



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

## MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
April 19, 2022

Upon adjournment of the April 19, 2022 Workshop Meeting.

### **Public Comments:**

### **Approval of Minutes:**

**March 15, 2022**

### **OFFICE OF LAND USE:**

***Presenting: Robert Hofrichter***  
***Division Director***

1. Action on Discontinuance – Secondary System of State Highways  
Route 739 in Buchanan County Located in the Bristol District.

### **LOCATION AND DESIGN DIVISION:**

***Presenting: Emmett Hetzel***  
***Division Administrator***

2. Action on Limited Access Control Changes (LACCs) for Limited Access Control Changes  
Boundary Channel Drive and I-395 Interchange Improvements  
Project, Arlington County Located in the Northern Virginia District.
3. Action on Limited Access Control Changes (LACCs) for the I-95 Interchange (I-95 Express  
Lanes) at Route 2000 (Opitz Boulevard) Prince William County Located in the Northern Virginia  
District.

### **INFRASTRUCTURE INVESTMENT DIVISION:**

***Presenting: Kimberly Pryor***  
***Division Director***

4. Action on FY22-27 Six-Year Improvement Program Transfers for  
February 19, 2022 through March 18, 2022.

5. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027.
6. Action on SMART SCALE Project Budget Increase for Nike Park Extension from Reynolds Drive to US Route 17 UPC 109314 in Isle of Wight County, Located in the Hampton Roads District.

**RIGHT OF WAY & UTILITIES DIVISION:**

***Presenting: Lori Snider***  
***Division Administrator***

7. Action on Locality Land Conveyances, Waddell Street, City of Lexington Located in the Staunton District.

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:**

***Presenting: Mike Todd***  
***Manager, Rail Programs***

8. Action on Henrico County Rail Industrial Access Project Located in the Richmond District.

**VIRGINIA PASSENGER RAIL AUTHORITY:**

***Presenting: Steve Pittard***  
***Chief Financial Officer***

9. Action on Fiscal Year 2023 Capital Expenditures and Projects, Virginia Passenger Rail Authority.

**NEW BUSINESS:**

**ADJOURNMENT:**

###



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 1*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Discontinuance – Secondary System of State Highways Route 739 in Buchanan County**

**WHEREAS**, Route 739, located in Buchanan County, measuring approximately 0.02 of a mile, is no longer necessary for the uses of the Secondary state highway system, and therefore no longer provides a public convenience that warrants maintenance at public expense, rendering it eligible for discontinuance; and

**WHEREAS**, the Buchanan County Board of Supervisors has approved a resolution on March 14, 2022, attached hereto as Exhibit A, supporting the discontinuance described as the 0.02 mile length of Route 739, as seen in the map attached hereto as Exhibit B; and

**WHEREAS**, pursuant to § 33.2-908 of the *Code of Virginia*, a section of highway may be discontinued from the Secondary state highway system by the Commissioner of Highways, with the approval of the Commonwealth Transportation Board, if the highway is deemed to be no longer necessary for the uses of the Secondary state highway system when a part of the highway no longer provides a public convenience that warrants maintenance at public expense; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board approves the discontinuance of the roadway segment identified below and as depicted on Exhibit B attached hereto, as part of the Secondary system of state highways, pursuant to §33.2-908, *Code of Virginia*, as the roadway is no longer necessary for the uses of the Secondary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

**Secondary System of State Highways**

**Discontinuance**

Bristol District

Buchanan County

- Route 739

0.02 Mi.

**Total Mileage Discontinued from the Secondary System:**

**0.02 Mi.**

####

## CTB Decision Brief

### Discontinuance - Secondary System of State Highways: Route 739 in Buchanan County

**Issue:** The Buchanan County Board of Supervisors has requested the discontinuance of Route 739 in Buchanan County. Pursuant to §33.2-908 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

**Facts:** Upon review of the area, VDOT staff determined that the 0.02 mile length of Route 739 should be discontinued as a part of the Secondary System of State Highways, pursuant to § 33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at state expense.

The Buchanan County Board of Supervisors requested, by resolution on March 14, 2022 (Exhibit A, attached), the discontinuance of the 0.02 mile length of Route 739 (road noted in “Yellow” on Exhibit B, attached).

In accordance with §33.2-908, notice of the discontinuance was published in the *Virginia Mountaineer* newspaper on January 13, 2022 (Exhibit C, attached). The Buchanan County Board of Supervisors and property owners with land abutting the section of roadway considered for discontinuance received notice via certified mail.

**Recommendation:** VDOT recommends the Board approve the discontinuance of the 0.02 mile length of Route 739 referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board’s members to approve the proposed discontinuance. A resolution describing the proposed road to be discontinued is provided for the Board’s consideration.

**Result if Approved:** If approved, VDOT will suspend all of its maintenance activity on the roadway segment.

**Options:** Approve, Deny or Defer

**Public Comments/Reaction:** There was no request for a public hearing made to the Buchanan County Board of Supervisors regarding this proposed discontinuance and there were no requests for a public hearing received by VDOT in response to the notices provided.

**Exhibit A**  
**Buchanan County Resolution**

The Board of Supervisors of Buchanan County, in regular meeting on the 14<sup>th</sup> day of March 2022, adopted the following:

**RESOLUTION OF SUPPORT FOR DISCONTINUANCE OF ROUTE 739**

**WHEREAS**, pursuant to the request from this Board for the discontinuance of Route 739, the Virginia Department of Transportation has notified the Buchanan County Board of Supervisors of its intent to discontinue a section of Route 739 from Route 624 to 0.02 mile east of Route 624, a distance of 0.02 miles, and;

**WHEREAS**, the sketch, attached and incorporated herein as a part of this resolution, defines the adjustments required in the secondary system of state highways as a result of the discontinuance of Route 739, and;

**NOW, THEREFORE, BE IT RESOLVED**, this Board hereby concurs with and supports the Commonwealth Transportation Board's discontinuance of Route 739 from Route 624 to 0.02 mile east of Route 624 from the secondary system of state highways, as identified on the attached sketch, pursuant to §33.2-908.B of the Code of Virginia, and;

**BE IT FINALLY RESOLVED**, this Board orders that a certified copy of this resolution be forwarded to the Resident Engineer for the Virginia Department of Transportation.

Recorded Vote

Moved By: Trey Adkins

Seconded By: Tim Hess

Yeas: 6

Nays: 0

A Copy Teste:

Robert C. Horn

Robert C. Horn  
County Administrator

# Exhibit B

## Sketch of Proposed Road Segment to be Discontinued

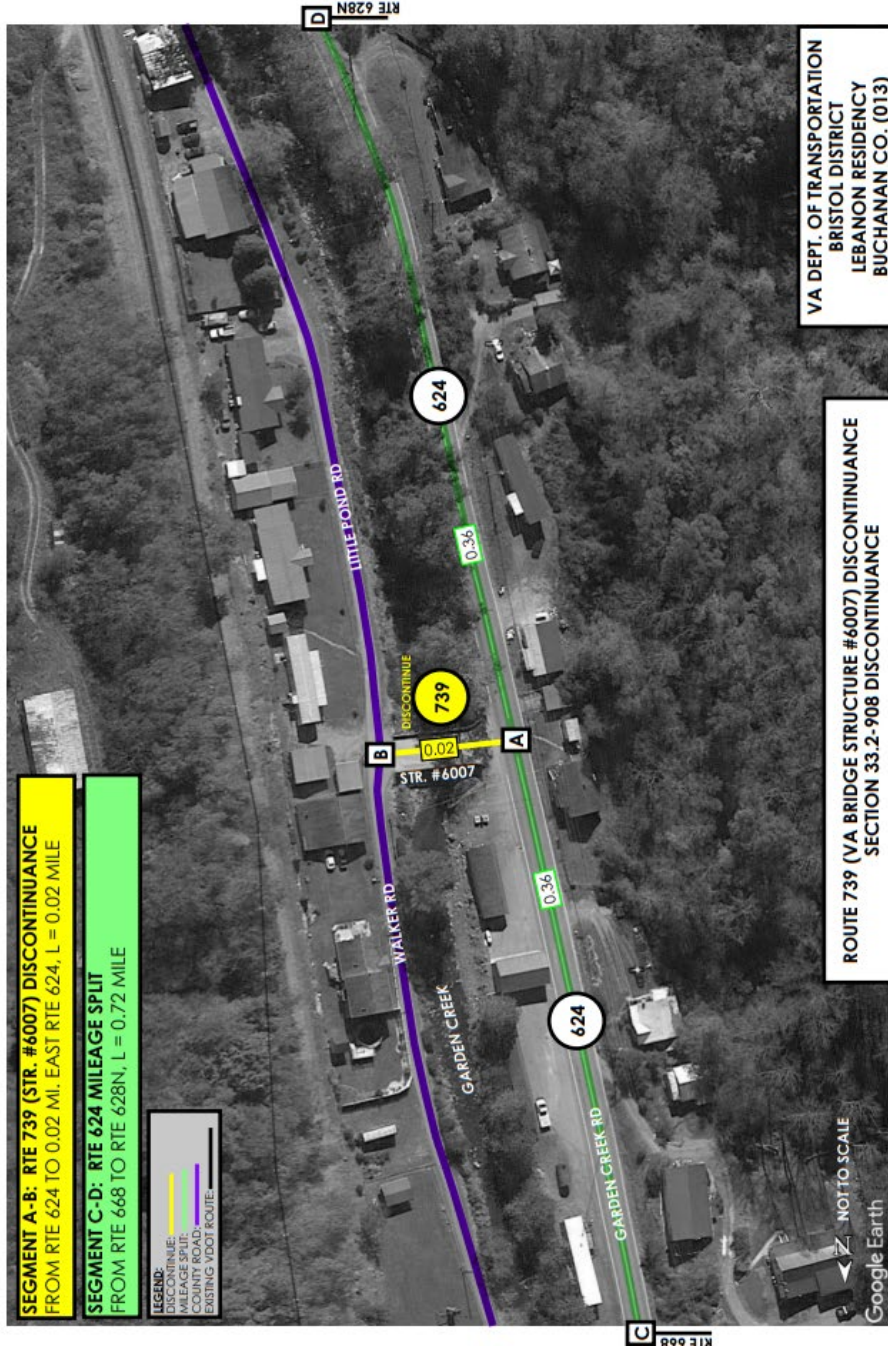



Exhibit C

Public Notice of Discontinuance  
Published in the *Virginia Mountaineer* on January 13, 2022



**VDOT**  
Virginia Department of Transportation

**NOTICE OF PROPOSED ROAD DISCONTINUANCE  
ROUTE 739**

Pursuant to §33.2-908 Code of Virginia, the Virginia Department of Transportation (VDOT) will consider discontinuance of Route 739 from Route 624 to 0.02 mile east of Route 624, a distance of 0.02 mi. This matter is being considered by VDOT at the request of the Buchanan County Board of Supervisors. Discontinuance is an act of the Commonwealth Transportation Board that relieves VDOT of the maintenance and regulatory authority for a roadway due to insufficient public service. Additional materials related to the proposed discontinuance can be obtained by contacting the VDOT Lebanon Residency at:

Virginia Department of Transportation  
P.O. Box 127 (1067 Fincastle Rd)  
Lebanon, VA 24266  
(276) 889-7601  
[john.bolling@vdot.virginia.gov](mailto:john.bolling@vdot.virginia.gov)

2-11





# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 2*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

#### MOTION

**Made By:            Seconded By:            Action:**

**Title: Limited Access Control Changes (LACCs) for Boundary Channel Drive  
and I-395 Interchange Improvements  
Arlington County**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-395, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, State Highway Project 6587-000-R89, P101, R201, C501; (UPC# 116394) involves reducing Boundary Channel Drive from four lanes to two lanes in order to construct a twelve-foot (12’) shared-use path along the north side of Boundary Channel Drive and a sidewalk that varies in width from eight-foot (8’) to ten-foot (10’) along the south side of Boundary Channel Drive, and reconfigure the I-395 northbound and southbound crossroad ramp terminals that intersect with Boundary Channel Drive into roundabouts to improve safety and operational issues. The shared-use path along the north side of Boundary Channel Drive will connect to the Mount Vernon Trail within the National Park Service property. The shared-use path and sidewalk will also connect to the new loop trail in Arlington County’s Long Bridge Park that goes around the Aquatic Center and connects to the Esplanade (the “Project”); and

**WHEREAS**, these improvements require modification of the limited access lines on the west side of I-395 as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, the Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on November 5, 2020, between 7:00 pm and 8:30 pm via Webex, and allowed public input to be collected concerning the request; and

**WHEREAS**, proper notice of the Hearing was given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded; and

**WHEREAS**, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

**WHEREAS**, VDOT’s Northern Virginia District Office has reviewed and approved the Interchange Modification Report (IMR) on September 18, 2019, and the Federal Highway Administration (FHWA) approved the IMR on October 7, 2019, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion (CE) was prepared under an agreement between VDOT and FHWA and approved on January 17, 2018, an errata to the CE was approved on January 14, 2021, and a Supplemental Environmental Studies Document was approved on January 19, 2021, which supports the criteria for a CE and will not result in significant impacts to the human or natural environment; and

**WHEREAS**, the Project is located within a Marginal 8-hour Ozone non-attainment area and meets the criteria specified in the current FHWA-VDOT “Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide (CO)”, and therefore a project-specific analysis for CO is not required as noted in the Air Report dated May 12, 2020; and

**WHEREAS**, the Project is located in Arlington County and the Arlington County Board of Supervisors endorsed the proposed design features and LACCs at their regular meeting on January 23, 2021 (attached); and

**WHEREAS**, FHWA has provided approval for State Highway Project 6587-000-R89, P101, R201, C501; (UPC# 116394) and the proposed LACCs on March, 15, 2022; and

**WHEREAS**, VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

**WHEREAS**, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

**WHEREAS**, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the I-395 corridor in Arlington County continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

**BE IT FURTHER RESOLVED**, the location of the shared use path and sidewalk within the area designated as limited access and its construction and maintenance is approved as proposed and presented at the Hearing, as the same may be modified during ongoing design review.

**BE IT FURTHER RESOLVED**, that pedestrians and bicyclists are authorized to use the shared use path and sidewalk along Boundary Channel Drive, within the areas designated as limited access.

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Boundary Channel Drive and I-395 Interchange Improvements  
Arlington County  
April 19, 2022  
Page 4 of 4

**BE IT FURTHER RESOLVED**, that the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Boundary Channel Drive and I-395 Interchange Improvements**  
**Project 6587-000-R89, P101, R201, C501**  
**UPC# 116394**  
**Arlington County**

**Issues:** The area designated as limited access previously approved for the Boundary Channel Drive and I-395 interchange needs to be modified to accommodate the reconfiguration of the I-395 northbound and southbound crossroad ramp terminals that intersect with Boundary Channel Drive into roundabouts, and to provide pedestrian and bicyclist access through the area as a result of a new twelve-foot (12') shared use path on the north side of Boundary Channel Drive and a sidewalk that varies in width from eight-foot (8') to ten-foot (10') on the south side of Boundary Channel Drive and will be placed in the limited access area and through the existing limited access control line. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

**Facts:**

- Limited access control for I-395 was previously established on October 4, 1956 by the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-395, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- State Highway Project 6587-000-R89, P101, R201, C501 involves reducing Boundary Channel Drive from four lanes to two lanes in order to construct a twelve-foot (12') shared-use path along the north side of Boundary Channel Drive and a sidewalk that varies in width from eight-foot (8') to ten-foot (10') along the south side of Boundary Channel Drive, and reconfigure the I-395 northbound and southbound crossroad ramp terminals that intersect with Boundary Channel Drive into roundabouts to improve safety and operational issues. The shared-use path along the north side of Boundary Channel Drive will connect to the Mount Vernon Trail within the National Park Service property. The shared-use path and sidewalk will also connect to the new loop trail in Arlington County’s Long Bridge Park that goes around the Aquatic Center and connects to the Esplanade. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on November 5, 2020, between 7:00 pm and 8:30 pm via Webex, and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and

recommendations for or against the Project as presented, their statements being duly recorded.

- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- VDOT's Northern Virginia District Office has reviewed and approved the Interchange Modification Report (IMR) on September 18, 2019, and the Federal Highway Administration (FHWA) approved the IMR on October 7, 2019, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion (CE) was prepared under an agreement between VDOT and FHWA and approved on January 17, 2018, an errata to the CE was approved on January 14, 2021, and a Supplemental Environmental Studies Document was approved on January 19, 2021, which supports the criteria for a CE and will not result in significant impacts to the human or natural environment.
- The Project is located within a Marginal 8-hour Ozone non-attainment area and meets the criteria specified in the current FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide (CO)", and therefore a project-specific analysis for CO is not required as noted in the Air Report dated May 12, 2020.
- The Project is in Arlington County and the Arlington County Board of Supervisors endorsed the proposed design features and LACCs at their regular meeting on January 23, 2021 (attached).
- FHWA has provided the approval for State Highway Project 6587-000-R89, P101, R201, C501; (UPC# 116394) and the proposed LACCs on March 15, 2022.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

**Recommendations:** It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-395 corridor in Arlington County continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

CTB Decision Brief  
Proposed Limited Access Control Changes (LACCs)  
Boundary Channel Drive and I-395 Interchange Improvements  
Arlington County  
April 19, 2022  
Page 3 of 3

**Action Required by CTB:** The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Boundary Channel Drive and I-395 Interchange Improvements Project will move forward.

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

**Public Comments/Reactions:** There were seventy (70) citizens that attended the Virtual Design Public Hearing. A total of fifty-three (53) written/emailed comments and thirty-six (36) oral/chat box comments were received for the record. Of those, thirty-seven (37) supported the project as proposed and presented, two (2) opposed the project, and fifty (50) had no position.

**Minutes of the Meeting of the State Highway  
Commission of Virginia, held in  
Richmond  
October 4, 1958**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard O. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.



Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.

**ARLINGTON COUNTY, VIRGINIA  
OFFICE OF THE COUNTY BOARD**

2100 CLARENDON BOULEVARD, SUITE 300  
ARLINGTON, VIRGINIA 22201-5406  
(703) 228-3130 • FAX (703) 228-7430  
E-MAIL: countyboard@arlingtonva.us

KENDRA JACOBS  
CLERK TO THE  
COUNTY BOARD

**MEMBERS**  
MATT DE FERRANTI  
CHAIR  
KATIE CRISTOL  
VICE CHAIR

CHRISTIAN DORSEY  
TAKIS KARANTONIS  
LIBBY GARVEY

**CERTIFICATION**

I hereby certify that at its January 23<sup>rd</sup>, 2021 Regular Meeting, on a consent motion by CHRISTIAN DORSEY, Member, seconded by TAKIS KARANTONIS, Member, and carried by a vote of 5 to 0, the voting recorded as follows: Matt de Ferranti, Chair - Aye, Katie Cristol, Vice-Chair - Aye, Christian Dorsey, Member - Aye, Takis Karantonis, Member - Aye, and Libby Garvey, Member - Aye, the County Board of Arlington, Virginia, approved the C.M. RECOMMENDATIONS in the attached County Manager's report dated January 15<sup>th</sup>, 2021

**SUBJECT:** Endorsement of Major Design Elements for the Boundary Channel Drive and I-395 Interchange Improvements project.

Given under my hand this 27<sup>th</sup> day of January 2021.



A handwritten signature in blue ink, appearing to read "K. Jacobs", is written over a horizontal line.

Kendra M. Jacobs, Clerk  
Arlington County Board

**ARLINGTON COUNTY, VIRGINIA**

**OFFICE OF THE COUNTY BOARD**

2100 CLARENDON BOULEVARD, SUITE 300  
ARLINGTON, VIRGINIA 22201-5406  
(703) 228-3130 • FAX (703) 228-7430  
E-MAIL: countyboard@arlingtonva.us

KENDRA JACOBS  
CLERK TO THE  
COUNTY BOARD

**MEMBERS**  
MATT DE FERRANTI  
CHAIR  
KATIE CRISTOL  
VICE CHAIR

CHRISTIAN DORSEY  
TAKIS KARANTONIS  
LIBBY GARVEY

**CERTIFICATION**

I hereby certify that at its January 23<sup>rd</sup>, 2021 Regular Meeting, on a consent motion by CHRISTIAN DORSEY, Member, seconded by TAKIS KARANTONIS, Member, and carried by a vote of 5 to 0, the voting recorded as follows: Matt de Ferranti, Chair - Aye, Katie Cristol, Vice-Chair - Aye, Christian Dorsey, Member - Aye, Takis Karantonis, Member - Aye, and Libby Garvey, Member - Aye, the County Board of Arlington, Virginia, approved the **C.M. RECOMMENDATIONS** in the attached County Manager's report dated January 15<sup>th</sup>, 2021

**SUBJECT:** Endorsement of Major Design Elements for the Boundary Channel Drive and I-395 Interchange Improvements project.

Given under my hand this 27<sup>th</sup> day of January 2021.

SEAL

---

Kendra M. Jacobs, Clerk  
Arlington County Board

# ARLINGTON COUNTY, VIRGINIA

## County Board Agenda Item Meeting of January 23, 2021

**DATE:** January 15, 2021

**SUBJECT:** Endorsement of Major Design Elements for the Boundary Channel Drive and I-395 Interchange Improvements project.

**C. M. RECOMMENDATION:**

Adopt the Resolution of Endorsement of the major design elements for the VDOT administered project to construct interchange improvements at the Boundary Channel Drive/I-395 interchange, set forth in Attachment A.

**ISSUES:** County Board approval of the design is a prerequisite for the Virginia Commonwealth Transportation Board (CTB) to approve the project's proposed limited-access controls changes, as well as the design. No other issues have been identified.

**SUMMARY:** This is a request for endorsement of the major design elements for the Boundary Channel Drive/I-395 Interchange Improvements project. The resolution will be included in the Design-Build Request for Proposals (RFP) anticipated to be advertised in February 2021.

**BACKGROUND:** The I-395 and Boundary Channel Drive Interchange Improvements project (the Project) is a formerly Locally Administered Project (UPC 104323) that Arlington County transferred to VDOT on January 14, 2020 for them to administer the preliminary engineering (PE), right-of-way (RW) and construction (CN) phases of the Project (UPC 16394).

The purpose of this project is to enhance multimodal options and connections for pedestrians and bicyclists, and to improve traffic operations and safety along I-395, Boundary Channel Drive, and Long Bridge Drive. Boundary Channel Drive will be reduced from four lanes to two lanes, and the two crossroad ramp terminals along Boundary Channel Drive will be converted into roundabouts. An 8'-wide sidewalk will be constructed along the south side of Boundary Channel Drive and a 12'-wide shared-use path will be constructed along the north side, with a trail connection tying into the Mount Vernon Trail. The shared-use path also includes a connection to the new loop trail that goes around the Aquatic Center and connects to the Long Bridge Park esplanade.

County Manager:

MJS / Mic

County Attorney:



Staff: Jon Lawler, DES

The project limits on Boundary Channel Drive begin at 0.06 mile west of the Pentagon Connector Road and extend to Long Bridge Drive for approximately 0.4 mile. This project also includes changes in limited-access controls.

**DISCUSSION:** VDOT submitted the PFI stage and Public Hearing stage design plans to Arlington County for review on May 8, 2020 and August 10, 2020, respectively. Arlington County staff reviewed the design plans and provided comments that VDOT's design consultant adequately addressed.

This project is using a Design-Build delivery model. VDOT advertised the Design-Build Request for Qualifications (RFQ) on October 21, 2020 and received statements of qualifications on December 8, 2020. It is anticipated that the Design-Build Request for Proposals (RFP) will be released to the short-listed Offerors in February 2020. Construction is anticipated to occur from Spring 2022 thru Fall 2023.

The CTB requires endorsement of major design elements by Arlington County prior to approving the project's proposed limited-access control changes and the project's design.

**PUBLIC ENGAGEMENT:**

*Level of Engagement:* **Involve**

*Outreach Methods:* A public information meeting was held on December 5, 2019 from 4:30 p.m. to 6:30 p.m. in the Conference Center located at 251 18th St S, Arlington, VA 22202. There were twenty-six (26) members of the public in attendance. The public had the opportunity to interact with the project team and review informational boards of the project's conceptual design, as well as the project's approved Interchange Modification Report (IMR) traffic study. Upon conclusion of the meeting, the public was given the opportunity to answer 18 online survey questions requesting feedback on specific aspects of the project's design. Sixty-five (65) people participated in the survey and their responses indicated that they were extremely supportive of the project.

In accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, a Virtual Design Public Hearing was held on November 5, 2020, between 7:00 p.m. and 8:30 p.m. Seventy (70) members of the public attended the Virtual Design Public Hearing and a total of 53 written/emailed comments and 36 oral/chat box comments were received for the record. Of those, 37 supported the project as proposed and presented, 2 opposed the project, and 50 had no position.

*Community Feedback:* The majority of comments received at both the public information meeting and the public hearing expressed strong support for the project. Following the December 5, 2019 public information meeting, based on public feedback received, staff revised the project's design to reduce the travel lane widths along Boundary Channel to 11'-wide and significantly tightened up the corner radii at the roundabouts where possible in order encourage vehicles to drive more slowly.

A common comment that was echoed numerous times by the public and stakeholder groups (Washington Area Bicyclist Association – WABA, Capital Trails Coalition – the “Coalition”, and Sustainable Mobility for Arlington County) following the November 5, 2020 Virtual Design Public Hearing was a request to reduce the width of the previously 10’-wide sidewalk along the south side of Boundary Channel Drive to 8’-wide and consequently increase the width of the shared-use path along the north side of Boundary Channel Drive to 12’-wide (previously 10’-wide). This change was made to the design as requested.

Another comment that was received numerous times from multiple members of the public was to revise the crosswalk approaches at the two roundabouts along the north side shared-use path to make the corners less sharp and more accommodating to larger bicycles like cargo bikes and tandem bikes, which are both much more difficult to maneuver due to their length and longer wheelbases. The design consultant is modeling the turning maneuvers of these larger bikes and is revising the design of the north side shared-use path accordingly.

Lastly, the community made numerous requests for the project to install a series of pedestrian safety measures and treatments to the proposed crosswalks that cross an interchange ramp. The Design-Builder (TBD) will be responsible for addressing this public comment as they advance the design in consultation with Arlington County and VDOT staff.

**FISCAL IMPACT:** None. This is an endorsement of the major design elements for the Boundary Channel Drive/I-395 Interchange Improvements project. The project cost estimate has not changed and is still consistent with the \$20,400,000 cost estimate from the executed VDOT Administered Project Agreement.

## **Attachment A**

### **RESOLUTION FOR THE BOARD OF THE COUNTY OF ARLINGTON, VIRGINIA AS AN ENDORSEMENT OF THE MAJOR DESIGN ELEMENTS FOR THE BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE IMPROVEMENTS PROJECT**

WHEREAS, the Virginia Department of Transportation (“VDOT”) and key stakeholders the Federal Highway Administration Eastern Federal Lands Highway Division (FHWA-EFHLD), the Pentagon, and the County of Arlington collaborated to develop a design that will upgrade the Boundary Channel Drive/I-395 interchange to enhance regional multimodal access and improve traffic operations and safety for all users; and

WHEREAS, the scope of the interchange improvements Project includes:

- Two roundabout intersections
- A new connection to the Mount Vernon Trail
- At grade trail crossing(s) at the two I-395 southbound ramps
- Sidewalks (typically 8’-wide) and shared use paths (typically 12’-wide)
- Drainage and stormwater management
- Streetlighting
- Wet and dry utility improvements
- Landscaping
- Reduction of Boundary Channel Drive from four lanes to two lanes
- Removing two I-395 southbound loop ramps
- Removing I-395 southbound bus pull-off lane; and

WHEREAS, the Project will modify the limited access controls at the Boundary Channel Drive/I-395 Interchange. Any change and/or break in limited access controls require the County Board of Arlington County endorsement before it can be considered by the Commonwealth Transportation Board (“CTB”) for approval; and

WHEREAS, the Project Administration Agreement was approved by the County Board of Arlington County on September 30, 2019, that granted VDOT administration over the Project and approved a payment plan of \$17,246,638 from the County to VDOT to fund the completion of the Project; and

WHEREAS, a virtual Design Public Hearing was held on November 5, 2020 after due and proper notice for the purpose of considering the proposed design of the Project at which

drawings and other pertinent information were made available for public inspection in accordance with state and federal requirements; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in the said public hearing; and

WHEREAS, the majority of comments received from the public hearing supported the project; and

WHEREAS, an Interchange Modification Report (IMR) was approved by FHWA on October 8, 2019; and

WHEREAS, this Project is supported by \$3,065,352 in state funding and \$4,335,000 in Northern Virginia Transportation Authority (“NVT A”) funding; and

WHEREAS, the CTB requires endorsement of major design elements by the County Board of Arlington County prior to approving the final design of the Project.

THEREFORE, IT IS HEREBY RESOLVED that the County Board of Arlington County, Virginia, endorses the major design elements of the Boundary Channel Drive/I-395 Interchange Improvements Project as presented at the virtual Design Public Hearing on November 5, 2020.

ADOPTED this 23<sup>rd</sup> day of January 2021.



Existing Condition



Proposed Condition





## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

March 9, 2021

Mr. Thomas Nelson, Jr. P.E.  
Division Administrator  
Federal Highway Administration  
P.O. Box 10249  
400 N. 8<sup>th</sup> Street Room 750  
Richmond, Virginia 23240-0249

Attention: Mr. John Mazur

Interstate I-395  
Boundary Channel Drive and I-395 Interchange Improvements  
Project: 6587-000-R89, P101, R201, C501  
Federal Project Number NHPP-5B01 (120)  
UPC 116394  
Arlington County  
Request for Modified Limited Access Line

Dear Mr. Mazur,

As you may be aware, The Virginia Department of Transportation (VDOT) is developing plans for the referenced State Highway Project, the scope of work which involves reducing Boundary Channel Drive from four lanes to two lanes in order to construct a twelve-foot (12') shared-use path along the north side of Boundary Channel Drive and a sidewalk that varies from eight-feet (8') to ten-feet (10') along the south side of Boundary Channel Drive, and reconfiguring the I-395 northbound and southbound crossroad ramp terminals that intersect with Boundary Channel Drive into roundabouts to improve safety and operational issues.

The shared-use path along the north side of Boundary Channel Drive will link to the Mount Vernon Trail within National Park Service property. The shared-use path and sidewalk also includes a connection to the new loop trail that goes around the Aquatic Center and connects to the Long Bridge Park esplanade.

As a result of the design of the project, the Limited Access Line in the northwest and southwest quadrants of the interchange need to be modified to reflect the changes in the interchange design configuration.

I-395 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. This Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the FHWA and approved on January 17, 2018 (with errata) and subsequent Environmental Studies document dated January 19, 2021.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines adjacent to the Boundary Channel Drive ramp intersections with I-395 as shown on the attached exhibits and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, the Exhibit showing the area of LACC and the Limited Access Control Point Table for the affected areas.

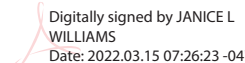
VDOT approves of the Limited Access Control Changes as shown on the exhibit and control point table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on April 20, 2022.

If additional information is needed, please contact me at 804-786-0121 or emmett.heltzel@vdot.virginia.gov.

Sincerely,

Emmett R.            2022.03.09  
Heltzel              09:32:01 -05'00'

Emmett R. Heltzel, P.E.  
State Location and Design Engineer

Approved: JANICE L WILLIAMS  Digitally signed by JANICE L WILLIAMS  
Date: 2022.03.15 07:26:23 -04'00' Date \_\_\_\_\_

Enclosure  
Exhibits



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

April 1, 2022

The Honorable W. Sheppard Miller, III  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer Mitchell  
The Honorable Tom Fowlkes  
The Honorable Mary Hughes Hynes  
The Honorable Alison DeTuncq  
The Honorable Bert Dodson, Jr.  
The Honorable Carlos M. Brown  
The Honorable Cedric Bernard Rucker  
The Honorable Stephen A. Johnsen  
The Honorable Mark H. Merrill  
The Honorable E. Scott Kasprovicz  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Marty Williams  
The Honorable Frederick T. Stant, III  
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for Boundary Channel Drive and I-395 Interchange Improvements in Arlington County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 6587-000-R89, P101, R201, C501; (UPC# 116394) have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Bart Thrasher  
2022.03.25 13:17:50-04'00'  
Barton A. Thrasher, P.E.  
Chief Engineer

## Re: LACC UPC 116394 Boundary Channel Drive and I-395 Interchange Improvements Project

Snider, Lori

1:24 PM  
(3/10/2022)

to Neil, me

I approve of this LACC from a Right of Way & Utilities perspective.

Thank you,  
Lori

On Thu, Mar 10, 2022, 9:15 AM Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)> wrote:  
Hi Lori,

Please see the attached LACC request from L&D for the Boundary Channel Road project that we have recently discussed. I have reviewed the materials and recommend your approval. If you concur, please respond to George Rogerson. Thank you

Neil

Neil M. Hord  
Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219  
Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>

----- Forwarded message -----

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
Date: Thu, Mar 10, 2022 at 8:38 AM  
Subject: Fwd: LACC UPC 116394 Boundary Channel Drive and I-395 Interchange Improvements Project  
To: Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **April 20, 2022 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply no later than the **COB March 17, 2022**.

If you have any questions or concerns, please contact me.

Thank you,



**George T. Rogerson, Jr.**

*Policies & Procedures Section Manager  
Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

----- Forwarded message -----

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>

Date: Thu, Mar 10, 2022 at 8:35 AM

Subject: LACC UPC 116394 Boundary Channel Drive and I-395 Interchange Improvements Project

To: Jo Maxwell <[joanne.maxwell@vdot.virginia.gov](mailto:joanne.maxwell@vdot.virginia.gov)>, Michael Garrett <[michael.garrett@vdot.virginia.gov](mailto:michael.garrett@vdot.virginia.gov)>, Ellen Porter <[ellen.porter@vdot.virginia.gov](mailto:ellen.porter@vdot.virginia.gov)>, Emmett Heltzel <[emmett.heltzel@vdot.virginia.gov](mailto:emmett.heltzel@vdot.virginia.gov)>, Joseph Koscinski <[joseph.koscinski@vdot.virginia.gov](mailto:joseph.koscinski@vdot.virginia.gov)>

Mike,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **April 20, 2022 CTB Meeting**. Please provide me with comments no later than the **COB March 17, 2022**.

I will remove the language in **red** and **yellow** highlights before finalizing the documents.

1. Decision Brief
2. Resolution
3. Limited Access Line Exhibit and Limited Access Control Point Stations and Offsets Table
4. Location Map
5. Original Resolution - Oct. 4, 1956
6. Letter of Support from Arlington County (**Forthcoming**)
7. FHWA Approval - **Forthcoming**

Thank you for your review and comments.



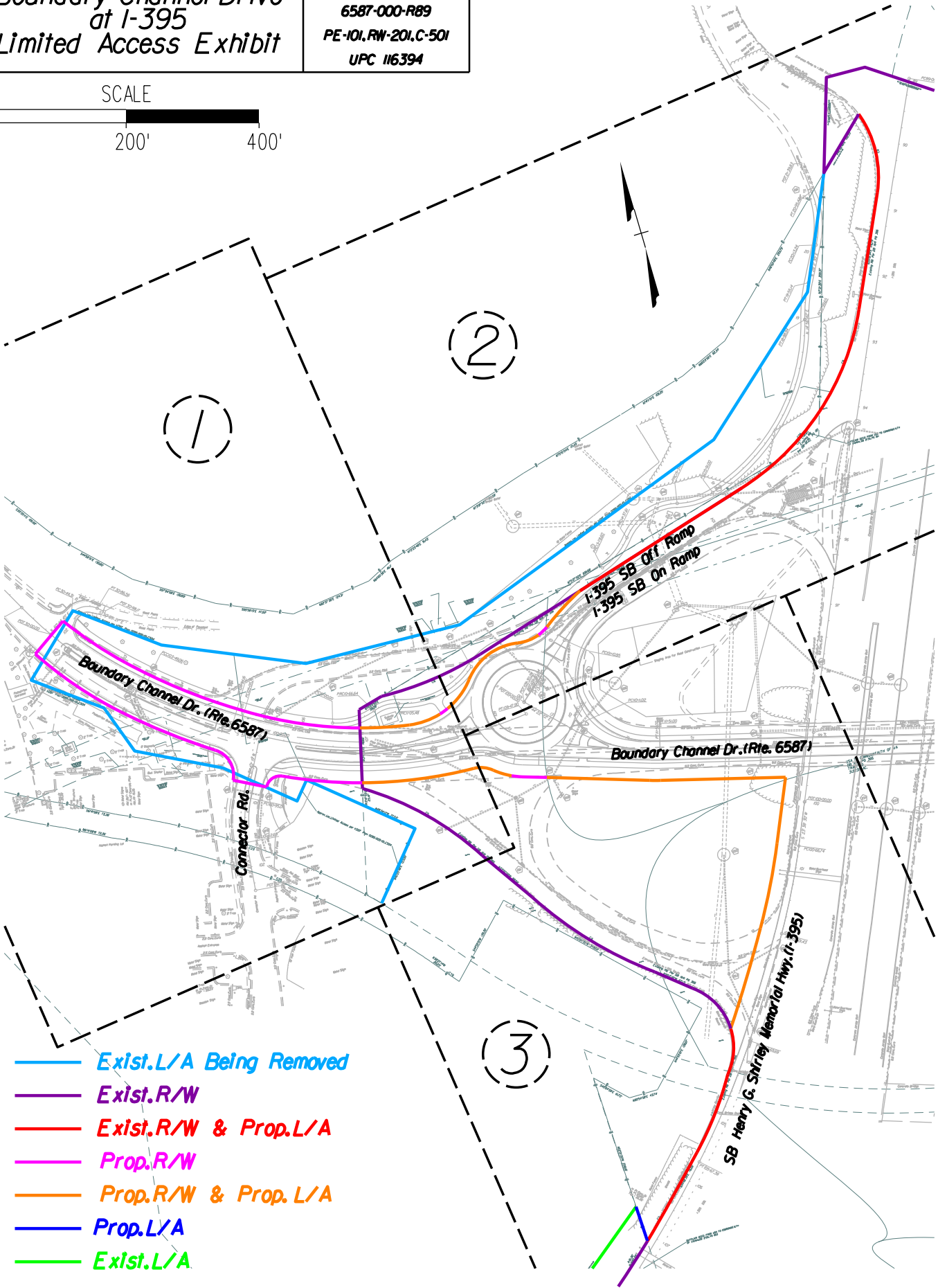
**George T. Rogerson, Jr.**

*Policies & Procedures Section Manager  
Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

**Boundary Channel Drive  
at I-395  
Limited Access Exhibit**

**VDOT PROJECT  
6587-000-R89  
PE-101.RW-201.C-501  
UPC 116394**

SCALE



-  **Exist.L/A Being Removed**
-  **Exist.R/W**
-  **Exist.R/W & Prop.L/A**
-  **Prop.R/W**
-  **Prop.R/W & Prop.L/A**
-  **Prop.L/A**
-  **Exist.L/A**

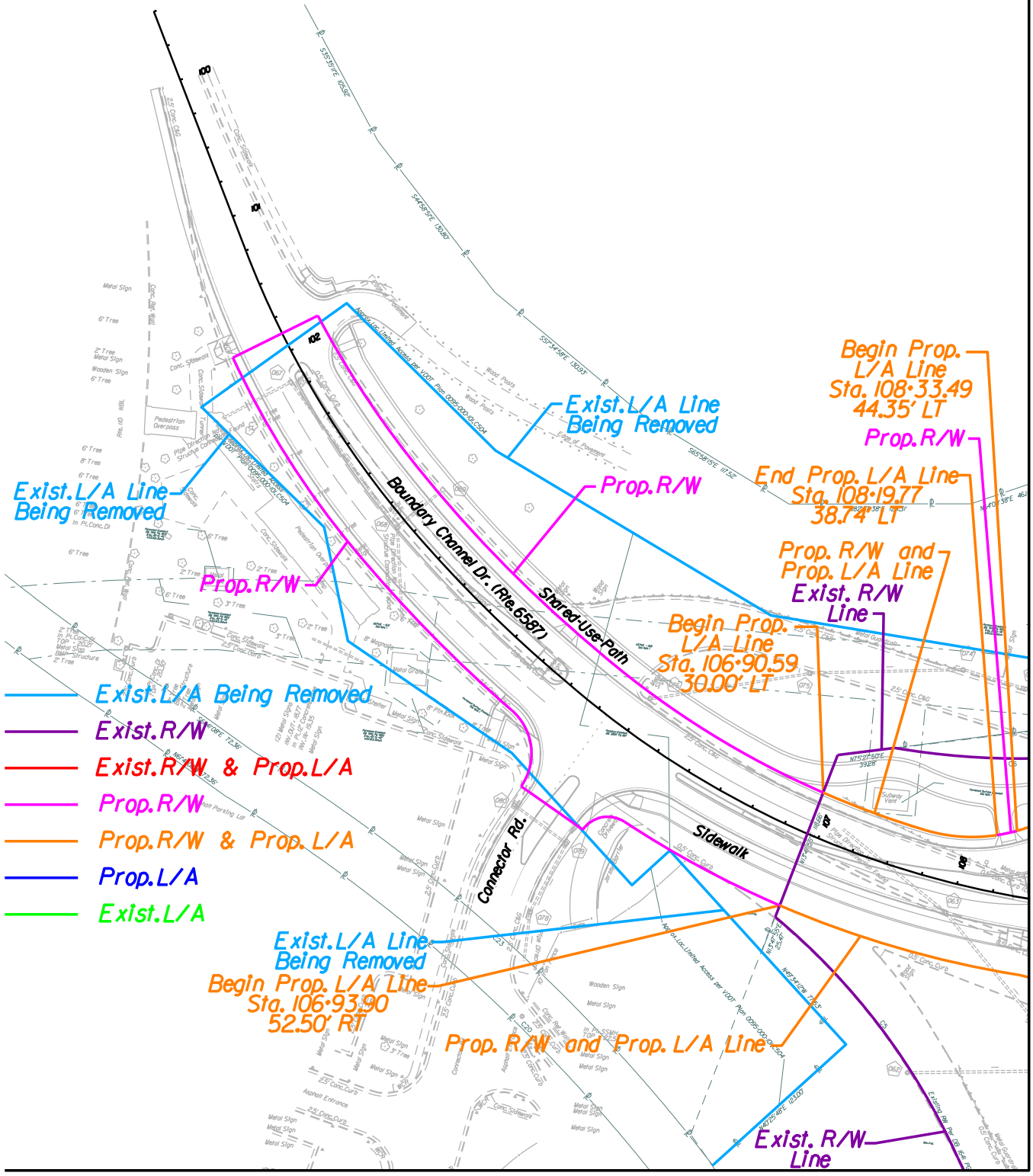


**Boundary Channel Drive  
at I-395  
Limited Access Exhibit**

**VDOT PROJECT  
6587-000-R89  
PE-101.RW-201.C-501  
UPC 116394**

**SHEET NO.  
1**

SCALE



- Exist. L/A Being Removed
- Exist. R/W
- Exist. R/W & Prop. L/A
- Prop. R/W
- Prop. R/W & Prop. L/A
- Prop. L/A
- Exist. L/A

**Exist. L/A Line Being Removed**  
**Begin Prop. L/A Line**  
Sta. 106+93.90  
52.50' RT

**Prop. R/W and Prop. L/A Line**

**Begin Prop. L/A Line**  
Sta. 108+33.49  
44.35' LT  
**Prop. R/W**

**End Prop. L/A Line**  
Sta. 108+19.77  
38.74' LT

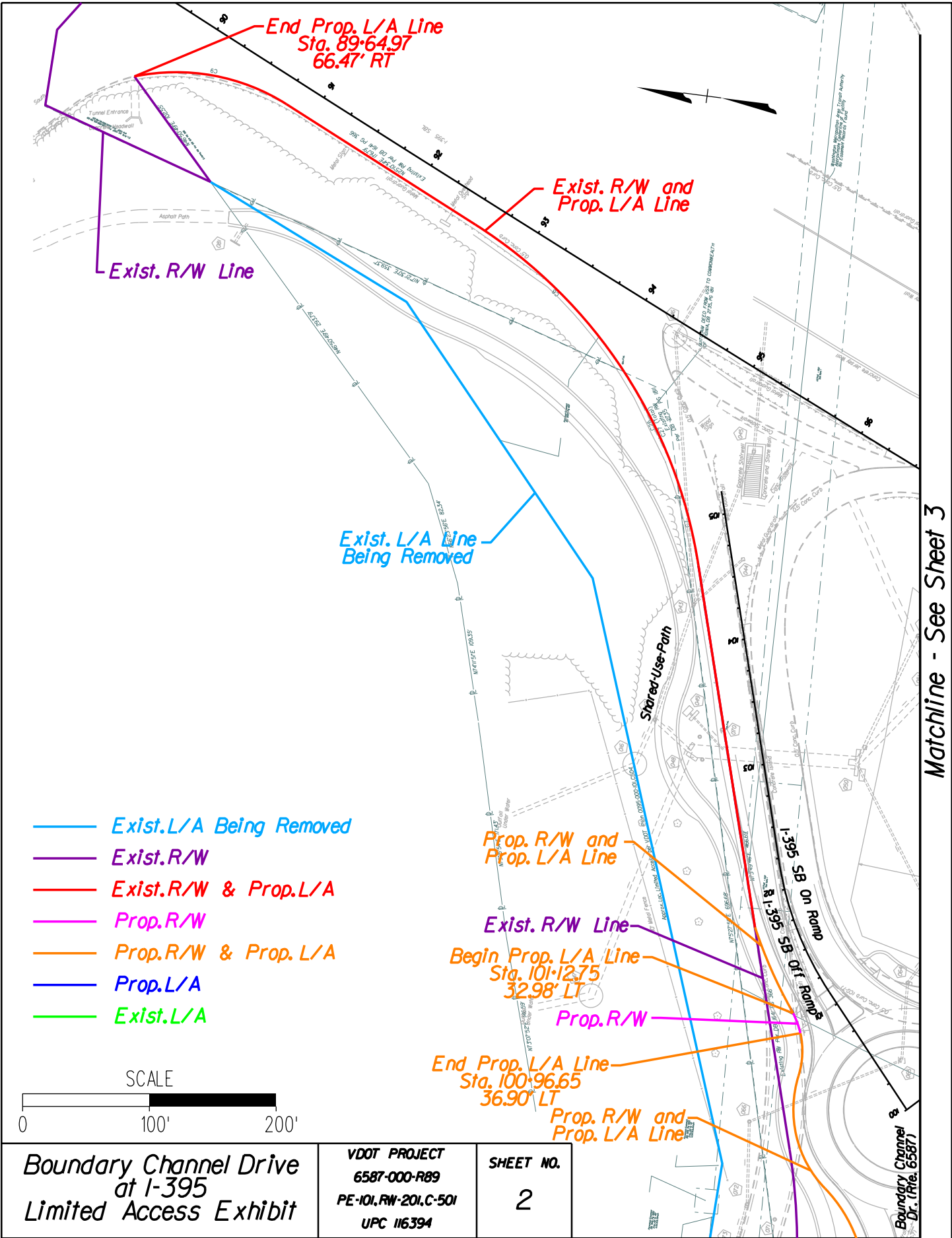
**Prop. R/W and Prop. L/A Line**  
**Exist. R/W Line**

**Begin Prop. L/A Line**  
Sta. 106+90.59  
30.00' LT

**Exist. R/W Line**

Matchline - See Sheet 2

Matchline - See Sheet 3



Matchline - See Sheet 3

Matchline - See Sheet 1

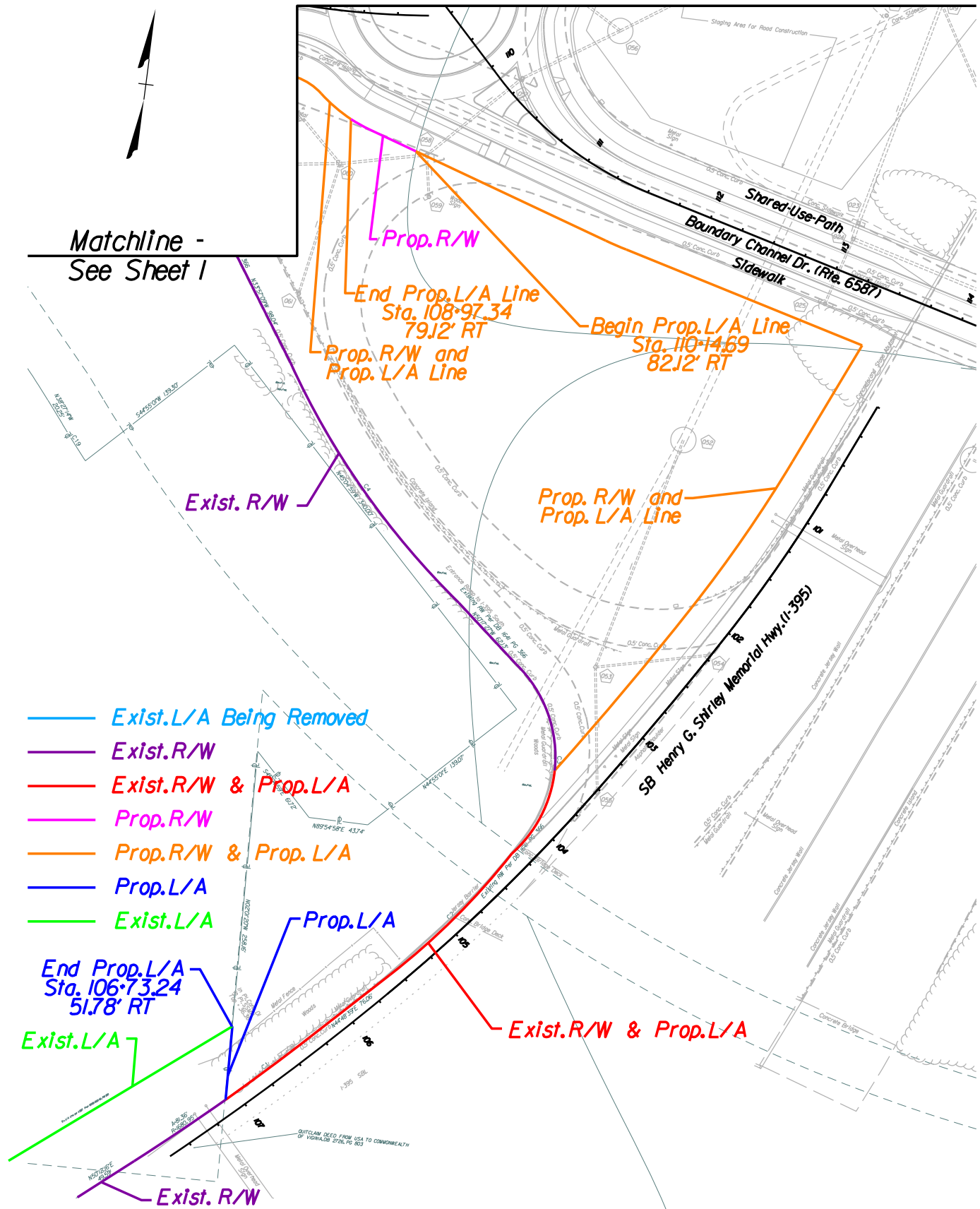
Boundary Channel Drive  
at I-395  
Limited Access Exhibit

VDOT PROJECT  
6587-000-R89  
PE-101.RW-201.C-501  
UPC 116394

SHEET NO.  
2

Matchline - See Sheet 2

Matchline - See Sheet 1

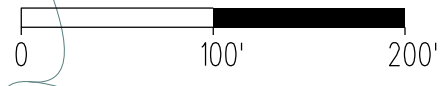


Boundary Channel Drive  
at I-395  
Limited Access Exhibit

VDOT PROJECT  
6587-000-R89  
PE-101.RW-201.C-501  
UPC 116394

SHEET NO.  
3

SCALE



Limited Access Control Point Stations and Offset Table  
6587-000-R89, PE-101, RW-201, C501  
UPC 116394

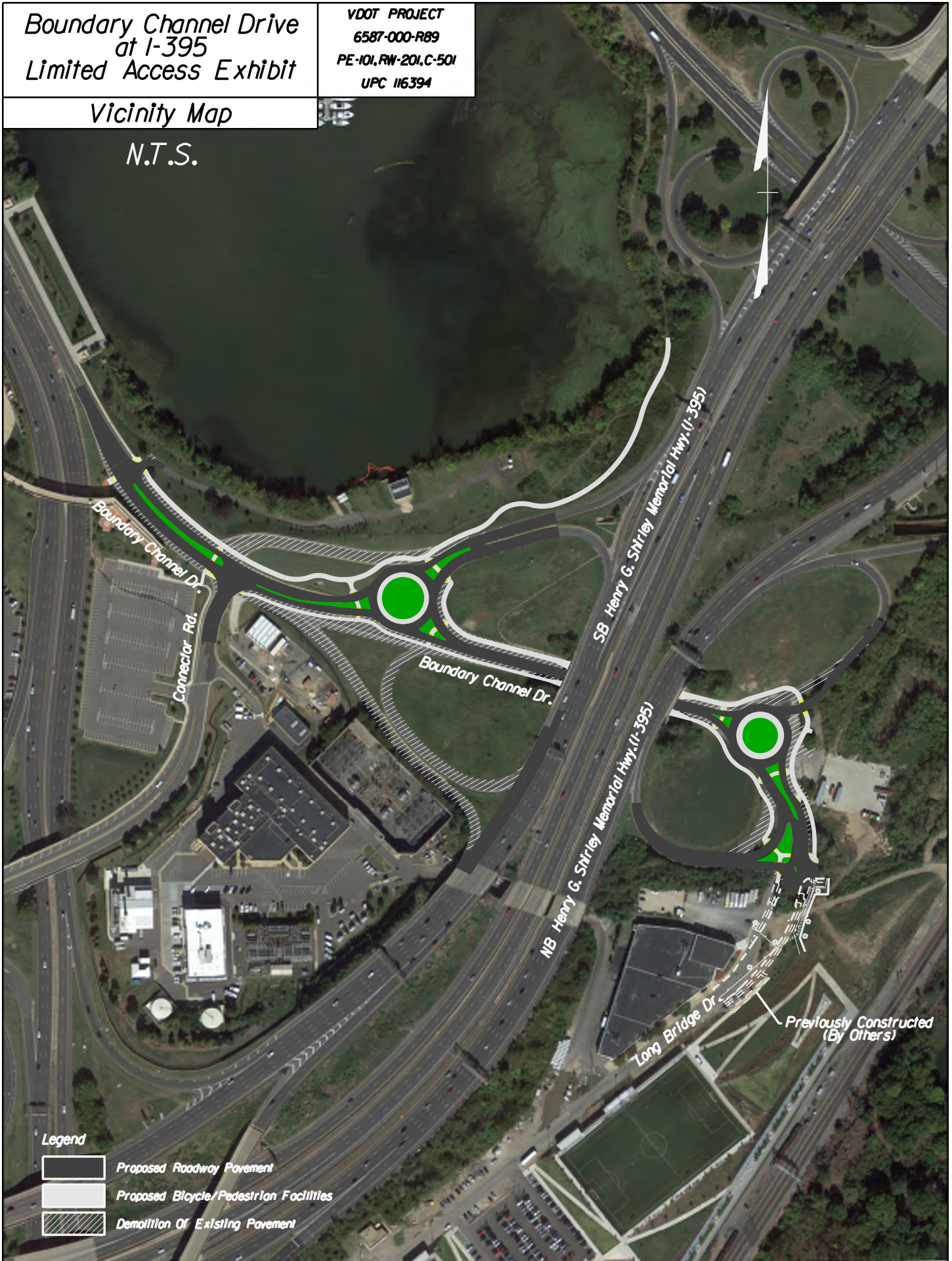
Sheet	Begin/End Proposed Limited Access	Station	Offset	Baseline
1	Begin	106+93.90	52.50' RT	Boundary Channel Drive
3	End	108+97.34	79.12' RT	Boundary Channel Drive
3	Begin	110+14.69	82.12' RT	Boundary Channel Drive
3	End	106+73.24	51.78' RT	SB I-395
1	Begin	106+90.59	30.00' LT	Boundary Channel Drive
1	End	108+19.77	38.74' LT	Boundary Channel Drive
1	Begin	108+33.49	44.35' LT	Boundary Channel Drive
2	End	100+96.65	36.90' LT	I-395 SB On/Off Ramp
2	Begin	101+12.75	32.98' LT	I-395 SB On/Off Ramp
2	End	89+64.97	66.47' RT	SB I-395

Boundary Channel Drive  
at I-395  
Limited Access Exhibit

VDOT PROJECT  
6587-000-R89  
PE-101, RW-201, C-501  
UPC 116394

Vicinity Map

N.T.S.



Legend

- Proposed Roadway Pavement
- Proposed Bicycle/Pedestrian Facilities
- Demolition Of Existing Pavement



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 3*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

#### MOTION

**Made By:            Seconded By:            Action:**

**Title: Limited Access Control Changes (LACCs) for the I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard) Prince William County**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-95, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia* as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, on January 18, 1973, the State Highway Commission, predecessor to the CTB, resolved that limited access features of Route 95 be extended to include additional ramps as part of the improvements of the Route 95 Interchange with Route 642 (Opitz Boulevard), which has since been renumbered Route 2000, in Prince William County in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia* as amended; and

**WHEREAS**, State Highway Project 0095-076-299, P101, C501, (UPC# 116663) provides a south-facing, reversible ramp connecting the existing I-95 Interchange (I-95 Express Lanes) to Route 2000 (Opitz Boulevard) to improve access to and from the I-95 Express Lanes in Prince William County. The existing slip ramp from the southbound I-95 general purpose lanes to

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard)  
Prince William County  
April 19, 2022  
Page 2 of 4

the southbound I-95 Express Lanes located south of Opitz Boulevard will be relocated approximately one mile to the south because the new reversible ramp will impact the existing slip ramp location. In addition, a five-foot (5') sidewalk will be provided within the area designated as limited access, where none currently exists, along the north side of Opitz Boulevard connecting to the existing sidewalk on the east side of Telegraph Road (the "Project"); and

**WHEREAS**, the new five-foot (5') sidewalk along the north side of Opitz Boulevard requires a minor adjustment of the limited access line on the east side of Telegraph Road as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, the Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing ("Hearing") for the Project on October 27, 2021, between 6:30 pm and 8:30 pm and an In-Person Hearing on October 28, 2021, between 6:00 pm and 9:00 pm, including the current and proposed locations of the limited access lines, at NOVA Community College, 2645 College Drive, Woodbridge, Virginia 22191, and allowed public input to be collected concerning the request; and

**WHEREAS**, proper notice of the Hearing was given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded; and

**WHEREAS**, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

**WHEREAS**, VDOT's Northern Virginia District Office has reviewed and approved the traffic analysis report completed March 4, 2022 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA), and approved on January 24, 2022; and

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard)  
Prince William County  
April 19, 2022  
Page 3 of 4

**WHEREAS**, the Project is located within a nonattainment area for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone and is within an area attainment for all other NAAQS. The Project is specifically listed in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 (Project ID VI2R48), which is the National Capital Region Transportation Planning Board's conforming fiscal year 2021-2024 transportation improvement program and long-range transportation plan; and

**WHEREAS**, the Project is in Prince William County and the County Board of Supervisors endorsed the proposed design features and LACCs at their regular meeting on November 9, 2021 (attached); and

**WHEREAS**, the FHWA provided approval for State Highway Project 0095-076-299, P101, C501 (UPC# 116663) and the proposed LACCs on January 6, 2022; and

**WHEREAS**, VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

**WHEREAS**, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

**WHEREAS**, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

**BE IT FURTHER RESOLVED**, the location of the five-foot (5') sidewalk within the area designated as limited access and its construction and maintenance is approved as proposed



Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard)  
Prince William County  
April 19, 2022  
Page 4 of 4

and presented at the Hearing, as the same may be modified during ongoing design review.

**BE IT FURTHER RESOLVED**, that pedestrians are authorized to use the five-foot (5') sidewalk on the north side of Opitz Boulevard, within the areas designated as limited access.

**BE IT FURTHER RESOLVED**, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

#####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard)**  
**Project 0095-076-299, P101, C501**  
**UPC# 116663**  
**Prince William County**

**Issues:** The area designated as limited access previously approved for the I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard) needs to be modified to accommodate the construction of a five-foot (5') sidewalk within the area designated as limited access, where none currently exists, along on the north side of Route 2000 (Opitz Boulevard) connecting to the existing sidewalk on the east side of Telegraph Road. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

**Facts:**

- Limited access control for I-95 was previously established on October 4, 1956 by the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-95, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia* as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- On January 18, 1973, the State Highway Commission, predecessor to the CTB, resolved that limited access features of Route 95 be extended to include additional ramps as part of the improvements of the Route 95 Interchange with Route 642 (Opitz Boulevard), which has since been renumbered Route 2000, in Prince William County in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia* as amended.
- State Highway Project 0095-076-299, P101, C501, provides a south-facing, reversible ramp connecting the existing I-95 Interchange (I-95 Express Lanes) to Route 2000 (Opitz Boulevard) to improve access to and from the I-95 Express Lanes in Prince William County. The existing slip ramp from the southbound I-95 general purpose lanes to the southbound I-95 Express Lanes located south of Opitz Boulevard will be relocated approximately one mile to the south because the new reversible ramp will impact the existing slip ramp location. In addition, a five-foot (5') sidewalk will be provided within the area designated as limited access, where none currently exists, along the north side of Opitz Boulevard connecting to the existing sidewalk on the east side of Telegraph Road as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, on October 27, 2021, between 6:30 pm and 8:30 pm and an In-Person Hearing on October 28, 2021, between 6:00 pm and 9:00 pm, including the current and proposed locations of the limited access lines, at

NOVA Community College, 2645 College Drive, Woodbridge, Virginia 22191, and allowed public input to be collected concerning the request.

- Proper notice of the Hearing was given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- VDOT's Northern Virginia District Office has reviewed and approved the traffic analysis report completed March 4, 2022 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on January 24, 2022.
- The Project is located within a nonattainment area for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone and is within an attainment area for all other NAAQS. The Project is specifically listed in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 (Project ID VI2R48), which is the National Capital Region Transportation Planning Board's conforming fiscal year 2021-2024 transportation improvement program and long-range transportation plan.
- The Project is in Prince William County and the County Board of Supervisors endorsed the proposed design features and LACCs at their regular meeting on November 9, 2021.
- FHWA provided the approval for State Highway Project 0095-076-299, P101, C501 (UPC# 116663) and the proposed LACCs on January 6, 2022.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

**Recommendations:** It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-95 corridor in Prince William County continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets

CTB Decision Brief  
Proposed Limited Access Control Changes (LACCs)  
I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard)  
Prince William County  
April 19, 2022  
Page 3 of 3

Table (attached). This action will modify the limited access lines and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956, and January 18, 1973.

**Action Required by CTB:** The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard) Project will move forward.

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

**Public Comments/Reactions:** Ten (10) citizens participated in the Virtual Hearing and zero (0) attended the In-Person Hearing. Three (3) verbal comments and two (2) emailed comments were received during the Virtual Hearing. All of the comments received were neutral.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

April 1, 2022

The Honorable W. Sheppard Miller, III  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer Mitchell  
The Honorable Tom Fowlkes  
The Honorable Mary Hughes Hynes  
The Honorable Alison DeTuncq  
The Honorable Bert Dodson, Jr.  
The Honorable Carlos M. Brown  
The Honorable Cedric Bernard Rucker  
The Honorable Stephen A. Johnsen  
The Honorable Mark H. Merrill  
The Honorable E. Scott Kasprovicz  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Marty Williams  
The Honorable Frederick T. Stant, III  
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard) in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0095-076-299, P101, C501; (UPC# 116663) have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Bart Thrasher  
2022.03.21 17:43:10-04'00'

Barton A. Thrasher, P.E.  
Chief Engineer



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

December 15, 2021

Mr. Thomas Nelson, Jr. P.E.  
Division Administrator  
Federal Highway Administration  
P.O. Box 10249  
400 N. 8<sup>th</sup> Street Room 750  
Richmond, Virginia 23240-0249

Attention: Mr. John Mazur

I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard)  
Projects: 0095-076-299, P101, C501  
Federal Project Number: NHPP-095-2(546)  
UPC 116663  
Prince William County  
Request for Modified Limited Access Line

Dear Mr. Nelson,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the I-95 Interchange (I-95 Express Lanes) at Route 2000 (Opitz Boulevard) in Prince William County, Virginia. This project constructs a south-facing, reversible ramp connecting the existing I-95 Interchange (I-95 Express Lanes) to Route 2000 (Opitz Boulevard) to improve access to and from the I-95 Express Lanes in Prince William County. The existing slip ramp from the southbound I-95 general purpose lanes to the southbound I-95 Express Lanes located south of Opitz Boulevard will be relocated approximately one mile to the south because the new reversible ramp will impact the existing slip ramp location. In addition, a five-foot (5') sidewalk will be provided within the area designated as limited access, where none currently exist, along the north side of Opitz Boulevard connecting to the existing sidewalk on the east side of Telegraph Road.

As a result of the design of the Project, the limited access line on the east side Telegraph Road needs to be modified to accommodate the new five-foot (5') sidewalk along the north side of Opitz Boulevard within the area designated as limited access.

I-95 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The Project is in compliance with National Environmental Policy Act requirements and Categorical Exclusion is prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved [for public availability] on October 12, 2021.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines as shown on the attached Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table.

Attached please find a copy of the Title Sheet, a Location Map, the Exhibit showing the area of Limited Access Control Changes (LACCs) and the Limited Access Control Point Stations and Offsets Table for the affected areas.

VDOT approves of the LACCs as shown on the exhibit and control point stations and offsets table. We are requesting your review and approval of these LACCs so that the Commonwealth Transportation Board can take action on these changes at their meeting on February 16, 2022.

If additional information is needed, please contact Mr. Emmett Heltzel, P.E. at 804.786.0121 or emmett.heltzel@vdot.virginia.gov.

Sincerely,

**Emmett R.**                      **2021.12.14**  
**Heltzel**                         **17:20:13 -05'00'**

Susan H. Keen, P.E.  
State Location and Design Engineer  
Emmett Heltzel signing for the State Location and Design Engineer

Approved: \_\_\_\_\_ Digitally signed by JANICE L WILLIAMS  
Date: 2022.01.06 09:38:05'00'

Enclosure  
Exhibits

MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION

Richmond, Virginia

January 18, 1973

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on January 18, 1973, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Crowe, Eakin, Fitzpatrick, Janney and Roos.

Absent: Messrs. Glass, Hall and Landes.

Moved by Mr. Eakin, seconded by Mr. Crowe,  
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-B, a location and design public hearing was held in the Mills Godwin Junior High School, 14800 Darbydale Drive, Dale City, Virginia, on November 2, 1972, at 7:30 p.m., for the purpose of considering the proposed improvement of the Route 95 interchange with Route 642 from 0.298 mile south of the intersection of Route 642 to 0.413 mile north of the intersection of Route 642 in Prince William County, State Projects 0095-076-105, PE-101, RW-201, C-501, B-628; 0095-076-105, PE-102 RW-202, C-502, B-629, and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded, and

WHEREAS, the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed,



NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of these projects be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, and

BE IT FURTHER RESOLVED, that the present limited access features of Route 95 be extended to include these additional ramps in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code as amended.

MOTION CARRIED

**Minutes of the Meeting of the State Highway  
Commission of Virginia, held in  
Richmond  
October 4, 1958**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard O. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.

# Re: LACC UPC 116663 I-95 Interchange (I-95 Express Lanes) at Route 2000 (Optiz Boulevard)

Inbox



**Snider, Lori**

Dec 27, 2021, 10:29 AM (20 hours ago)

to Neil, me

I approve of this LACC request from a Right of Way and Utilities perspective.

Lori

On Mon, Dec 27, 2021, 10:27 AM Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)> wrote:  
Hi Lori,

I have received the attached project related LACC from L&D who is requesting right of way approval for this action. I have reviewed the LACC documents and recommend your approval from a right of way and utilities perspective. If you concur, please respond to George, who is included here, to indicate your support. Thank you.

Neil

Neil M. Hord  
Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219  
Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>

----- Forwarded message -----

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>

Date: Fri, Dec 17, 2021 at 11:46 AM

Subject: Fwd: LACC UPC 116663 I-95 Interchange (I-95 Express Lanes) at Route 2000 (Optiz Boulevard)

To: Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **February 16, 2022 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply no later than the **COB January 3, 2022**.

**Note: It has been verified by survey that existing RW Lines cross the two streets as shown on the Exhibits. The north parcel is owned by the Hospital, and the south parcel is owned by Prince Williams County.**

If you have any questions or concerns, please contact me.

Thank you,

**George T. Rogerson, Jr.**  
*Policies & Procedures Section Manager*  
*Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

----- Forwarded message -----

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
Date: Fri, Dec 17, 2021 at 11:37 AM  
Subject: LACC UPC 116663 I-95 Interchange (I-95 Express Lanes) at Route 2000 (Optiz Boulevard)  
To: Jo Maxwell <[joanne.maxwell@vdot.virginia.gov](mailto:joanne.maxwell@vdot.virginia.gov)>, Michael Garrett <[michael.garrett@vdot.virginia.gov](mailto:michael.garrett@vdot.virginia.gov)>, Ellen Porter <[ellen.porter@vdot.virginia.gov](mailto:ellen.porter@vdot.virginia.gov)>, Emmett Heltzel <[emmett.heltzel@vdot.virginia.gov](mailto:emmett.heltzel@vdot.virginia.gov)>, Joseph Koscinski <[joseph.koscinski@vdot.virginia.gov](mailto:joseph.koscinski@vdot.virginia.gov)>

Mike,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **February 16, 2022 CTB Meeting**. Please provide me with comments no later than the **COB January 3, 2022**. I have another LACC coming your way in early **January 2022** for the **February 16, 2022 CTB Meeting** as well.

I will remove the language in **red** and **yellow** highlights before finalizing the documents.

1. Decision Brief
2. Resolution
3. Limited Access Line Exhibit and Limited Access Control Point Stations and Offsets Table
4. Location Map
5. Original Resolution and Past Resolution - Oct. 4, 1956 and Jan. 18, 1973
6. Letter of Support from Prince William County
7. FHWA Approval - **Forthcoming**

Thank you for your review and comments.

**George T. Rogerson, Jr.**  
*Policies & Procedures Section Manager*  
*Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

**MOTION: BAILEY**

**November 9, 2021**

**SECOND: FRANKLIN**

**Regular Meeting**

**Res. No. 21-610**

**RE: ENDORSE THE VIRGINIA DEPARTMENT OF TRANSPORTATION 95 EXPRESS LANES / OPITZ BOULEVARD RAMP PROJECT IN PRINCE WILLIAM COUNTY; AUTHORIZE EXECUTION OF THE MEMORANDUM OF UNDERSTANDING WITH 95 EXPRESS LANES LLC FOR COUNTY ADMINISTRATION OF ADDITIONAL IMPROVEMENTS IN CONNECTION WITH THE POTOMAC / NEABSCO COMMUTER GARAGE PROJECT; AND BUDGET AND APPROPRIATE \$100,000 TO THE POTOMAC / NEABSCO COMMUTER GARAGE PROJECT - VARIOUS MAGISTERIAL DISTRICTS**

**ACTION: APPROVED**

**WHEREAS**, the 95 Express Lanes / Opitz Boulevard Ramp project (Project) is a partnership project between the Virginia Department of Transportation (VDOT) and 95 Express Lanes LLC that will construct a reversible ramp to improve access between the 95 Express Lanes and Opitz Boulevard as part of a 2019 concession agreement between the Commonwealth of Virginia and 95 Express Lanes LLC for transportation infrastructure projects on Interstate 95 (I-95); and

**WHEREAS**, the Project is located in Prince William County and VDOT has requested Project endorsement; and

**WHEREAS**, this Project will improve mobility for Prince William residents and is consistent with the objectives of the County's Transportation and Mobility Strategic Plan; and

**WHEREAS**, County staff and VDOT have identified an opportunity to formalize coordination of the Project and the adjacent County administered Potomac / Neabsco Commuter Garage project through a Memorandum of Understanding (MOU); and

**WHEREAS**, 95 Express Lanes LLC is responsible for the design, construction, and maintenance of the Project and the MOU will be executed between Prince William County and 95 Express Lanes LLC; and

**WHEREAS**, 95 Express Lanes, LLC will construct a sidewalk on the north side of Opitz Boulevard between Telegraph Road and the existing on ramp to I-95 northbound as part of the Project and Prince William County will construct a sidewalk and install two (2) streetlights east of the I-95 northbound ramp to the Sentara Hospital entrance across from River Rock Way as part of the Potomac / Neabsco Commuter Garage project; and

**WHEREAS**, 95 Express Lanes LLC will transfer \$100,000 to the County for the additional pedestrian improvements, to be budgeted and appropriated to the Potomac / Neabsco Commuter Garage; and

**November 9, 2021**  
**Regular Meeting**  
**Res. No. 21-610**  
**Page Two**

**WHEREAS**, the County supports the proposed changes in limited access control associated with the 95 Express Lanes Opitz Boulevard Ramp Project, namely, the limited access line location change and addition of sidewalk within limited access; and

**WHEREAS**, this MOU will ensure collaboration and consistency in the implementation of these connecting pedestrian facilities as part of adjacent transportation projects, and is consistent with the County Comprehensive Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors hereby endorses the 95 Express Lanes / Opitz Boulevard Ramp project in Prince William County;

**BE IT FURTHER RESOLVED** that the Prince William Board of County Supervisors hereby authorizes execution of an agreement with 95 Express Lanes LLC for administration of a pedestrian improvement project connecting the 95 Express Lanes / Opitz Boulevard Ramp Project and the County Potomac / Neabsco Commuter Garage project;

**BE IT FURTHER RESOLVED** that the Prince William Board of County Supervisors hereby budgets and appropriates the estimated \$100,000 to the Potomac / Neabsco Commuter Garage project;

**BE IT FURTHER RESOLVED** that the Prince William Board of County Supervisors hereby authorizes the Director of Transportation, or his designee, to execute the attached Memorandum of Understanding with 95 Express Lanes LLC on behalf of the Prince William Board of County Supervisors, and any other documents that are necessary, and / or appropriate, to affect the intent of this resolution, and are approved as to form by the County Attorney's Office.

ATTACHMENT: Memorandum of Understanding for Project Administration Between 95 Express Lanes LLC and the Prince William Board of County Supervisors

**Votes:**

**Ayes:** Angry, Bailey, Boddye, Candland, Franklin, Lawson, Vega, Wheeler

**Nays:** None

**Absent from Vote:** None

**Absent from Meeting:** None

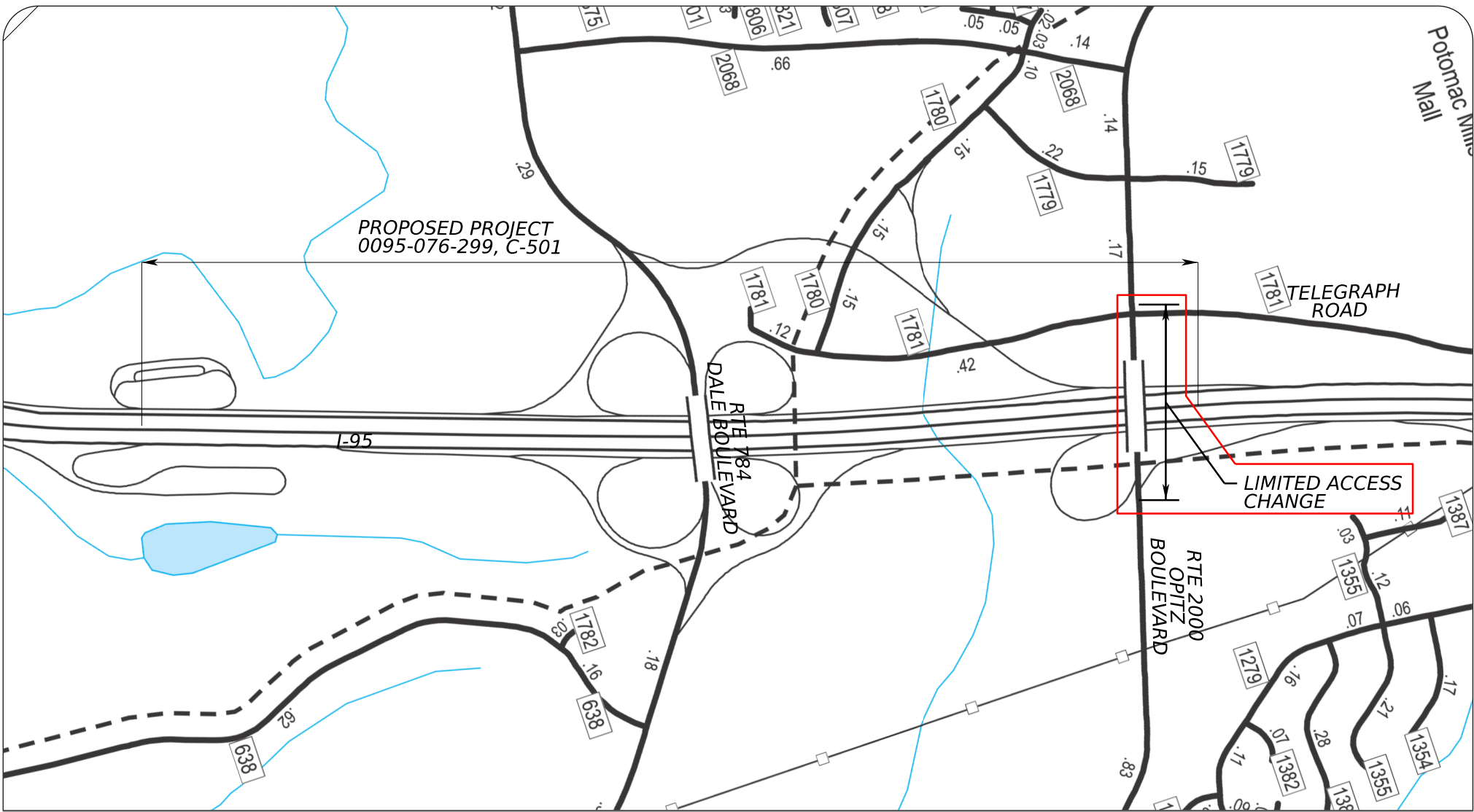
**For Information:**

Director of Transportation

ATTEST: \_\_\_\_\_

*Andrea P. Madden*

Clerk to the Board



**Notes**

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE STATE HIGHWAY COMMISSION BY RESOLUTIONS DATED October 4, 1956 and January 18, 1973

**Legend**

**Disclaimer**

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional Easement for Right of Way may be required beyond the proposed right-of-way shown on these plans.

**Project Location**



Woodbridge  
Prince William County

**North Arrow and Scale**

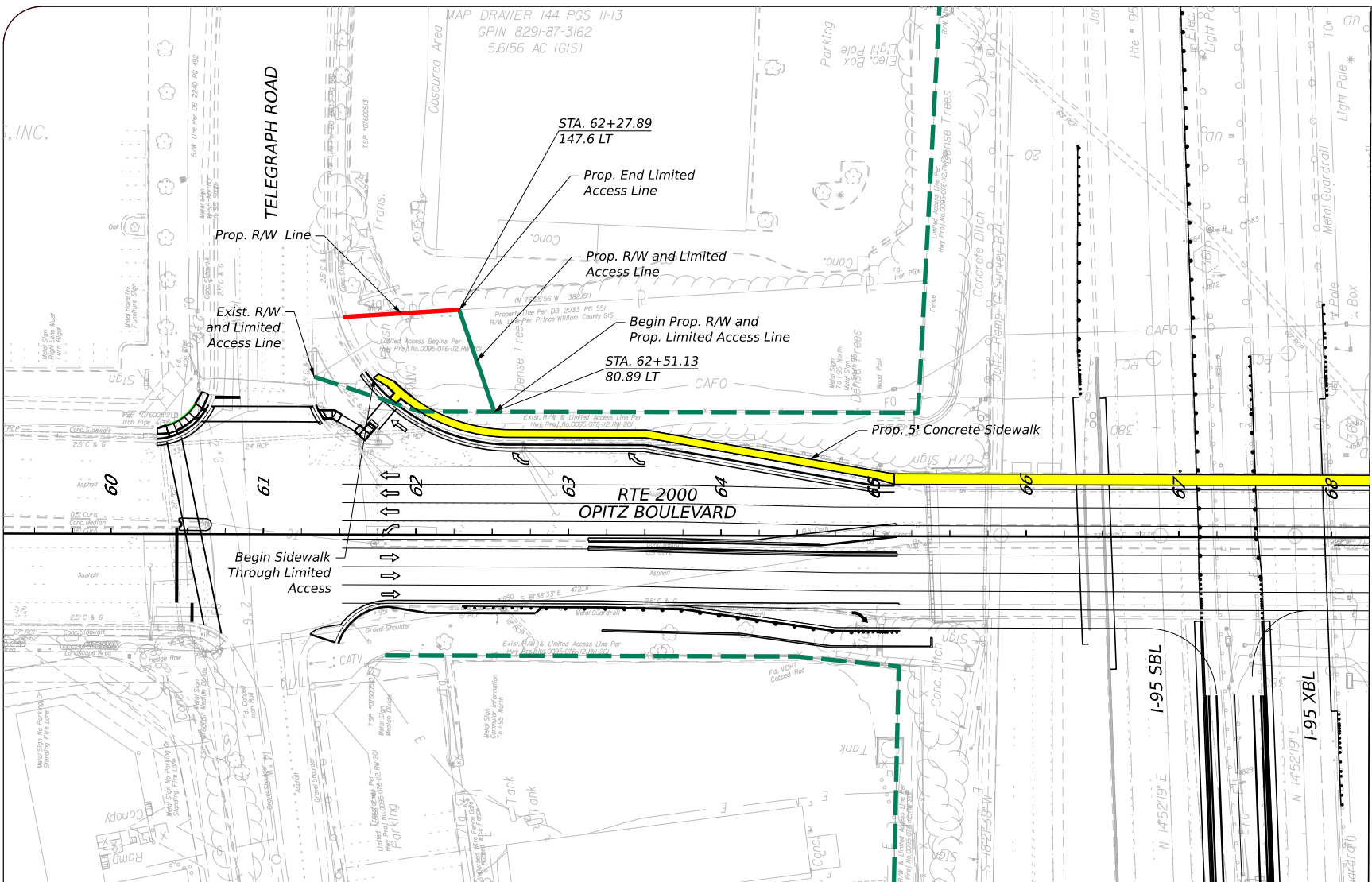


NOT TO SCALE



**I-95 EXPRESS LANES  
OPITZ BOULEVARD RAMP PROJECT**  
Project 0095-076-299, PI01, C501 UPC 116663





MATCHLINE STATION 68+25

**Notes**

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE STATE HIGHWAY COMMISSION BY RESOLUTIONS DATED October 4, 1956 and January 18, 1973

**Disclaimer**

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional Easement for Right of Way may be required beyond the proposed right-of-way shown on these plans.

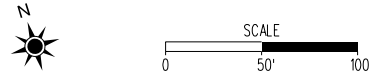
**Legend**

- Exist. R/W & Limited Access Line
- Exist. Right of Way
- Prop. R/W & Limited Access Line
- Prop. R/W
- Prop. 5' Concrete Sidewalk

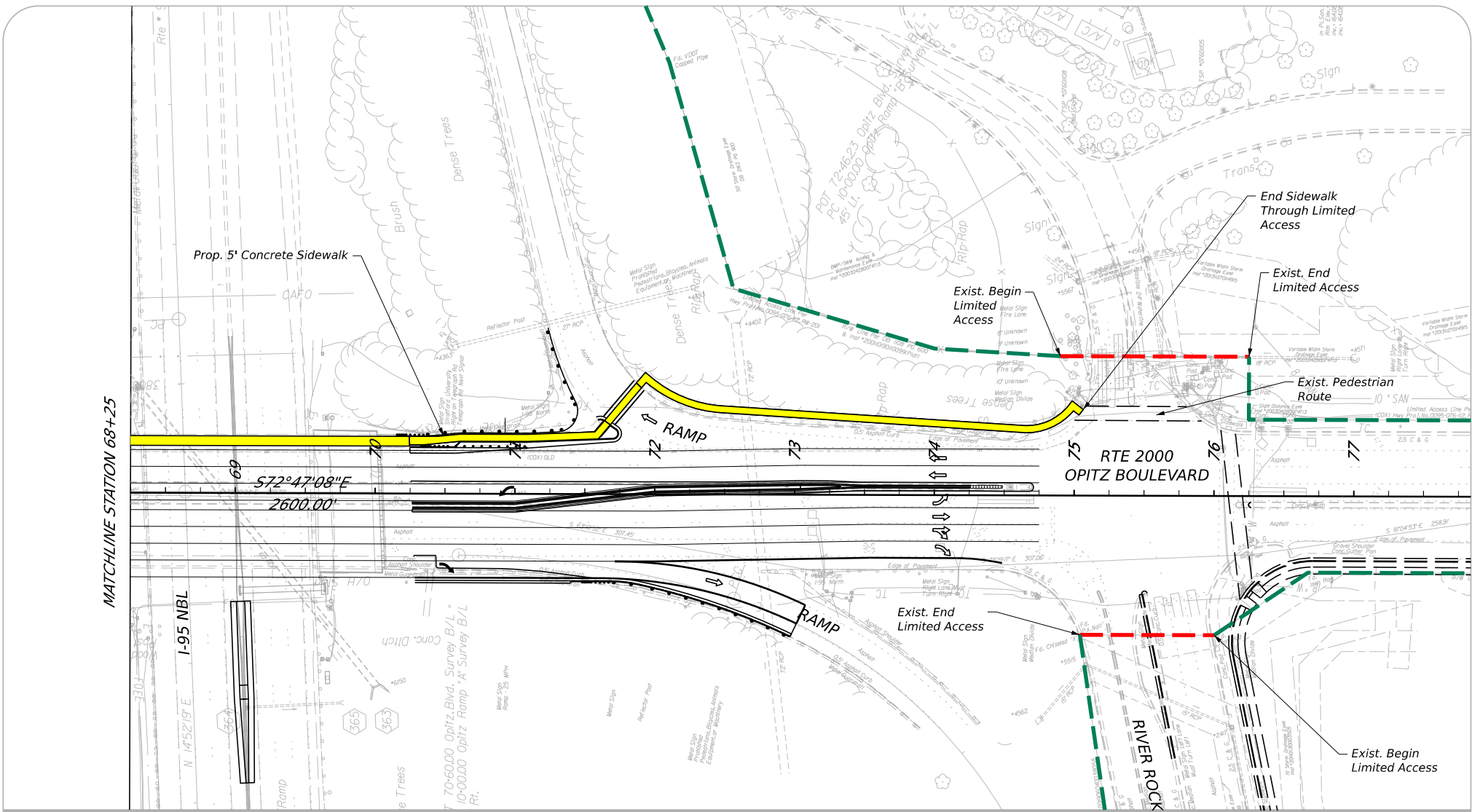
**Project Location**



**North Arrow and Scale**




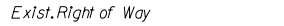
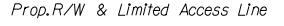


**I-95 EXPRESS LANES  
OPITZ BOULEVARD RAMP PROJECT**  
Project 0095-076-299, PI01, C501 UPC 116663



**Notes**

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE STATE HIGHWAY COMMISSION BY RESOLUTIONS DATED October 4, 1956 and January 18, 1973

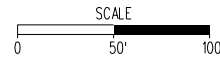
**Legend**

-  Exist. R/W & Limited Access Line
-  Exist. Right of Way
-  Prop. R/W & Limited Access Line
-  Prop. R/W
-  Prop. 5' Concrete Sidewalk

**Project Location**



**North Arrow and Scale**



**Disclaimer**

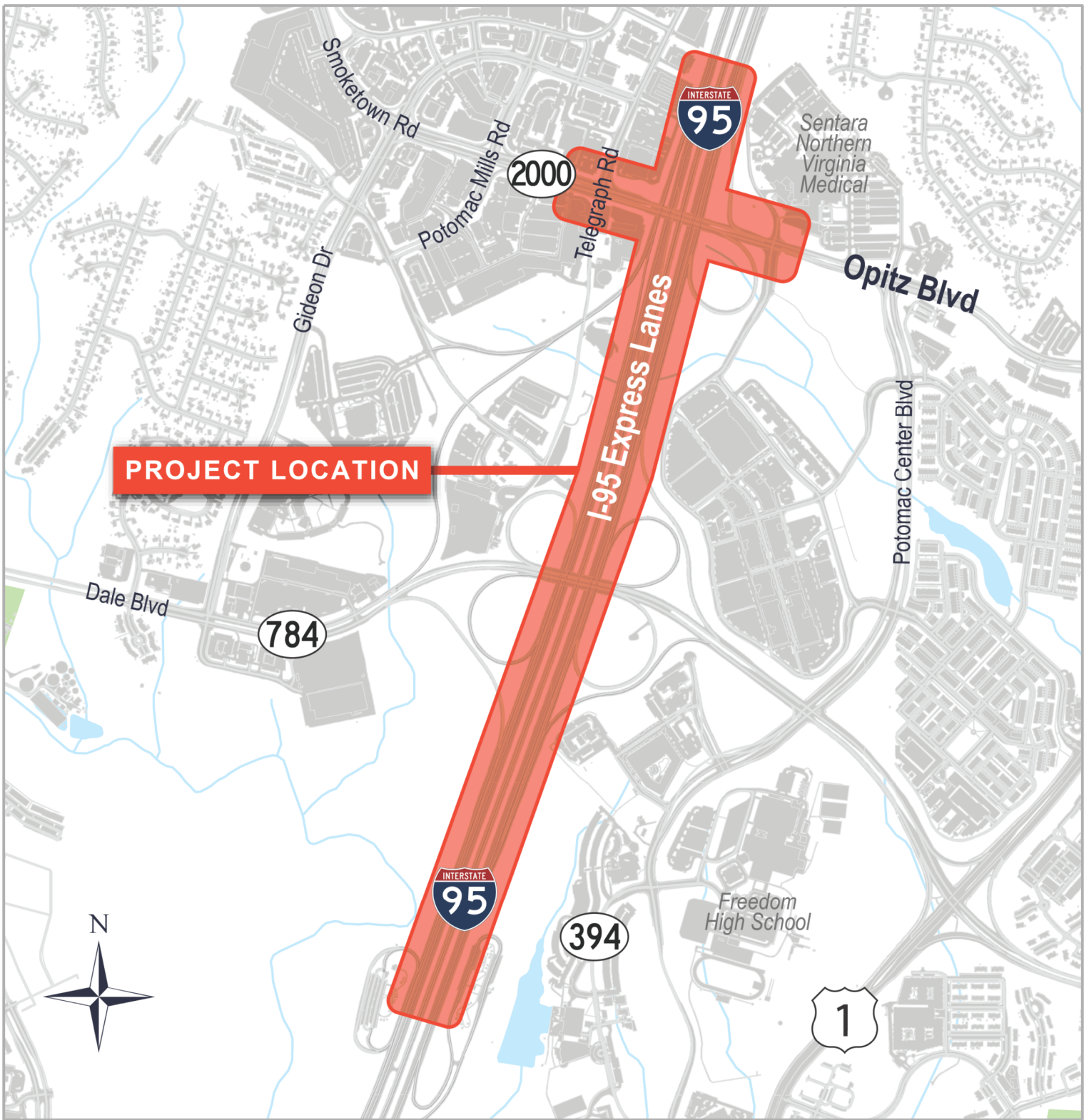
These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional Easement for Right of Way may be required beyond the proposed right-of-way shown on these plans.



**I-95 EXPRESS LANES  
OPITZ BOULEVARD RAMP PROJECT**  
Project 0095-076-299, PI01, C501 UPC 116663

I-95 Express Lanes  
Opitz Boulevard Ramp Project  
Commonwealth Transportation Board  
Project 0095-076-299, P101, C501 UPC 116663

Alignment	Station	Offset	Radius (ft)	Direction	Type
Opitz Blvd	62+27.89	147.6	-	-	Proposed Right of Way and Limited Access
Opitz Blvd	62+51.13	80.89	-	-	Proposed Right of Way and Limited Access



**PROJECT LOCATION**

LOCATION MAP

**VDOT** Virginia Department of Transportation

*I-95 EXPRESS LANES  
OPITZ BOULEVARD RAMP PROJECT  
Project 0095-076-299, P101, C501 UPC 116663*



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION  
OF THE  
COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022  
MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

**Title: Revised FY22-27 Six-Year Improvement Program Transfers  
For February 19, 2022 through March 18, 2022**

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1<sup>st</sup> of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; and

WHEREAS, the Board adopted a Revised Fiscal Years 2022-2027 Program on January 12, 2022; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Total Cost Estimate	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

Resolution of the Board  
Revised FY22-27 Six-Year Improvement Program Transfers  
February 19, 2022 through March 18, 2022  
April 19, 2022  
Page 2 of 2

**WHEREAS**, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

**WHEREAS**, the Board is being presented a list of the transfers exceeding the established thresholds attached to this resolution and agrees that the transfers are appropriate.

**NOW THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the attached list of transfer requests exceeding the established thresholds is approved and the specified funds shall be transferred to the recipient project(s) as set forth in the attached list to meet the Board's statutory requirements and policy goals.

###

## CTB Decision Brief

### Revised FY2022-2027 Six-Year Improvement Program Transfers For February 19, 2022 through March 18, 2022

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) in accordance with statutes and federal regulations. Throughout the year, it may become necessary to transfer funds between projects to have allocations available to continue and/or initiate projects and programs adopted in the Program.

**Facts:** On January 12, 2022, the CTB adopted a Revised FY22-27 Six-Year Improvement Program granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the revised Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the revised Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

Total Cost Estimate	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

In addition, the CTB resolved that the Commissioner should bring requests for transfers of allocations exceeding the established thresholds to the CTB on a monthly basis for its approval prior to taking any action to record or award such action.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from February 19, 2022 through March 18, 2022 is attached.

**Recommendations:** VDOT recommends the approval of the transfers exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt changes to the Revised Program for Fiscal Years 2022– 2027 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Result, if Approved:** If approved, the funds will be transferred from the donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

**Public Comments/Reactions:** None

**Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Requiring CTB Approval**

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	1	Hampton Roads	#ITTF22 CITY OF NEWPORT NEWS TRAFFIC SIGNAL UPGRADES	119400	Hampton Roads	NEWPORT NEWS CITYWIDE SIGNAL RETIMING AND UPGRADES	107058	ITTF (HS7100)	\$220,000	\$720,000	\$1,368,477	44.0%	Transfer of surplus funds recommended by District from a cancelled project to a scheduled project.
	2	Lynchburg	RTE 58 EB - SHOULDER WIDENING / RUMBLE STRIPS / GR UPGRADES	111093	Lynchburg	BUS 501 - CONSTRUCT SIDEWALK (KEMPER STREET)	114062	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$271,923	\$673,543	\$673,543	67.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project.
	3	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	70721	Richmond	COMMERCE ROAD - WIDENING	15958	All (CNF603), Federal STP Regional - Hanover (CNF273), Federal STP Regional - Richmond (CNF273), Interstate Federal RSTP (CNF273), Interstate State Match Off The Top (CNS273), RSTP - Access : Richmond MPO (CNF273), RSTP - Urban : Richmond MPO (CNF273), RSTP : Richmond (CF2M20), RSTP Match - Access : Richmond MPO (CNS273), RSTP Match - Urban : Richmond MPO (CNS273), RSTP Match : Richmond (CS2M21), State Match Non-Formula - Hanover (CNS273), State Match Non-Formula - Richmond (CNS273)	\$3,253,118	\$31,690,634	\$28,437,516	11.4%	Transfer of surplus funds recommended by District and MPO from a scheduled project and the District RSTP Balance Entry line item to fund an award.
	4	Richmond, Statewide	PEDESTRIAN SAFETY ENHANCEMENTS ALONG THE CAPITAL TRAIL, STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	114337, 70700	Richmond	WRONG WAY MITIGATION AT RAMPS - DISTRICTWIDE	113867	Open Container Funds - Statewide (CNF221)	\$173,621	\$546,645	\$546,645	46.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project and the Statewide Safety Balance Entry line item to fund a scheduled project.
	5	Richmond	ROAD DIETS - IMPROVE BICYCLE ACCOMMODATIONS	108888	Richmond	SIGNAL MUTCD COMPLIANCE UPGRADES - DISTRICTWIDE	117778	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$251,933	\$1,501,933	\$1,501,933	20.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.
	6	Salem	Roanoke MPO Regional STP (RSTP) Balance Entry	104126	Salem	Walnut Ave Bike/Ped Accommodations (5th St to Town limit)	111649	RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	\$384,112	\$2,068,142	\$2,068,142	22.8%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
	7	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Statewide	INFRASTRUCTURE INVENTORY & ASSESSMENT	T26789	PROTECT Formula Program Allocation-Federal (CF8000), PROTECT Formula Program Allocation-State Match (CS8001)	\$1,500,000	\$1,500,000	\$1,500,000	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to a scheduled project.
	8	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Statewide	RESILIENCE PLAN	T26795	PROTECT Formula Program Allocation-Federal (CF8000), PROTECT Formula Program Allocation-State Match (CS8001)	\$675,000	\$675,000	\$675,000	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to a scheduled project.
	9	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Statewide	CARBON REDUCTION STRATEGY	T26796	Carbon Reduction Flexible Allocation-Federal (CFR100), Carbon Reduction Flexible Allocation-State Match (CSR101)	\$500,000	\$500,000	\$500,000	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to a scheduled project.



**Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Requiring CTB Approval**

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	10	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Statewide	ELECTRIC VEHICLE INFRASTRUCTURE PLAN	T26798	Electric Vehicles Program Allocation- Federal (CFE100), Electric Vehicles Program Allocation-Soft Match (CFE101)	\$500,000	\$500,000	\$500,000	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to a scheduled project.
	11	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Statewide	HURRICANE EVACUATION PLAN	T26803	PROTECT Formula Program Allocation- Federal (CF8000), PROTECT Formula Program Allocation-State Match (CS8001)	\$1,170,000	\$1,170,000	\$1,170,000	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Not Requiring CTB Approval**

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	A	Bristol	U.S. Route 11 Shoulder Initiative - Washington Co.	109921	Bristol	Wise Primary School Pedestrian Safety Project	112709	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$5,756	\$145,737	\$145,737	4.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a completed project.
	B	Culpeper	CULPEPER DGP DEALLOCATION BALANCE ENTRY	T21761	Culpeper	#HB2.FY17 INTERSECTION IMPROVEMENT @ RTE 33/29 RUCKERSVILLE	109519	DGP - State (GS0100)	\$747,985	\$10,847,985	\$10,100,000	7.4%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund an award.
	C	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Fredericksburg	RTE 709 - FLATFORD ROAD SIDEWALK	113561	Accounts Receivable - Access (CNL222), Local Funds for Enhancement Projects (NPL206), TAP >200K : Fredericksburg (CF6MA0)	\$177,878	\$1,143,500	\$1,143,500	18.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund an underway project.
	D	Hampton Roads	#SGR21LP City of Suffolk 1906 Franklin Bypass	117159	Hampton Roads	#SGR21LP City of Suffolk 1860 Whaleyville Blvd	117150	SGR - State (SS0100)	\$8,082	\$241,846	\$241,846	3.5%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to fund an underway project.
	E	Hampton Roads	#SGR21LP City of Suffolk 1906 Franklin Bypass	117159	Hampton Roads	#SGR21LP City of Suffolk 1861 Whaleyville Blvd	117152	Local Project Contributions - Urban (NOP723), SGR - State (SS0100)	\$1,415	\$241,846	\$241,846	0.6%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to fund an underway project.
	F	Hampton Roads	#SGR21LP City of Suffolk 1906 Franklin Bypass	117159	Hampton Roads	#SGR21LP City of Suffolk 1821 Kings Hwy	117154	SGR - State (SS0100)	\$33,278	\$268,239	\$268,239	14.2%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to fund an underway project.
	G	Hampton Roads	#SGR21LP City of Suffolk 1906 Franklin Bypass	117159	Hampton Roads	#SGR21LP City of Suffolk 1813 Carolina Rd	117157	SGR - State (SS0100)	\$7,651	\$242,612	\$242,612	3.3%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to fund an underway project.
	H	Hampton Roads	#SGR21LP City of Suffolk 1906 Franklin Bypass	117159	Hampton Roads	#SGR21LP 133-City of Suffolk 1814 Carolina Rd	117158	SGR - State (SS0100)	\$28,482	\$263,443	\$263,443	12.1%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to fund an underway project.
	I	Hampton Roads	#SGR21LP 131-City of Chesapeake 1626 Kempsville Rd WB	117160	Hampton Roads	#SGR21LP 131-City of Chesapeake 1622 Kempsville Rd	117163	SGR - State (SS0100)	\$9,023	\$126,067	\$126,067	7.7%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to fund an underway project.
	J	Hampton Roads	#SGR Hampton Roads-VDOT SGR Paving-Balance Entry	T13509	Hampton Roads	#SGR22VP 2022 SOUTHSIDE INTERSTATE PLANT MIX	118702	SGR Paving State (SSP700)	\$4,690	\$869,441	\$864,751	0.5%	Transfer of surplus funds recommended by District from the District SGR VDOT Paving Balance Entry line item to fund an award.
	K	Hampton Roads	#SGR Hampton Roads-VDOT SGR Paving-Balance Entry	T13509	Hampton Roads	#SGR22VP 2022 ACCOMAC RESIDENCY PLANT MIX	118703	SGR Paving State (SSP700)	\$198,052	\$1,782,131	\$1,584,079	12.5%	Transfer of surplus funds recommended by District from the District SGR VDOT Paving Balance Entry line item to fund an award.

**Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Not Requiring CTB Approval**

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	L	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#SMART18 - RTE 45 - CONSTRUCT ROUNDABOUT AT RTE 690	110766	DGP - State (GS0100)	\$370,171	\$3,896,558	\$3,896,558	10.5%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
	M	Lynchburg	#SGR18LB - RT 938 - LINK ROAD BRIDGE REPLACE (Fed 20504)	111919	Lynchburg	#SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR)	113116	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$1,275,140	\$47,282,472	\$47,282,472	2.8%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.
	N	Lynchburg	RTE 58 EB - SHOULDER WIDENING / RUMBLE STRIPS / GR UPGRADES	111093	Lynchburg	GRAVES MILL ROAD - INSTALL ADAPTIVE SIGNAL CONTROLS	114064	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$57,703	\$520,203	\$520,203	12.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project.
	O	Lynchburg	#SGR Lynchburg - Local SGR Paving - Balance Entry	T9603	Lynchburg	#SGR22LP BUS 29 NBL - (ID7774) RESURFACING (LYNCHBURG EXPY)	118969	SGR - State (SS0100)	\$11,760	\$262,870	\$251,110	4.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund an award.
	P	Northern Virginia	NORTHERN VIRGINIA DGP DEALLOCATION BALANCE ENTRY	T21765	Northern Virginia	#HB2.FY17 WIDEN EAST SPRING STREET	105521	DGP - State (GS0100)	\$859,237	\$20,247,420	\$20,247,420	4.4%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
	Q	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#SMART18 - ROUTE 711 - INTERSECTION IMPROVEMENTS	90931	DGP Supplemental (HB1414) - State (GS0000)	\$102,042	\$3,682,815	\$3,682,815	2.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
	R	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Hungary Rd.-Upgrade Existing Flashing Lights and Gates	114957	Rail Highway Crossings (CF4100), Rail Highway Crossings Match (CS4101)	\$32,000	\$432,000	\$432,000	8.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	S	Salem	Roanoke MPO Regional STP (RSTP) Balance Entry	104126	Salem	Tinker Creek Trail Extension Phase 2A	110101	RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	\$514,711	\$8,364,819	\$5,860,634	6.6%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
	T	Salem	#SGR Salem - VDOT SGR Paving - Balance Entry	T13517	Salem	#SGR22VP FY22 Plant Mix Craig Primaries	118858	SGR Paving State (SSP700)	\$71,660	\$1,352,326	\$1,280,666	5.6%	Transfer of surplus funds recommended by District from the District SGR VDOT Paving Balance Entry line item to fund an award.
	U	Salem	#SGR Salem - VDOT SGR Paving - Balance Entry	T13517	Salem	#SGR22VP FY22 Plant Mix Henry Co. Primaries	118861	SGR Paving State (SSP700)	\$169,826	\$1,933,665	\$1,763,839	9.6%	Transfer of surplus funds recommended by District from the District SGR VDOT Paving Balance Entry line item to fund an award.



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 5*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2022-2027**

**WHEREAS**, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1<sup>st</sup> of each year a Six-Year Improvement Program (Program) of anticipated projects and programs and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

**WHEREAS**, the Board adopted a Revised Fiscal Years 2022-2027 Program on January 12, 2022; and

**WHEREAS**, the Board is required by §§ 33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer and allocate funds in the Commonwealth Transportation Fund and the Transportation Trust Fund, respectively; and

**WHEREAS**, § 33.2-214(B) of the *Code of Virginia* provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and Chapter 15 of Title 33.2 (33.2-1500 et seq.) of the *Code of Virginia*, by adopting a Program; and

**WHEREAS**, §§ 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other

Resolution of the Board  
Addition of Projects to the Revised SYIP  
April 19, 2022  
Page 2 of 2

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

**WHEREAS**, the projects shown in Appendix A were not included in the Revised FY 2022-2027 Program adopted by the Board on January 12, 2022; and

**WHEREAS**, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

**NOW THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the projects shown in Appendix A are added to the Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 and are approved.

#####

#####

## CTB Decision Brief

### Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2022 – 2027

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with the statutory formula.

**Facts:** The CTB must adopt a Program of anticipated projects and programs by July 1<sup>st</sup> of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On January 12, 2022, the CTB adopted a Revised FY 2022-2027 Program.

**Recommendations:** The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Revised Program for FY 2022–2027.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Revised Program for FY 2022–2027 to meet the CTB’s statutory requirements.

**Result, if Approved:** If the resolution is approved, the projects listed in Appendix A will be added to the Revised Program for FY 2022-2027.

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

**Public Comments/Reactions:** None

**Appendix A**  
**Amendments to the Revised FY2022-2027 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
	120977	Fredericksburg	Spotsylvania County	0003	Route 3 and Route 621 Intersection Modification - HRRR	\$386,000	\$386,000	\$0	High Risk Rural Road Program	Yes
<b>Total</b>						<b>\$386,000</b>	<b>\$386,000</b>	<b>\$0</b>		



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 6*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: SMART SCALE Project Budget Increase for Nike Park Extension from Reynolds Drive to US Route 17 UPC 109314 in Isle of Wight County**

**WHEREAS**, section 33.2-214.1 of the Code of Virginia, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the Code of Virginia, and

**WHEREAS**, on December 8, 2021, the Board adopted a revised SMART SCALE Prioritization Process to govern screening, scoring and selecting projects for funding pursuant to section 33.2-214.1; and

**WHEREAS**, Item 12 of the Board's SMART SCALE Prioritization Process provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed; and

**WHEREAS**, Item 12.a. of the Board's SMART SCALE Prioritization Process further provides that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested



Resolution of the Board

SMART SCALE Project budget Increase for Nike Park Extension from Reynolds Drive to US Route 17 UPC 109314 in Isle of Wight County

April 19, 2022

Page 2 of 3

- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested; and

**WHEREAS**, section 33.2-214 requires projects funded wholly or partially with funds from the State of Good Repair Program pursuant to section 33.2-369, the High Priority Projects Program pursuant to section 33.2-370, or the Highway Construction District Grant Programs pursuant to section 33.2-371, or the Interstate Operations and Enhancement Program pursuant to section 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to section 33.2-373 in the Six-Year Improvement Program to be fully funded within the six-year horizon of the Six-Year Improvement Program; and

**WHEREAS**, Nike Park Extension from Reynolds Drive to US Route 17 UPC 109314 Project (the Project) was submitted for consideration and selected for \$11.7 million in funding through the Construction District Grant Program in the first round of the prioritization process pursuant to section 33.2-214.1; and

**WHEREAS**, the Project was ranked 17 out of 21 projects selected in Round 1 in the Hampton Roads District with a score of 1.3; and

**WHEREAS**, the Project is in the preliminary engineering phase, and has had a cost estimate increase due to additional preliminary engineering requirements, higher than anticipated right-of-way and utilities impacts, and higher than anticipated unit prices; and

**WHEREAS**, the Project has been reevaluated to reduce costs, including the reduction in the total typical section of the roadway, the reduction in the shared-use path width, the reduction of the overall footprint of the two new intersections, and the transference of a portion of right-of-way acquisition to Isle of Wight County; and,

**WHEREAS**, the Project is in the preliminary engineering phase and the estimated cost of the project exceeds the approved budget of \$11.7 million by approximately \$4.6 million; and,

**WHEREAS**, on November 18, 2021 Isle of Wight County committed \$2.2 million in local funding to help address the project's shortfall; and,

**WHEREAS**, repurposed earmark funding of \$0.4 million has been committed to the project to help address the project's shortfall; and,

**WHEREAS**, VDOT recommends Board approval of a SMART SCALE budget increase in the remaining amount of up to \$2.1 million using surplus Construction District Grant funds in the Hampton Roads District (UPC -21763).

Resolution of the Board

SMART SCALE Project budget Increase for Nike Park Extension from Reynolds Drive to US  
Route 17 UPC 109314 in Isle of Wight County

April 19, 2022

Page 3 of 3

**NOW THEREFORE BE IT RESOLVED**, by the Commonwealth Transportation Board, that the SMART SCALE budget increase of \$2.1 million for the Project, using surplus Construction District Grant funds in the Hampton Roads District (UPC -21763), is approved.

####

**CTB Decision Brief**  
**SMART SCALE Project Budget Increase**  
**Nike Park Extension from Reynolds Drive to US Route 17 UPC 109314**

**Issue:** The Nike Park Extension from Reynolds Drive to US Route 17 UPC 109314 project (Project) was selected for funding in the first round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process and the current estimated cost for completion of the Project exceeds the approved budget by approximately \$4.6 million. The Virginia Department of Transportation (VDOT) recommends Board approval of a SMART SCALE budget increase in the amount of up to \$2.1 million using surplus Construction District Grant funds in the Hampton Roads District from UPC -21763. Board approval of the budget increase is required.

**Facts:** Item 12 of the Board's SMART SCALE Prioritization Policy/Process, adopted December 8, 2021, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

Item 12.a. of the Board's SMART SCALE Prioritization Process states that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

The Nike Park Extension from Reynolds Drive to US Route 17 UPC 109314 (Project) was submitted for consideration and selected for \$11.7 million in funding through the Construction District Grant Program. The Project was ranked 17 out of 21 projects selected for funding in Round 1 in the Hampton Roads District with a score of 1.3.

The Project is currently in the preliminary engineering phase and has experienced a beyond threshold cost increase due to additional preliminary engineering requirements, higher than anticipated right-of-way and utilities impacts, and higher than anticipated unit prices.

The Project was reevaluated to reduce costs; efforts taken include the reduction in the total typical section of the roadway, the reduction in the shared-use path width, the reduction of the overall footprint of the two new intersections, and the transference of a portion of right-of-way acquisition to Isle of Wight County.

On November 18, 2021, Isle of Wight County approved a commitment of \$2.2 million. In addition, the Federal Highway Administration approved the application of \$0.4 million from a repurposed earmark.

VDOT recommends Board approval of a SMART SCALE budget increase to address the remaining shortfall of \$2.1 million using surplus Construction District Grant funds in the Hampton Roads District (UPC -21763).

**Recommendation:** Approval of a SMART SCALE budget increase in the amount of up to \$2.1 million using surplus Construction District Grant funds (UPC -21763) in the Hampton Roads District.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase.

**Result, if Approved:** If approved, funds will be transferred so that the project can advance.

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

**Public Comments/Reactions:** None



## COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

#### MOTION

Made By: \_\_\_\_\_ Seconded By:

#### Action:

Title: Locality Land Conveyances, Waddell Street,  
City of Lexington

**WHEREAS**, Section 33.2-913 of the Code of Virginia (1950) allows the Commonwealth Transportation Board to transfer (convey) to the locality, upon petition of the said locality's governing body, real estate acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the Secondary System of State Highways, which constitutes a section of public road, and upon such transfer, such section of road shall cease, if required, being a part of the Secondary System of State Highways; and

**WHEREAS**, the City of Lexington has requested by Resolution 2021-08 the transfer and conveyance of the real estate for a portion of the rights of way of Waddell Street, acquired and constructed for the purpose of access to and the development of the Virginia Department of Transportation's Lexington Residency lot; and

**NOW, THEREFORE, BE IT RESOLVED** that in accordance with the provisions of Section 33.2-913 of the Code of Virginia (1950), as amended, the conveyance of the said real estate is approved as set forth and upon conveyance, the roads shall no longer be a part of the Secondary System of Highways, and the Commissioner of Highways is hereby authorized to execute, in the name of the Commonwealth, a deed or deeds conveying the real estate subject to such restrictions as may be deemed appropriate.

###

**CTB Decision Brief**  
**Locality Land Conveyance**  
**Waddell Street**  
**City of Lexington**

**Issue:** Section 33.2-913 of the *Code of Virginia* allows the Commonwealth Transportation Board to transfer (convey) to the locality, upon petition of the said locality's governing body, real estate acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the State Highway System, which constitutes a section of public road, and upon such transfer, such section of road shall cease being a part of the State Highway System.

The City of Lexington has petitioned by Resolution 2021-08, for the transfer and conveyance to the City of Lexington the right of way for Waddell Street acquired and constructed for the purpose of access to and development of the Virginia Department of Transportation's Lexington Residency Lot and the requested conveyance requires approval by the CTB.

**Facts:** The City of Lexington is maintaining, as part of the City's urban street system, the portion of Waddell Street that is set forth in the attached *Survey for City of Lexington, Virginia Department of Transportation, Old Lexington Residency Lot* (Exhibit A) and is the subject of the requested transfer/conveyance.

This proposed conveyance has been reviewed and approved by the Director of Right of Way and Utilities.

**Recommendations:** VDOT recommends that the land be conveyed to the City of Lexington for public street purposes and continued inclusion and maintenance of this portion of Waddell Street by the City as part of the City's urban street system.

**Action Required by CTB:** The *Code of Virginia* requires a majority vote of the Commonwealth Transportation Board (CTB) approving the conveyance and authorizing the Commissioner of Highways to execute the deed. The CTB will be presented with a resolution for a formal vote.

**Result, if Approved:** If said resolution is approved, the Commissioner of Highways will be authorized to execute a deed to convey the property.

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

**Public Comments/Reactions:** None

**RESOLUTION OF THE CITY COUNCIL OF LEXINGTON, VIRGINIA**

***Petition to convey sections of public highway, being portions of the rights of way for Waddell Street, from the Virginia Department of Transportation to the City of Lexington, Virginia***

WHEREAS, the Commonwealth of Virginia (the "Commonwealth") acquired land for the purposes of constructing the Virginia Department of Transportation's Lexington Residency Lot and roads providing access thereto; and

WHEREAS, the Commonwealth acquired lands from Nancy W. Scott by Deed dated April 24, 1950, recorded in Deed Book 207, Page 443; G.A. Jones by Final Decree dated July 20, 1950, recorded in Deed Book 208, Page 30; Town of Lexington by Deed dated June 9, 1950, recorded in Deed Book 207, Page 372; and Thomas F. Moore, by Deed dated April 24, 1950, recorded in Deed Book 207, Page 389; all being recorded among the land records of Rockbridge County; and

WHEREAS, the City of Lexington Code § 356-1, adopted as part of the City's transition from a Town in 1958, establishes the street system for the City; and

WHEREAS, Waddell Street is a part of the street system of the City; and

WHEREAS, under Virginia Code § 33.2-913 a local governing body may petition the Commonwealth Transportation Board to transfer real estate acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the secondary state highway system that constitutes a section of public highway to the local governing body, and upon such transfer, such section of highway shall cease being a part of the secondary state highway system; and

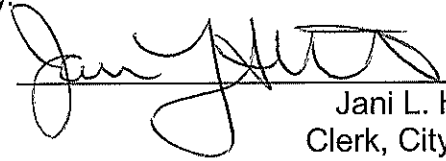
WHEREAS, the City currently maintains those sections of the public rights of way not owned by the Commonwealth; and

WHEREAS, the transfer of these sections of the Waddell Street rights of way owned and controlled by the Commonwealth to the City would assist the City in the maintenance and administration of those rights of way.

NOW, THEREFORE BE IT RESOLVED, that the City Council of Lexington, Virginia, pursuant to Virginia Code § 33.2-913, as amended, hereby petitions and requests that the Commonwealth Transportation Board:

- a) Authorize the transfer from the Secondary System of State Highways to the City's local road system, of the sections of public highway known as Waddell Street acquired through the deeds described above and shown on the attached Exhibit; and

- b) Approve conveyance by the Commonwealth of Virginia to the City of Lexington, Virginia of all fee simple, easement, and other real property interests and rights the Commonwealth has acquired and/or possesses in such portions of the public highway.




---

Jani L. Hostetter  
Clerk, City Council

**ROLL CALL**

<u>Name</u>	<u>Aye</u>	<u>Nay</u>	<u>Abstain</u>	<u>Absent</u>
Marylin E. Alexander	✓			
J. Charles Aligood	✓			
Dennis W. Ayers	✓			
David G. Sigler	✓			
Charles "Chuck" Smith	✓			
Leslie C. Straughan	✓			

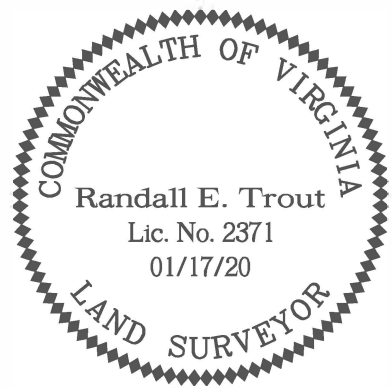


**NOTES**

- 1) This plat was drawn from an actual field survey and is intended to represent that property conveyed to the Commonwealth Of Virginia of record in deed book 208 page 31 and deed book 207 pages 372, 389 and 443. Plat references, state highway plat book #1 pages 27, 28, 33 and 36.
- 2) This survey was performed without the benefit of a title report and may not indicate all encumbrances upon the property. Unwritten rights not addressed.
- 3) That deed to the Commonwealth Of Virginia of record in deed book 207 page 372 reserved as public streets those parcels designated on this plat as parcel #1 (0.938 acres) and parcel #2 (0.471 acres). The total combined area of parcels 1 and 2 is 1.409 acres.
- 4) The total combined acreage of tax parcel 35-1-12, shown on this plat as parcels 3 and 4, is 5.304 acres. Said acreage does not include parcels 1 and 2. Total area surveyed, parcels 1-4, is 6.713 acres.

**Legend:**

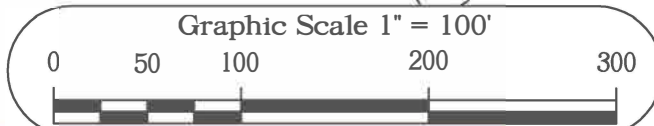
- Overhead Utility Line
- Utility Pole
- Metal Fence



Survey For  
**City Of Lexington**  
 Virginia Department Of Transportation  
 Old Lexington Residency Lot  
 City Of Lexington  
 Rockbridge County, Virginia  
 Surveyed January 17, 2020

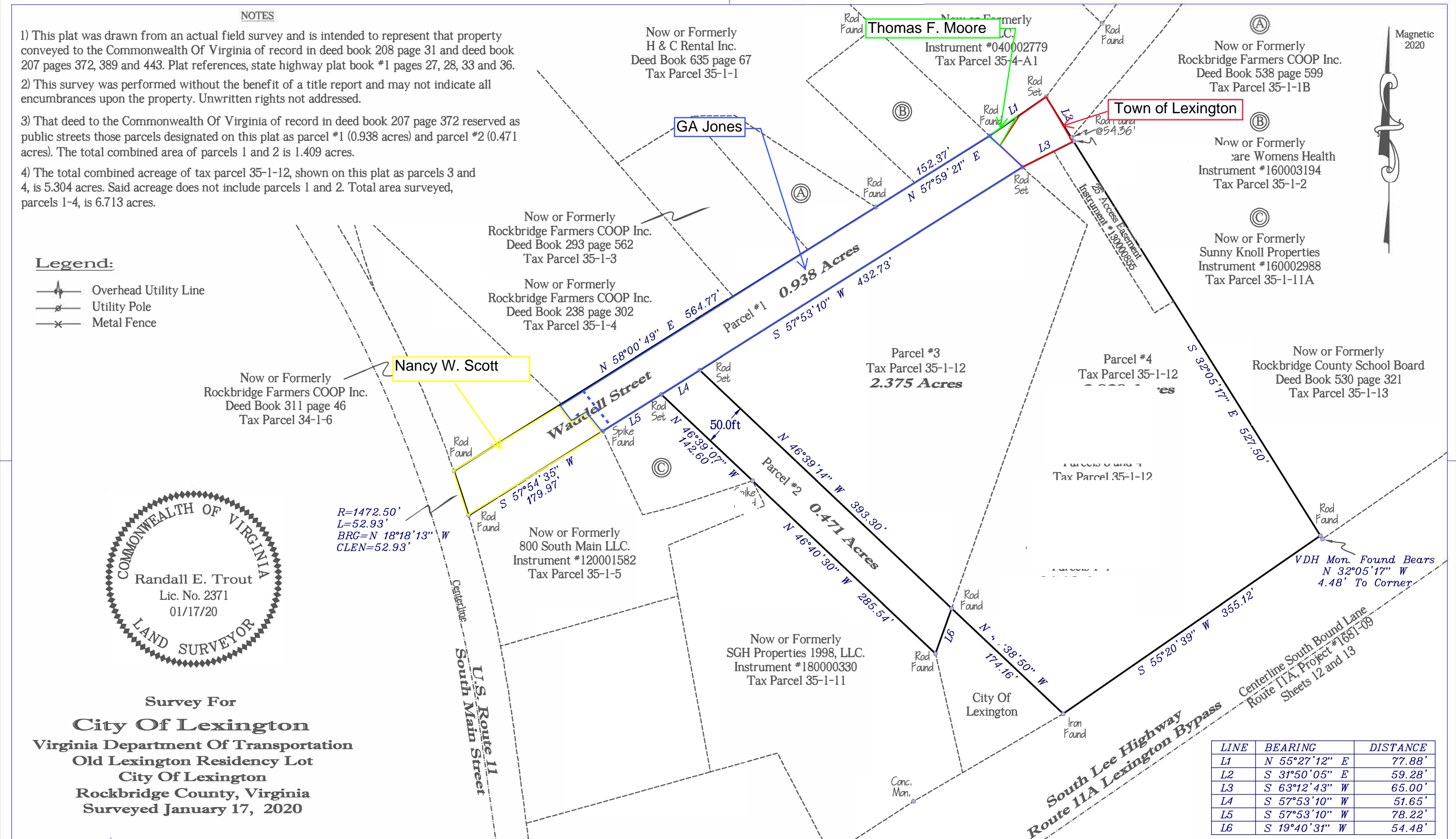
**TROUT LAND SURVEYING**  
 1366 Forge Road  
 Lexington, Va. 24450  
 (540) 261-8995

Randall E. Trout, L.S.



DWN. BY	REVISION:				PROJ. NO: 01476
	RET	NO.	DATE	REV. BY	
SIZE					SHEET
2					1 OF 1

Magnetic  
2020



LINE	BEARING	DISTANCE
L1	N 55°27'12" E	77.88'
L2	S 31°50'05" E	59.28'
L3	S 63°12'43" W	65.00'
L4	S 57°53'10" W	51.65'
L5	S 57°53'10" W	78.22'
L6	S 19°40'31" W	54.48'

NOTES

- 1) This plat was drawn from an actual field survey and is intended to represent that property conveyed to the Commonwealth Of Virginia of record in deed book 208 page 31 and deed book 207 pages 372, 389 and 443. Plat references, state highway plat book #1 pages 27, 28, 33 and 36.
- 2) This survey was performed without the benefit of a title report and may not indicate all encumbrances upon the property. Unwritten rights not addressed.
- 3) That deed to the Commonwealth Of Virginia of record in deed book 207 page 372 reserved as public streets those parcels designated on this plat as parcel #1 (0.938 acres) and parcel #2 (0.471 acres). The total combined area of parcels 1 and 2 is 1.409 acres.
- 4) The total combined acreage of tax parcel 35-1-12, shown on this plat as parcels 3 and 4, is 5.304 acres. Said acreage does not include parcels 1 and 2. Total area surveyed, parcels 1-4, is 6.713 acres.

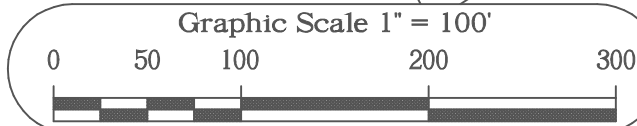
Legend:

- Overhead Utility Line
- Utility Pole
- Metal Fence



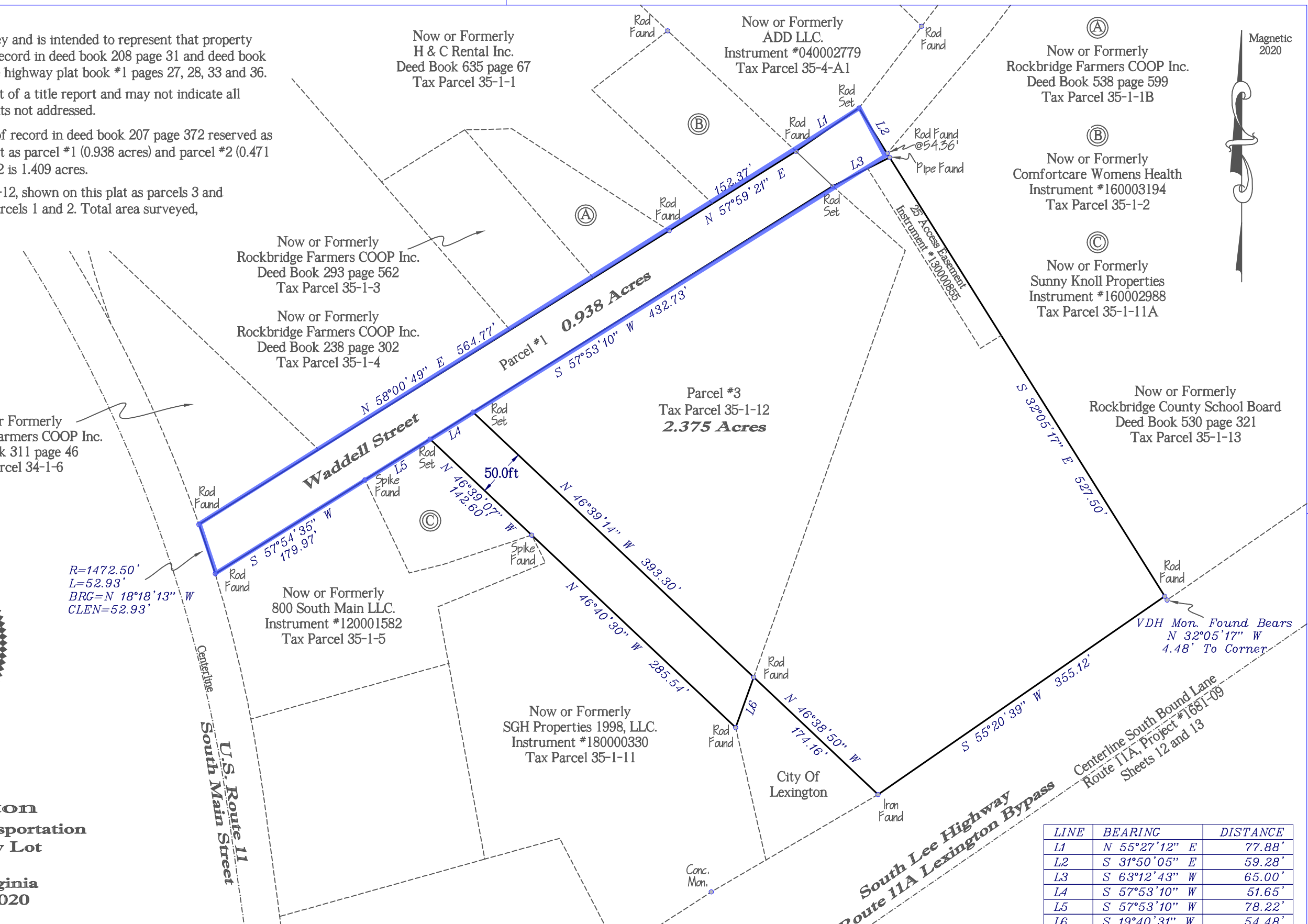
Survey For  
**City Of Lexington**  
 Virginia Department Of Transportation  
 Old Lexington Residency Lot  
 City Of Lexington  
 Rockbridge County, Virginia  
 Surveyed January 17, 2020

**TROUT LAND SURVEYING**  
 1366 Forge Road  
 Lexington, Va. 24450  
 (540) 261-8995  
 Randall E. Trout, L.S.



DWN. BY		REVISION:				PROJ. NO.
RET	NO.	DATE	REV. BY	REVISION		01476
SIZE						SHEET
2						1 OF 1

Magnetic  
2020



LINE	BEARING	DISTANCE
L1	N 55°27'12" E	77.88'
L2	S 31°50'05" E	59.28'
L3	S 63°12'43" W	65.00'
L4	S 57°53'10" W	51.65'
L5	S 57°53'10" W	78.22'
L6	S 19°40'31" W	54.48'



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

#### MOTION

Made By:      Seconded By:      Action:

Title: Rail Industrial Access – Henrico County

**WHEREAS**, funding is provided by the General Assembly for Industrial, Airport, and Rail Access projects (RIA); and

**WHEREAS**, Section 33.2-1600 of the *Code of Virginia* declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial commercial sites where rail freight service is or may be needed by new or substantially expanded industry; and

**WHEREAS**, Mondelez International has submitted an application for RIA grant funds in the amount of \$450,000 toward construction of 2,300 feet of track to serve their facility in the County of Henrico; and

**WHEREAS**, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's RIA policy and, because the project scores 70 points, has recommended approval of the project; and

**WHEREAS**, the Board of Supervisors for the County of Henrico, Virginia has, by resolution dated February 8, 2022, shown support for the application of up to \$450,000 in RIA funds for assistance in expanding track facilities to serve the Mondelez International facility located in the County of Henrico; and

**WHEREAS**, CSX Railroad, by letter dated January 27, 2022, has indicated its support for the project and has agreed to serve the facility; and

Resolution of the Board  
Rail Industrial Access—County of Henrico  
Mondelez International  
April 19, 2022  
Page 2 of 2

**WHEREAS**, the funding request falls within the intent of Section 33.2-1600, and because the project is in accordance with the provisions of the Board’s policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this project; and

**WHEREAS**, the Board believes that this project is for the common good of a region of the Commonwealth and serves a public purpose;

**NOW THEREFORE, BE IT RESOLVED**, that the Board hereby approves that \$450,000 of the RIA Fund be provided to construct approximately 2,300 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$450,000 RIA grant must be borne by Mondelez International or sources other than those administered by DRPT.
3. Execution of an Agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by Mondelez International to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

**CTB Decision Brief**  
**Rail Industrial Access Applicant**  
**Location: County of Henrico, Virginia**  
**Mondelez International**

**Summary:** Mondelez International has submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 to construct a new rail spur at its Henrico County facility. Mondelez is a bakery which produces a variety of cookies and snacks, including Oreos, Chips Ahoy, Wheat Thins, and Ritz Crackers. The Henrico County location was identified by Mondelez as their primary East Coast location. As a part of this initiative, the Bakery will move to a 7-day operation and a high speed Oreo Line will be installed. This project was announced by Henrico County in November 2021.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 70 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 1,030 new rail carloads annually (the minimum threshold for carloads is ten annually).
- The Applicant commits to 140 new jobs.
- The Applicant's new 2,300 foot rail spur will divert approximately 3,234 trucks from Virginia highways per year.
- The plant is located south of Richmond near I-95, 295, and 64.
- The total capital investment in the facility is estimated at \$55M.
- The total railroad track construction cost is estimated at \$4M.
- Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

**Source of State Funds:** FY 2022 Industrial, Airport, and Rail Access Fund

**Recommendation:** In accordance with the CTB Rail Industrial Access policy, DRPT recommends the Board approve the project.

**Action Required by CTB:** CTB policy for Rail Industrial Access requires Board action on the resolution.

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



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

W. Sheppard Miller III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 9*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

#### MOTION

**Made By: Seconded By: Action:**

**Title: Action on Fiscal Year 2023 Capital Expenditures and Projects, Virginia Passenger Rail Authority**

**WHEREAS**, on February 1, 2022, in accordance with § 33.2-298 of the *Code of Virginia (Code)*, the Virginia Passenger Rail Authority ("VPRA") submitted its *Recommended Fiscal Year 2023 Budget* ("Recommended FY23 VPRA Budget") to the Commonwealth Transportation Board ("CTB"); and

**WHEREAS**, the Recommended FY23 VPRA Budget contains, among other information, VPRA's proposed budget for capital projects and capital and operating grants for fiscal year 2023, which information is subject to CTB review and approval pursuant to § 33.2-298 of the *Code*.

**NOW, THEREFORE, BE IT RESOLVED** by the Commonwealth Transportation Board that the Virginia Passenger Rail Authority's proposed budget for capital projects and capital and operating grants for fiscal year 2023, as set forth in the Recommended FY23 VPRA Budget, is approved.

#####

## CTB Decision Brief

### Fiscal Year 2023 Annual Budget, Capital Expenditures and Projects

#### Virginia Passenger Rail Authority

April 20, 2022

**Issue:** Under § 33.2-298 of the *Code of Virginia (Code)*, the Virginia Passenger Rail Authority ("VPRA") must submit to the Commonwealth Transportation Board ("CTB"), by February 1, its detailed annual operating plan and budget, and its proposed capital project and capital grants expenditures for approval. The VPRA Executive Director submitted these items to the CTB on February 1, 2022.

**Facts:** In accordance with the *Code*, VPRA submitted its detailed annual operating plan and budget and its proposed capital projects and capital and operating grants budget to the CTB on February 1. At the February 15 CTB meeting, a detailed presentation of the VPRA budget was provided.

**Recommendations:** VPRA recommends the approval of its fiscal year 2023 proposed capital projects and capital and operating grants budget.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the fiscal year 2023 proposed capital and operating grants budgets.

**Options:** Approve, Deny, or Defer. If the CTB does not approve or deny VPRA's proposed capital and operating grants budgets by May 30, 2022, such expenditures will be deemed approved pursuant to § 33.2-298 of the *Code*.

# VIRGINIA PASSENGER RAIL AUTHORITY

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

**DRAFT**

RECOMMENDED FISCAL YEAR 2023 BUDGET



## **BACKGROUND**

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

# EXECUTIVE SUMMARY

## BUDGET OVERVIEW






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

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

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

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

**TABLE 1: BUDGET DEVELOPMENT FACTORS**

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

## EXECUTIVE SUMMARY

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

**TABLE 2: SUMMARY COMPARISON OF FY2023 AND AMENDED FY2022 BUDGETS**

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

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

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

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

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

# EXECUTIVE SUMMARY

## OPERATIONS

One of the core functions of VPRA is to provide intercity passenger rail service to the citizens of the Commonwealth. The operating budget includes the operational costs of the state sponsored intercity passenger rail service as well as the general and administrative costs to run the Authority. Two additional state sponsored regional trains will be initiated in FY23 by VPRA – a 33% increase to regional passenger rail service in the Commonwealth.

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

**TABLE 3: SUMMARY OF FY23 OPERATIONS BUDGET**

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

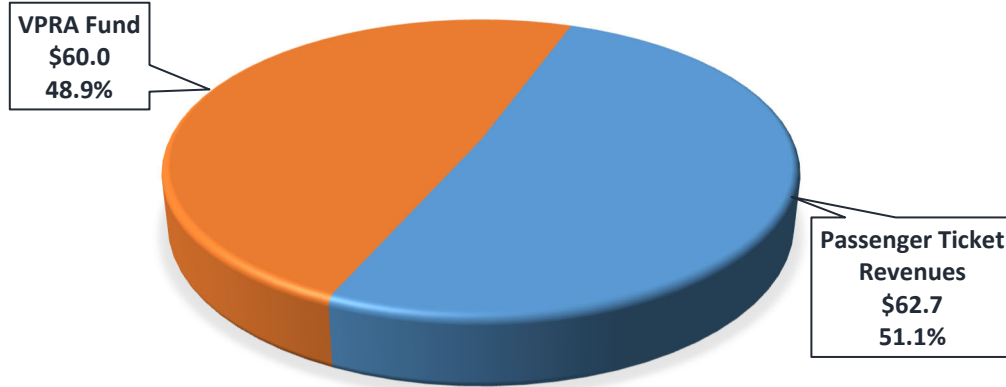
The other operating expenses reflect a significant increase in FY23 due to the added maintenance and insurance costs associated with rail corridor ownership. Approximately \$7.2M of the increase results from a reclassification of access costs for Virginia Railway Express in the I-95 corridor from a capital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

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

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

# EXECUTIVE SUMMARY

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



## CAPITAL PROJECTS

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

**TABLE 4: SUMMARY OF CAPITAL PROJECT EXPENDITURE FORECAST**

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

The Comprehensive Rail Agreement ('CRA') between DRPT and CSX was finalized on March 26<sup>th</sup>, 2021. Through the agreement with CSX, Virginia acquired 384 miles of CSX right-of-way and 223 miles of track in rail corridors paralleling I-95, I-64, and I-85. The executed CRA defined the scope and budgets for the major I-95 Corridor Capital Projects that have been included in the FY23 budget. While the forecast expenditures included herein go through FY28, various I-95 Projects will extend into FY30, most notably Long Bridge. Table 5 summarizes the final agreed upon Total Project Cost in comparison to the original

## EXECUTIVE SUMMARY

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

**TABLE 5: CROSSWALK OF I-95 CORRIDOR PROGRAM EXPENDITURES**

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

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

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

## EXECUTIVE SUMMARY

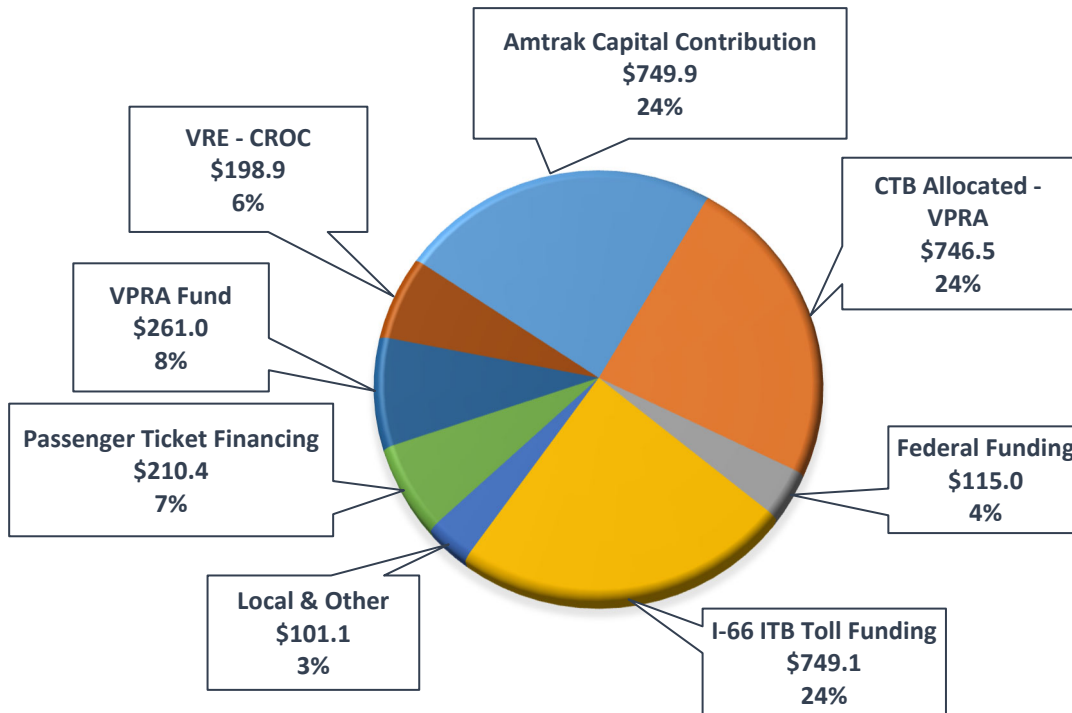
**TABLE 6: EXPECTED PROGRAM COSTS FOR WESTERN RAIL CORRIDOR**

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

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

**FIGURE 2: FY22-FY28 CAPITAL PROJECT FUNDING BY SOURCE**

**\$3,131.9**  
(in millions)



## EXECUTIVE SUMMARY

There are three major sources of funding that individually fund approximately 25% of the total forecast expenditures through FY28. First, the Amtrak Capital Contribution is dedicated to certain I-95 corridor project components through a funding agreement signed in March of 2021. Second, the I-66 Inside the Beltway Toll funding was included in the six year improvement plan adopted in June of 2021 by the Commonwealth Transportation Board ('CTB'). Third, the CTB allocated funds totaling \$746.5M consist primarily of \$337M of Priority Transportation Funds, I-95 toll facility concession funds of \$255M, SMART SCALE allocations of \$27M, dedicated 2020 Appropriation Act funding of \$42M, and I-81 Corridor Improvement funds of \$60M. The Western Rail Corridor initiative will utilize 15% of the CTB allocated funds and 37% of the VPRA funds. Local funding sources for the I-95 Corridor include contributions from NVRTA and Fairfax County for \$22.9M and \$14.9M, respectively. The remaining funding sources are allocated to the I-95 Corridor capital projects.

### CAPITAL AND OPERATING GRANTS

Capital and Operating Grants consist of projects in which VPRA provides capital funding to a third party (such as a Class I Railroad or local government) that executes design and construction utilizing their respective financial control systems. As evidenced by the annual expenditures in Table 7, the management of these grants is a significant responsibility for the Authority. As part of the startup of VPRA, the historical rail cash balances were transferred to VPRA to assist with the cash flow needs of the acquisition of rail assets. From these cash balances, VPRA must fund several historical rail grants totaling \$22.7M that are managed by the Department of Rail and Public Transportation ('DRPT'). If these projects do not proceed, VPRA will retain the funds and the Board may allocate them at their discretion.

**TABLE 7: SUMMARY OF GRANTS EXPENDITURE FORECAST**

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

The grants can be divided into the following classifications:

*VPRA Managed Grants:* A majority of grants administered by the VPRA are CTB allocated. Grantees apply through the CTB process and if awarded state funds, the VPRA will be tasked with administering the passenger rail operations and infrastructure projects. In addition to CTB allocated grants, the VPRA will administer historical grants transferred from prior rail programs and grants previously approved by the VPRA board. There are no newly recommended grants in the FY23 budget.

*DRPT Managed Grants:* Historical grants that continue to be administered by DRPT in accordance with the Board approved agreement between DRPT and VPRA. Currently, \$22.7M of funds are obligated to DRPT managed grants.



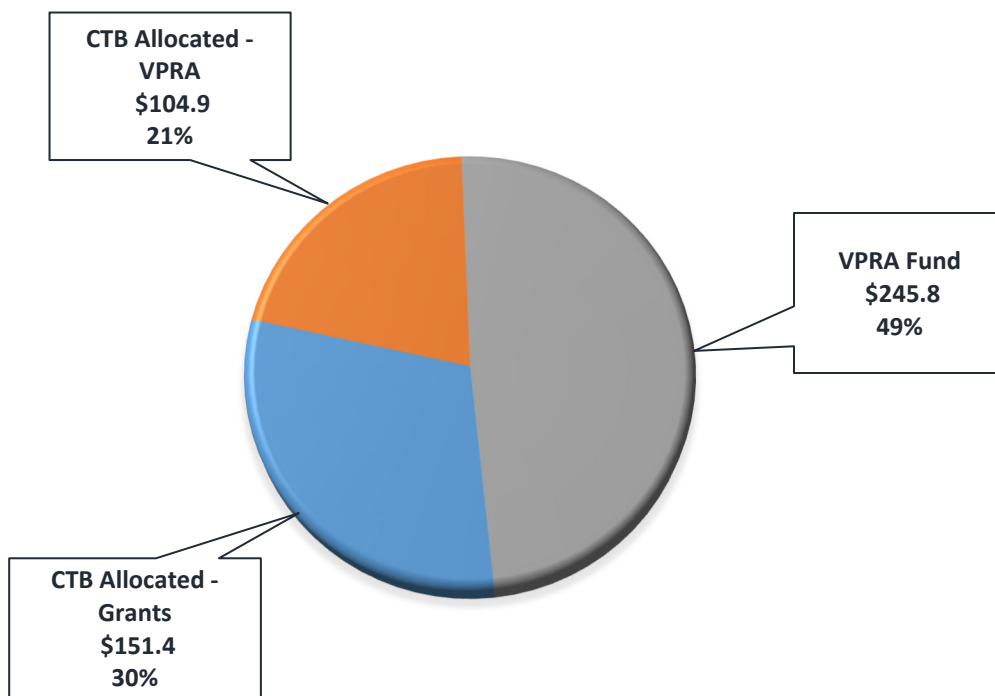
## EXECUTIVE SUMMARY

The funding sources for Capital and Operating Grants are displayed in a manner that mirrors the award process. Grants allocated by the CTB consists of sources such as SMART SCALE, CMAQ or I-66 Concession Funds. As seen in Figure 3, this makes up approximately 30% of grant expenditures from FY22-FY28. VPRA will administer these grants on behalf of the CTB.

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

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

**\$502.1M**  
(in millions)



## REVENUES

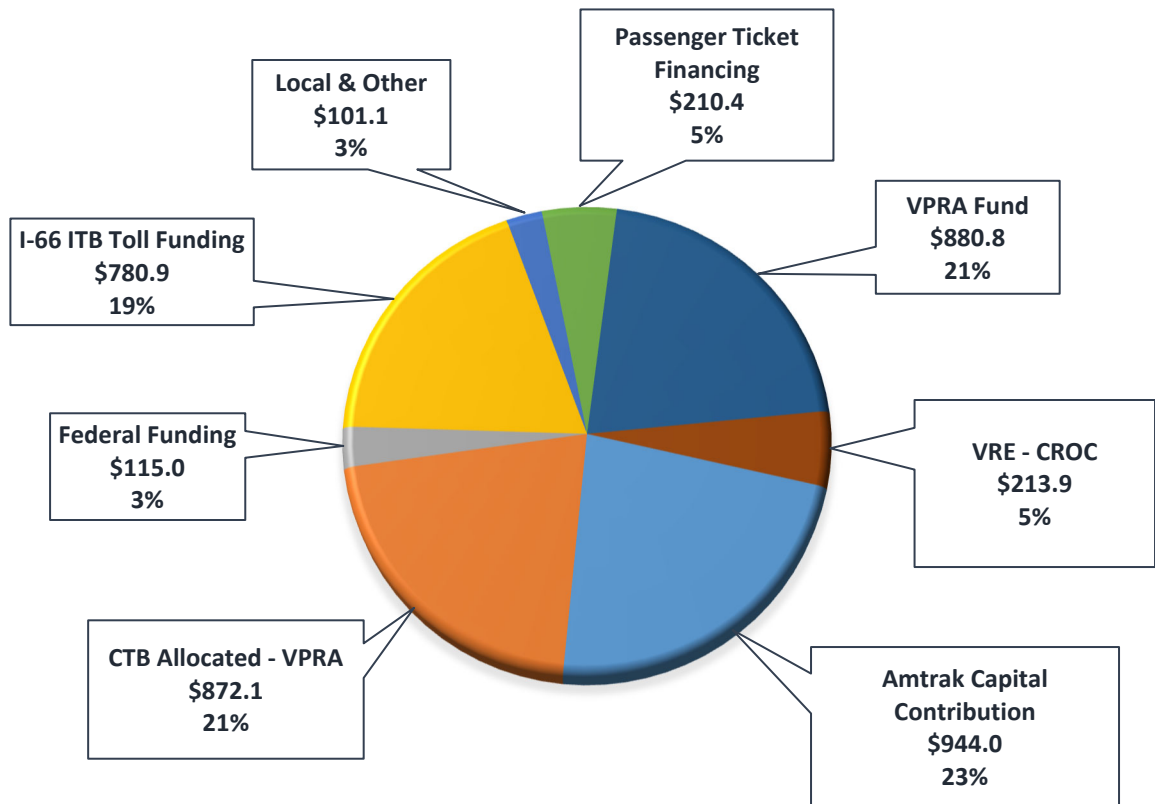
As VPRA undertakes the many significant Capital Projects and Capital and Operating Grants included in the budget, it is important to remember that some of these efforts have a project life cycle that will not be completed until after the FY28 forecast period. Detailed sources of funding information are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

## EXECUTIVE SUMMARY

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

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

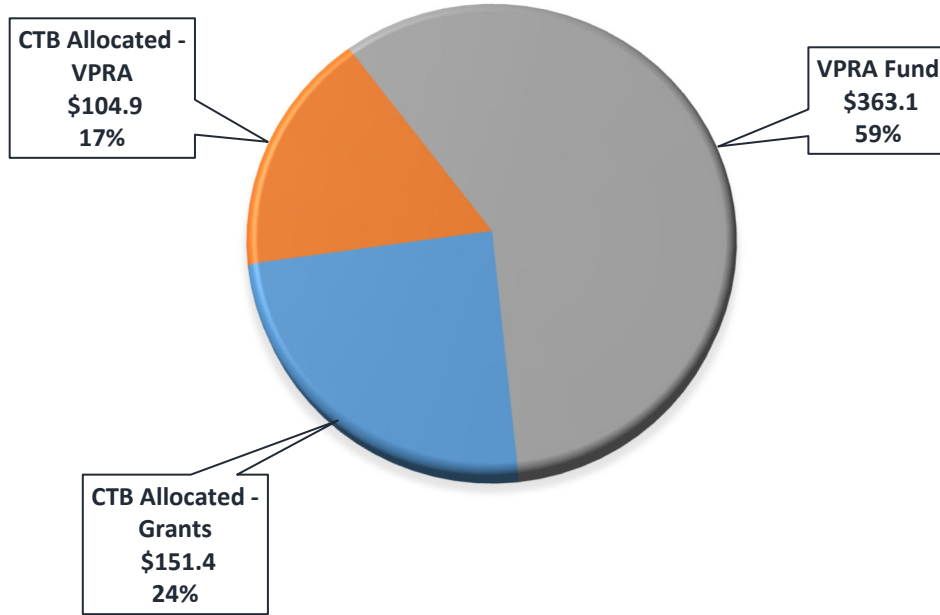
**FIGURE 4: TOTAL PROJECT BUDGET - CAPITAL PROJECTS**  
**\$4,118.2M**  
**(in millions)**



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

## EXECUTIVE SUMMARY

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



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

**TABLE 8: REVENUE FORECAST**

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

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

# OPERATIONS BUDGET

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

**VIRGINIA PASSENGER RAIL AUTHORITY**  
**OPERATIONS BUDGET**  
(IN MILLIONS)

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

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

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

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

④ Non-cash operating expense

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

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

**VIRGINIA PASSENGER RAIL AUTHORITY**  
**OPERATIONS**  
**USES & SOURCES**  
**(IN MILLIONS)**

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

## AMTRAK OPERATIONAL SUPPORT

### DESCRIPTION:

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

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

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



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

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



## AMTRAK CAPITAL EQUIPMENT MANTENANACE

### DESCRIPTION:

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

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



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

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

## ADMINISTRATIVE BUDGET

### DESCRIPTION:

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

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

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

## OTHER OPERATING EXPENSE

### DESCRIPTION:

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

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

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

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

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

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

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

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

# CAPITAL PROJECTS

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

**VIRGINIA PASSENGER RAIL AUTHORITY**  
**CAPITAL PROJECTS**  
**(IN MILLIONS)**

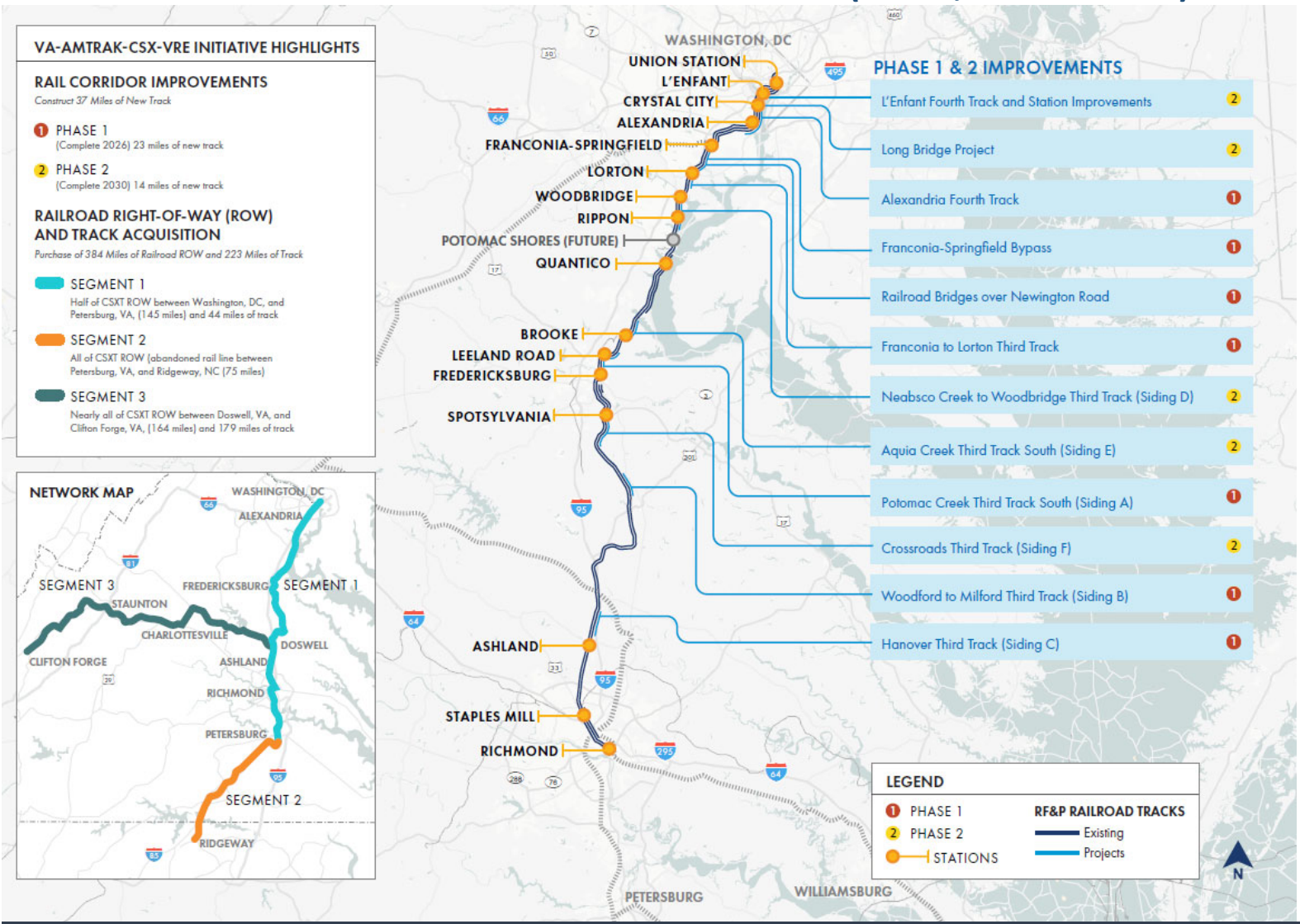
Project Description	Estimate Level	Total Project Budget	Expenses June 30, 2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28
<b>I-95 Corridor</b>											
New Long Bridge for Passenger Rail	2	\$2,039.3	\$4.6	\$24.3	\$31.1	\$18.5	\$36.8	\$157.4	\$557.6	\$550.9	\$1,376.6
Alexandria 4th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

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

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

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

# I-95 CORRIDOR CAPITAL PROJECTS (RF&P, SEGMENT 1)



## LONG BRIDGE PROJECT

**PROJECT DESCRIPTION:**

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

**PROJECT STATUS: PRELIMINARY ENGINEERING**

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



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



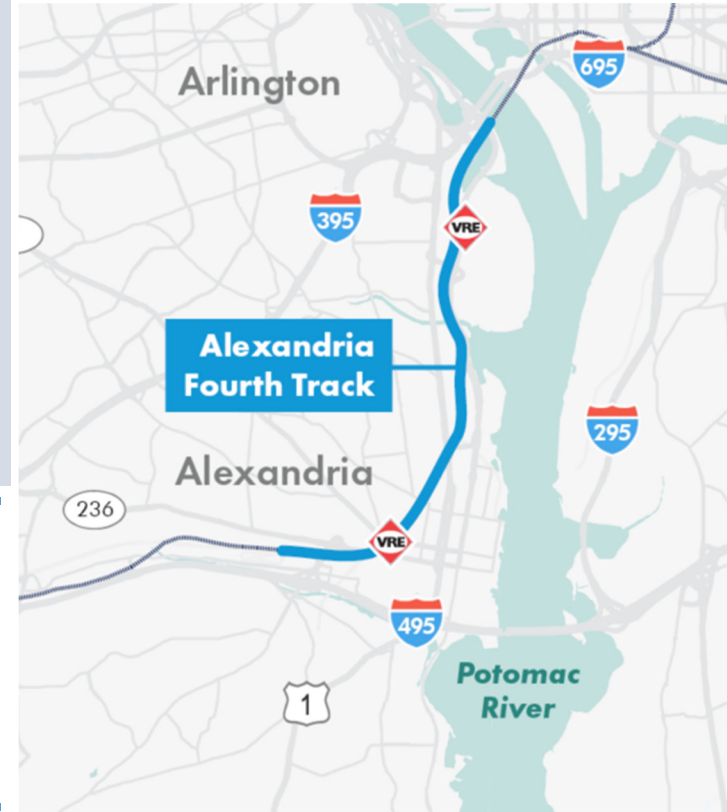
## ALEXANDRIA FOURTH TRACK

### PROJECT DESCRIPTION:

The Alexandria Fourth Track project will design and construct 6.0 miles of fourth track between the AF (Alexandria) and RO (Rosslyn) Interlockings. At the AF Interlocking three tracks from the VRE Fredericksburg Line and two tracks from the VRE Manassas line converge into three tracks, causing a bottleneck. The new track will be coordinated with the Crystal City Station and Alexandria Station Improvements performed by Virginia Railway Express. This project received a \$45M FASTLANE grant from US DOT. Once completed, CSX will convey an existing track on the west to Virginia, giving two tracks on the west side to Virginia, and two tracks on the east side to CSX.

### PROJECT STATUS: FINAL DESIGN

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



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

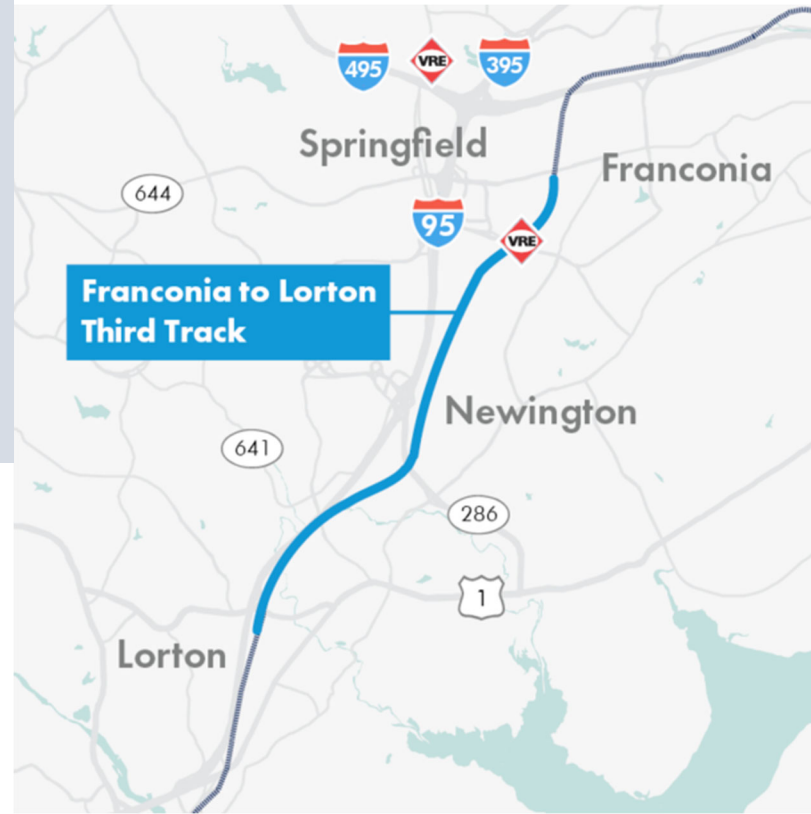
## FRANCONIA TO LORTON THIRD TRACK

### PROJECT DESCRIPTION:

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

### PROJECT STATUS: ENTERING FINAL DESIGN

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



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

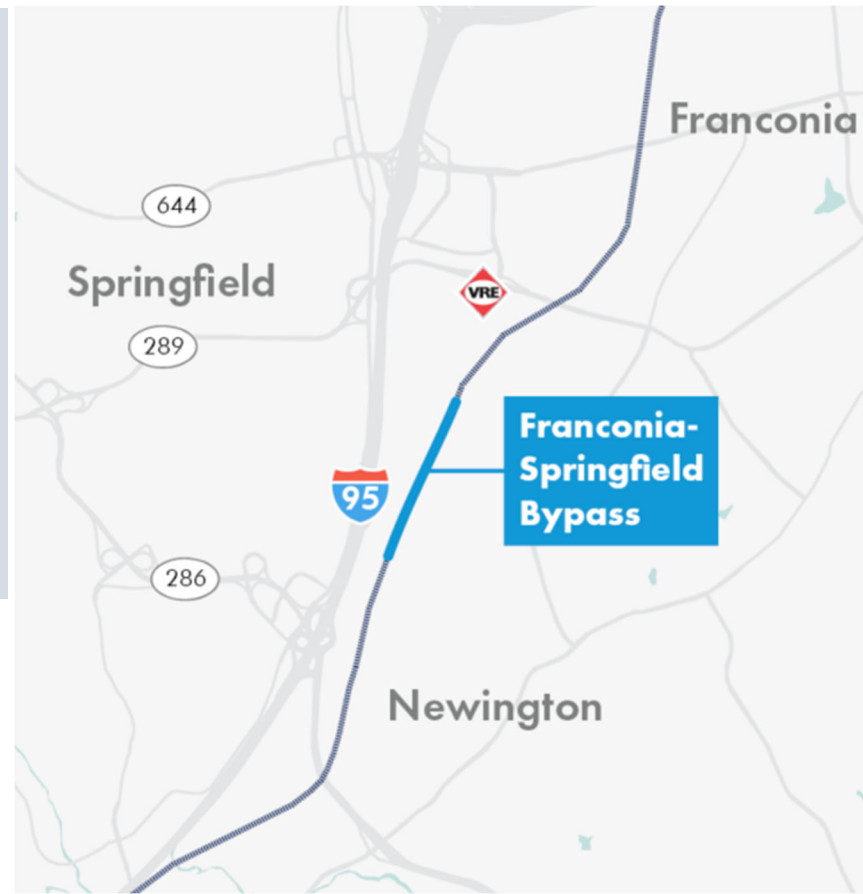
## FRANCONIA-SPRINGFIELD BYPASS

### PROJECT DESCRIPTION:

The Franconia-Springfield Bypass project, just south of Franconia-Springfield Station, will allow passenger trains to crossover to serve stations on the west side of the railroad corridor when traveling north of Franconia, and on the east side of the rail corridor when traveling south of the Franconia-Springfield Station. Project construction involves a single track on a bypass bridge with accommodations for a future second track. This project received \$22.9M of local funding from NVTA.

### PROJECT STATUS: CONCEPTUAL DESIGN

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



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

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

### PROJECT DESCRIPTION:

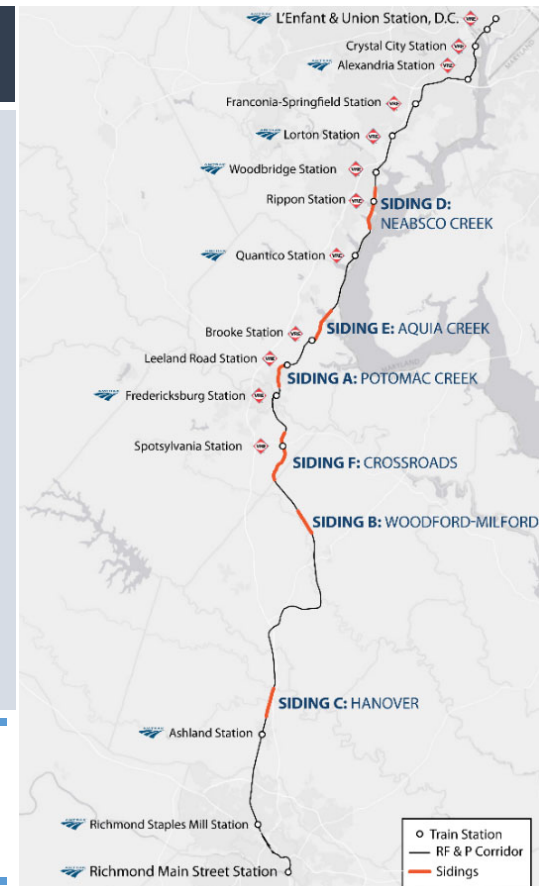
Sidings are the beginnings of what will eventually become a dedicated 3<sup>rd</sup> track in future Phases 3 & 4 from Alexandria to Spotsylvania. In Phase I, sidings are strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor between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

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

Each siding is between 2-4 miles in length.

### PROJECT STATUS: CONCEPTUAL DESIGN

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



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

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

### PROJECT DESCRIPTION:

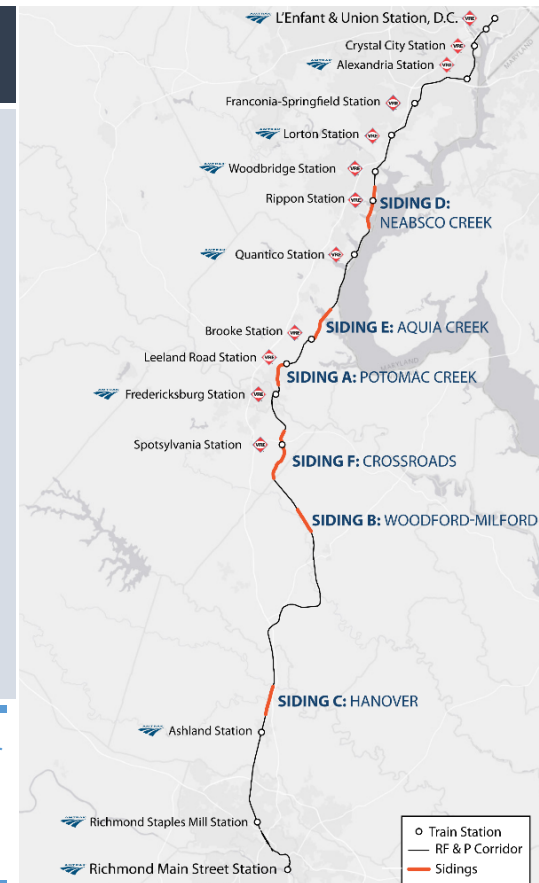
The Sidings projects are the beginnings of what will eventually become a dedicated 3<sup>rd</sup> track in future Phases 3 & 4 from Alexandria to Spotsylvania. In Phase 2, sidings are strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the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

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

Each siding is between 2-4 miles in length.

### PROJECT STATUS: CONCEPTUAL DESIGN

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



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

## RAILROAD BRIDGES OVER NEWINGTON ROAD

### PROJECT DESCRIPTION:

The Railroad Bridges over Newington Road project replaces an existing two-track bridge and constructs an additional two track bridge over Newington Road in Fairfax County, which is a down-payment on an eventual 4-track corridor from Washington to Spotsylvania. The existing 1-lane road underpass under the rail bridge is a choke point for Newington Road, and the rail project has been expanded in scope to widen the rail span to accommodate a two-lane road under the rail bridge. Since it is a project with rail and road benefits, this project is jointly funded by VPRA and VDOT and was awarded a \$14.4M federal State of Good Repair Grant by the Federal Railroad Administration in 2020.

### PROJECT STATUS: CONCEPTUAL DESIGN

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



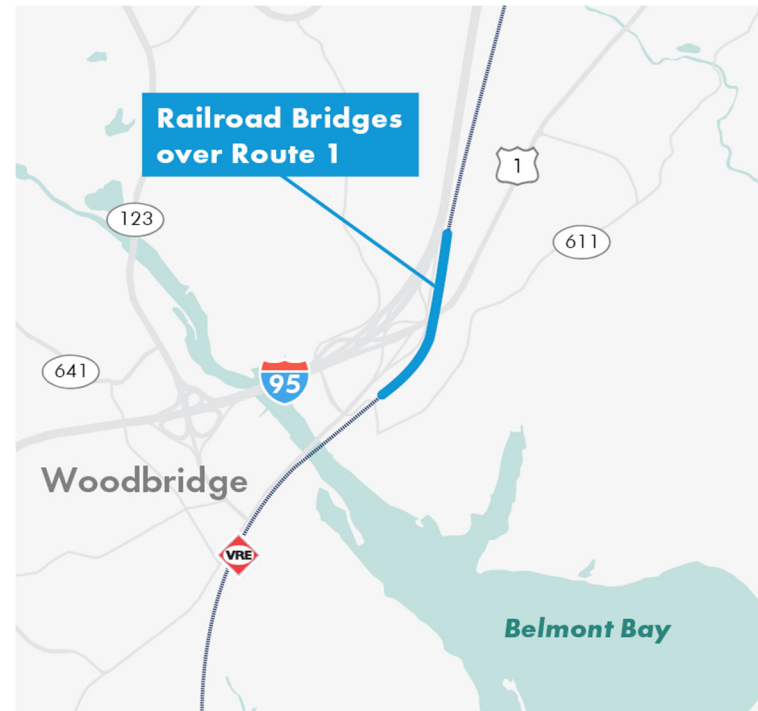
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Railroad Bridges over Newington Road	\$36.2	-	0.1	3.0	14.5	17.9	0.7	-	-	\$36.2

## RAILROAD BRIDGES OVER ROUTE 1

### PROJECT DESCRIPTION:

The Railroad Bridges over Route 1 project in Fairfax County involves the replacement of the existing two-track rail bridge and the construction of a new two-track rail bridge on the west side of the existing tracks over Route 1. The improvements will not only accommodate a total of four tracks that are a down payment on a four-track corridor from Washington, DC to Spotsylvania, but the scope of the project has been expanded to allow for increased vertical and horizontal space under the rail bridges for future Route 1 expansion that will include lanes for a Bus Rapid Transit Project. Therefore, this project is jointly funded among VPRA, VDOT, and Fairfax County.

### PROJECT STATUS: CONCEPTUAL DESIGN



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

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

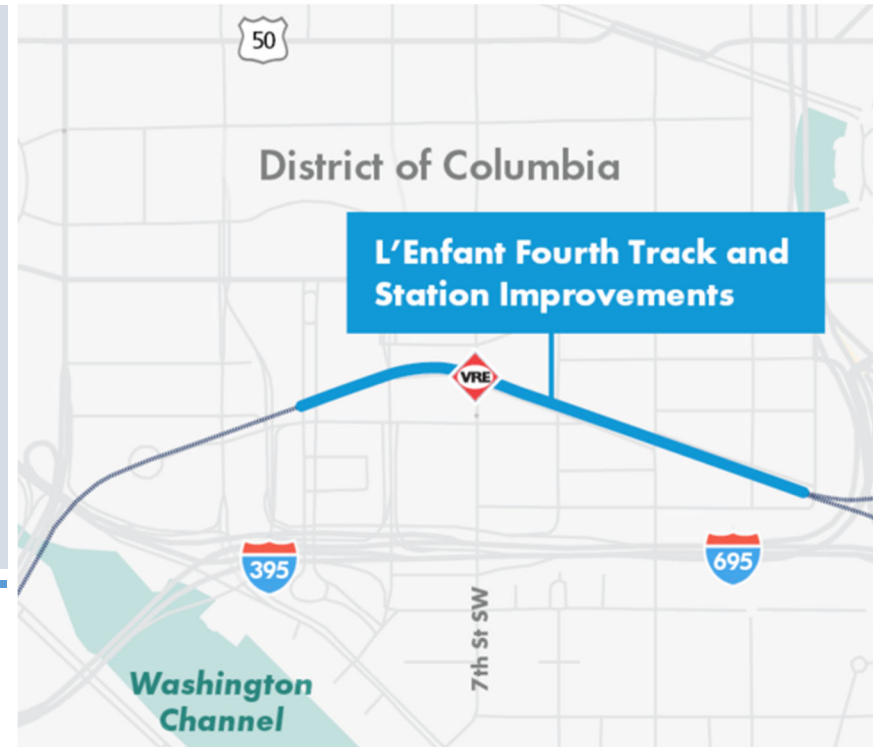
## L'ENFANT FOURTH TRACK AND STATION IMPROVEMENTS

### PROJECT DESCRIPTION:

VRE will lead the planning, design, permitting, and construction of an expanded VRE L'Enfant station at VRE's busiest station. It will also construct an additional mainline track between the Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC. The expanded station will enable simultaneous boarding of two full-length trains. After construction, the station infrastructure will be owned by VRE and the track infrastructure will be owned by VPRA. VPRA is only funding a portion of the full \$80 million project, with VRE funding the remainder. The project must be coordinated with the Long Bridge project.

### PROJECT STATUS: CONCEPTUAL DESIGN

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



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

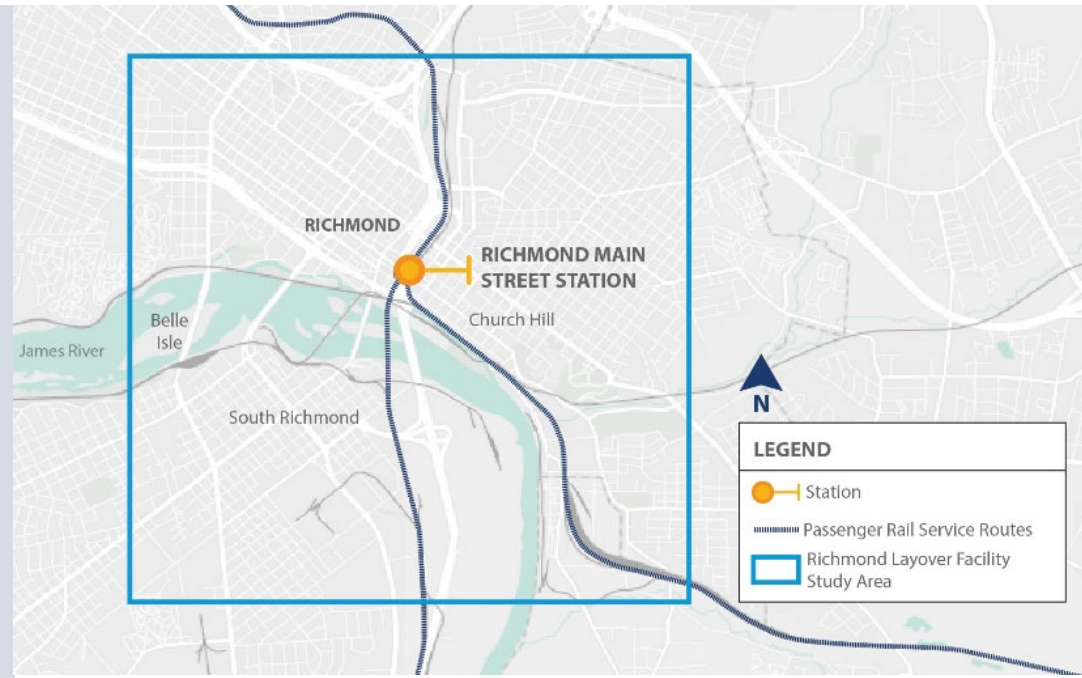


## RICHMOND LAYOVER FACILITY

### PROJECT DESCRIPTION:

The project includes the planning, design, permitting, and construction of a Layover Facility and tracks for the storage and light servicing of existing Amtrak trains serving Main Street Station that are currently stored at the Staples Mill Station. It will also service future trains that will begin service at the end of Phase 1 and Phase 2 in 2026 and 2030. This project is required as part of the Rail Agreement with CSX, as it will reduce rail congestion in and near CSX's Acca yard between Staples Mill and Main Street Stations. VPRA is working with CSX, Amtrak, and others to select a preferred site for the facility.

### PROJECT STATUS: PROJECT DEVELOPMENT



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

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

## LORTON TO ROUTE 1

### PROJECT DESCRIPTION:

The Lorton to Route 1 Third Track project will add approximately 1.2 miles of third track between the southern limit of the Franconia to Lorton Third Track project and the northern limit of the Railroad Bridges over Route 1 project, completing a continuous three-track corridor between Alexandria and Route 1.

### PROJECT STATUS: CONCEPTUAL DESIGN



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

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

## OTHER TRANSFORMING RAIL IN VIRGINIA INFRASTRUCTURE IMPROVEMENTS

### PROJECT DESCRIPTION:

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

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

### PROJECT STATUS: CONCEPTUAL DESIGN

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

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

## SALEM TO CHRISTIANSBURG (V-LINE) RIGHT OF WAY ACQUISITION

### PROJECT DESCRIPTION:

This project includes the acquisition of a portion of Norfolk Southern Railway Company’s Virginian Line (“V-Line”) between a point just east of the connection of the Salem Crossovers west of Roanoke, Virginia (approximately milepost 250.5) to Merrimac (Christiansburg), Virginia at milepost 279.0.

### PROJECT STATUS: PROJECT DEVELOPMENT

*Project Benefit: The acquisition will support the expansion of two Amtrak roundtrips to Christiansburg, Virginia and provide for a third frequency operating between Roanoke, Virginia and Christiansburg, Virginia.*



Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Salem Right of Way Acquisition	\$38.0	-	\$38.0	-	-	-	-	-	-	\$38.0

## NEW RIVER VALLEY PLATFORM & TRACK IMPROVEMENTS

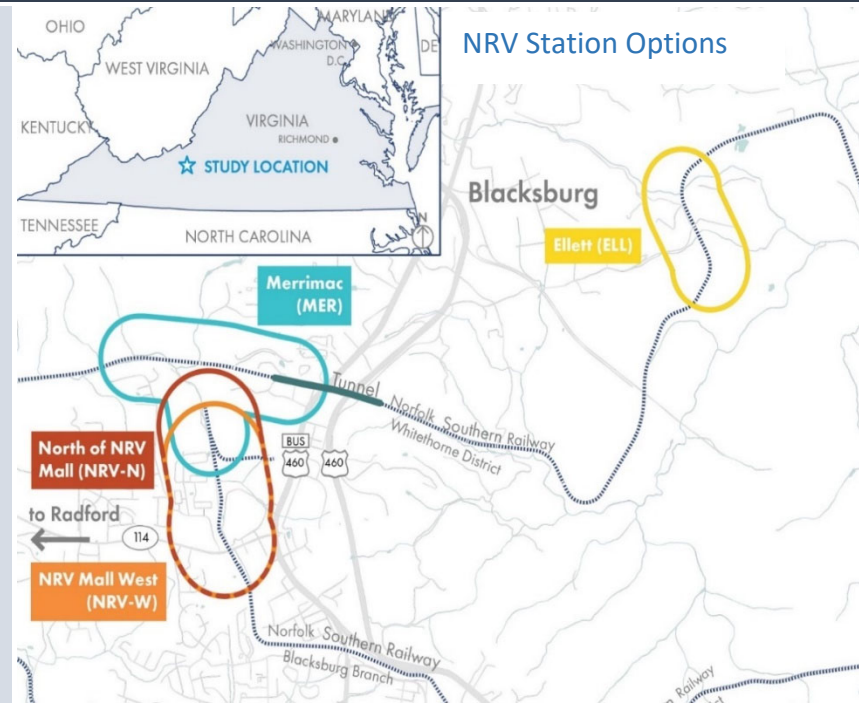
### PROJECT DESCRIPTION:

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

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

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

### PROJECT STATUS: PROJECT DEVELOPMENT



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

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

## VIRGINIAN-LINE TUNNELS

### PROJECT DESCRIPTION:

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

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

### PROJECT STATUS: PROJECT DEVELOPMENT



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

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

## CAPITAL IMPROVEMENTS - BRIDGES

### PROJECT DESCRIPTION:

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

### PROJECT STATUS: PROJECT DEVELOPMENT



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

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

## CAPITAL IMPROVEMENTS - OTHER

### PROJECT DESCRIPTION:

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

### PROJECT STATUS: PROJECT DEVELOPMENT



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

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



## PURCHASE OF ST. JULIAN'S YARD: AMTRAK TRAIN SERVICE FACILITY

### PROJECT DESCRIPTION:

St. Julian's Yard in Norfolk, Virginia is the site on which Amtrak services Virginia state-supported passenger trains that terminate and originate from Norfolk Station. The land and some rail assets are currently owned by Canonie Atlantic, a private company owned by the Accomack-Northampton Transportation District Commission. When Canonie Atlantic considered selling its rail assets on the Norfolk side of the Chesapeake Bay, the Department of Rail and Public Transportation began negotiating to secure this property for current and future use as an Amtrak train service facility. This property has been in service since 2012 with service equipment, Amtrak crew quarters, two tracks, and a turning wye.

### PROJECT STATUS: PROJECT DEVELOPMENT



*Project Benefit: Purchase of this property by Virginia will secure a service facility for Norfolk Amtrak services, with enough room to accommodate the three daily round trips planned as part of the Transforming Rail in Virginia initiative.*

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/21	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Purchase of St. Julian's Yard: Amtrak Train Service Facility	\$1.9	-	1.9	-	-	-	-	-	-	\$1.9

# CAPITAL & OPERATING GRANTS

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

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

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

① VRE did not request track lease assistance for FY22.

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

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

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

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

## CRYSTAL CITY PLATFORM

### PROJECT DESCRIPTION:

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



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

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

## L'ENFANT PLATFORM

### PROJECT DESCRIPTION:

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



Photo courtesy of VRE

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

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

## ALEXANDRIA STATION AND PEDESTRIAN TUNNEL

### PROJECT DESCRIPTION:

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



Rendering courtesy of VRE

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

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



## BROOKE & LEELAND ROAD DESIGN & CONSTRUCTION

### PROJECT DESCRIPTION:

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

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



VRE Brooke Station



VRE Leeland Station

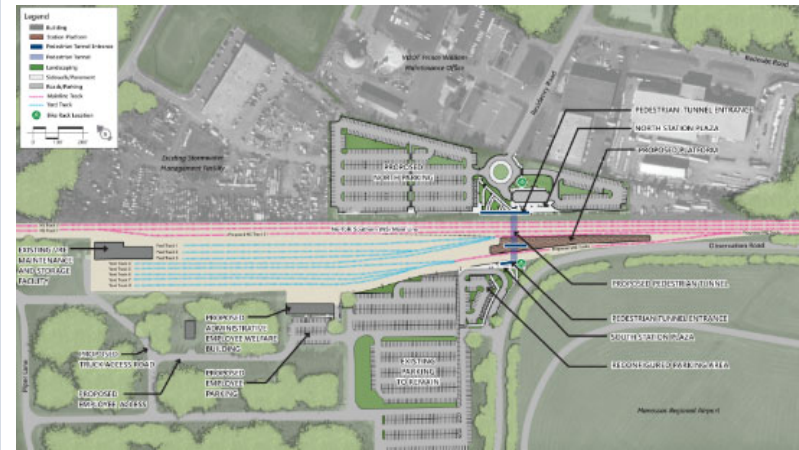
*Project Benefit: Improvements at Brooke and Leeland stations will improve operational efficiency and accommodate eight-car trainsets. The new Potomac Shores VRE station is part of an upcoming transit oriented development in Prince William County.*

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

## BROAD RUN STATION & 3<sup>RD</sup> TRACK IMPROVEMENTS

### PROJECT DESCRIPTION:

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



Rendering courtesy of VRE

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

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

## MANASSAS STATION PLATFORM EXTENSIONS

### PROJECT DESCRIPTION:

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



*Photo courtesy of VRE*

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

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

## MANASSAS PARK PARKING GARAGE AND BRIDGE

### PROJECT DESCRIPTION:

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



*Photo courtesy of VRE*

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

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

## REAL TIME MULTIMODAL INFORMATION

### PROJECT DESCRIPTION:

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



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

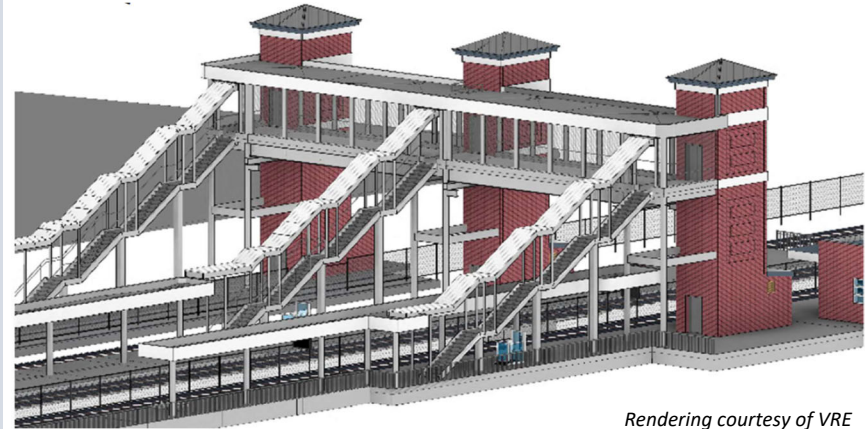
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Real Time Multimodal Information	\$3.5	-	-	1.8	1.7	-	-	-	-	\$3.5

## QUANTICO STATION IMPROVEMENTS

### PROJECT DESCRIPTION:

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

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



Rendering courtesy of VRE

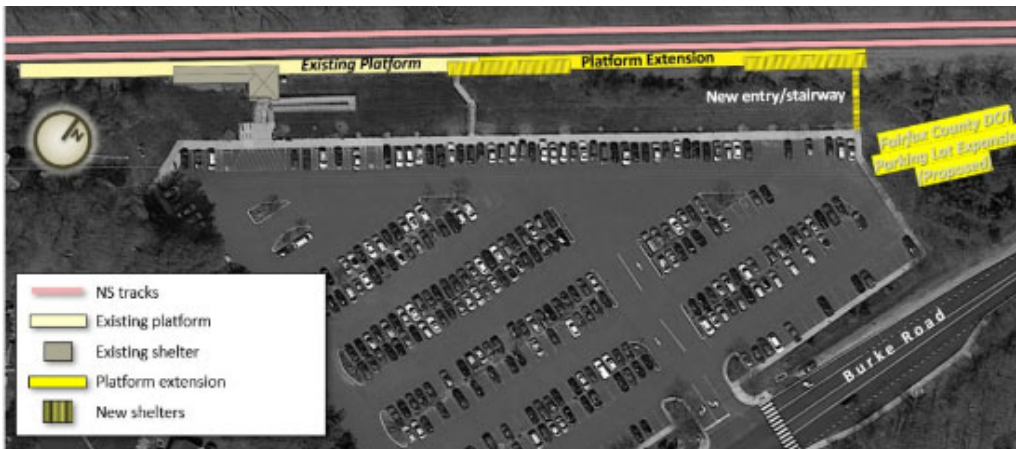
*Project Benefit: Extends existing platform lengths to allow for boarding options along the entire train consist (both VRE and Amtrak trains). A new island platform will allow passenger trains to serve the station on any track that traverses station limits.*

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

## ROLLING ROAD PLATFORM EXTENSIONS

### PROJECT DESCRIPTION:

The Rolling Road station currently has a platform which will accommodate a six-car train set for boarding and detraining. This project provides for a 250-foot platform extension to accommodate an eight-car train set. Project includes funds for equipment and cameras related to the extension.



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

*Photo courtesy of VRE*

Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Rolling Road Platform Extensions	\$5.0	0.1	0.9	-	-	-	-	-	-	\$0.9

## BACKLICK ROAD STATION IMPROVEMENT

### PROJECT DESCRIPTION:

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



Photo courtesy of VRE

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

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



## CROSSROADS STORAGE EXPANSION

### PROJECT DESCRIPTION:

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



Photo courtesy of VRE

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

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

## VRE TRACK LEASE PAYMENTS TO NORFOLK SOUTHERN AND AMTRAK

### PROJECT DESCRIPTION:

VRE pays access fees to operate on host railroad (Norfolk Southern, and Amtrak) lines and access host railroad owned stations. Historically, track access fees were paid through a combination of state transit capital and state discretionary Federal Surface Transportation Program (STP) grants that equaled 84% of the total track access fees. The remaining 16% of track access fees comes from a VRE local match. Starting in FY23, the state portion for VRE access fees to host railroads will come from VPRA's share of the Commonwealth Rail Fund due to the revenue realignment of the Commonwealth Transportation Trust Fund. NOTE: CSX Access fees are included in the operations budget.



Photo courtesy of VRE

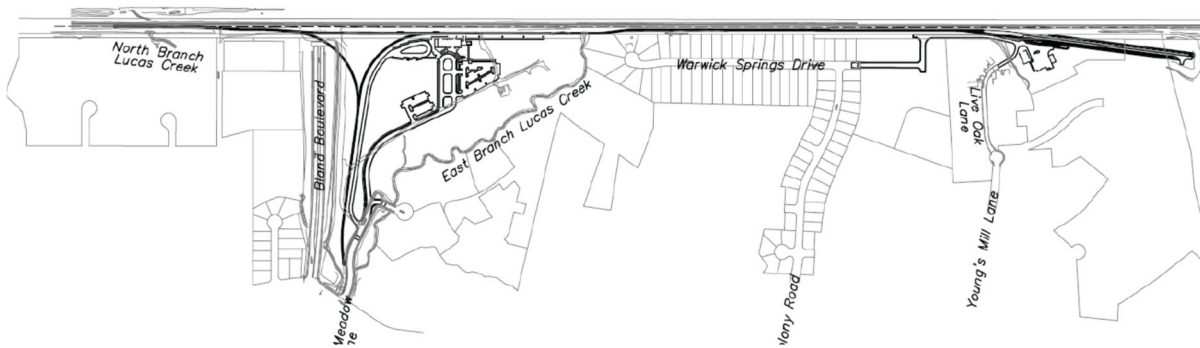
*Project Benefit: Track lease payments secure the right of VRE to operate commuter rail service over host railroad lines.*

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

## NEWPORT NEWS STATION, PLATFORM, AND TRAIN SERVICE FACILITY

### PROJECT DESCRIPTION:

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



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

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

## ETTRICK STATION IMPROVEMENTS – STATE-OF-GOOD REPAIR

### PROJECT DESCRIPTION:

As part of the 2019 Station Needs Assessment conducted by the Department of Rail and Public Transportation (DRPT), Ettrick Station was identified as an Amtrak station with the greatest need for state of good repair improvements. It is also not in compliance with standards under the Americans with Disabilities Act (ADA).

Under the 2020 Transforming Rail in Virginia agreements executed with CSX and the Partnership Funding Agreement with Amtrak, the VPRA will take ownership of land and certain station assets at Ettrick. Ownership responsibilities require VPRA to bring Ettrick Station into compliance with ADA standards and maintaining a state of good repair.

VPRA has therefore prioritized Ettrick Station among the station assets it will own for funding to address ADA deficiencies and state of good repair issues. Working with Chesterfield County and Amtrak, VPRA plans to leverage local, state, and federal funding to fund capital improvements. Planned improvements will include, among other things, platform rehabilitation, stormwater drainage, and parking lot improvements.



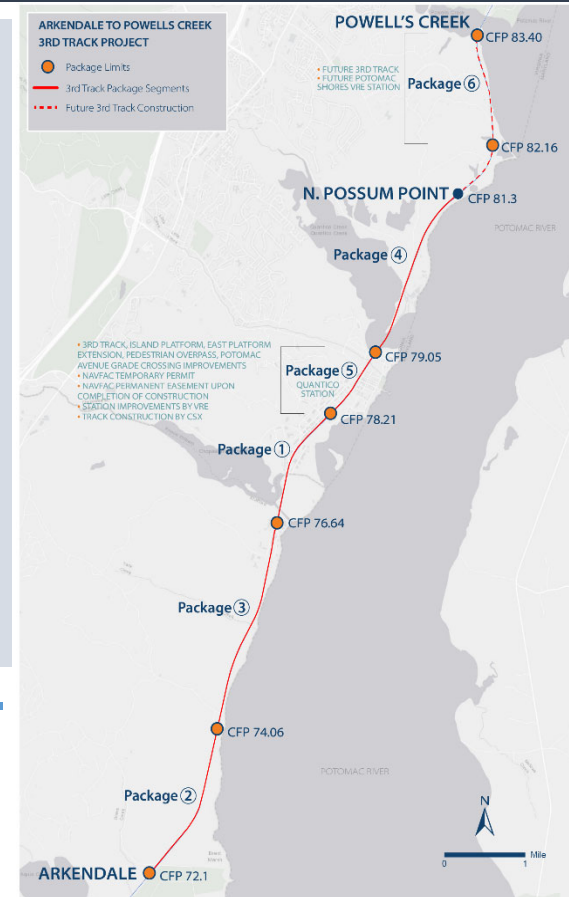
*Project Benefit: Virginia's investment in Ettrick Station seeks to leverage federal and local funds to address State of Good Repair deficiencies and Americans with Disability Act access at the station. This project will provide an improved customer experience as service at the station grows with the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

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

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

### PROJECT DESCRIPTION:

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



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

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

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

### PROJECT DESCRIPTION:

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

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

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



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

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

## STATION PROGRAM AND PLANNING

### PROJECT DESCRIPTION:

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

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



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

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

## POSITIVE TRAIN CONTROL PAYMENT TO AMTRAK AND OTHER AMTRAK SERVICE IMPROVEMENTS

### PROJECT DESCRIPTION:

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

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



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

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



## AMTRAK TRAIN EQUIPMENT - NEW SERVICE

### PROJECT DESCRIPTION:

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

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



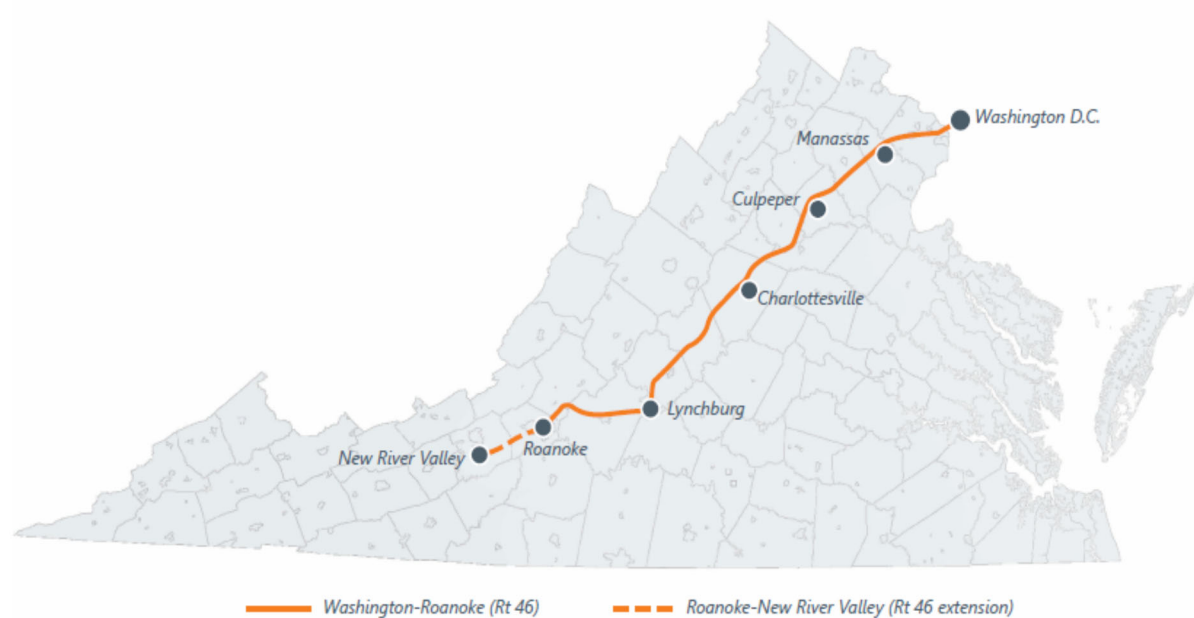
*Project Benefit: New train equipment is necessary to meet new service goals to accommodate service growth on Virginia’s state-supported routes.*

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

## WESTERN RAIL INITIATIVE GRANT

### PROJECT DESCRIPTION:

As part of the agreement with Norfolk Southern, VPRRA will make payments to Norfolk Southern in equal tranches of \$13.15 million per year for the ten years following the executed agreement. Norfolk Southern will use the funds from the Western Virginia Rail Initiative to finance capital improvements, capital maintenance, and program maintenance on or affecting the rail corridor, south and west of Manassas. Funds for the Nokesville to Calverton 3<sup>rd</sup> track project will derive from the Western Rail Initiative Grant.



### Proposed Extension of Virginia Sponsored Amtrak Service to New River Valley

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

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

## ROANOKE YARD IMPROVEMENTS

### PROJECT DESCRIPTION:

A second mainline track (Main #1) will be added to Roanoke Yard to increase speed and reduce travel time for future passenger trains between Roanoke and the New River Valley. Approximately five miles of new or upgraded track will create this second mainline. Three existing yard ladders will be improved or realigned. Nine crossovers and approximately 27 turnouts will be added or improved. Existing train speeds of 15 mph in the yard will be increased to 40 mph on Main #1 west of the first control point west of the Roanoke Station.



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

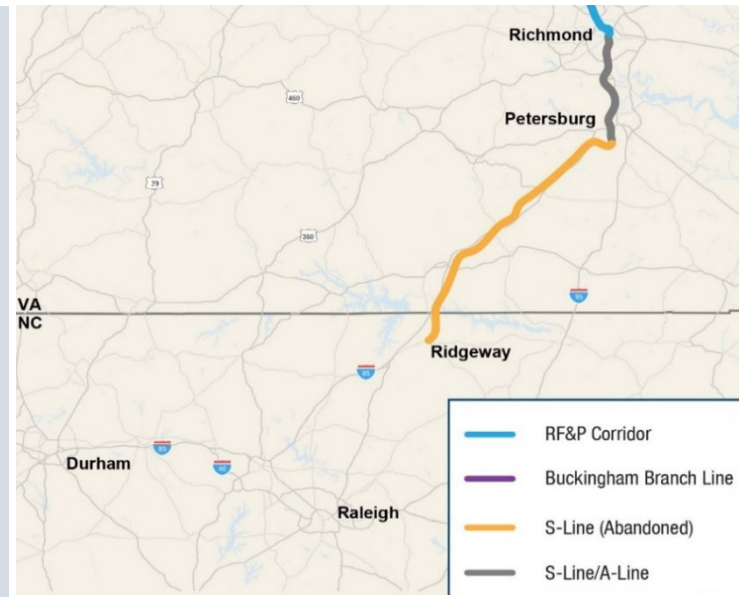
Project Description (\$ in millions)	Total Budget	Expenses as of 6/30/2021	FY22 Amended	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22-FY28
Roanoke Yard Improvements	\$37.0	-	5.0	20.0	12.0	-	-	-	-	\$37.0

## S-LINE CORRIDOR PLANNING AND DEVELOPMENT

### PROJECT DESCRIPTION:

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

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



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

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

## DC2RVA FRA GRANT MATCH & DRPT PLANNING GRANT – DRPT MANAGED

### PROJECT DESCRIPTION:

DC2RVA GRANT MATCH: The DC2RVA Grant was awarded to DRPT in 2013 by the Federal Railroad Administration to be used on the DC to RVA corridor. The total estimated cost of the Project was \$55,385,000, with a 80/20 split. At this time, there is \$6.6M remaining on the grant, the VPRA budget includes the 20% match of \$1.3M. These funds will be spent on various I-95 corridor projects to further the planning and design. Due to the limited amount of remaining funds, the DC2RVA grant will remain at DRPT until the funds are exhausted.

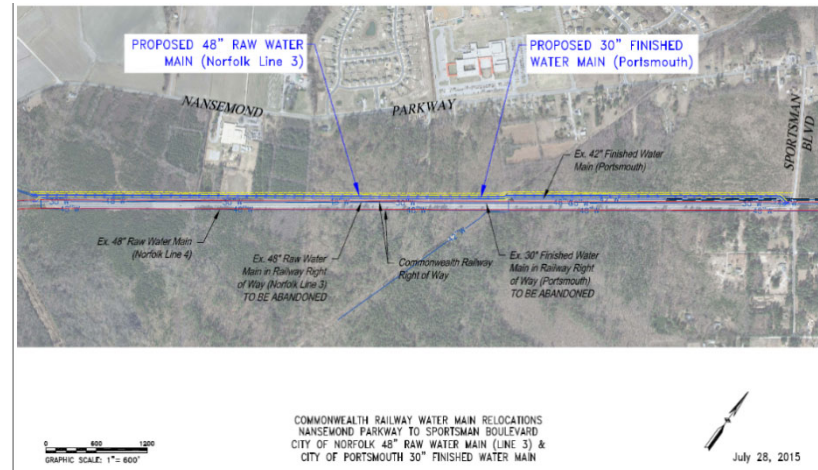
DRPT PLANNING GRANTS: Certain planning grants that are funded with historical IPROC/REF funds. In order to maintain consistently in project management these grants are administered by DRPT.

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

## MARSHALLING YARD EXPANSION – DRPT MANAGED

### PROJECT DESCRIPTION:

This project constructs two additional storage tracks at the Commonwealth Railway’s Marshalling Yard located in Suffolk, Virginia. CWRV currently provides dual access to the Port of Virginia's International Gateway Terminal, with the transfer of the intermodal trains occurring at this site. As VIG’s rail traffic grows, additional storage tracks are needed. The construction includes adding two additional 8,000 foot storage tracks and associated utility work. This grant project is managed solely by DRPT, involvement by the VPRA is limited to the monetary commitment detailed below.



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

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

## CENTRAL RAIL YARD EXPANSION – DRPT MANAGED

### PROJECT DESCRIPTION:

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



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

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

## FRONT ROYAL EXPANSION – DRPT MANAGED

### PROJECT DESCRIPTION:

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



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

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