COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 11

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

Made By: Ms. Sellers**, Seconded By:** Mr. Good
Action: Motion Carried, Unanimously

Title: Virginia Passenger Rail Authority FY26 Capital Budget Amendment

WHEREAS, VPRA staff presented its *Recommended FY26 VPRA Capital Budget* to the CTB on April 15, 2025, and by resolution dated May 21, 2025 the CTB approved the *Recommended FY26 VPRA Capital Budget*; and

WHEREAS, at the time the CTB approved the *Recommended FY26 VPRA Capital Budget*, VPRA staff briefed the CTB on the status of ongoing capital project price negotiations, and also on certain changes to VPRA's siding projects, noting that VPRA staff would recommend changes to the *Recommended FY26 VPRA Capital Budget* once the price negotiation outcomes were final; and

WHEREAS, the price negotiations are now final and on July 15, 2025, VPRA staff presented to the CTB a presentation titled *Major Projects Update & FY25-31 Capital Plan Amendment* noting the need to amend the *Recommended FY26 VPRA Capital Budget*; and

WHEREAS, the CTB now desires to approve an amendment to the *Recommended FY26 VPRA Capital Budget* to support the completed price negotiations and other changes that have been briefed to the CTB.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board hereby approves the document titled *Amended Fiscal Year 2026 Budget* attached hereto as **EXHIBIT A**, which amends the *Recommended FY26 VPRA Capital Budget* that was approved by the CTB on May 21, 2025.

CTB Decision Brief

Virginia Passenger Rail Authority FY26 Capital Budget Amendment

September 17, 2025

Issue: The Commonwealth Transportation Board ("**CTB**") approved the *Recommended Fiscal Year 2026 Budget* on May 21, 2025. Now VPRA recommends an amendment to that budget.

Facts: The recommended budget amendment includes the project budget adjustments required following the conclusion of construction price negotiations for the Long Bridge North and Franconia-Springfield Bypass projects and realignment of VPRA's siding projects.

Recommendations: VPRA recommends the approval of its *Amended Fiscal Year 2026 Budget*.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the *Amended Fiscal Year 2026 Budget*, as briefed to the CTB on July 15, 2025.

Options: Approve**,** Deny, or Defer.

EXHIBIT A

[SEE ATTACHED *AMENDED FISCAL YEAR 2026 BUDGET*]

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AMENDED
FISCAL YEAR 2026 BUDGET



VIRGINIA PASSENGER RAIL AUTHORITY

AMENDED | JUNE 2025

Budget Amendment Executive Summary

The Virginia Passenger Rail Authority (VPRA) amended the approved FY26 Budget to reflect budget modifications in the I-95 Corridor program of projects. Following the conclusion of contract negotiations for the Long Bridge North and Franconia-Springfield Bypass, a budget amendment is required to align financial allocations with updated construction costs. The finalized contracts reflect revised pricing based on market conditions, engineering refinement, and vendor negotiations. Additionally, VPRA will amend the Comprehensive Rail Agreement (CRA) with CSX to revise the phasing and locations of the I-95 Corridor Sidings projects, optimizing the use of available funding for rail network improvements. This realignment resulted in a net budget reduction of $86 million.

Updated FY26 Financial Planning Results

The FY26 Financial Plan update includes $167 million in new funding sources to partially offset a net increase of $576 million in budgeted uses. This increase is primarily attributed to the execution of the Manassas Line Funding Agreement between VPRA and Virginia Railway Express, which provides a $155 million contribution to the Authority. The net increase of uses over sources resulted in a recommendation to decrease the Management Reserve to a balance of $52 million.

Comparison of I-95 Corridor Program Expenditures to Completion (in millions)

Project Description	Amended FY26 Budget	Approved FY26 Budget	Change ($)
Required projects			
Long Bridge - North	$1,646.9	$1,079.8	$567.1
Long Bridge - South	1,013.3	1,013.3	-
Alexandria Fourth Track	210.5	210.5	-
Franconia to Lorton Third Track	275.0	275.0	-
Franconia-Springfield Bypass	532.1	405.0	127.1
Railroad Bridges over Newington Road	61.0	61.0	-
Potomac Creek Third Track (Siding A) Trackwork	157.4	157.4	-
Potomac Creek Third Track (Siding A) Roadwork	24.0	24.0	-
Woodford to Milford Third Track (Siding B)	4.2	70.3	(66.1)
Hanover Third Track (Siding C) Trackwork	4.0	68.8	(64.8)
Hanover Third Track (Siding C) Roadwork	1.1	72.0	(70.9)
Taylorsville Third Track (Siding C)	86.1	1.2	84.9
Neabsco Creek to Woodbridge Third Track (Siding D)	115.8	115.8	-
Aquia Creek Third Track (Siding E)	96.6	96.6	-
Crossroads Third Track (Siding F)	142.9	112.4	30.5
L'Enfant Fourth Track and Station Improvements	53.2	53.2	-
Projects not required for service			
King and Commonwealth Bridges	84.1	84.1	-
Richmond Layover Facility	10.4	10.4	-
Other			
TRV Right of Way Transaction Costs	34.8	34.8	-
Utility Relocation Projects			
Franconia to Lorton Third Track: Fairfax	15.9	15.9	-
Potomac Creek Third Track: South	11.0	11.0	-
Total I-95 Corridor Projects	**$4,580.3**	**$3,972.5**	**$607.8**

I-95 Corridor Capital Projects
(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Required projects										
Long Bridge - North	4	$49.7	$44.3	$387.3	$304.3	$413.9	$231.0	$185.3	$31.1	**1,646.9**
Long Bridge - South	3	24.4	86.2	162.8	228.8	273.9	117.1	120.1	-	**1,013.3**
Alexandria Fourth Track	5	15.8	41.9	55.5	97.3	-	-	-	-	**210.5**
Franconia to Lorton Third Track	4	12.2	14.8	15.9	56.8	139.0	36.3	-	-	**275.0**
Franconia-Springfield Bypass	4	15.8	23.5	110.7	132.4	194.5	54.5	0.7	-	**532.1**
Railroad Bridges over Newington Road	4	1.8	1.9	2.2	22.3	27.0	5.8	-	-	**61.0**
Potomac Creek Third Track (Siding A) Trackwork	4	5.9	8.3	8.3	24.8	44.3	45.3	20.4	0.1	**157.4**
Potomac Creek Third Track (Siding A) Roadwork	3	-	1.0	1.7	6.0	10.8	4.5	-	-	**24.0**
Woodford to Milford Third Track (Siding B)	4	2.2	1.9	-	-	-	-	0.1	-	**4.2**
Hanover Third Track (Siding C) Trackwork	4	1.7	2.3	-	-	-	-	-	-	**4.0**
Hanover Third Track (Siding C) Roadwork	3	0.5	0.6	-	-	-	-	-	-	**1.1**
Taylorsville Third Track (Siding C)	1	-	0.4	8.0	4.6	24.8	25.2	23.1	-	**86.1**
Neabsco Creek to Woodbridge Third Track (Siding D)	2	0.2	0.4	3.7	5.1	36.1	36.4	33.9	-	**115.8**
Aquia Creek Third Track (Siding E)	2	0.1	0.4	3.5	4.9	29.7	29.4	28.6	-	**96.6**
Crossroads Third Track (Siding F)	2	0.2	0.7	8.4	11.1	40.2	41.7	40.6	-	**142.9**
L'Enfant Fourth Track and Station Improvements	2	0.3	0.1	0.1	0.1	18.1	18.1	16.4	-	**53.2**
Projects not required for service										
King and Commonwealth Bridges	4	2.3	8.6	34.3	33.5	5.4	-	-	-	**84.1**
Richmond Layover Facility	*	2.0	3.0	5.4	-	-	-	-	-	**10.4**
Other										
TRV Right of Way Transaction Costs	7	26.6	8.2	-	-	-	-	-	-	**34.8**
Total I-95 Corridor Rail Projects		**$161.7**	**$248.5**	**$807.8**	**$932.0**	**$1,257.7**	**$645.3**	**$469.2**	**$31.2**	**$4,553.4**
Utility Relocation Projects										
Franconia to Lorton Third Track: Fairfax	1	-	4.2	11.7	-	-	-	-	-	**15.9**
Potomac Creek Third Track: Stafford	1	-	0.4	4.6	6.0	-	-	-	-	**11.0**
Total I-95 Corridor		**$161.7**	**$253.1**	**$824.1**	**$938.0**	**$1,257.7**	**$645.3**	**$469.2**	**$31.2**	**$4,580.3**

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

** Project budget established to advance engineering; it is not indicative of full project costs.*