

**RECOMMENDED
FISCAL YEAR
2027 CAPITAL BUDGET
DRAFT**



I-95 CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

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

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. See corresponding project narrative for further details.*

WESTERN RAIL CORRIDOR CAPITAL PROJECTS (IN MILLIONS)

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

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

OTHER CAPITAL PROJECTS (IN MILLIONS)

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

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

VIRGINIA PASSENGER RAIL AUTHORITY

CAPITAL & OPERATING GRANTS

(IN MILLIONS)

Project Description	Grantee	Expenses Incurred to Date	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget	Total VPRA Budget FY26-FY31	VPRA Grant Funding	VPRA Funding %
VPRA Managed												
Crystal City Platform	VRE	-	\$0.7	-	-	-	-	-	\$68.9	\$0.7	\$0.7	1%
L'Enfant Platform	VRE	-	2.2	-	-	-	-	-	131.8	2.2	2.2	2%
Alexandria Station Improvements	VRE	-	1.0	9.8	11.1	-	-	-	45.2	21.9	21.9	48%
Brooke & Leeland Road Station Improvements	VRE	-	0.5	0.7	4.5	2.6	4.7	4.7	22.7	17.7	17.7	78%
Broad Run Station & 3rd Track Improvements	VRE	3.9	2.0	22.6	22.6	23.5	-	-	100.2	70.7	74.6	74%
Manassas Station Platform Extension	VRE	-	0.1	3.0	6.0	-	-	-	10.6	9.1	9.1	86%
Manassas Park Station Second Platform	VRE	-	-	-	0.1	-	-	-	0.5	0.1	0.1	20%
Rippon Station Improvements	VRE	-	-	0.2	0.2	-	-	-	1.7	0.4	0.4	24%
Real Time Multimodal Information	VRE	-	0.8	2.7	-	-	-	-	4.5	3.5	3.5	78%
Backlick Road Station Improvement	VRE	-	0.2	0.3	-	-	-	-	8.6	0.5	0.5	6%
Crossroads Storage Expansion	VRE	-	2.0	6.4	-	-	-	-	66.7	8.4	8.4	13%
Woodbridge Platform Improvements	VRE	-	0.2	0.5	-	-	-	-	3.3	0.7	0.7	21%
Track Lease Payment-NS	VRE	6.8	0.3	0.3	0.3	0.3	0.3	0.3	10.1	1.8	8.6	84%
Track Lease Payment-Amtrak	VRE	19.5	8.5	8.2	8.5	8.8	9.2	9.6	86.0	52.8	72.3	84%
Amtrak PIDS: Ashland & Richmond Main St. Stations	Amtrak/DRPT	0.8	0.4	-	-	-	-	-	1.2	0.4	1.2	100%
Roanoke Yard Improvements	Norfolk Southern	17.8	18.7	-	-	-	-	-	36.5	18.7	36.5	100%
Western Rail Initiative Grant	Norfolk Southern	52.6	13.2	13.2	13.2	13.1	13.1	13.1	131.5	78.9	131.5	100%
New River Valley Passenger Capacity Grant	Norfolk Southern	16.7	8.3	-	-	-	-	-	25.0	8.3	25.0	100%
NRV Passenger Rail Station Improvements	NRV Passenger Rail Station Authority	-	-	-	2.0	-	-	-	2.0	2.0	2.0	100%
Total VPRA Managed		118.1	59.1	67.9	68.5	48.3	27.3	27.7	757.0	298.8	416.9	
DRPT Managed												
DRPT Planning Grants	Various	0.8	1.5	-	-	-	-	-	2.3	1.5	2.3	100%
Marshalling Yard Expansion	Port Authority	-	3.9	3.9	-	-	-	-	7.8	7.8	7.8	100%
Total DRPT Managed		0.8	5.4	3.9	-	-	-	-	10.1	9.3	10.1	
Total		\$118.9	\$64.5	\$71.8	\$68.5	\$48.3	\$27.3	\$27.7	\$767.1	\$308.1	\$427.0	

PRELIMINARY OPERATING PLAN (IN MILLIONS)

Operations Category	Preliminary FY27 Budget	FY26 Budget	Change (\$)
Train Operating Revenues			
Train Revenue	\$47.0	\$51.0	(\$4.0)
Food Service Revenue	1.1	1.3	(0.2)
Other Revenue	0.9	1.0	(0.1)
NEC Through Revenue	27.7	33.8	(6.1)
Norfolk Southern Access Fee	0.3	0.8	(0.5)
Total Operating Revenues	\$77.0	\$87.9	(\$10.9)
Train Operations Expenses			
Route Costs and Additives	50.7	57.8	(7.1)
Fuel Costs	3.9	6.4	(2.5)
NEC Through Credit Expense	22.2	27.0	(4.8)
Host Railroad Costs	3.4	3.2	0.2
Host RR Performance Incentives	3.3	3.6	(0.3)
Total Train Operations Expense	\$83.5	\$98.0	(\$14.5)
Other Operating Expenses			
Capital Equipment Maintenance	9.2	10.7	(1.5)
Amtrak Connections Bus Service ①	3.0	1.2	1.8
Amtrak Marketing	0.9	0.9	-
Amtrak NRV Initialization Expense	2.0	-	2.0
RLF CSX Lease Expense	0.1	-	0.1
Asset Maintenance Expense	10.5	11.7	(1.2)
Western Rail Access Fee	7.4	4.7	2.7
Operations Administrative Budget	3.3	4.5	(1.2)
Total Other Operating Expenses	\$36.4	\$33.7	\$2.7
Total Operating Expenses	\$119.9	\$131.7	(\$11.8)
Overall Cost Recovery	64%	67%	-3%

① Previously included as Bedford Amtrak Thruway Intercity Bus Connector in the FY26 budget.

VPRA has evaluated the preliminary FY27 operating plan for financial planning purposes. The operations plan above will be reevaluated to utilize the most up-to-date and accurate forecast inputs for the final FY27 VPRA budget to be approved by the VPRA Board in May 2026.

