



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority Board

DJ Stadtler
Executive Director

919 East Main Street, Suite 2400
Richmond, Virginia 23219

(804) 303-8700
www.vpra.virginia.gov

Mariia Zimmerman
Chairperson

RESOLUTION OF THE VIRGINIA PASSENGER RAIL AUTHORITY BOARD

August 27, 2026

MOTION

Made By: Patricia Doersch

Seconded By: John Delandro

Action: Motion Carried, Unanimously

Title: Virginia Passenger Rail Authority FY27 Budget Amendment and Approval of Management Reserve Balance

WHEREAS, by resolution on May 21, 2026, the Board adopted the *Recommended Fiscal Year 2027 Budget* (the “**FY27 Budget**”) for the Virginia Passenger Rail Authority (“**VPRA**”); and

WHEREAS, on August 27, 2026, VPRA staff briefed the Board on recommended changes to the FY27 Budget; and

WHEREAS, the recommended changes to the FY27 Budget would result in a management reserve balance of \$89,000,000, measured as of August 27, 2026.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby (i) approves and adopts the document titled *Amended Fiscal Year 2027 Budget* attached hereto as **EXHIBIT A**, which shall amend the FY27 Budget as adopted by the Board on May 21, 2026, and (ii) approves the management reserve balance of \$89,000,000, measured as of August 27, 2026.

EXHIBIT A
[SEE ATTACHED]

AMENDED FISCAL YEAR 2027 BUDGET



Budget Amendment Executive Summary

The Virginia Passenger Rail Authority (VPRA) amended the approved FY27 Budget to reflect budget modifications in the I-95 Corridor program of projects. In July 2026, the U.S. Department of Transportation announced that the Richmond Layover Facility was the recipient of an FY 2026 BUILD grant of \$25 million. These funds, in combination with those received from the Central Virginia Transportation Authority (\$15 million) and from Amtrak IJA Funding (\$30 million), are sufficient to fund the estimated construction improvements for the project. The adjustment for the Franconia to Lorton Third Track, Fairfax County Utility Relocation Project is due to general increases in construction costs, the addition of a needed haul road to the project for safety concerns, and additional administrative costs that were not included in the original estimate. The costs for this project are to be reimbursed by Fairfax County.

Updated FY27 Financial Planning Results

The FY27 Financial Plan update includes \$72.5 million in new funding sources to offset a net increase of \$72.5 million in budgeted uses. This resulted in a net zero impact on the Management Reserve.

COMPARISON OF I-95 CORRIDOR PROGRAM EXPENDITURES TO COMPLETION (IN MILLIONS)

Description	Amended FY27 Budget	Approved FY27 Budget	Change (\$)
Required Projects			
Long Bridge - North	\$1,648.4	\$1,648.4	-
Long Bridge - South	1,016.3	1,016.3	-
Alexandria Fourth Track	238.4	238.4	-
Franconia to Lorton Third Track	274.3	274.3	-
Franconia-Springfield Bypass	532.8	532.8	-
Railroad Bridges over Newington Road	61.0	61.0	-
Potomac Creek Third Track (Siding A) Trackwork	175.6	175.6	-
Potomac Creek Third Track (Siding A) Roadwork	24.0	24.0	-
Taylorsville Third Track (Siding C)	86.1	86.1	-
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	142.9	-
L'Enfant Fourth Track and Station Improvements	53.3	53.3	-
Projects not required for service			
King and Commonwealth Bridges	97.7	97.7	-
Richmond Layover Facility	80.4	10.4	70.0
Other			
TRV Right of Way Transaction Costs	34.8	34.8	-
Utility Relocation Projects			
Franconia to Lorton Third Track: Fairfax	28.9	26.4	2.5
Potomac Creek Third Track: Stafford	11.9	11.9	-
Total I-95 Corridor Projects	\$4,719.2	\$4,646.7	\$72.5

I-95 CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

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	\$330.4	\$262.7	\$231.0	\$238.3	\$105.1	\$1,648.4
Long Bridge - South	4	128.7	188.4	264.7	204.9	114.1	111.7	3.8	1,016.3
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	37.4	90.8	22.2	-	-	175.6
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	4.2	0.8	5.4	12.6	29.3	27.3	0.8	80.4
Other									
TRV Right of Way Transaction Costs	7	30.4	3.0	1.4	-	-	-	-	34.8
Total I-95 Corridor Rail Projects		\$398.5	\$834.8	\$1,125.3	\$1,069.8	\$652.6	\$478.7	\$118.7	\$4,678.4
Utility Relocation Projects									
Franconia to Lorton Third Track: Fairfax	4	0.7	2.4	15.2	10.6	-	-	-	28.9
Potomac Creek Third Track: Stafford	4	0.2	1.5	8.3	1.9	-	-	-	11.9
Total I-95 Corridor		\$399.4	\$838.7	\$1,148.8	\$1,082.3	\$652.6	\$478.7	\$118.7	\$4,719.2

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

* Includes expenses for FY25 and prior.