funds - Other	9.3								9.3
	Federal -Other	1.0		0.6	1.1					2.8
	IPROC	13.6								13.6
	State CROC	45.0								45.0
	VRE Capital Reserve	6.4	1.3		0.0					7.7
	REF	7.0								7.0
	City of Manassas Park	0.7								0.7
	VRE Capital Planning Fund (98)	0.1								0.1
<b>Discretionary Grants &amp; Other Total</b>		<b>283.8</b>	<b>44.4</b>	<b>34.4</b>	<b>6.4</b>	<b>8.8</b>	<b>7.9</b>			<b>385.8</b>
<b>Grand Total</b>		<b>518.6</b>	<b>79.7</b>	<b>69.7</b>	<b>34.2</b>	<b>21.9</b>	<b>11.3</b>	<b>0.9</b>	<b>0.1</b>	<b>736.4</b>

### FY 2023 - FY 2028 CIP: Committed Funding By Source





Asset Management/  
**State of Good Repair**

**Project Name:**  
Automatic Passenger Counters

**Project ID:**

AM-2

**Program Name:**

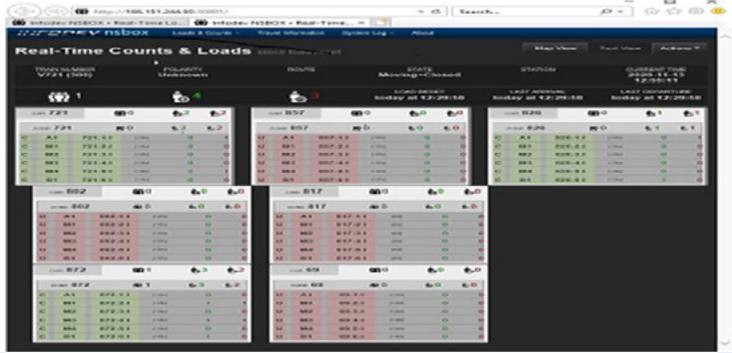
Asset Management/State of Good Repair

**Project Type:**

Asset Management

**Location:**

N/A



**Project Description**

In the past, passenger counts have been performed manually by train conductors each morning and evening to comply with the National Transit Database (NTD) and internal VRE reporting needs. This project provides for the installation of automatic passenger counters as riders board and detrain. The passenger counters will also allow gathering of additional passenger information for use in planning and operational analyses. All new rail cars purchased by VRE will have the APC equipment installed during the construction process. As of December 2021, APC installation is complete, but final testing and validation have not been completed.

**Project Funding**

This project is funded with federal 5307 (Urbanized Area formula program) grants requiring a 20% local match.

Schedule Information										
Phase	Start Date	Finish Date	Jul-15	Jul-16	Jul-17	Jul-18	Jul-19	Jul-20	Jul-21	Jul-22
Automatic Passenger Counters	1/1/2016	12/31/2022	Automatic Passenger Counters							

Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	2,320,000									2,320,000
Federal State Match	464,000									464,000
VRE Local Match	116,000									116,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>2,900,000</b>									<b>2,900,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>1,409,635</b>	<b>1,490,365</b>								<b>2,900,000</b>



**Project Name:**

Enhancement Grant - Security

**Project ID:**

AM-4

**Program Name:**

Asset Management/State of Good Repair

**Project Type:**

Asset Management

**Location:**

N/A



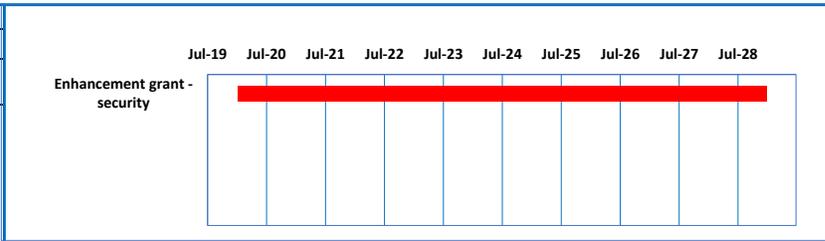
**Project Description**

Grantees receiving federal 5307 funds must certify that at least 1% of funding received each fiscal year is being used for transit security projects. Eligible projects include improvements to station lighting and security, systems safety consulting, and security drills with first responders.

**Project Funding**

Projects are funded through 1% set-aside of federal 5307 annual allocations for transit security projects. Annual allocation is \$105,000.

Schedule Information	
Phase	Ongoing
Enhancement grant - security	



Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	728,178	84,000	84,000	84,000	84,000	84,000	84,000	84,000		1,316,178
Federal State Match	141,162	16,800	16,800	16,800	16,800	16,800	16,800	16,800		258,762
VRE Local Match	85,505	4,200	4,200	4,200	4,200	4,200	4,200	4,200		114,905
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>954,844</b>	<b>105,000</b>		<b>1,689,844</b>						

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>718,446</b>	<b>341,398</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>	<b>105,000</b>		<b>1,689,844</b>



**Project Name:**  
Equipment Asset Management Program  
**Project ID:**  
AM-5  
**Program Name:**  
Asset Management/State of Good Repair  
**Project Type:**  
Asset Management  
**Location:**  
N/A

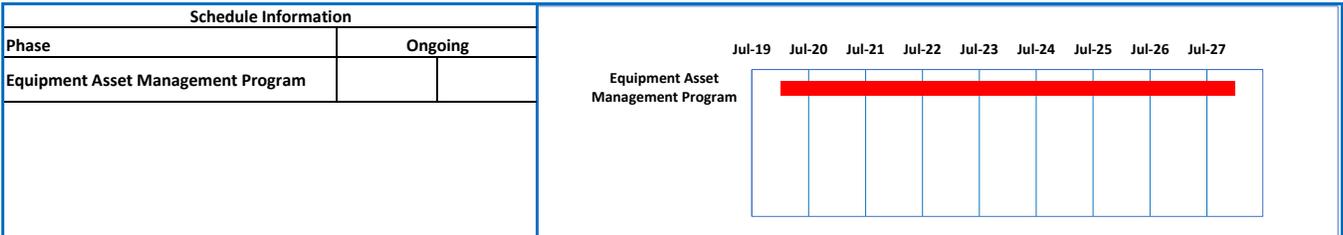


**Project Description**

This ongoing program provides funding for major lifecycle overhaul and upgrade costs for VRE rolling stock to ensure all equipment is maintained in a state of good repair in accordance with VRE’s Maintenance Management Plan and Transit Asset Management program.

**Project Funding**

This program is funded with federal 5337 (Rail State of Good Repair) formula grants requiring a 20% local match.



Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	28,459,600	1,672,000	1,584,294	1,357,492	1,520,000	2,663,200	648,000			37,904,587
Federal State Match	5,691,920	334,400	316,859	271,498	304,000	532,640	129,600			7,580,917
VRE Local Match	1,422,980	83,600	79,215	67,875	76,000	133,160	32,400			1,895,229
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>35,574,500</b>	<b>2,090,000</b>	<b>1,980,368</b>	<b>1,696,865</b>	<b>1,900,000</b>	<b>3,329,000</b>	<b>810,000</b>			<b>47,380,733</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>9,529,117</b>	<b>6,643,816</b>	<b>10,930,000</b>	<b>9,429,800</b>	<b>4,245,000</b>	<b>2,303,000</b>	<b>2,200,000</b>	<b>2,100,000</b>		<b>47,380,733</b>



**Project Name:**  
**Facilities Asset Management Program**  
**Project ID:**  
**AM-6**  
**Program Name:**  
**Asset Management/State of Good Repair**  
**Project Type:**  
**Asset Management**  
**Location:**  
**System-wide**



**Project Description**

As VRE facilities age, there is an increasing need for repairs and improvements to maintain these assets in a State of Good Repair (SGR). An independent evaluation of all station, maintenance, storage, office facilities and systems was conducted at the beginning of FY 2018 in accordance with VRE's Transit Asset Management program, in order to establish maintenance, rehabilitation and replacement cycles and priorities. This ongoing program supports those required rehabilitation and replacement efforts at VRE facilities.

**Project Funding**

This ongoing program is funded with federal 5337 (Rail State of Good Repair) formula grants requiring a 20% local match.

Schedule Information		Facilities Asset Management Program										
Phase	Ongoing	Jul-19	Jul-20	Jul-21	Jul-22	Jul-23	Jul-24	Jul-25	Jul-26	Jul-27	Jul-28	
Facilities Asset Management Program												

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	11,897,830									11,897,830
Federal State Match	2,354,566									2,354,566
VRE Local Match	619,892									619,892
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>14,872,288</b>									<b>14,872,288</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>4,097,342</b>	<b>3,000,000</b>	<b>2,625,000</b>	<b>1,450,000</b>	<b>1,749,946</b>	<b>725,000</b>	<b>500,000</b>	<b>725,000</b>		<b>14,872,288</b>



**Project Name:**  
Fredericksburg Station Rehabilitation

**Project ID:**  
AM-6A

**Program Name:**  
Passenger Station Facilities

**Project Type:**  
Rehabilitation

**Location:**  
Fredericksburg



**Project Description**

The project supports rehabilitation of the existing Fredericksburg station. Work includes repair of approximately 125 feet of the southernmost portion of each platform, dental concrete repairs, lighting, and signage. The project will improve the boarding capacity for VRE and Amtrak trains. In conjunction with the platform repairs, stairs will be added at the southeast corner of the station for safe passenger movements to nearby parking. This new passenger path will not require crossing Princess Anne Street at-grade.

**Project Funding**

This project is funded with federal 5337 (Rail State of Good Repair) formula grants requiring a 20% local match.

Schedule Information							
Phase	Start Date	Finish Date	Jul-17	Jul-18	Jul-19	Jul-20	Jul-21
Development	7/14/2017	10/14/2019	[Red bar spanning Jul-17 to Jul-19]				
Property Acquisition	5/5/2020	3/16/2021				[Red bar spanning Jul-20 to Jul-21]	
Final Design	10/15/2019	2/1/2021			[Red bar spanning Jul-19 to Jul-20]		
Construction	3/16/2021	4/26/2022					[Red bar spanning Jul-21 to Jul-22]

*Project Schedule as of 11/22/2021*

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	1,480,000	2,526,400								4,006,400
Federal State Match	296,000	505,280								801,280
VRE Local Match	74,000	126,320								200,320
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>1,850,000</b>	<b>3,158,000</b>								<b>5,008,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>213,821</b>	<b>1,636,179</b>	<b>3,158,000</b>							<b>5,008,000</b>

**Project Name:**  
Security Cameras  
**Project ID:**  
AM-8  
**Program Name:**  
Asset Management/State of Good Repair  
**Project Type:**  
Asset Management  
**Location:**  
System-wide

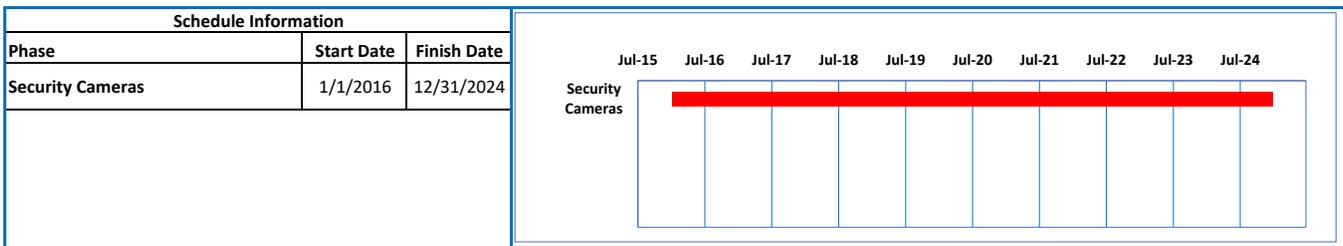


**Project Description**

The system of security cameras and infrastructure at VRE stations and yards is being modernized and expanded. This project covers cameras at VRE’s existing facilities; the cost of the initial installation of cameras associated with construction projects is included in the budgets for these projects. Funding is currently provided for cameras and associated hardware at 22 locations.

**Project Funding**

This project is funded with federal 5307 (Urbanized Area formula program) grants requiring a 20% local match as well as the required 1% safety/security set aside in the federal CARES Act funds allocated to VRE in March 2020.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	862,960									862,960
Federal State Match	172,592									172,592
VRE Local Match	43,148									43,148
VRE Capital Reserve	500,000									500,000
CARES Act	860,605									860,605
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>2,439,305</b>									<b>2,439,305</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>1,231,872</b>	<b>300,000</b>	<b>583,470</b>	<b>323,963</b>						<b>2,439,305</b>

**Project Name:**

Real-Time Multimodal Traveler Information

**Project ID:**

AM-9

**Program Name:**

Asset Management/State of Good Repair

**Project Type:**

Asset Management

**Location:**

System-wide



**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 Funding**

This project is funded through the I-66 Outside the Beltway (OTB) Concessionaire Payment as part of the broader Manassas Line Capacity Expansion program.

Schedule Information		
Phase	Start Date	Finish Date
Real-Time Multimodal Traveler Information	1/1/2018	12/31/2023

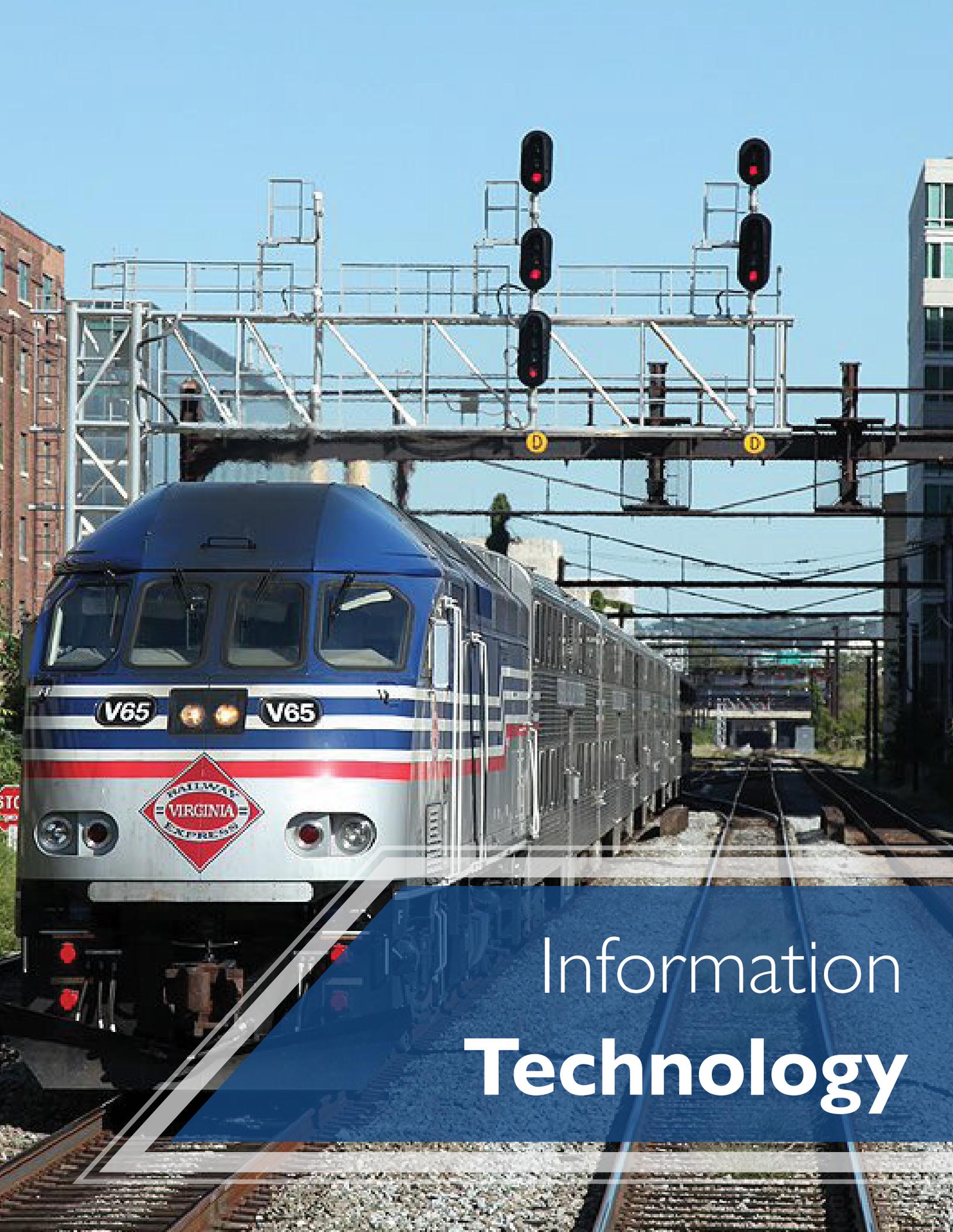
	Jul-17	Jul-18	Jul-19	Jul-20	Jul-21	Jul-22	Jul-23
Real-Time Multimodal Traveler Information	[Red bar spanning all months from Jul-18 to Jul-23]						

Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
I-66 OTB Concession Payment	3,481,000									3,481,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>3,481,000</b>									<b>3,481,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>		<b>350,000</b>	<b>1,000,000</b>	<b>2,131,000</b>						<b>3,481,000</b>





# Information **Technology**

**Project Name:**  
ERP Implementation  
**Project ID:**  
IT-2  
**Program Name:**  
Information Technology  
**Project Type:**  
New Installation  
**Location:**  
N/A



**Project Description**

This project supports the installation of an Enterprise Resource Planning system (ERP) to support VRE operations. The project will target implementation of a new system to provide automation of process workflows related to Human Resources, Accounting, Finance, Budgeting, Grant Management, Inventory Management, Project Management and Procurements. The project aims to replace a number of current manual processes with data automation and improved reporting. This project will enhance the effectiveness of VRE operations by creating greater process efficiencies throughout the organization.

**Project Funding**

The project is fully funded with VRE internal funds (Capital Reserve).

Schedule Information			Implementation, Hardware and Licensing							
Phase	Start Date	Finish Date	Jul-16	Jul-17	Jul-18	Jul-19	Jul-20	Jul-21	Jul-22	Jul-23
Implementation, Hardware and Licensing	9/1/2016	8/2/2023								

Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
VRE Capital Planning Fund (98)	140,000									140,000
VRE Capital Reserve	2,610,000									2,610,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>2,750,000</b>									<b>2,750,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>893,454</b>	<b>773,000</b>	<b>1,083,546</b>							<b>2,750,000</b>



**Project Name:**  
TRIP/VMS Upgrade

**Project ID:**  
IT-3

**Program Name:**  
Information Technology

**Project Type:**  
New Installation

**Location:**  
N/A



**Project Description**

This project supports the upgrade of VRE's Transit Display system and train information portal. The project will replace the current infrastructure and system which was installed more than ten years ago. This project will enhance the effectiveness of VRE operations through communication of multi-modal transit data and an updated GTFS feeds to VDOT for their use on VDOT Variable Message Signs.

**Project Funding**

This project is funded with VRE internal funds (Capital Reserve).

Schedule Information						
Phase	Start Date	Finish Date	Jul-19	Jul-20	Jul-21	Jul-22
Implementation, HW, SW, Licensing	9/1/2019	8/2/2022	Implementation, HW, SW, Licensing			

Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
VRE Capital Reserve	1,000,000									1,000,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>1,000,000</b>									<b>1,000,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>454,802</b>	<b>545,198</b>								<b>1,000,000</b>





# Passenger Station Facilities

**Project Name:**  
 Alexandria Station Improvements  
**Project ID:**  
 ST-1  
**Program Name:**  
 Passenger Station Facilities  
**Project Type:**  
 Replacement and Rehabilitation  
**Location:**  
 City of Alexandria

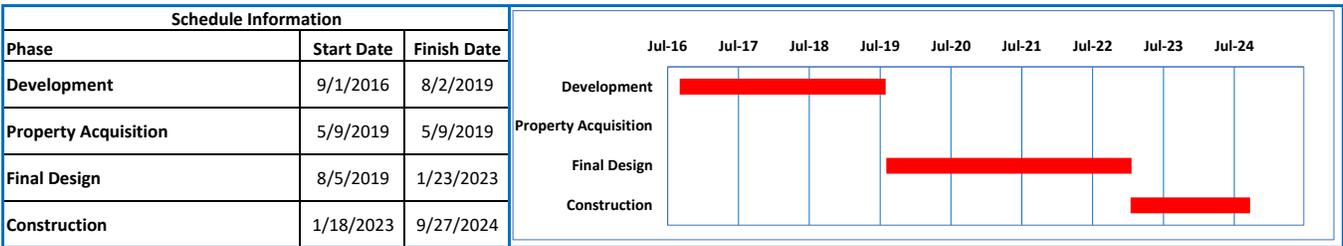


**Project Description**

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**

The project is funded primarily through the Commonwealth of Virginia SmartScale program (as part of VRE's broader Fredericksburg Line Expansion program) as well as Federal funds to eliminate railroad grade crossings and improve railroad safety.



*Project Schedule as of 11/22/2021*

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	320,000									320,000
Federal State Match	64,000									64,000
VRE Local Match	16,000									16,000
Federal Funds - VDOT	2,256,346									2,256,346
Federal Funds - Other	6,362,381									6,362,381
Local match - Federal Other	706,932									706,932
State - Smart Scale	9,233,452	6,284,000	6,335,000							21,852,452
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>18,959,111</b>	<b>6,284,000</b>	<b>6,335,000</b>							<b>31,578,111</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>3,758,040</b>	<b>216,974</b>	<b>5,000,000</b>	<b>16,000,000</b>	<b>6,603,097</b>					<b>31,578,111</b>

**Project Name:**  
Backlick Road Station Improvement

**Project ID:**  
ST-4

**Program Name:**  
Passenger Station Facilities

**Project Type:**  
Expansion

**Location:**  
Fairfax County

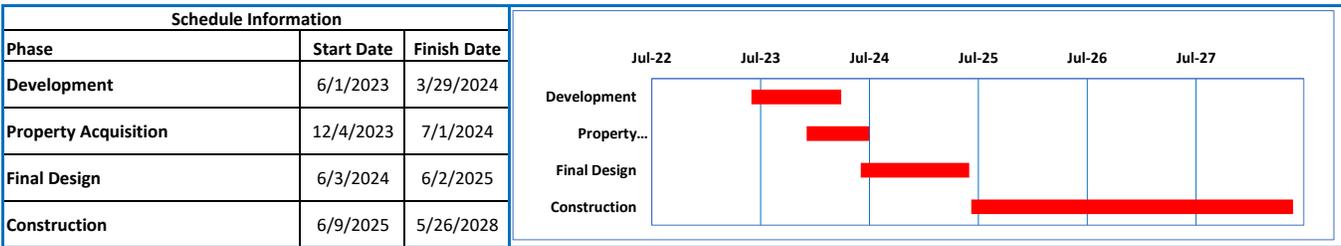


**Project Description**

The existing platform at the VRE Backlick Road Station on the Manassas Line only accommodates five-car train sets for boarding and detraining. Some passengers must move to different cars for detraining longer trains. The platform extension project will construct an approximately a 300-foot platform extension to accommodate eight-car trains.

**Project Funding**

This project is currently supported with Federal CMAQ/RSTP funds. Additional CMAQ funds will be sought for the unfunded portion of the project.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - CMAQ/STP/RSTP	1,600,000			400,000						2,000,000
State - CMAQ/STP/RSTP Match	400,000			100,000						500,000
Unfunded (To Be Determined)				3,500,000						3,500,000
<b>Total Funding</b>	<b>2,000,000</b>			<b>4,000,000</b>						<b>6,000,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>				260,000	200,000	540,000	1,250,000	3,750,000		6,000,000



**Project Name:**  
 Brooke Station Improvements  
**Project ID:**  
 ST-5  
**Program Name:**  
 Passenger Station Facilities  
**Project Type:**  
 Expansion  
**Location:**  
 Stafford County

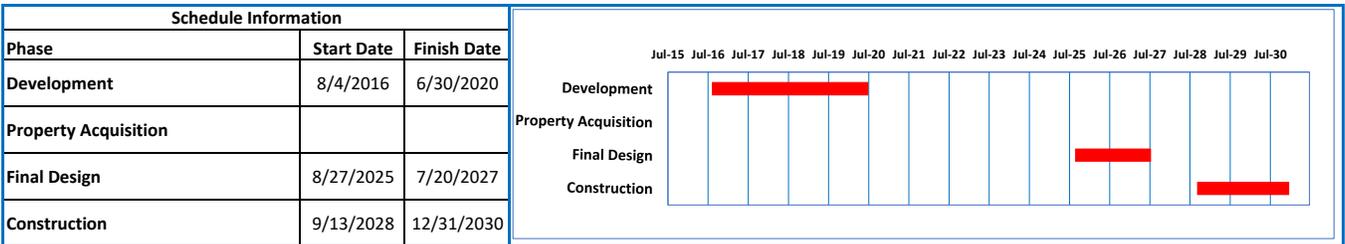


**Project Description**

This project previously included the design and construction of an extension to the existing platform, a new second platform, and a new pedestrian overpass at Brooke Station. With the introduction of the Transforming Rail in Virginia program, the project is being rescoped to include only an expansion of the existing side platform. These capacity enhancements will improve operational efficiency and accommodate eight-car trains.

**Project Funding**

The project is funded primarily through the Commonwealth of Virginia SmartScale program (as part of VRE's broader Fredericksburg Line Expansion program) as well as Federal CMAQ funds. Rail Enhancement Fund (REF) funding that supported the original larger project has been reallocated.



*Project Schedule as of 11/22/2021*

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
5307 GWRC vanpool program	507,519		313,394	574,863						1,395,776
State - Smart Scale			7,393,331							7,393,331
Unfunded (To Be Determined)										
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>507,519</b>		<b>7,706,725</b>	<b>574,863</b>						<b>8,789,107</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>495,100</b>						<b>414,700</b>	<b>1,347,776</b>	<b>6,531,531</b>	<b>8,789,107</b>



**Project Name:**  
Crystal City Station Improvements

**Project ID:**  
ST-8

**Program Name:**  
Passenger Station Facilities

**Project Type:**  
Expansion

**Location:**  
Arlington County

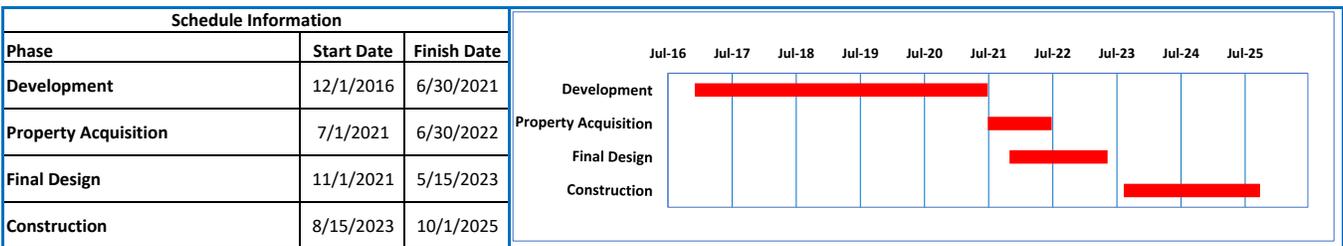


**Project Description**

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. The project will construct an island platform to enable simultaneous boarding of two trains and accommodate full-length trains and the planned fourth track in and around the station. This project is related to and must be coordinated with the fourth track project between AF and RO interlockings, part of the DC2RVA project, the planned CC2DCA pedestrian bridge connection to Ronald Reagan National Airport, and Long Bridge Capacity Improvements.

**Project Funding**

The project is funded with multiple funding sources including Federal formula grants, NVTA funds, Rail Enhancement funds (REF), Commuter Rail Operating and Capital (C-ROC) funds, and VRE Capital Reserve funds.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds		535,770	10,415,000							10,950,770
Federal State Match		107,154	2,083,000							2,190,154
VRE Local Match		26,789	520,750							547,539
NVTA	400,000	4,000,000			7,900,000	7,900,000				20,200,000
State - REF	707,000									707,000
VRE - State REF Local Match	303,000									303,000
VRE Capital Reserve	174,619			41,537						216,156
State CROC	15,000,000									15,000,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>16,584,619</b>	<b>4,669,713</b>	<b>13,018,750</b>	<b>41,537</b>	<b>7,900,000</b>	<b>7,900,000</b>				<b>50,114,619</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>393,642</b>	<b>3,190,977</b>	<b>2,000,000</b>	<b>14,844,000</b>	<b>14,843,000</b>	<b>14,843,000</b>				<b>50,114,619</b>

**Project Name:**  
 Franconia-Springfield Station Improvements  
**Project ID:**  
 ST-9  
**Program Name:**  
 Passenger Station Facilities  
**Project Type:**  
 Expansion  
**Location:**  
 Fairfax County

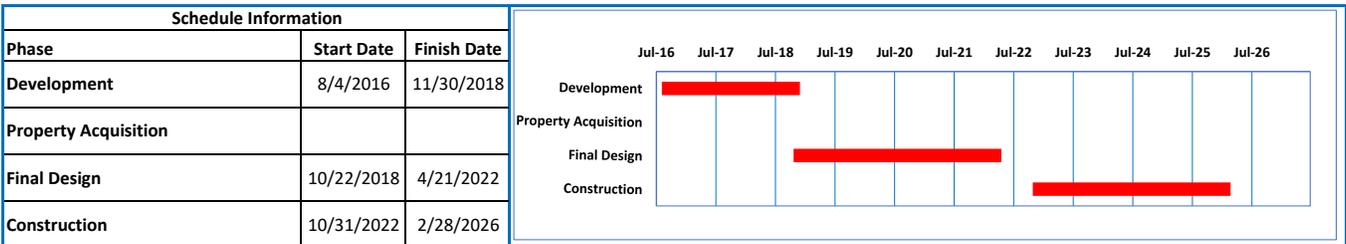


**Project Description**

This project supports the design and construction of an extension to the existing west platform (adjacent to WMATA) and a widening/extension of the existing east platform at the VRE Franconia-Springfield Station. These capacity expansions will improve operational efficiency and accommodate eight-car trains. The project is within the limits of the broader DRPT Atlantic Gateway third track project.

**Project Funding**

This project is funded with with NVTA funds and federal 5337 (state of good repair) formula funds.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds				3,883,897	837,025					4,720,922
Federal State Match				776,779	83,702					860,482
VRE Local Match				194,195	125,554					319,749
NVTA	13,000,000									13,000,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>13,000,000</b>			<b>4,854,871</b>	<b>1,046,281</b>					<b>18,901,152</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>1,147,387</b>	<b>412,613</b>	<b>769,910</b>	<b>5,720,000</b>	<b>6,921,242</b>	<b>3,930,000</b>				<b>18,901,152</b>

**Project Name:**  
Leeland Road Station Improvements

**Project ID:**  
ST-10

**Program Name:**  
Passenger Station Facilities

**Project Type:**  
Expansion

**Location:**  
Stafford County

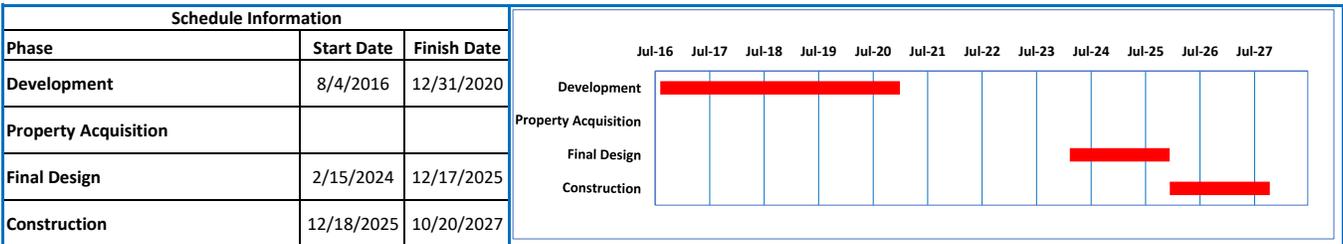


**Project Description**

This project previously included the design and construction of an extension to the existing platform, a new second platform, and a new pedestrian overpass at Leeland Road Station. With the introduction of the Transforming Rail in Virginia program, the project is being rescoped to include only an expansion of the existing side platform. These capacity enhancements will improve operational efficiency and accommodate eight-car trains.

**Project Funding**

The project is funded primarily through the Commonwealth of Virginia SmartScale program (as part of VRE's broader Fredericksburg Line Expansion program) as well as Federal CMAQ funds.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - CMAQ/STP/RSTP	210,000	196,016	250,714	459,890						1,116,620
State - CMAQ/STP/RSTP Match	52,500	49,003	62,680	114,973						279,156
State - Smart Scale			2,749,725	2,109,789						4,859,514
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>262,500</b>	<b>245,019</b>	<b>3,063,119</b>	<b>2,684,652</b>						<b>6,255,290</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>365,141</b>	<b>92,659</b>	<b>289,875</b>	<b>289,875</b>		<b>1,304,435</b>	<b>2,608,871</b>	<b>1,304,435</b>		<b>6,255,290</b>



**Project Name:**  
L'Enfant Station and Fourth Track

**Project ID:**  
ST-11

**Program Name:**  
Passenger Station Facilities

**Project Type:**  
Expansion

**Location:**  
District of Columbia

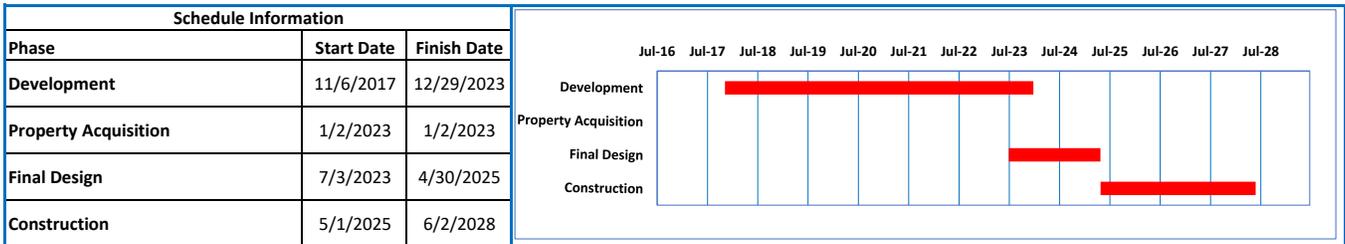


**Project Description**

This project includes the planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between the Virginia (VA) and L'Enfant (LE) Interlockings in Washington, DC. The expanded station will support simultaneous boarding of two full-length trains. The project will aim to improve station access and customer convenience while improving service reliability. The project will be coordinated with the broader Long Bridge capacity investments by the Commonwealth.

**Project Funding**

This project will be supported by Federal formula funds, C-ROC funds and REF funds, as well as other sources yet to be determined.

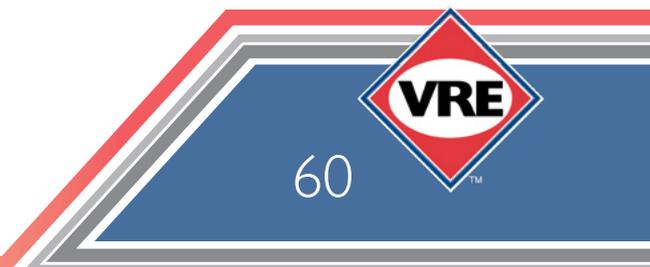


Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds		1,950,966	12,542,472	8,898,338						23,391,777
Federal State Match		390,193	2,508,494	1,779,668						4,678,355
VRE Local Match		97,548	627,124	444,917						1,169,589
State CROC	30,000,000									30,000,000
State - REF	2,226,000									2,226,000
VRE - State REF Local Match	954,000									954,000
VRE Capital Reserve	46,000									46,000
Unfunded (To Be Determined)						22,124,279				22,124,279
<b>Total Funding</b>	<b>33,226,000</b>	<b>2,438,708</b>	<b>15,678,090</b>	<b>11,122,923</b>		<b>22,124,279</b>				<b>84,590,000</b>

State REF corrected 3/4/2021

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>450,433</b>	<b>441,546</b>	<b>2,000,000</b>	<b>4,108,021</b>	<b>3,000,000</b>	<b>24,590,000</b>	<b>25,000,000</b>	<b>25,000,000</b>		<b>84,590,000</b>



**Project Name:**  
Quantico Station Improvements  
**Project ID:**  
ST-14  
**Program Name:**  
Passenger Station Facilities  
**Project Type:**  
Expansion  
**Location:**  
Prince William County

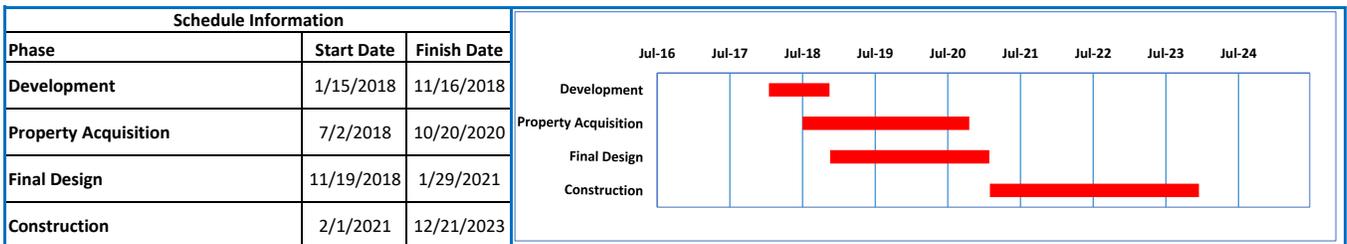


**Project Description**

This project provides for improvements at the Quantico Station, including design and construction of an island platform and pedestrian bridges; extension of the existing platform; and site/civil, track bed and drainage improvements (including Retaining Wall) in conjunction with Track and Signal Work provided by CSXT under scope of separate but concurrent contract/project with DRPT. Improvements are being coordinated with the Arkendale to Powell's Creek third track project being implemented by the DRPT and CSXT, of which Quantico Station Improvements is a sub-project.

**Project Funding**

This project is funded through a combination of Intercity Passenger Rail Operating and Capital (IPROC) and SMART SCALE grants through the Commonwealth of Virginia.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
State - IPROC	13,622,204									13,622,204
State - Smart Scale	4,600,045	5,150,700	600,112							10,350,857
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>18,222,249</b>	<b>5,150,700</b>	<b>600,112</b>							<b>23,973,061</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>1,578,300</b>	<b>8,930,870</b>	<b>8,810,000</b>	<b>4,653,891</b>						<b>23,973,061</b>



**Project Name:**  
Rolling Road Station Improvements

**Project ID:**  
ST-17

**Program Name:**  
Passenger Station Facilities

**Project Type:**  
Expansion

**Location:**  
Fairfax County

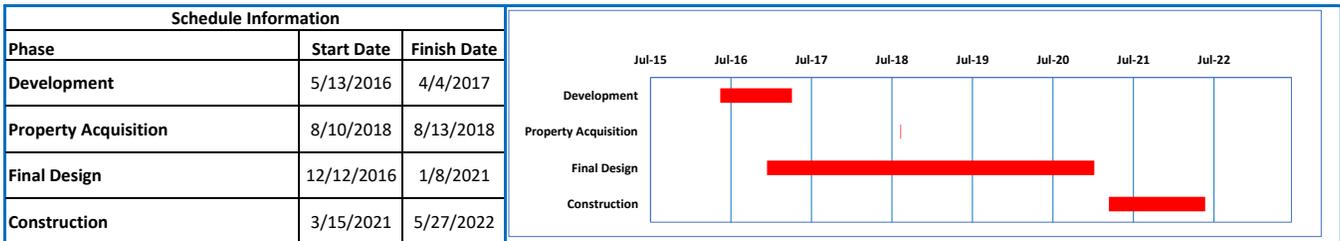


**Project Description**

The Rolling Road Station currently has a platform which accommodates a five-car train set for boarding and detrainning. This project provides for a 290-foot platform extension to accommodate an eight-car train set.

**Project Funding**

This project is funded with Federal CMAQ grants.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - CMAQ/STP/RSTP	4,000,000									4,000,000
State - CMAQ/STP/RSTP Match	1,000,000									1,000,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>5,000,000</b>									<b>5,000,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>425,177</b>	<b>3,574,823</b>	<b>1,000,000</b>							<b>5,000,000</b>

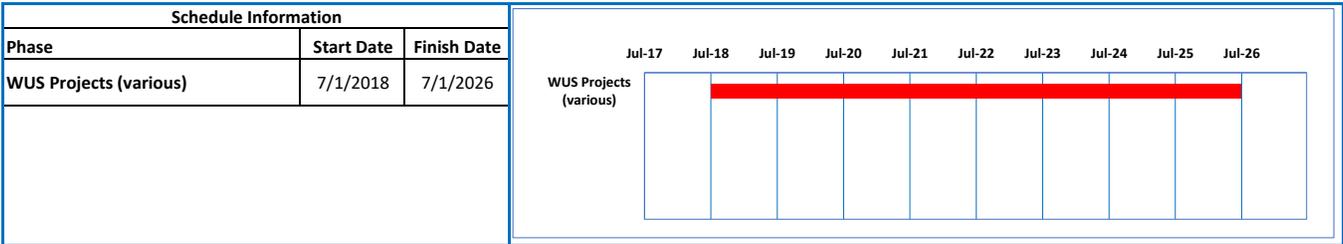


**Project Name:**  
 Washington Union Station Improvements  
**Project ID:**  
 ST-18  
**Program Name:**  
 Passenger Station Facilities  
**Project Type:**  
 Expansion  
**Location:**  
 District of Columbia



**Project Description**  
 This project will fund track, signal, platform and passenger facility upgrades and realignments at Amtrak’s Washington Union Terminal, in accordance with the Northeast Corridor Capital Investment Plan. Costs for the project will be allocated to the users of the terminal in accordance with the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy, which is still under discussion for capital improvements. VRE’s allocated share of the project(s) has not yet been determined. Some priority projects may be carried out under an interim agreement with Amtrak.

**Project Funding**  
 This project is funded with federal formula grants (5307 and/or 5337) requiring a 20% local match.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	12,400,000	2,951,948	6,200,000	6,200,000	6,200,000					33,951,948
Federal State Match	6,800,000	1,618,810	3,400,000	3,400,000	3,400,000					18,618,810
VRE Local Match	800,000	190,448	400,000	400,000	400,000					2,190,448
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>20,000,000</b>	<b>4,761,206</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>10,000,000</b>					<b>54,761,206</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>		<b>24,761,206</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>10,000,000</b>					<b>54,761,206</b>

**Project Name:**  
Woodbridge Station Improvements

**Project ID:**  
ST-19

**Program Name:**  
Passenger Station Facilities

**Project Type:**  
Expansion

**Location:**  
Fairfax County



**Project Description**

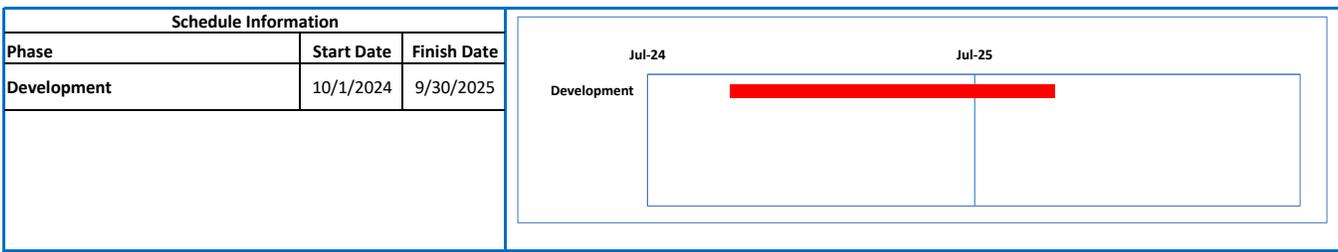
This project includes the development of initial concepts for an expansion of the VRE Woodbridge Station to serve full length trains, enhance pedestrian access, and enable the planned addition of a third and fourth main track as part of future phases (Phase 3 or beyond) of the Transforming Rail in Virginia program.

**Project Funding**

This project is funded with Federal CMAQ grants.

**Project Description**

This project includes the development initial concepts for an expansion of the VRE Woodbridge Station to serve full length trains, enhance pedestrian access, and enable the planned addition of a third and fourth main track as part of future phases (Phase 3 or beyond) of the Transforming Rail in Virginia program.



Project Schedule as of 9/17/21

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - CMAQ/STP/RSTP		1,469,582			722,912					2,192,494
State - CMAQ/STP/RSTP Match		367,396			180,728					548,124
Unfunded (To Be Determined)										
<b>Total Funding</b>		<b>1,836,978</b>			<b>903,640</b>					<b>2,740,618</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>					<b>1,370,309</b>	<b>1,370,309</b>				<b>2,740,618</b>



**Project Name:**  
**Manassas Station Improvements**

**Project ID:**  
**ST-21**

**Program Name:**  
**Passenger Station Facilities**

**Project Type:**  
**Expansion**

**Location:**  
**City of Manassas**

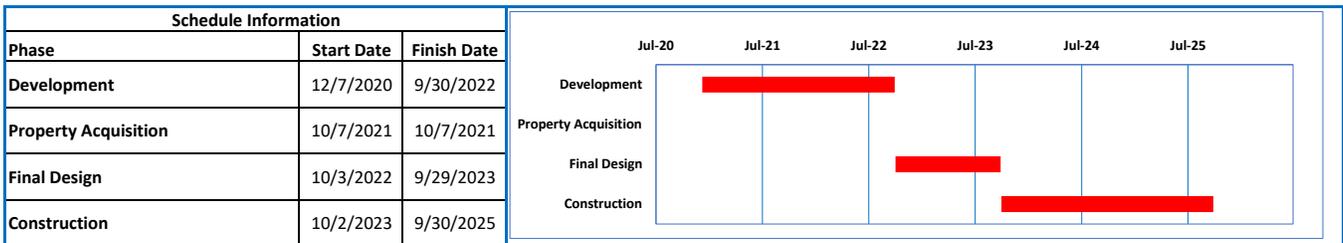


**Project Description**

This project includes the development, design, permitting and construction of an expansion to the south side (railroad east) platform at the VRE Manassas Station to serve full length trains and enhance pedestrian access.

**Project Funding**

This project is funded through the I-66 Outside the Beltway (OTB) Concessionaire Payment as part of the broader Manassas Line Capacity Expansion program.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
I-66 OTB Concession Payment	9,125,000									9,125,000
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>9,125,000</b>									<b>9,125,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>		<b>21,000</b>	<b>300,000</b>	<b>1,627,000</b>	<b>3,177,000</b>	<b>4,000,000</b>				<b>9,125,000</b>



# Rolling Stock **Equipment**

**Project Name:**

Fleet Expansion Coaches - 21 Railcars

**Project ID:**

RS-3

**Program Name:**

Rolling Stock

**Project Type:**

Expansion

**Location:**

N/A



**Project Description**

This project supports the purchase of eleven (11) coaches to expand capacity on Fredericksburg Line trains and the purchase of ten (10) expansion coaches to facilitate near-term Manassas Line capacity expansion. This project is contingent on the expansion of storage capacity at the Broad Run Maintenance and Storage Facility (MSF) and expansion of the Broad Run Station facilities.

**Project Funding**

The project is funded with Federal 5307 formula funds in addition to state Smart Scale and I-66 Outside the Beltway funds.

Schedule Information											
Phase	Start Date	Finish Date	Jul-21	Jul-22	Jul-23	Jul-24	Jul-25	Jul-26	Jul-27	Jul-28	
21 Rail Cars	7/1/2022	7/1/2028		[Red bar spanning Jul-22 to Jul-28]							

Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
State - Smart Scale	10,677,000	15,855,000	7,762,442							34,294,442
I-66 OTB Concession Payment	28,120,000									28,120,000
Federal - Formula Funds	17,768,097									17,768,097
Federal State Match	3,017,045									3,017,045
VRE Local Match	1,424,980									1,424,980
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>61,007,121</b>	<b>15,855,000</b>	<b>7,762,442</b>							<b>84,624,563</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>		<b>16,141,265</b>	<b>6,456,507</b>	<b>3,228,252</b>	<b>807,063</b>		<b>56,377,350</b>		<b>1,614,126</b>	<b>84,624,563</b>



# Station Parking



**Project Name:**  
Leeland Road Parking Improvements

**Project ID:**  
PK-3

**Program Name:**  
Station Parking

**Project Type:**  
Expansion

**Location:**  
Stafford County

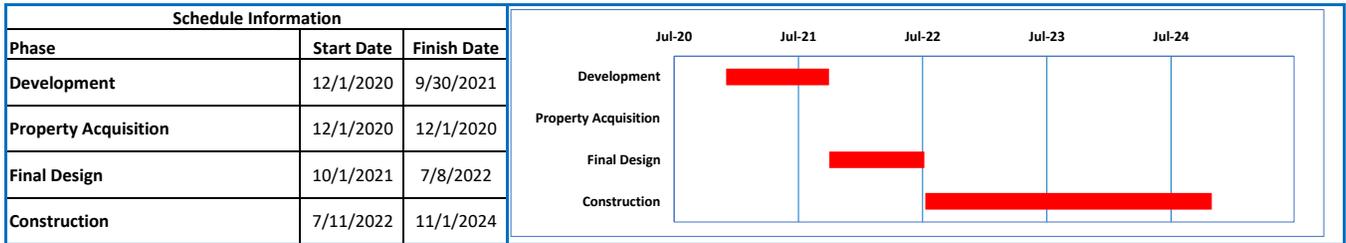


**Project Description**

This project will expand the surface parking lot at the Leeland Road station by approximately 225 spaces to accommodate future demand.

**Project Funding**

This project is funded through the SMART SCALE program as part of the broader Fredericksburg Line Capacity Expansion program.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
State - Smart Scale	360,000	5,159,178								5,159,178
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>360,000</b>	<b>5,159,178</b>								<b>5,159,178</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>		<b>150,000</b>	<b>400,000</b>	<b>2,500,000</b>	<b>2,469,178</b>					<b>5,159,178</b>

**Project Name:**  
Manassas Park Parking Expansion

**Project ID:**  
PK-4

**Program Name:**  
Station Parking

**Project Type:**  
Expansion

**Location:**  
City of Manassas Park

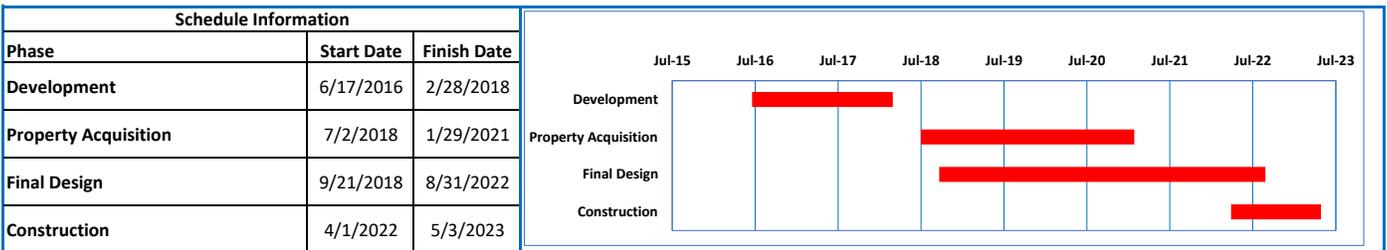


**Project Description**

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.

**Project Funding**

Project funding sources include NVTA and I-66 Outside the Beltway funds as well as City of Manassas Park funds.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
NVTA	2,500,000									2,500,000
I-66 OTB Concession Payment	23,483,000									23,483,000
City of Manassas Park	678,764									678,764
Unfunded (To Be Determined)			3,771,739							3,771,739
<b>Total Funding</b>	<b>26,661,764</b>		<b>3,771,739</b>							<b>30,433,503</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>1,909,920</b>	<b>1,045,777</b>	<b>2,477,806</b>	<b>25,000,000</b>						<b>30,433,503</b>



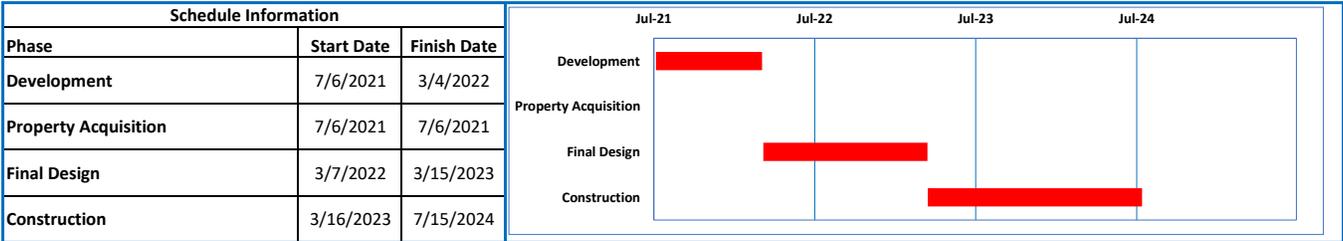
# Train Maintenance & **Storage Facilities**

**Project Name:**  
 Crossroads MSF - Storage Expansion  
**Project ID:**  
 MS-3  
**Program Name:**  
 Train Maintenance and Storage Facilities  
**Project Type:**  
 Expansion  
**Location:**  
 Spotsylvania



**Project Description**  
 This project will construct storage tracks for overnight train storage at the Crossroads Maintenance and Storage Facility (MSF) needed to store the additional expansion coaches being purchased for the Fredericksburg Line Capacity Expansion.

**Project Funding**  
 This project is funded through the SMART SCALE program as part of the broader Fredericksburg Line Capacity Expansion program.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
State - Smart Scale		5,057,000	3,308,765							8,365,765
Unfunded (To Be Determined)										
<b>Total Funding</b>		<b>5,057,000</b>	<b>3,308,765</b>							<b>8,365,765</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>		<b>275,000</b>	<b>408,094</b>	<b>2,408,094</b>	<b>5,274,578</b>					<b>8,365,765</b>

**Project Name:**  
 Lifecycle Overhaul & Upgrade (LOU) Facility  
**Project ID:**  
 MS-6  
**Program Name:**  
 Train Maintenance and Storage Facilities  
**Project Type:**  
 Expansion  
**Location:**  
 Spotsylvania County



**Project Description**

This project funds the design and construction of a rolling stock equipment maintenance facility in order to carry out those components of a life-cycle maintenance program that can be most efficiently accomplished at the VRE yards. New shop facilities will include overhead cranes, a wheel and axle drop table and wheel truing machine. The project will build two tracks on recently acquired adjacent property to accommodate the new facility.

**Project Funding**

Project is funded with federal formula grants and associated state and local match.

Schedule Information												
Phase	Start Date	Finish Date	Jul-14	Jul-15	Jul-16	Jul-17	Jul-18	Jul-19	Jul-20	Jul-21	Jul-22	Jul-23
Development	6/15/2015	2/17/2017		█								
Property Acquisition	3/1/2017	10/24/2019				█						
Final Design	8/16/2018	12/7/2020					█					
Construction	12/1/2020	3/29/2023							█			

Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	38,941,190									38,941,190
Federal State Match	11,539,685									11,539,685
VRE Local Match	1,702,757									1,702,757
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>52,183,632</b>									<b>52,183,632</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>11,497,436</b>	<b>18,009,236</b>	<b>22,676,960</b>							<b>52,183,632</b>

**Project Name:**  
New York Avenue Midday Storage Facility

**Project ID:**  
MS-7

**Program Name:**  
Train Maintenance and Storage Facilities

**Project Type:**  
Replacement and Rehabilitation

**Location:**  
District of Columbia

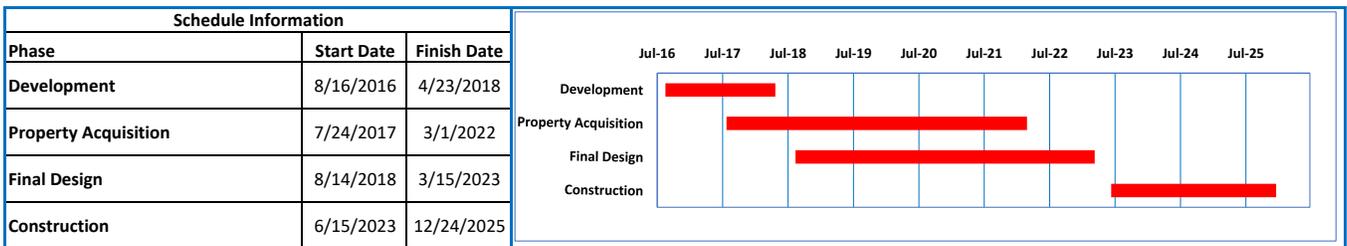


**Project Description**

This project includes the design, permitting, property acquisition and construction for a midday storage facility parallel to New York Avenue in the District of Columbia to replace VRE's current storage at Amtrak's Ivy City Coach Yard. The new facility will replace the current coach yard and also add storage space for future expansion.

**Project Funding**

This project is funded with Federal formula grants and associated state and local match.



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - Formula Funds	50,525,046	7,999,777	4,663,065							63,187,888
Federal State Match	25,259,820	4,386,975	2,557,165							32,203,959
VRE Local Match	3,157,703	516,115	300,842							3,974,660
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>78,942,569</b>	<b>12,902,866</b>	<b>7,521,072</b>							<b>99,366,508</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>2,943,881</b>	<b>2,716,060</b>	<b>39,466,567</b>	<b>18,080,000</b>	<b>18,080,000</b>	<b>18,080,000</b>				<b>99,366,508</b>



**Project Name:**  
Broad Run Expansion (BRX)

**Project ID:**

OT-2

**Program Name:**  
Train Maintenance and Storage Facilities

**Project Type:**

Expansion

**Location:**

Prince William County



**Project Description**

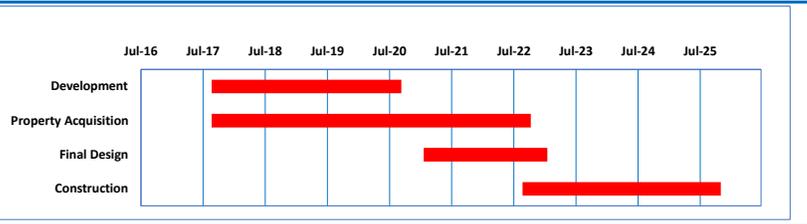
This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. Improvements include: expansion of the MSF site and construction of storage tracks for additional trains and equipment, construction of 300 additional station parking to accommodate short-term (2030) demand, and platform modifications to provide access to expanded parking, and construction of about 1.8 miles of third track within the NSR right-of-way. The estimated cost also includes real estate acquisition to expand the station and MSF footprint and accommodate the third track.

**Project Funding**

This project is currently funded through a combination of Federal CMAQ/RSTP Funds, state Rail Enhancement funds, and the I-66 OTB Concessionaire payment. Additional funding to complete the project is yet to be determined.

**Schedule Information**

Phase	Start Date	Finish Date
Development	8/21/2017	9/11/2020
Property Acquisition	8/21/2017	10/14/2022
Final Design	1/21/2021	1/19/2023
Construction	8/26/2022	11/6/2025



Project Schedule as of 11/22/2021

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
Federal - CMAQ/STP/RSTP	13,851,830	1,378,946	5,031,944	3,790,400						24,053,119
State - CMAQ/RSTP Match	3,462,957	344,736	1,257,986	947,600						6,013,280
NVTA	1,500,000									1,500,000
State - REF	2,785,714									2,785,714
VRE - Capital Reserve	1,294,362									1,294,362
I-66 OTB Concession Payment	64,287,000									64,287,000
Unfunded (To Be Determined)				64,066,525						64,066,525
<b>Total Funding</b>	<b>87,181,863</b>	<b>1,723,682</b>	<b>6,289,930</b>	<b>68,804,525</b>						<b>164,000,000</b>

Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>	<b>6,014,386</b>	<b>26,009,214</b>	<b>29,222,717</b>	<b>40,000,000</b>	<b>40,000,000</b>	<b>22,753,683</b>				<b>164,000,000</b>





# Miscellaneous

**Project Name:**

Forklifts purchase

**Project ID:**

OT-4

**Program Name:**

Train Maintenance and Storage Facilities

**Project Type:**

New Installation

**Location:**

Prince William County



**Project Description**

The project provides funding for the purchase and delivery of 5 forklifts to VRE's Maintenance and Storage Facilities. The scope of work for this purchase includes delivery of one (1) large capacity forklift at each yard (Fredericksburg/Manassas, VA) to lift locomotive traction motor/wheel/axle combinations; one (1) medium capacity forklift at each yard to lift and move materials, tooling, and shop equipment; and one (1) at the Crossroads Warehouse to accommodate material movement needs.

**Project Funding**

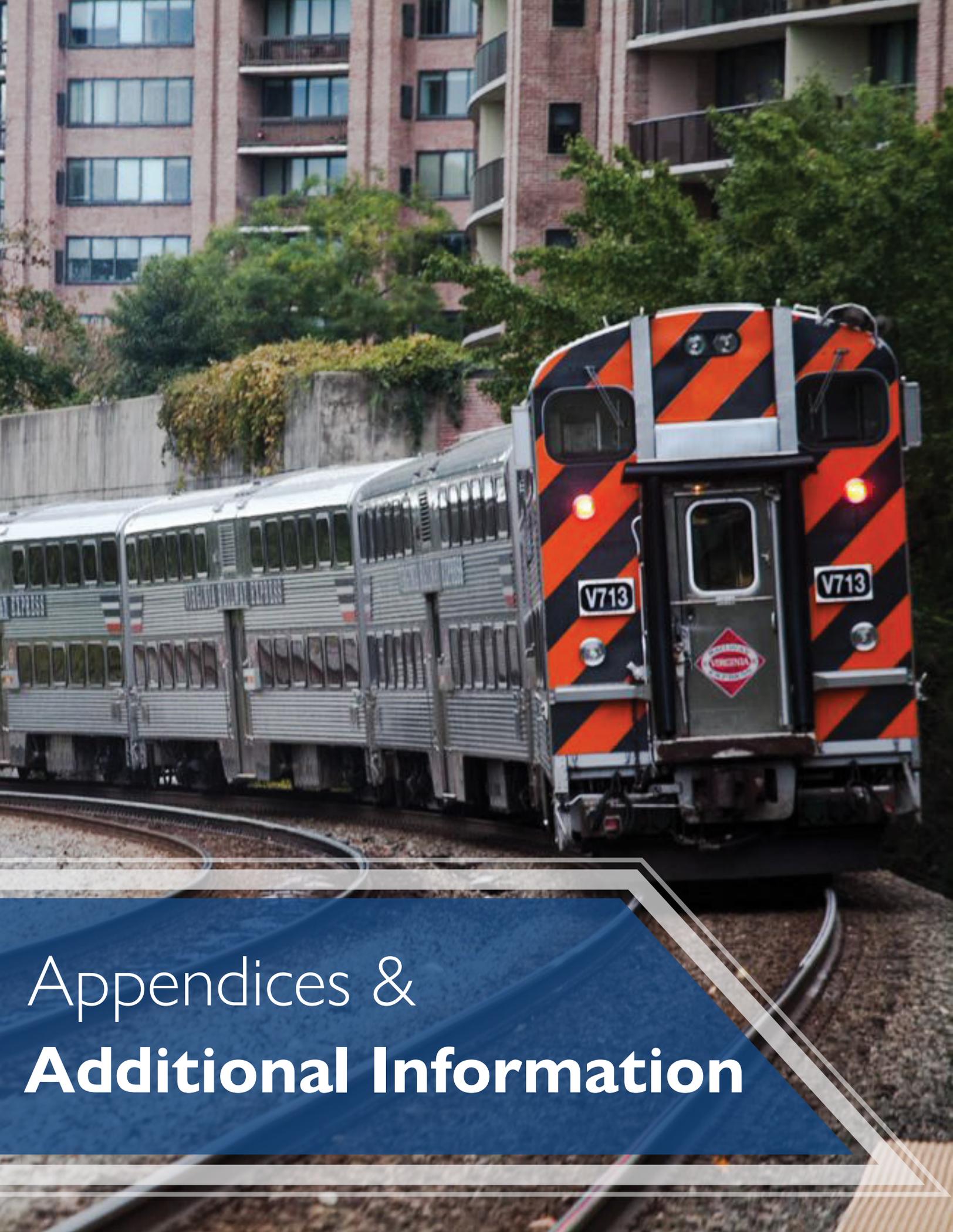
This project is funded with VRE Capital Reserve funds.

Schedule Information			Timeline (Jul-19 to Jul-26)							
Phase	Start Date	Finish Date	Jul-19	Jul-20	Jul-21	Jul-22	Jul-23	Jul-24	Jul-25	Jul-26
Purchase and Delivery Forklifts	7/1/2019	12/31/2020	[Red bar]							
Maintenance Contract	7/1/2020	7/1/2026		[Red bar]						

Funding Source	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
VRE Capital Reserve	290,146									290,146
Unfunded (To Be Determined)										
<b>Total Funding</b>	<b>290,146</b>									<b>290,146</b>

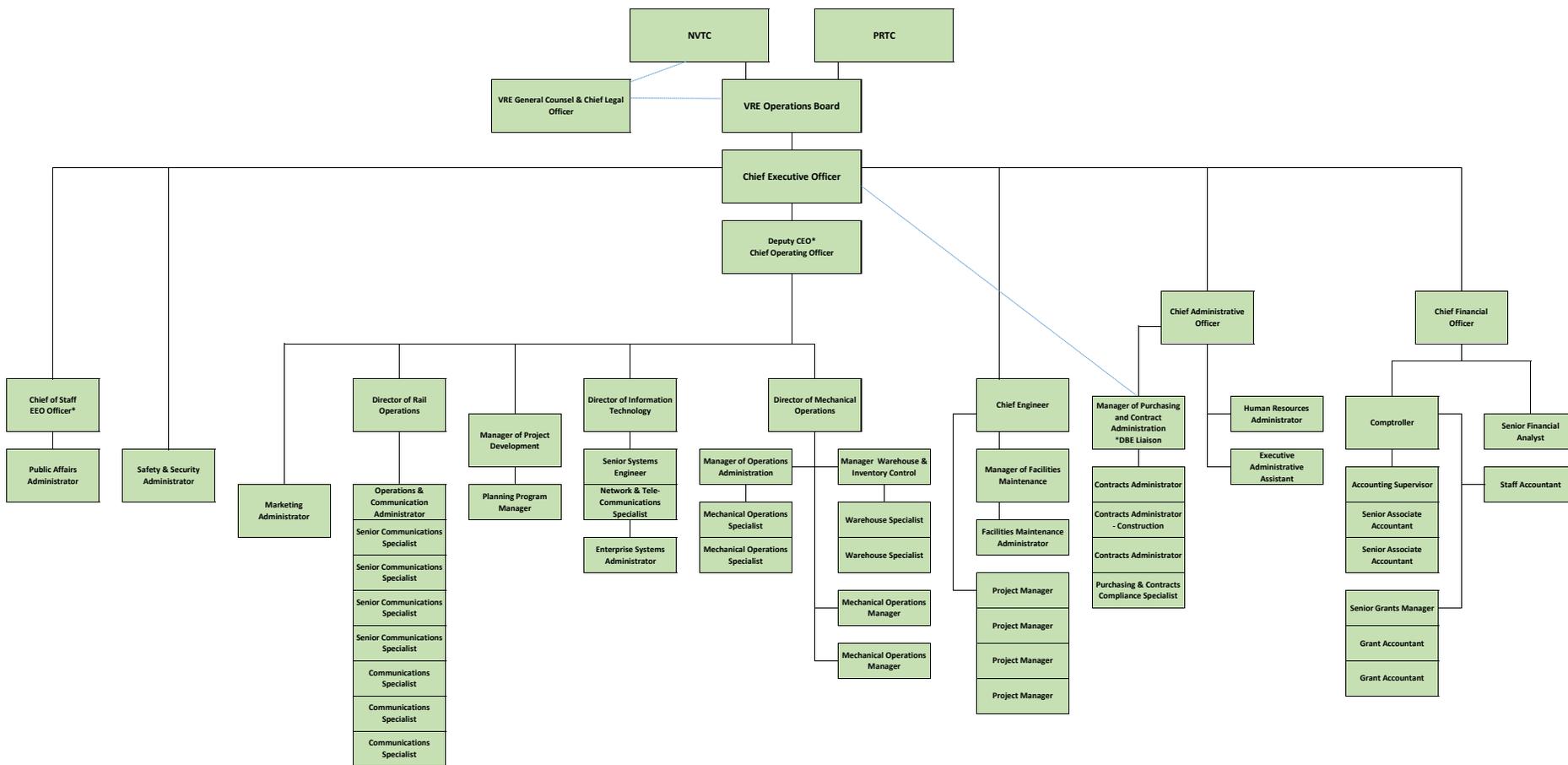
Spending Plan	Life to Date	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Future	Total
<b>Total Spending Plan</b>		<b>269,346</b>	<b>5,200</b>	<b>5,200</b>	<b>5,200</b>	<b>5,200</b>				<b>290,146</b>





Appendices &  
**Additional Information**

Virginia Railway Express  
Organizational Chart  
As of June 30, 2021



\* Note: Manager of Purchasing and Contract Administration reports to the CEO in matters related to their duties as DBE liaison  
 Chief of Staff - primary EEO Officer for VRE  
 Deputy CEO/COO position is currently being re-evaluated for reporting lines  
 VRE General Counsel & Chief Legal Officer reports to the Operations Board and also assists the NVTC Commission with legal matters



**VRE Fiscal Year 2023 Recommended Departmental Budget**

	<u>FY 2021 Amended</u>	<u>FY 2022 Amended July 2021</u>	<u>FY 2023 Recommended</u>
<b>Revenue:</b>			
<b>VRE - Non-Departmental</b>			
Fare Revenue	9,700,000	18,236,000	25,296,000
Miscellaneous Revenue	300,000	300,000	200,000
Appropriation from Operating Reserve	-	-	-
Appropriation from Capital Reserve	-	-	-
Jurisdictional Revenue	18,300,780	4,756,658	13,544,122
Other Revenue (Incl. Use of Prev. FY Surplus)	669,200	-	-
State CROC Dedicated Funding - Operations	-	-	-
State Operating Grant	12,030,000	10,000,000	11,000,000
Federal Pandemic Relief Funds	32,015,783	54,035,604	28,518,808
Federal Grants - Operations and Debt	20,448,613	5,418,501	5,418,361
State Grants - Operations and Debt	1,731,043	979,700	18,050,992
State CROC Dedicated Funding - Capital Program	15,000,000	15,000,000	15,000,000
Regional Grants - Capital Program	-	-	-
Federal Grants - Capital Program	30,476,409	27,175,122	30,607,205
State Grants - Capital Program	20,730,076	49,611,139	37,692,100
Interest Income	250,000	350,000	150,000
<b>Total Revenue</b>	<u>161,651,904</u>	<u>185,862,724</u>	<u>185,477,588</u>
<b>Expenditures:</b>			
<b>Non-Departmental Operating</b>			
Liability Insurance	6,792,052	7,167,000	7,580,000
Operating Reserve/Contingency	-	754,699	1,743,429
Capital Reserve	-	-	-
Other	-	50,000	50,000
VRE-Financing-Administration Fees	-	-	-
<b>Total VRE - Non-Departmental</b>	<u>6,792,052</u>	<u>7,971,699</u>	<u>9,373,429</u>
<b>General Counsel</b>			
Salaries/Fringes	-	-	386,000
Travel/Training/Employee Expenses	-	-	1,800
Legal/Audit	-	-	51,200
Consulting/Professional/Other	-	-	1,200
<b>Total General Counsel</b>	<u>-</u>	<u>-</u>	<u>440,200</u>
<b>HR &amp; Administration</b>			
Salaries/Fringes	1,000,000	1,238,500	1,382,000
Travel/Training/Employee Expenses	17,000	2,500	10,500
Board Member Expenses	2,500	1,500	1,500
Office Administration Expenses	57,500	75,000	39,000
Legal/Audit	175,000	225,000	-
Consulting/Professional/Other	511,000	2,200	210,800
<b>Total HR &amp; Administration</b>	<u>1,763,000</u>	<u>1,544,700</u>	<u>1,643,800</u>
<b>Chief of Staff</b>			
Salaries/Fringes	373,000	375,000	394,000
Travel/Training/Employee Expenses	12,500	8,500	8,500
Marketing/PR/Special Events/Consulting	298,100	307,500	299,500
<b>Total Chief of Staff/Public Affairs</b>	<u>683,600</u>	<u>691,000</u>	<u>702,000</u>
<b>Marketing</b>			
Salaries/Fringes	117,200	110,000	116,000
Travel/Training/Employee Expenses	73,900	45,500	25,500
Production/Media/Promotion/Other	218,000	220,000	185,000
Special Events/Other	200	-	-
<b>Total Marketing</b>	<u>409,300</u>	<u>375,500</u>	<u>326,500</u>



**VRE Fiscal Year 2023 Recommended Departmental Budget**

	<b>FY 2021 Amended</b>	<b>FY 2022 Amended July 2021</b>	<b>FY 2023 Recommended</b>
<b>Project Development</b>			
Salaries/Fringes	674,500	389,000	368,000
Travel/Training/Employee Expenses	24,900	22,105	11,000
Professional Services/Consulting/Other	257,500	321,700	571,400
<b>Total Office of Development</b>	<b>956,900</b>	<b>732,805</b>	<b>950,400</b>
<b>Rail Operations</b>			
Salaries/Fringes	1,027,000	995,000	1,042,000
Travel/Training/Employee Expenses	17,000	6,000	1,000
Printing/Admin/Other	30,000	30,000	11,000
Leases/Events	23,500	22,000	21,000
Professional Services	354,000	354,000	354,000
Ticket Stock/R&M Fare Collection	935,000	925,000	1,050,000
<b>Total Customer Communications</b>	<b>2,386,500</b>	<b>2,332,000</b>	<b>2,479,000</b>
<b>Finance and Accounting</b>			
Salaries/Fringes	1,592,000	1,530,000	1,435,000
Travel/Training/Employee Expenses	30,000	28,000	21,500
Audit/Maint Service Agreements/Consulting	423,300	377,000	517,000
Retail Sales/TLC Commissions	665,000	814,000	925,000
Bank Discounts/Other	197,500	302,500	343,000
<b>Total Budget and Finance</b>	<b>2,907,800</b>	<b>3,051,500</b>	<b>3,241,500</b>
<b>Information Technology</b>			
Salaries/Fringes	666,000	671,000	700,000
Travel/Training/Employee Expenses	13,000	9,850	2,850
Computer Equipment/Software	747,000	778,000	756,000
Consulting/Communications	652,500	712,500	760,150
<b>Total Communication and Info Tech</b>	<b>2,078,500</b>	<b>2,171,350</b>	<b>2,219,000</b>
<b>Design &amp; Construction</b>			
Salaries/Fringes	1,013,000	986,000	1,036,000
Travel/Training/Employee Expenses	33,000	14,000	28,000
Other Professional Services/Other Expenses	71,500	27,500	32,000
<b>Total Design &amp; Construction</b>	<b>1,117,500</b>	<b>1,027,500</b>	<b>1,096,000</b>
<b>Facilities Maintenance</b>			
Salaries/Fringes	357,000	342,000	358,000
Travel/Training/Employee Expenses	11,300	11,300	11,300
Office/Other Professional Service	344,400	309,400	320,400
Station Electricity/Utilities/Taxes	824,600	836,100	841,100
Repairs and Maintenance	2,990,000	2,515,000	2,553,000
<b>Total Facilities Maintenance</b>	<b>4,527,300</b>	<b>4,013,800</b>	<b>4,083,800</b>
<b>Purchasing and Contract Administration</b>			
Salaries/Fringes	710,000	717,000	746,000
Travel/Training/Employee Expenses	35,850	47,850	47,100
<b>Total Procurement and Contract Admin</b>	<b>745,850</b>	<b>764,850</b>	<b>793,100</b>
<b>Mechanical Operations</b>			
Salaries/Fringes	1,012,000	1,025,000	1,093,000
Travel/Training/Employee Expenses	11,000	7,000	7,000
Consulting/Admin/Warehouse Management	192,700	182,700	183,300
Equipment/Warehouse Leases	-	-	-
Utilities	1,085,000	1,085,000	1,185,000
Diesel Fuel	3,000,000	2,975,000	4,590,000
Repairs and Maintenance	4,355,000	4,365,000	4,315,000
<b>Total Equipment Operations</b>	<b>9,655,700</b>	<b>9,639,700</b>	<b>11,373,300</b>



**VRE Fiscal Year 2023 Recommended Departmental Budget**

	<u>FY 2021 Amended</u>	<u>FY 2022 Amended July 2021</u>	<u>FY 2023 Recommended</u>
<b>System Safety &amp; Security</b>			
Salaries/Fringes	304,000	117,000	123,000
Travel/Training/Employee Expenses	69,000	33,000	43,000
Office/Other Professional Services	510,200	309,200	267,850
Yard/Station Security	605,000	720,000	727,500
<b>Total Safety and Security</b>	<u>1,488,200</u>	<u>1,179,200</u>	<u>1,161,350</u>
<b>PRTC</b>			
Professional Services	102,000	102,000	102,000
<b>Total PRTC</b>	<u>102,000</u>	<u>102,000</u>	<u>102,000</u>
<b>NVTC</b>			
Professional Services	90,000	90,000	90,000
<b>Total NVTC</b>	<u>90,000</u>	<u>90,000</u>	<u>90,000</u>
<b>Train Operations</b>			
Contract Operations and Maintenance	16,591,500	16,787,500	17,797,500
<b>Total Train Operations</b>	<u>16,591,500</u>	<u>16,787,500</u>	<u>17,797,500</u>
<b>Amtrak</b>			
Contract Operations and Maintenance	5,181,000	4,450,000	4,578,000
<b>Total Amtrak</b>	<u>5,181,000</u>	<u>4,450,000</u>	<u>4,578,000</u>
<b>Maintenance of Equipment</b>			
Maintenance of Equipment	7,832,285	7,898,500	8,771,000
<b>Total Maintenance of Equipment</b>	<u>7,832,285</u>	<u>7,898,500</u>	<u>8,771,000</u>
<b>Amtrak Access Fees</b>			
Access Fees	6,879,000	6,830,000	8,167,000
<b>Total Amtrak Access Fees</b>	<u>6,879,000</u>	<u>6,830,000</u>	<u>8,167,000</u>
<b>Norfolk Southern</b>			
Access Fees	2,745,000	2,556,000	2,642,000
Contract Operations and Maintenance	697,000	688,000	709,000
<b>Total Norfolk Southern</b>	<u>3,442,000</u>	<u>3,244,000</u>	<u>3,351,000</u>
<b>CSXT</b>			
Access Fees	7,657,000	7,904,000	8,355,000
Contract Operations and Maintenance	811,000	640,000	450,000
<b>Total CSXT</b>	<u>8,468,000</u>	<u>8,544,000</u>	<u>8,805,000</u>
<b>CIP Expenditures</b>			
CIP Expenditures	71,283,079	96,198,922	87,710,687
<b>Total CIP Expenditures</b>	<u>71,283,079</u>	<u>96,198,922</u>	<u>87,710,687</u>
<b>CIP VRE - Non-Departmental</b>			
Allowance for Doubtful Accounts	50,000	-	-
Debt Service	6,220,838	6,222,198	6,222,023
<b>Total CIP VRE - Non-Departmental</b>	<u>6,270,838</u>	<u>6,222,198</u>	<u>6,222,023</u>
<b>Total Expenditures</b>	<u>161,651,904</u>	<u>185,862,724</u>	<u>185,477,588</u>



## Future Projects and Projects Administered by Other Entities

In previous years, VRE included several major projects in the Capital Improvement Program (CIP) that were largely or entirely unfunded. These ‘future projects’ had been identified as important to VRE’s long-term service planning but generally were still in the conceptual stages of project design; did not have identified funding commitments or plans to apply for such funding; and in some cases were unlikely to be administered by VRE.

Beginning in FY 2020, VRE has chosen to remove these future projects from the formal six-year CIP and instead describe them separately. The decision to present these future projects separately does not mean the projects are not important; instead, it reflects that the projects are relatively undeveloped and are unlikely to be completed (or even substantially underway) during the six-year CIP period. As the projects move forward and as more reliable cost estimates are developed, they may be candidates to move into the formal six-year CIP in future budget years if VRE is identified as the lead entity responsible for project implementation.

The future projects that are important to VRE but not identified in the six-year CIP include:

- *Long Bridge Capacity Improvements:* The Long Bridge Project consists of improvements to the bridge corridor and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington and the L’Enfant Interlocking near 10th Street SW in Washington, DC. The Long Bridge Corridor is owned and operated by CSX Transportation, but VRE and Amtrak passenger trains currently use the bridge in addition to CSXT freight. The purpose of the project is to provide additional long-term railroad capacity to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services.

Following the completion of an Environmental Impact Statement (EIS) and publication of a Record of Decision (ROD) by the Federal Railroad Administration (FRA) in 2020, the Long Bridge project has now entered preliminary engineering. DRPT is leading this phase of the project, and the current estimated construction cost is \$2.0 billion.

- *Third Track Projects:* Previous VRE CIPs included third track and bridge projects that would expand capacity along the CSX right-of-way south of Franconia-Springfield. These projects were identified by the waterways crossed by each section of third track (Aquia Creek, Potomac Creek, Powells Creek, Rappahannock River, Neabsco Creek, and Occoquan River). Going forward, this track work will be managed



by DRPT and VPRA as part of the Atlantic Gateway Project (for Franconia to Occoquan), the Washington DC to Richmond Segment (DC2RVA) of the FRA Southeast High-Speed Rail Corridor project, and the broader Transforming Rail in Virginia (TRV) program.

- *Fourth Track between RO (Rosslyn) and AF (Alexandria):* As with the third track projects, this work will be coordinated by DRPT and VPRA as part of the Atlantic Gateway and DC2RVA projects.
- *Fredericksburg Station Expansion and Parking Structure:* VRE had previously contemplated station expansion and a parking structure at Fredericksburg to accommodate future increased demand. However, this work will now be coordinated with the DC2RVA project.
- *Long-term expansion investments:* Following the completion of the Long Bridge expansion, the RO-to-AF fourth track project, and certain other capacity enhancement projects, VRE will need to consider additional investments to support additional service capacity, including increased peak-hour service frequency and the potential for reverse-commute, midday, and other expanded services. These investments would likely include further expansion of the Crossroads and Broad Run storage yards and track and signal improvements on the Manassas Line.

In addition to the future projects described above, the projects listed below are important to the VRE commuter rail service but are not listed in the CIP because they are funded and administered by other stakeholders.

- *Potomac Shores Station:* The Potomac Shores VRE station will be constructed by the Potomac Shores developer as part of an agreement with Prince William County.
- *Rolling Road Parking Garage:* Fairfax County is reviewing the potential construction of a 300-space parking garage at the Rolling Road VRE station.





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