



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 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

March 18, 2026

9:00 a.m. or upon adjournment of the March 17, 2026, Workshop Meeting if that meeting carries over to March 18, 2026.

Public Comments:

Approval of Minutes:

February 17, 2026

OFFICE OF THE SECRETARY OF TRANSPORTATION:

Presenting: Laura Schewel
Deputy Secretary

1. Action on Adoption of Consent Agenda Policy.

MAINTENANCE DIVISION:

Presenting: Tanveer Chowdhury, P.E.
State Maintenance Engineer

2. Action on Commemorative naming of the bridge on U.S. Route 21, Elk Creek Parkway, over Elk Creek, Grayson County, as the "Master Officer Jeremy Lewis Hall Memorial Bridge", located within the Bristol District.
3. Action on Commemorative naming, at the request of Buchanan County, of the bridge on Route 609, Bull Creek Road, over Levisa Fork River, Buchanan County, as the "Francis Gary Powers Memorial Bridge", located within the Bristol District.

Agenda

Meeting of the Commonwealth Transportation Board

March 18, 2026

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4. Action on Commemorative naming, at the request of Fairfax County, of the bridge on State Route 193, Georgetown Pike, over Difficult Run, Fairfax County, as the “John J. Adams Memorial Bridge”, located within the Northern Virginia District.

LOCAL ASSISTANCE DIVISION:

Presenting: Angel Deem
Chief of Policy

5. Action on Economic Development Access to the Richardson Road Industrial Site Project 0360-004-717 – Amelia County located within the Richmond District.

ENVIRONMENTAL DIVISION:

Presenting: Scott Smizik
Assistant Division Administrator

6. Action on Location Approval for the Nimmo Parkway Phase VII-B Project.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

7. Action on Limited Access Control Changes (LACCs) for Route 286 (Fairfax County Parkway) Widening of Southern Segment, Fairfax County located within the Northern Virginia District.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Mike Todd
Director of Rail Programs

8. Action on Rail Industrial Access Application, Virginia Poultry Growers Cooperative.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Chief Financial Officer

9. Action on Revised FY26-31 Six-Year Improvement Program Transfers January 17, 2026, through February 20, 2026.
10. Action on Approval and Authorization for the Commissioner of Highways to Execute a Project Partnership and Financing Agreement Between the Virginia Department of Transportation and the Virginia Passenger Rail Authority for the Long Bridge Project.
11. Action on SMART SCALE Project Cancellation – Centerville Turnpike Widening Phase III (UPC 109381), located within the Hampton Roads District.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

12. Bids.

NEW BUSINESS:

ADJOURNMENT:

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Adoption of Consent Agenda Policy

WHEREAS, the Commonwealth Transportation Board (Board) often considers numerous routine items during the limited time available for its meetings; and

WHEREAS, the Board desires to devote more of its meeting time to meaningful and thoughtful discussion and decision-making regarding topics that are critical or of significant interest.

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby intends to consider certain future items, effective immediately, through a Consent Agenda under the following conditions and procedures:

1. Consent Agenda items are items on the Action meeting agenda that are routine and do not require a full presentation or discussion.
2. Materials regarding Consent Agenda items will be shared with Board members and posted publicly at least three business days prior to the meeting.
3. Consent Agenda items will not be presented individually, unless the Secretary decides there will be a presentation or a Board member requests a presentation.
4. A decision or request for any Consent Agenda item to be presented or discussed should be made as soon as possible.

5. All Consent Agenda items will be voted on in a single vote during an Action meeting, unless a Board member requests that an item be voted on separately; and
6. The following items shall be considered in the Consent Agenda:
 - a. Rail Industrial Access grant awards,
 - b. Economic Development Access awards,
 - c. Limited Access Control Changes,
 - d. Smart Scale project cancellations
 - e. Abandonments and Discontinuances, and
 - f. Acknowledgement of Shared Reports.

Other items may be considered in the Consent Agenda as determined by the Secretary and the Board.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: “Master Officer Jeremy Lewis Hall Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, Joseph W. Walters, Director of the Department of Corrections, has requested, by letter dated January 23, 2026, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service to the citizens of Virginia and the Department of Corrections, and ultimate sacrifice of Master Officer Jeremy Lewis Hall, name the bridge on U.S. Route 21, Elk Creek Parkway, over Elk Creek, Grayson County, as the “Master Officer Jeremy Lewis Hall Memorial Bridge”; and

WHEREAS, § 33.2-213 provides that any naming for a state official killed during the performance of his official duties shall require a letter or resolution from the head of the state agency by which the state official was employed requesting such naming; and

WHEREAS, the Grayson County Board of Supervisors, on January 22, 2026, submitted a letter indicating that a resolution was duly adopted by the Grayson County Board of Supervisors on January 8, 2026, requesting this naming; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB; and

WHEREAS, § 33.2-213 provides that for any state highway, bridge, interchange or other transportation facility named after a state official killed during the performance of his official

Resolution of the Board

Bridge Naming: "Master Officer Jeremy Lewis Hall Memorial Bridge"

March 18, 2026

Page 2 of 2

duties, the costs of producing, placing and maintaining those signs shall be paid from Commonwealth Transportation Funds.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on U.S. Route 21, Elk Creek Parkway, over Elk Creek, Grayson County, as the "Master Officer Jeremy Lewis Hall Memorial Bridge".

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming using Commonwealth Transportation Funds to cover the costs thereof as required by law.

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CTB Decision Brief

Bridge Naming: “Master Officer Jeremy Lewis Hall Memorial Bridge”

Issue: Commemorative naming of the bridge on U.S. Route 21, Elk Creek Parkway, over Elk Creek, Grayson County, as the “Master Officer Jeremy Lewis Hall Memorial Bridge”.

Facts: Pursuant to § 33.2-213 of the *Code of Virginia*, no name shall be given to any state highway, bridge, interchange, or other transportation facility by the Board unless and until the Board receives (i) for a naming after a state official, a letter or resolution from the head of the state agency by which the state official was employed requesting such naming or (ii) for a naming other than after a state official, a resolution from the governing body of the locality within which a portion of the facility to be named is located requesting such naming. Further, pursuant to this section, for a highway, bridge, interchange, or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing, and maintaining these signs shall be paid from Commonwealth Transportation Funds. For purposes of § 33.2-213, "state official" includes [but is not limited to] law-enforcement officers employed by the Department of State Police and state highway transportation workers.

Pursuant to the rules of statutory construction set out in Title 1, Article 2 of the *Code of Virginia*, § 1-218 defines "Includes" to mean "includes, but not limited to".

In accord with § 33.2-213, Joseph W. Walters, Director of the Department of Corrections, on January 23, 2026, submitted a letter requesting the CTB to name the bridge on U.S. Route 21, Elk Creek Parkway, over Elk Creek, Grayson County, for Master Officer Jeremy Lewis Hall, who lost his life in the line of duty with the Department of Corrections.

According to that letter, Master Officer Hall joined the Virginia Department of Corrections in April 2024 and worked at River North Correctional Center.

On November 17, 2025, Master Officer Jeremy Lewis Hall was assaulted by an inmate and shortly after, succumbed to his injuries and was pronounced deceased while in the hospital.

On January 8, 2026, the Grayson County Board of Supervisors approved their support for this commemorative naming and provided formal notice of their approval in a letter submitted to the Secretary of Transportation on January 22, 2026.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on U.S. Route 21, Elk Creek Parkway, over Elk Creek, Grayson County, will be known as the “Master Officer Jeremy Lewis Hall Memorial Bridge”. In accordance with § 33.2-213, for any state highway, bridge, interchange or other transportation

facility named after a state official killed during the performance of his official duties, the costs of producing, placing and maintaining those signs shall be paid from Commonwealth Transportation Funds. Therefore, VDOT will utilize Commonwealth Transportation Funds to pay for the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT has not received any public comments on this proposal.



COMMONWEALTH of VIRGINIA

CHADWICK S. DOTSON
DIRECTOR

Department of Corrections

P.O. BOX 26963
RICHMOND, VIRGINIA 23261
(804) 674-3000

January 23, 2026

The Honorable Nick M. Donohue
Secretary of Transportation
Commonwealth Transportation Board Chairman
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Secretary Donohue:

In accordance with §33.2-213 of the *Code of Virginia*, the Virginia Department of Corrections respectfully requests the Commonwealth Transportation Board to grant approval for the bridge on Route 21, Elk Creek Parkway, over Elk Creek in Grayson County, Virginia be named the Master Officer Jeremy Lewis Hall Memorial Bridge. The Grayson County Administrator, Steve Boyer, recommended the naming of a bridge because of Master Officer Hall's service to the citizens of Virginia and the Virginia Department of Corrections. I believe it is fitting to honor his ultimate sacrifice.

Master Officer Jeremy Lewis Hall joined the Virginia Department of Corrections in April 2024 and worked at River North Correctional Center. On November 17, 2025, Master Officer Jeremy Lewis Hall was assaulted by an inmate. Shortly after, he succumbed to his injuries and was pronounced deceased at the hospital.

I appreciate your consideration of this request. Please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Walters", with a long horizontal flourish extending to the right.

Joseph W. Walters
Director

cc: Secretary Meador



Grayson County Board of Supervisors

129 Davis Street
P.O. Box 217
Independence, Virginia 24348
(276) 773-2471
(276) 236-8149
FAX: (276) 773-3673

January 22, 2026

Mr. Nick Donohue
Secretary of Transportation
Commonwealth Transportation Board Chairman

RE: Approval of the Naming of the Master Officer Jermey Lewis Hall Memorial Bridge

Dear Mr. Donohue,

This letter serves as formal notice of the Grayson County Board of Supervisors' approval of the naming of the bridge on Route 21, Elk Creek Parkway, over Elk Creek in Grayson County, Virginia, in honor of Master Officer Jermey Lewis Hall.

Master Officer Hall faithfully served his community with honor, courage, and dedication. Officer Hall lost his life in the line of duty on November 17, 2025. His passing was a profound loss to his family, colleagues, and the entire community. In recognition of his service and sacrifice, the Grayson County Board of Supervisors determined that it is appropriate and fitting to approve the designation of the bridge as the "Master Officer Jermey Lewis Hall Memorial Bridge."

The Board's action reflects its intent to permanently commemorate Master Officer Hall's legacy and to acknowledge his contributions to public safety and the community he served.

The approval of this designation was duly adopted by the Board on the 8th day of January 2026.

Please accept this letter as official documentation of the Grayson County Board of Supervisors' action. Should you require any additional information or supporting documentation, please do not hesitate to contact our office.

Respectfully,

A handwritten signature in cursive script that reads "Michael S. Hash".

Michael S. Hash, Chair
Grayson County Board of Supervisors

Grayson County



Elk Creek Parkway



Elk Creek

Carsonville Rd.

Grayson



Proposed Bridge Naming
"Master Officer Jeremy Lewis
Hall Memorial Bridge"



Maintenance Division

CTB MEETING: March 17, 2026

Grayson County

Proposed Bridge Naming:

**"Master Officer Jeremy Lewis Hall
Memorial Bridge"**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: “Francis Gary Powers Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Buchanan County Board of Supervisors has requested, by resolution dated February 2, 2026, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to his community and country of Captain Francis Gary Powers, name the bridge on Route 609, Bull Creek Road, over Levisa Fork River, Buchanan County, as the “Francis Gary Powers Memorial Bridge”; and

WHEREAS, Buchanan County, by resolution dated February 2, 2026, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, § 33.2-213 provides that VDOT shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 609, Bull Creek Road, over Levisa Fork River, Buchanan County, as the “Francis Gary Powers Memorial Bridge”.

Resolution of the Board
Bridge Naming: "Francis Gary Powers Memorial Bridge"
March 18, 2026
Page 2 of 2

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Buchanan County for these costs as required by law.

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CTB Decision Brief

Bridge Naming: “Francis Gary Powers Memorial Bridge”

Issue: Commemorative naming, at the request of Buchanan County, of the bridge on Route 609, Bull Creek Road, over Levisa Fork River, Buchanan County, as the “Francis Gary Powers Memorial Bridge”.

Facts: The Buchanan County Board of Supervisors enacted a resolution on February 2, 2026, to honor the life and service to his community and country of Captain Francis Gary Powers.

According to that resolution, Captain Powers was a Buchanan County resident and a 1946 Grundy High School graduate. He was born August 17, 1929, in Jenkins, Kentucky, and was the son of Oliver Winfield Powers, a coal miner, and his wife Ida Melinda Powers. After graduating with a bachelor’s degree from Milligan College in Tennessee in 1950, he enlisted in the United States Air Force in October 1950.

Captain Powers was an American pilot in the United States Air Force and was a CIA employee. He was best known for his involvement in the 1960 U-2 incident, when he was shot down while flying a secret CIA spying mission over the Soviet Union. Captain Powers survived but was captured and sentenced to 10 years in a Soviet prison for espionage. He served 21 months of his sentence before being released in a prisoner swap in 1962.

After Captain Powers returned to the United States, he worked at Lockheed as a test pilot for the U-2 and later as a helicopter pilot for Los Angeles news station KNBC. Captain Powers died in 1977.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on Route 609, Bull Creek Road, over Levisa Fork River, Buchanan County, will be known as the “Francis Gary Powers Memorial Bridge”. In accordance with law, and by resolution dated February 2, 2026, Buchanan County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT has not received any public comments on this proposal.

RESOLUTION

Title: Bridge Naming on Route 609 – Bull Creek Road - over Levisa Fork River in Buchanan County as the “Francis Gary Powers Memorial Bridge”

WHEREAS, Captain Francis Gary Powers was a Buchanan County resident and a 1946 Grundy High School graduate. He was born August 17th, 1929 in Jenkins, Kentucky and the son of Oliver Winfield Powers, a coal miner and his wife Ida Melinda Powers. After graduating with a bachelor’s degree from Milligan College in Tennessee in June 1950, he enlisted in the United States Air Force in October 1950.

WHEREAS, Captain Powers was an American pilot in the United States Air Force Officer and a CIA employee. He was best known for his involvement in the 1960 U-2 incident, when he was shot down while flying a secret CIA spying mission over the Soviet Union. Captain Powers survived, but was captured and sentenced to 10 years in a Soviet prison for espionage. He served 21 months of his sentence before being released in a prisoner swap in 1962.

WHEREAS, after Captain Powers returned to the United States, he worked at Lockheed as a test pilot for the U-2 and later as a helicopter pilot for Los Angeles news station KNBC. Captain Powers died in 1977.

WHEREAS, Section 33.2-213 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT RESOLVED, that Buchanan County, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge on Route 609 Bull Creek Road over Levisa Fork River in Buchanan County as the “Francis Gary Powers Memorial Bridge”;

BE IT FURTHER RESOLVED, that Buchanan County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

This resolution was adopted on 2nd day of February, 2026 by the Buchanan County Board of Supervisors.



Chairman of the Buchanan County Board of Supervisors

2/2/2026

Date

Buchanan County

Proposed Bridge Naming
"Francis Gary Powers
Memorial Bridge"

Riverside Dr.

Levisa Fork River

Bull Creek Road

Buchanan

708

609

US
460



Maintenance Division

CTB MEETING: March 17, 2026

Buchanan County

Proposed Bridge Naming:
"Francis Gary Powers Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: “John J. Adams Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Fairfax County Board of Supervisors has requested, by resolution dated February 10, 2026, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to his community of John J. Adams, name the bridge on State Route 193, Georgetown Pike, over Difficult Run, Fairfax County, as the “John J. Adams Memorial Bridge”; and

WHEREAS, Fairfax County, by resolution dated February 10, 2026, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, § 33.2-213 provides that VDOT shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on State Route 193, Georgetown Pike, over Difficult Run, Fairfax County, as the “John J. Adams Memorial Bridge”.

Resolution of the Board
Bridge Naming: "John J. Adams Memorial Bridge"
March 18, 2026
Page 2 of 2

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Fairfax County for these costs as required by law.

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CTB Decision Brief

Bridge Naming: “John J. Adams Memorial Bridge”

Issue: Commemorative naming, at the request of Fairfax County, of the bridge on State Route 193, Georgetown Pike, over Difficult Run, Fairfax County, as the “John J. Adams Memorial Bridge”.

Facts: The Fairfax County Board of Supervisors enacted a resolution on February 10, 2026, to honor the life and service to his community of John J. Adams.

According to that resolution, John J. Adams was a founding member of the Georgetown Pike and Potomac River Association that worked to prevent the Burling Tract from being developed, and, because of these preservation efforts, that area became Scotts Run Park.

Mr. Adams and the Georgetown Pike and Potomac River Association worked tirelessly with the Board of Supervisors and members of the General Assembly to create the designation of “Scenic and Historic Byway” for historic roads in the Commonwealth. Due in large part to the efforts of Mr. Adams, Georgetown Pike was declared Virginia’s first Scenic and Historic Byway in 1974.

Even after obtaining this designation, Mr. Adams spent a significant amount of time negotiating with developers, elected officials and the Virginia Department of Transportation to prevent alterations that would damage the historic integrity of Georgetown Pike.

Mr. Adams passed away on April 20, 2025, and members of the community wish to recognize his dedication to the preservation of Georgetown Pike.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on State Route 193, Georgetown Pike, over Difficult Run, Fairfax County, will be known as the “John J. Adams Memorial Bridge”. In accordance with law, and by resolution dated February 10, 2026, Fairfax County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT has not received any public comments on this proposal.



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VA

McLean Governmental Center
1437 Balls Hill Road
McLean, VA 22101
TEL: 703-356-0551
FAX: 703-821-4275
dranesville@fairfaxcounty.gov
www.fairfaxcounty.gov/dranesville

James N. Bierman, Jr.
DRANESVILLE DISTRICT SUPERVISOR

BOARD MATTER
Supervisor James N. Bierman, Jr.
January 13, 2026

Naming of Bridge on Route 193 Over Difficult Run for John J. Adams

Background: In 1969, John J. Adams was a founding member of the Georgetown Pike and Potomac River Association (the “Association”) that worked to prevent the Burling Tract from being developed. Largely as a result of these preservation efforts, that area became Scotts Run Park, a valuable resource for the whole community. Mr. Adams and the Association then focused their work on the preservation of Georgetown Pike. They worked tirelessly with the Board of Supervisors and members of the General Assembly to create the designation of “Scenic and Historic Byway” for historic roads in the Commonwealth of Virginia. Due in large part to the efforts of Mr. Adams, Georgetown Pike was declared Virginia’s first Scenic and Historic Byway in 1974.

Even after obtaining this designation, Mr. Adams spent a significant amount of time negotiating with developers, elected officials and the Virginia Department of Transportation (VDOT) to prevent alterations that would damage the historic integrity of Georgetown Pike. Mr. Adams also worked to preserve significant trees on Georgetown Pike wherever possible. Mr. Adams passed away on April 20, 2025.

VDOT allows bridges to be named by the Commonwealth Transportation Board at the request of a local jurisdiction provided the local jurisdiction agrees to bear the costs of producing, erecting, and maintaining appropriate signs. In order to bring a naming request to the Commonwealth Transportation Board, VDOT requires a formal resolution from the locality.

To recognize Mr. Adams for his dedication to and lasting impact on Georgetown Pike, community members have requested that the bridge on Georgetown Pike (Route 193) over Difficult Run be named in his honor.

Motion: Therefore, I move that the Board of Supervisors approve the attached resolution and direct staff to forward the resolution to the appropriate VDOT office and ask it to submit the resolution to the Commonwealth Transportation Board and request the naming of the bridge on Georgetown Pike (Route 193) over Difficult Run for John J. Adams.

Resolution

WHEREAS, John J. Adams was a founding member of the Georgetown Pike and Potomac River Association (the “Association”) that worked to prevent the Burling Tract from being developed, and, because of these preservation efforts, that area became Scotts Run Park; and

WHEREAS, Mr. Adams and the Association worked tirelessly with the Board of Supervisors and members of the General Assembly to create the designation of “Scenic and Historic Byway” for historic roads in the Commonwealth of Virginia; and

WHEREAS, Due in large part to the efforts of Mr. Adams, Georgetown Pike was declared Virginia’s first Scenic and Historic Byway in 1974; and

WHEREAS, Even after obtaining this designation, Mr. Adams spent a significant amount of time negotiating with developers, elected officials and the Virginia Department of Transportation (VDOT) to prevent alterations that would damage the historic integrity of Georgetown Pike; and

WHEREAS, Mr. Adams passed away on April 20, 2025 and members of the community wish to recognize his dedication to the preservation of Georgetown Pike; and

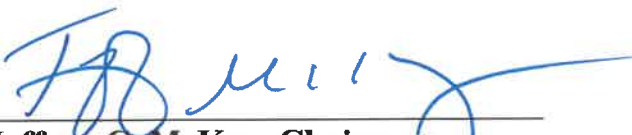
WHEREAS, Section 33.2-213 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.


NOW, THEREFORE, BE IT RESOLVED, that Fairfax County, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby

request that the Commonwealth Transportation Board name the bridge on Route 193, Georgetown Pike, over Difficult Run in Fairfax County as the “John J. Adams Memorial Bridge”;

BE IT FURTHER RESOLVED, that Fairfax County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.



Jeffrey C. McKay, Chairman
Fairfax County Board of Supervisors



James N. Bierman, Jr., Supervisor
Dranesville District

Feb. 10, 2026

Date



Virginia Department of Transportation
Maintenance Division

CTB MEETING: March 17, 2026

Fairfax County

Proposed Bridge Naming:
“John J. Adams Memorial Bridge”



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: _____ Seconded By:

Action:

**Title: Economic Development Access to
the Richardson Road Industrial Site
Project 0360-004-717 – Amelia County**

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides funds to “be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to economic development sites on which manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters, or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed ...” and, “in the event there is no such establishment or ... firm contract, a locality may guarantee to the Board by bond or other acceptable device that such will occur and, should no establishment acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited”; and

WHEREAS, Amelia County by formal resolution has requested Economic Development Access (EDA) Program funds to serve the Richardson Road Industrial Site, which is located off Patrick Henry Highway (US-360) without public access, and said design is estimated to cost approximately \$180,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy and the Economic Development Access Program guide.

Resolution of the Board

Economic Development Access – Richardson Road Industrial Site – Amelia County

March 18, 2026

Page 2 of 2

NOW, THEREFORE, BE IT RESOLVED, that \$165,000 (\$150,000 unmatched and \$15,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to the Richardson Road Industrial Site off Patrick Henry Highway, Project 0360-004-717, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Amelia County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Plan design of this road construction project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$15,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, commencing prior to either direct VDOT expenditure of funds or to submission by the LOCALITY to VDOT for reimbursement of LOCALITY expenditures from the Economic Development, Airport and Rail Access Fund, and ending after VDOT approval of the design plans.

#####

CTB Decision Brief

Economic Development Access – Amelia County Richardson Road Industrial Site

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access (EDA) Fund Policy of the Commonwealth Transportation Board (CTB), Amelia County has requested funds from the EDA Program to assist in designing road access to eligible property within the Richardson Road Industrial Site. CTB approval for the allocation of the requested funds is sought.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership (VEDP) in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed. In addition, the CTB's Economic Development Access Fund Policy makes special provision for design-only Access roadway allocations to localities for projects that do not meet the Major Employment and Investment (MEI) criteria.

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution requesting EDA Program funding prior to the Board's allocation of funds.

The property, with 95 acres available for development, has multiple parcels capable of producing capital investment, and the site has a potential maximum buildout of 1M sq-ft of building footprint. The project includes the design of a 0.45-mile-long roadway into the property, along with the design of entrance improvements at Route 360.

Amelia County is requesting funding from the Economic Development Access Program to assist with the design of roadway improvements to the Richardson Road Industrial Site. The County will administer the design of the proposed road project. The Amelia County Board of Supervisors agrees to provide a surety or bond in the amount of the estimated cost of the design of the access road prior to VDOT's authorization of Economic Development Access funds. Amelia County will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project.

Recommendation: VDOT recommends the allocation of \$165,000 (\$150,000 unmatched and \$15,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for design of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia* and the CTB’s EDA Fund Policy specify that the CTB shall approve the allocation of funds for the design of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and Amelia County will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Location Approval for the Nimmo Parkway Phase VII-B Project

WHEREAS, the Nimmo Parkway Phase VII-B Project Environmental Impact Statement (EIS) involves the consideration of the construction of roadway improvements to extend Nimmo Parkway or improve existing Sandbridge Road to provide reliable access and connectivity to the Sandbridge Community; and

WHEREAS, the Virginia Department of Transportation (VDOT) in cooperation with the Federal Highway Administration (FHWA) and federal, state, and local agencies, and on behalf of the City of Virginia Beach as the administrator of the Project, is developing an EIS in order to comply with the National Environmental Policy Act (NEPA); and

WHEREAS, VDOT has held two virtual public meetings, one public hearing, and three public comment periods on the Nimmo Parkway Phase VII-B Project EIS for the purpose of sharing information and soliciting public input on key components of the EIS, including the purpose and need, range of alternatives, and recommended preferred alternative; and

WHEREAS, on January 20, 2026, the City of Virginia Beach, in a letter from the Mayor, endorsed the Nimmo Parkway Alternative, depicted and attached hereto as Exhibit A, as the locally preferred alternative; and

WHEREAS, considering the estimated environmental impacts of the alternatives retained for full analysis in the EIS, cost, and the endorsement taken by the City of

Virginia Beach, VDOT recommends the “Nimmo Parkway Alternative” as the preferred alternative, which entails the extension of Nimmo Parkway by constructing a two-lane road from Albuquerque Drive to Sandbridge Road, with a parallel shared-use path; and

WHEREAS, in accordance with Va. Code § 33.2-208 and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Location Public Hearing was held in the City of Virginia Beach at Three Oaks Elementary School on February 19, 2026, for the purpose of soliciting public input on the Nimmo Parkway Alternative; and

WHEREAS, proper notice was given in advance, and all those present at the Location Public Hearing were given a full opportunity to express their opinions and recommendations on the alternatives under consideration, and their statements have been duly recorded and considered by the CTB; and

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

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved as presented under the Nimmo Parkway Alternative at the Location Public Hearing and depicted in Exhibit A.

BE IT FURTHER RESOLVED, that, should FHWA and VDOT receive substantive comments on the Draft EIS that require the CTB to reconsider its action, the CTB would be briefed before VDOT requests FHWA conclude the NEPA process with a Record of Decision.

####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the Nimmo Parkway Phase VII-B Project

Issue: The Nimmo Parkway Phase VII-B Project (the “Project”) Environmental Impact Statement (EIS) involves the consideration of transportation improvements to extend Nimmo Parkway, between Albuquerque Drive and Sandbridge Road, or improve existing Sandbridge Road, between Entrada Drive and 0.8 miles east of its terminus at the Atlantic Ocean. The recommended preferred alternative was identified as the “Nimmo Parkway Alternative” in the presentation to the Commonwealth Transportation Board (CTB) on February 17, 2026. Pursuant to Va. Code § 33.2-208, the CTB is required to locate and establish the routes to be followed by the highways comprising the systems of state highways.

Facts:

- The purpose of the Project is to provide reliable access and connectivity to the Sandbridge Community.
- The Project is being administered by the City of Virginia Beach (the City). The City has contracted VDOT to lead the EIS to comply with the National Environmental Policy Act (NEPA) efforts on their behalf.
- The EIS was initiated to evaluate potential transportation improvements to extend Nimmo Parkway or improve existing Sandbridge Road in the City.
- The CTB was briefed on the alternatives identified in the Draft EIS, including a recommendation on the preferred alternative, at the February 17, 2026, meeting. There have been no changes to the Nimmo Parkway Alternative since that meeting.
- VDOT and the City held three citizen engagement opportunities for the purpose of sharing information and soliciting public input. In accordance with Va. Code § 33.2-208 and the policies and regulations of the CTB, including 24 VAC-30-380-10, a Location Public Hearing was held at Three Oaks Elementary School in the City on February 19, 2026, for the purpose of soliciting public input on the Nimmo Parkway Alternative.
- Approval of the Draft EIS by the Federal Highway Administration (FHWA) and VDOT is anticipated in Summer 2026 and will be followed by opportunities for public input on the Draft EIS and an additional public hearing in accordance with the NEPA process and state and federal law. Comments received on the Draft EIS will be addressed in the Final EIS, which is anticipated to be completed in May 2027.

- The City anticipates using a combination of local, state, and federal funds for the Project. Funding is in place to advance with permitting and more detailed design.
- The recommendation below considers the following factors:
 - The Nimmo Parkway Alternative was endorsed by the City of Virginia Beach on January 20, 2026;
 - The Nimmo Parkway Alternative meets the purpose and need of the project and is consistent with local and regional plans;
 - The Nimmo Parkway Alternative is the least costly and would impact fewer private properties than the other Build Alternative (Improvements to Existing Sandbridge Road) retained for full analysis in the Draft EIS; and
 - The Nimmo Parkway Alternative would also impact fewer wetlands and streams and will be designed to avoid direct property impacts to the Back Bay National Wildlife Refuge (BBNWR).
 - Ongoing coordination between FHWA, VDOT, the City, U.S. Fish and Wildlife Service, and the Nansemond Indian Nation regarding potential impacts and mitigation, as part of the EIS.

Recommendations: VDOT recommends approval of the location of the Project as presented at the Location Public Hearing and as shown in the attached Exhibit A.

Action Required by CTB: The *Code of Virginia* §33.2-208, requires the majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

Result, if Approved: VDOT will proceed with steps necessary for issuance of the Draft EIS, which will identify a preferred alternative consistent with the CTB's Location Approval. If future permitting or design decisions result in measurable changes to the alternative, VDOT will return to the CTB to confirm the changes are consistent with CTB's approval. Should the Project not advance further in three years after the NEPA process is complete, per CTB policy, VDOT will return to seek a decision from CTB as to whether its action should be reaffirmed, modified, or rescinded.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: There have been three public comment periods, beginning in August 2024, and continuing through March 2026. The public has had the opportunity to provide input on alternative locations, community and environmental impacts, resources that should be

considered in the EIS, the Project purpose and need, and other considerations. In accordance with Va. Code § 33.2-208 and the policies and regulations of the CTB, including 24 VAC-30-380-10, a location public hearing was held on February 19 at Three Oaks Elementary and was attended by 194 members of the public. A virtual meeting was held on February 18 and was attended by 66 members of the public. Four-hundred-thirty-three (433) comments were received throughout the comment period, which spanned from January 20 to March 2, 2026. The general feedback obtained throughout the comment period expresses support for the Nimmo Parkway Alternative, with approximately 58 percent of comments. Local residents expressed concern with potential impacts to neighborhoods adjacent to the Nimmo Parkway Alternative, including noise, traffic, vehicular and bicycle and pedestrian safety, traffic patterns and access, and flooding. Additional comments focus on the potential for impacts to wetlands and wildlife habitat, including BBNWR, and flooding. All comments received have been from individual citizens, except for one letter from an organization: Southern Environmental Law Center (SELC), sent jointly with Lynnhaven River NOW, Back Bay Restoration Foundation, and Wetlands Watch. In their letter, SELC recommended providing additional information to the public and decision makers related to the two Build Alternatives under consideration to inform a comparison, including the length of the alternatives and their respective limits of disturbance; and the potential impacts of those Build Alternatives, including discussion of the quality of wetlands and BBNWR land that may be impacted, flooding impacts, and the future of Sandbridge Road. VDOT has completed the necessary analysis and consideration of alternatives; however, that work has not yet been made available for public review. VDOT is confident that its analysis will adequately address SELC's comments and concerns as well as the comments made by individual citizens. That analysis is being prepared and will be documented and made available to the public in the Draft EIS, which will also include a Draft Individual Section 4(f) Evaluation that analyzes BBNWR, as well as other public parks and historic sites.



NIMMO PARKWAY PHASE VII-B PROJECT

Environmental Impact Statement – Preferred Alternative Briefing

Scott Smizik
Assistant Environmental Division Director

March 18, 2026

Location Public Hearing and Public Comments

- Public hearing held to support CTB's location decision (Per § 33.2-208 Location of Routes)
 - In-person public hearing on February 19, 2026, with 194 members of the public attending
 - Virtual public meeting on February 18, 2026, with 66 attendees
- Recommended Preferred Alternative (RPA) endorsed by the City of Virginia Beach on January 20, 2026
- Public comment period - January 20, 2026 to March 2, 2026
 - 433 comments received
 - All comments but one came from individual citizens - The Southern Environmental Law Center, Back Bay Restoration Foundation, Lynnhaven River NOW, and Wetlands Watch submitted a joint comment letter
 - Majority of comments support the RPA (Nimmo Parkway Alternative)
 - 58 percent supporting the RPA
 - 9 percent supporting the RPA with modifications
 - 20 percent not supporting the RPA
 - 13 percent neither expressing support for or against the RPA

Location Public Hearing and Public Comments

- Public comments focus on the following major themes:
 - Traffic speed and pedestrian safety along the extension of Nimmo Parkway
 - Bicycle and pedestrian access
 - Environmental impacts, including impacts to the Back Bay National Wildlife Refuge, wetlands, streams, wildlife habitat, and stormwater
 - Private property impacts and noise impacts
 - Bridge height and navigation
 - Flooding/resilience
- Joint Comment Letter focused on the following major themes:
 - Development of the Improvements to Existing Sandbridge Road Alternative, including its length and limits of disturbance
 - Comparison of potential impacts between the two Build Alternatives
 - The quality of wetlands and streams, wildlife habitat, and Back Bay National Wildlife Refuge property that may be impacted
 - Flooding
 - Future of Sandbridge Road





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nick M. Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs) for Route 286
(Fairfax County Parkway) Widening of Southern Segment
Fairfax County**

WHEREAS, on July 16, 1987, the Commonwealth Transportation Board (CTB) designated the Springfield Bypass between Route 7 (near Dranesville) and U.S. Route 1 (near Fort Belvoir) as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 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, the Springfield Bypass was renamed as the Fairfax County Parkway and designated Route 7100; and

WHEREAS, on February 15, 2012, the CTB approved the transfer of Route 7100 (Fairfax County Parkway) located in Fairfax County from the Secondary System of Highways to the Primary System of Highways; and

WHEREAS, on February 16, 2012, the Virginia Department of Transportation (VDOT) issued a press release announcing that the CTB had renamed Route 7100, as Route 286; and

WHEREAS, on July 14, 2020, the CTB revised the boundaries of the limited access control areas associated with State Highway Project 0286-029-259, C501 (UPC# 107937); and

WHEREAS, subsequent to the CTB action on July 14, 2020, State Highway Project 0286-029-259, C501 (UPC# 107937) was split into a northern segment widening retaining the original State Highway Project Number, a southern segment widening designated State Highway Project 0286-029-489, C501 (UPC# 122982), and the Popes Head Interchange designated State Highway Project 0286-029-365, C501 (UPC# 111725); and

WHEREAS, State Highway Project 0286-029-489, C501 (UPC# 122982) provides for the widening of the southern segment of Route 286 (Fairfax County Parkway) from four to six lanes from 0.11 miles south of Route 123 to 0.25 miles north of Nomes Court to include intersection improvements, interchange improvements with Route 123 (Ox Road), and construction of a shared use path along Route 286 (the “Project”); and

WHEREAS, the widening of the southern segment of Route 286 (Fairfax County Parkway) requires an adjustment to the limited access control area boundary on the northbound and southbound sides of Route 286 (Fairfax County Parkway) as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets (attached); and

WHEREAS, VDOT held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on December 12, 2019, between 6:30 pm and 8:30 pm at James W. Robinson, Jr. Secondary School, 5035 Sideburn Road, Fairfax, Virginia 22032, and allowed public input to be collected concerning the request under State Highway Project 0286-029-259, C501 (UPC# 107937) prior to the aforementioned project split; and

WHEREAS, proper notice of the Hearing was given in advance, and all those present 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, the VDOT Northern Virginia District Office has reviewed the Interchange Justification Report (IJR) and found that it adequately addresses the impacts from the Project and proposed LACCs, and recommended the IJR for approval on June 8, 2020; and the Deputy Chief Engineer approved the IJR on June 23, 2020; and

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements and an Environmental Assessment was prepared under an agreement between the VDOT and the Federal Highway Administration and approved on November 14, 2019, and reevaluated on June 25, 2025; and

Resolution of the Board
Proposed Limited Access Control Changes
Route 286 (Fairfax County Parkway) Widening of Southern Segment
Fairfax County
March 18, 2026
Page 3 of 3

WHEREAS, the Project is located within a non-attainment area for ozone. Based on an air quality conformity review performed by VDOT on October 17, 2019, it was determined that the Project will not cause or contribute to a violation of any air quality standard, is compliant with all NEPA and transportation conformity requirements, and will not have an adverse impact on air quality; and

WHEREAS, the Project is in Fairfax County and is supported by a letter from the Director of the Fairfax County Department of Transportation dated April 17, 2020, and the adjustments requested in this action are supported by a letter from the Director of the Fairfax County Department of Transportation dated September 23, 2025; and

WHEREAS, the 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 Va. Code § 33.2-401 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 Va. Code § 33.2-401 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 Route 286 (Fairfax County Parkway) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations to those shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets (attached).

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the shared use path within the areas designated as limited access along Route 286 (Fairfax County Parkway).

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement the LACCs described herein.

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 286 (Fairfax County Parkway) Widening of Southern Segment
Project 0286-029-489, C501 (UPC# 122982)
Fairfax County

Issues: The area designated as limited access previously approved for Route 286 (Fairfax County Parkway) needs to be modified to accommodate the widening of Route 286 (Fairfax County Parkway), improvements to the Route 123 (Ox Road) interchange, improvements to the Route 286 (Fairfax County Parkway)/ Route 643 (Burke Centre Parkway) intersection, and to provide a continuous shared-use path along Route 286 (Fairfax County Parkway) by constructing missing segments within the areas designated as limited access from Route 643 (Burke Centre Parkway) to Route 123 (Ox Road). These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10.

Facts:

- Limited access control for the Springfield Bypass between Route 7 (near Dranesville) and U.S. Route 1 (near Fort Belvoir) was previously established by the CTB on July 16, 1987.
- The Springfield Bypass was renamed as the Fairfax County Parkway and designated Route 7100.
- Route 7100 (Fairfax County Parkway) was transferred from the Secondary System of Highways to the Primary System of Highways by the CTB on February 15, 2012.
- The Virginia Department of Transportation (VDOT) issued a press release on February 16, 2012, announcing that the CTB had renamed Route 7100, as Route 286.
- On July 14, 2020, the CTB revised the boundaries of the limited access control areas associated with State Highway Project 0286-029-259, C501 (UPC# 107937).
- State Highway Project 0286-029-259, C501 (UPC# 107937) was subsequently split into a northern segment widening retaining the original State Highway Project Number, a southern segment widening designated State Highway Project 0286-029-489, C501 (UPC# 122982), and the Popes Head Interchange State Highway Project 0286-029-365, C501 (UPC# 111725).
- State Highway Project 0286-029-489, C501 (UPC# 122982) provides for the widening of a southern segment of Route 286 (Fairfax County Parkway) from four to six lanes from 0.11 miles south of Route 123 to 0.25 miles north of Nomes Court to include intersection improvements, interchange improvements with Route 123 (Ox Road), and construction of a shared use path along Route 286 (the “Project”). These improvements require adjustments to the existing limited access control boundary, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets (attached).

- VDOT held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on December 12, 2019, between 6:30 pm and 8:30 pm at James W. Robinson, Jr. Secondary School, 5035 Sideburn Road, Fairfax, Virginia 22032, and allowed public input to be collected concerning the request under State Highway Project 0286-029-259, C501 (UPC# 107937) prior to the aforementioned project split.
- Proper notice of the Hearing was given in advance, and all those present 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.
- The VDOT Northern Virginia District Office has reviewed the Interchange Justification Report (IJR) and found that it adequately addresses the impacts from the Project and proposed LACCs. The District recommended the IJR for approval on June 8, 2020. The Deputy Chief Engineer approved the IJR on June 23, 2020.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and an Environmental Assessment was prepared under an agreement between the VDOT and the Federal Highway Administration and approved on November 14, 2019, and reevaluated on June 25, 2025.
- The Project is located within a non-attainment area for ozone. Based on an air quality conformity review performed by VDOT on October 17, 2019, it was determined that the project will not cause or contribute to a violation of any air quality standard and is compliant with all NEPA and transportation conformity requirements and will not have an adverse impact on air quality.
- The Project is in Fairfax County and is supported by a letter from the Director of the Fairfax County Department of Transportation dated April 17, 2020, and the adjustments requested in this action are supported by a letter from the Director of the Fairfax County Department of Transportation dated September 23, 2025.
- The 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 Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-20.

CTB Decision Brief
Proposed Limited Access Control Changes
Route 286 (Fairfax County Parkway) Widening of Southern Segment
Fairfax County
March 18, 2026
Page 3 of 3

Recommendations: It is recommended, pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10 *et seq.*, that Route 286 (Fairfax County Parkway) continue to be designated as a Limited Access Highway with the limited access control area boundaries modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets (attached). This action will modify the limited access line and right of way previously approved by the CTB on July 14, 2020.

Action Required by CTB: Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended modifications to the LACCs. The CTB will be presented with a resolution for a formal vote to approve the modified 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 Route 286 (Fairfax County Parkway) Widening of Southern Segment Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Approximately one hundred fourteen (114) citizens attended the Hearing. A total of twenty-six (26) written/emailed comments and twenty-four (24) oral comments were received for the record.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

March 1, 2026

The Honorable Nick M. Donohue
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Burwell W. Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Mariia Zimmerman


Subject: Approval of Limited Access Control Changes (LACCs) for Route 286 (Fairfax County Parkway) Widening Southern Segment in Fairfax 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 0286-029-489, C501 (UPC# 122982), 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 LACCs 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,

DocuSigned by:

BC7FBDE8EE27408...
Barton A. Thrasher, P.E.
Chief Engineer



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

September 23, 2025

Mr. William Cuttler, P.E., District Engineer
Virginia Department of Transportation
Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Fairfax County Support of Fairfax County Parkway Limited Access Control Change (LACC)
Route 286 (Fairfax County Parkway) Widening & Popes Head Road Roadway Widening Design-Build Project
VDOT Project # 286-029-489, UPC 107937
FCDOT Project # DOT-000105

Dear Mr. Cuttler:

This letter provides County endorsement of new changes to the Limited Access Control Lines originally established during Public Hearing for the Route 286 (Fairfax County Parkway) Widening project. Two locations within the area previously approved and designated for limited access, specifically the southern segment between Nomes Court and Route 123, need to be modified again to accommodate the proposed design along Route 286. This letter provides our support for this modification, which will need to be approved by the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the Code of Virginia, and Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code.

I understand the previously approved LACC needs to be modified. The current line location was established to accommodate the shared-use path crossing at the Norfolk Southern Railroad and Fairfax Station Road bridges. This proposed change, as is also shown on the attached exhibits, encompasses the following:

- To move the Limited Access Control Line back to coincide with the Limited Access Control Line and right-of-way which was established by the CTB resolution dated July 16, 1987. The Limited Access Control Line modified under the CTB resolution dated July 14, 2020, is no longer needed due to the intersection realignment at Burke Centre Parkway, which eliminates impacts to private property at this location.
- To shift the Limited Access Control Line (which had also been modified under the CTB resolution dated July 14, 2020), reducing the proposed right-of-way needed for the shared use path crossing at the Norfolk Southern Railroad and Fairfax Station Road Bridges. Optimization of the shared use path profile and retaining wall during final

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723

www.fairfaxcounty.gov/transportation



Mr. William Cuttler
September 23, 2025
Page 2 of 2

design reduced the length of the trail by approximately 100 feet, minimizing the necessary limits of disturbance on the project.

Please contact me at (703) 877-5675, or Nick Alexandrow at (703) 877-5754, if you have any questions or need additional information. Thank you for your assistance with this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Steverson', written over a horizontal line.

Gregg L. Steverson, P.E., PTOE
Director

Attachments: As Stated

cc: Bryan J. Hill, County Executive
Jennifer Miller, Deputy County Executive
Eric Teitelman, Chief, Active Transportation, Capital Projects, and Traffic Engineering
Division
Arif Rahman, Design-Build Project Manager, VDOT

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LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated July 8, 1987 and July 9, 2020

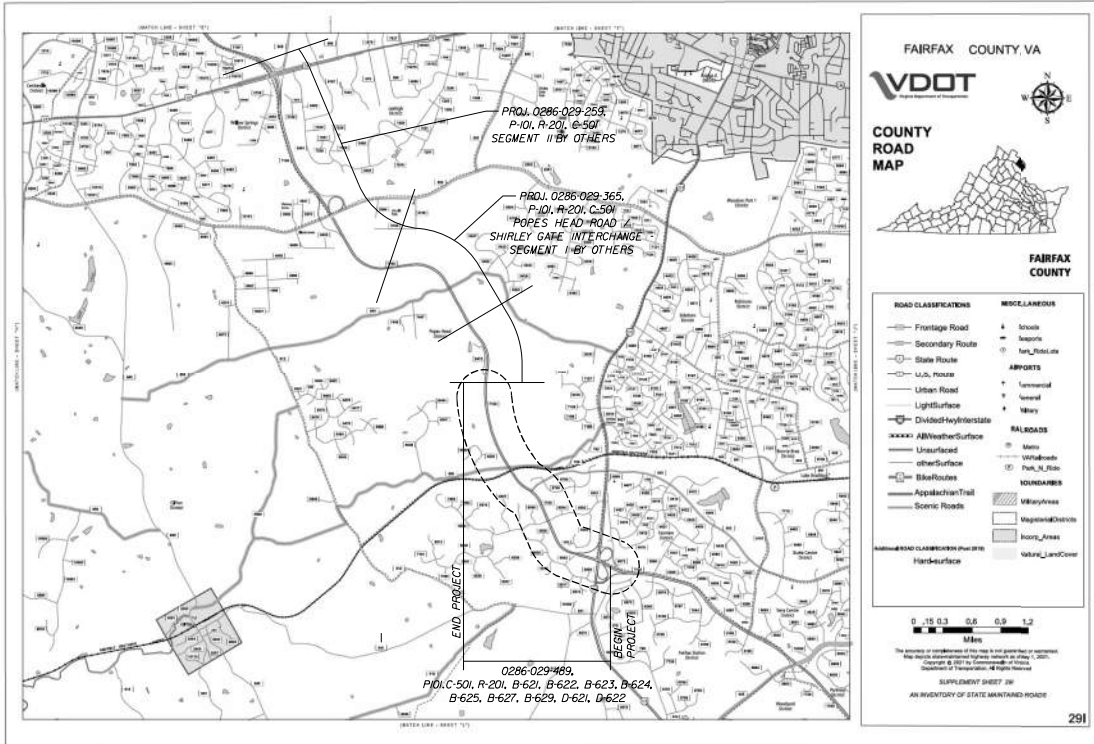
PROJECT MANAGER: *Bill Robinson, PE* - 1703.259.3645 - *Nov 2024*
 SURVEYED BY: *Deaneberry Engineers, Inc.* - 1703.849-2100 - *July 2024*
 DESIGNED BY: *Deaneberry Engineers, Inc.* - 1703.849-2067
 SUBSURFACE UTILITY BY: *21M, LLC* - 1802.626-8352 - *July 2024*

LOCATION MAP

Fairfax County

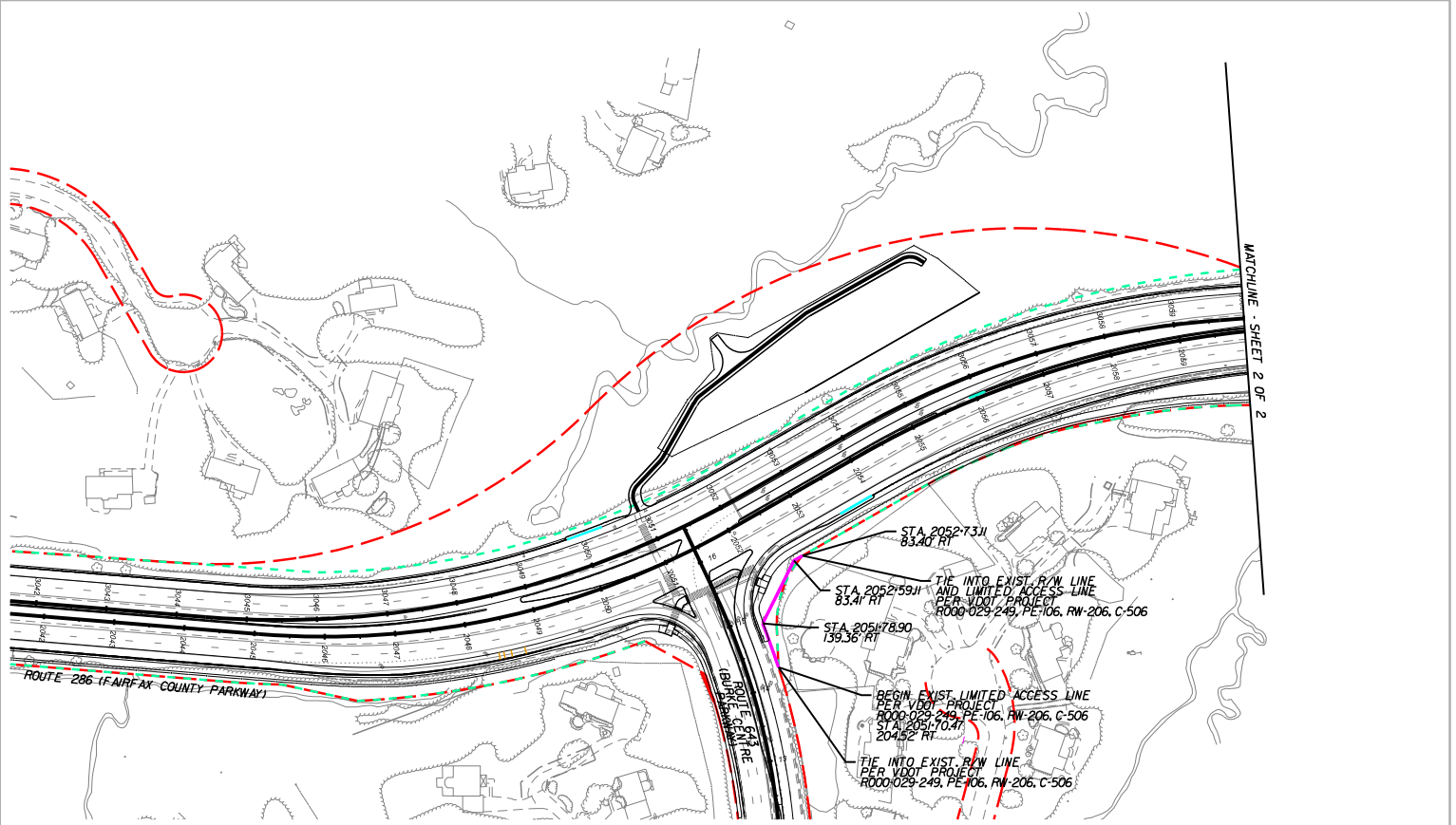
FEDERAL	STATE	ROUTE	PROJECT	SHEET NO.
			PROJECT	
	VA	286	0286-029-489 P-101, R-201, C-501	1A

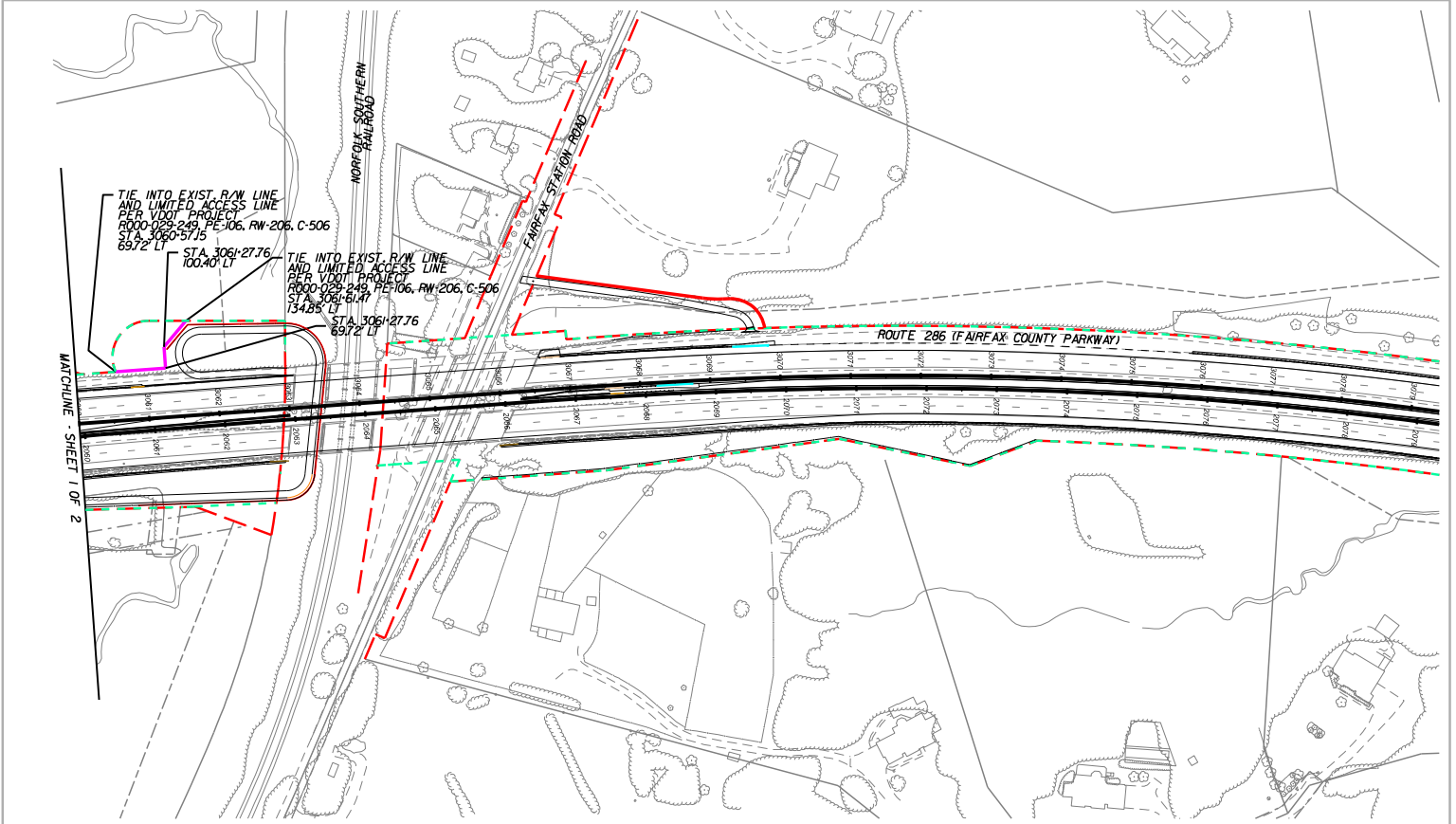
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION

N.T.S.	PROJECT 0286-029-489	SHEET NO. 1A
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Notes	Legend	Project Location	
<p>LIMITED ACCESS CONTROL MEASURES APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED JULY 16, 1987 AND JULY 14, 2020.</p> <p>ALL STATIONING AND OFFSETS SHOWN ARE BASED ON THE RTE. 286 CONSTRUCTION BASELINE.</p>	<ul style="list-style-type: none"> --- Exst. Right of Way --- Exst. Limited Access Line --- Exst. Right of Way & Limited Access Line --- Prop. Right of Way & Limited Access Line --- Prop. Right of Way 	<p>North Arrow and Scale</p> <p>FAIRFAX COUNTY, VA</p>	<p>VDOT Virginia Department of Transportation</p> <p><i>FAIRFAX COUNTY PARKWAY WIDENING SOUTHERN SEGMENT LIMITED ACCESS EXHIBIT</i></p> <p>SHEET 2 OF 2</p>
<p>Disclaimer</p> <p>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.</p>			

Action	Station	Offset	Baseline
Begin Limited Access Line	2051+70.47	204.52' Right	Route 286 Northbound
Break Point	2051+78.90	139.36' Right	Route 286 Northbound
Break Point	2052+59.11	83.41' Right	Route 286 Northbound
Tie to Existing Limited Access Line	2052+73.11	83.40' Right	Route 286 Northbound
Tie to Existing Limited Access Line	3060+57.15	69.72' Left	Route 286 Southbound
Break Point	3061+27.76	69.72' Left	Route 286 Southbound
Break Point	3061+27.76	100.40' Left	Route 286 Southbound
Tie to Existing Limited Access Line	3061+61.47	134.85' Left	Route 286 Southbound



**Fairfax County Parkway Widening
and Popes Head Road Interchange
Fairfax County**

Design Public Hearing

Thursday, December 12, 2019

6:30 p.m. to 8:30 p.m.

Presentation begins at 7 p.m.

Inclement weather date: Monday, December 16, 2019

James W. Robinson, Jr. Secondary School, Cafeteria
5035 Sideburn Road
Fairfax, VA 22032

Find out about plans to widen Fairfax County Parkway (Route 286) from four to six lanes between Route 29 (Lee Highway) and Route 123 (Ox Road). The proposed project design also includes an interchange at Popes Head Road and the future Shirley Gate Road extension, improvements to the existing trail in the Fairfax County Parkway right of way and construction of a new shared-use path to make the trail continuous within the project limits. This project will also involve the modification of limited access control along the Fairfax County Parkway and the establishment of limited access control for the proposed Popes Head Road interchange and its ramps, which will replace the existing at-grade signalized intersection.

In compliance with the National Environmental Policy Act (NEPA) and 23 CFR Parts 771 and 772, an environmental document in the form of an Environmental Assessment (EA) (which includes a Preliminary Noise Analysis) was prepared and approved by the Federal Highway Administration (FHWA) for public availability. Pursuant to the National Historic Preservation Act, Section 106 and 36 CFR 800, information concerning the potential effects of the proposed improvements on historic properties is also included in the EA. In accordance with 23 CFR 774, notice is given of the FHWA's intent to issue Section 4(f) *de minimis* impact findings with respect to the project's use of Patriot and Popes Head Parks.

Stop by between 6:30 p.m. and 8:30 p.m. to view displays and learn more about the project and its preliminary design. VDOT will hold a presentation beginning at 7 p.m. Project staff will be available to answer your questions.

Review project information at the VDOT project website (www.virginiadot.org/projects), at the information meeting, or during business hours at VDOT's Northern Virginia District Office at 4975 Alliance Drive in Fairfax. Please call ahead at 703-691-6710 or TTY/TDD 711 to ensure appropriate personnel are available to answer your questions.

Give your written comments at the meeting, or submit them by **December 23, 2019** to Mr. Sitaram Kodali, P.E., Virginia Department of Transportation, 4975 Alliance Drive, Fairfax, VA 22030, or email meetingcomments@VDOT.virginia.gov. Please reference "Fairfax County Parkway Widening" in the subject line.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT Civil Rights at 703-259-1775.

State Project: 0286-029-259, P101; 0286-029-365, B619, B620
UPC: 107937, 111725, Federal: STP-5A01 (775)



Koscinski, Jr., Joseph P., P.E. (VDOT)

From: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Sent: Friday, December 5, 2025 4:06 PM
To: Leckner, Kimberly M. (VDOT)
Cc: Mersiowsky, Scott (VDOT); Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: UPC 122982 LACC Review for January 2026 Board Meeting

I approve this limited access control change from a Right of Way & Utilities perspective.

Thank you,
Lori

Lori A. Snider
State Right of Way & Utilities Director / Right of Way & Utilities Division
Virginia Department of Transportation
804-786-5841 office / 434-907-4915 cell
Lori.Snider@VDOT.Virginia.gov



From: Leckner, Kimberly M. (VDOT)
Sent: Friday, December 5, 2025 3:34 PM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Mersiowsky, Scott (VDOT) <Scott.Mersiowsky@VDOT.Virginia.gov>; Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: FW: UPC 122982 LACC Review for January 2026 Board Meeting

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe, who is cc'd. Thank you

Kimberly Leckner
Program Manager / Right of Way and Utilities Division
Virginia Department of Transportation
(o) (804) 786-4079
(c) (703) 853-5619
Kimberly.Leckner@VDOT.Virginia.gov



From: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Sent: Thursday, December 4, 2025 7:44 AM
To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>; Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>
Cc: Maxwell, JoAnne P (VDOT) <joanne.maxwell@vdot.virginia.gov>; Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>; Jack, Steven (VDOT) <Steven.Jack@vdot.virginia.gov>;



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 2

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

July 14, 2020

MOTION

Made By: Ms. Hynes, Seconded By: Mr. Rucker
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) for Route 286 (Fairfax County Parkway) Widening and the Popes Head Road Interchange Fairfax County

WHEREAS, on July 16, 1987, the Commonwealth Transportation Board (CTB) designated the Springfield Bypass between Route 7 (near Dranesville) and U.S. Route 1 (near Fort Belvoir) as a Limited Access Highway; and

WHEREAS, the Springfield Bypass was renamed as the Fairfax County Parkway and designated Route 7100; and

WHEREAS, on February 15, 2012, the CTB approved the transfer of Route 7100 (Fairfax County Parkway) located in Fairfax County from the Secondary System of Highways to the Primary System of Highways; and

WHEREAS, on February 16, 2012 the Virginia Department of Transportation (VDOT) published a press release announcing that the CTB had renamed Route 7100, as Route 286; and

WHEREAS, State Highway Project 0286-029-259, P101, R201, C501, B621, B622, B623, B624, B625, B627, B628, B629, B630, B631, B632, D604, D605 (UPC# 107937) provides for the widening of Route 286 (Fairfax County Parkway) from four to six lanes

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Route 286 (Fairfax County Parkway) Widening and Popes Head Road Interchange
Fairfax County
July 14, 2020
Page 2 of 3

from 0.62 miles north of Route 29 (Lee Highway) to 0.15 miles south of Route 123 (Ox Road), improvements to the Route 123 (Ox Road) interchange, improvements to the Route 286 (Fairfax County Parkway)/Route 643 (Burke Centre Parkway) intersection, and to provide a continuous shared-use path along Route 286 (Fairfax County Parkway) by constructing missing segments within the areas designated as limited access from Route 643 (Burke Centre Parkway) to Route 123 (Ox Road). State Highway Project 0286-029-365, P101, R201, C501, B619, B620 (UPC# 111725) will construct an interchange at Popes Head Road and the future Shirley Gate Road extension (collectively, the “Project”); and

WHEREAS, the widening of Route 286 (Fairfax County Parkway) requires an adjustment to the limited access line on the northbound and southbound sides of Route 286 (Fairfax County Parkway) shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets (attached); and

WHEREAS, the VDOT held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on December 12, 2019, between 6:30 pm and 8:30 pm at James W. Robinson, Jr. Secondary School, 5035 Sideburn Road, Fairfax, Virginia 22032, and allowed public input to be collected concerning the request; and

WHEREAS, proper notice of the Hearing was given in advance, and all those present 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, the VDOT Northern Virginia District Office has reviewed the Interchange Justification Report (IJR) and found that it adequately addresses the impacts from the Project and proposed LACCs, and recommended the IJR for approval on June 8, 2020; and the Deputy Chief Engineer approved the IJR on June 23, 2020; and

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements and an Environmental Assessment was prepared under an agreement between the VDOT and the Federal Highway Administration and approved on November 14, 2019; and

WHEREAS, the Project is located within an 8-hour Ozone non-attainment area. Based on an air quality conformity review performed by VDOT in October 17, 2019, it was determined that the Project will not cause or contribute to a violation of any air quality standard, is compliant with all NEPA and transportation conformity requirements, and will not have an adverse impact on air quality; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Route 286 (Fairfax County Parkway) Widening and Popes Head Road Interchange
Fairfax County
July 14, 2020
Page 3 of 3

WHEREAS, the Project is in Fairfax County and is supported by a letter from the Director of the Fairfax County Department of Transportation dated April 17, 2020; and

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Route 286 (Fairfax County Parkway) 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 (attached).

BE IT FURTHER RESOLVED, that the location of the shared use path within the areas designated as limited access and its construction and maintenance, is approved as proposed and shown in the plans for the Project as presented to the public by the County of Fairfax, 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 within the areas designated as limited access along Route 286 (Fairfax County Parkway).

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.

#####



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

1401 East Broad Street - Policy Division - CTB Section - #1106
Richmond, Virginia 23219

(804) 786-1830
Fax: (804) 225-4700

Agenda item # 3

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

February 15, 2012

MOTION

Made By: Mr. Garczynski Seconded By: Mr. Koelemay

Action: Motion Carried, Unanimously

Title: Transfer of Selected Secondary Highways to Primary Highway System

WHEREAS, in accordance with Item 4.2.2 of the 2012 Virginia Department of Transportation Strategic Business Plan (the "Plan"), selected routes were reviewed for possible transfer from the Secondary System of Highways to the Primary System of Highways; and,

WHEREAS, the highways identified for the Plan's review were as follows: Route 3000, Prince William County Parkway located in Prince William County; Route 7100, Fairfax County Parkway located in Fairfax County; and, Route 7900, Franconia-Springfield Parkway located in Fairfax County; and,

WHEREAS, transfers of highways from the Secondary System of Highways to the Primary System of Highways by the Commonwealth Transportation Board are governed by §33.1-34.A, Code of Virginia, 1950, as amended, and Department Policy Memorandum (DPM) 8-1; and,

WHEREAS, Routes 3000, 7100 and 7900 each appear to have at least one section that meets many of the criteria laid out in DPM 8-1 for transfer to the Primary System of Highways; and ,

NOW, THEREFORE, BE IT RESOLVED, pursuant to § 33.1-34(A), Code of Virginia, this Board hereby orders the transfer of the below listed segments of Route 3000, Route 7100 and Route 7900, a combined distance of less than 50 miles, from the Secondary System of Highways to the Primary System of Highways.

Resolution of the Board
 Transfer to Primary System
 February 15, 2012
 Page Two

Fairfax County - Route 7100 – Fairfax County Parkway

CTB Transfers to Primary System:

From: Route 1 to Routes 617 & 877	2.80 Mi.
From: Route 7900 @ Rolling Road to 0.19 Mi. West Ramp from Route 636, Hoes Road	2.56 Mi.
From: 0.12 Mi. Southeast Ramp from Route 123 to Ramps To & From Route 267	14.60 Mi.
From: 0.04 Mi. So. Ramps to & From Spring Street to Route 6220 @ Route 7	4.0 Mi.
From: 0.19 Mi. West Ramp From Route 636, Hoes Road To 0.12 Mi. Southeast Ramp from Route 123	4.71 Mi.
From: Ramps To & From Route 267 to 0.04 Mi. So. Ramps To & From Spring Street	0.24 Mi.
From: Route 877 to Route 617, approximately	0.30 Mi.

Approximate Mileage For CTB Transfers: 29.21 Mi.

Fairfax County - Route 7900 – Franconia-Springfield Parkway

CTB Transfers to Primary System:

From: Route 7100 @ Rolling Road to 0.47 Mi. East Bonnie Mill Lane	1.72 Mi.
From: 0.32 Mi. West Frontier Drive Ramps to Frontier Dr.	0.50 Mi.
From: Frontier Drive to Route 613 – Beulah Road	0.86 Mi.
From: 0.47 Mi. East Bonnie Mill Lane to 0.32 Mi. West Frontier Drive Ramps	0.60 Mi.

Approximate Mileage for CTB Transfers to Primary System 3.68 Mi.

Prince William County - Route 3000 – Prince William Parkway

CTB Transfers to Primary System:

From: Route 234 to SCL Manassas @ Hastings Drive	1.89 Mi.
From: Liberia Drive & Wellington Road @ ECL Manassas to To Route 1	14.02 Mi.

Approximate Mileage for CTB Transfers to Primary System 15.91 Mi.

Total Approximate Mileage for Transfer to Primary System by CTB in 2012: 48.80 Mi.

ORIGINAL CTB RESOLUTION

7/16/87

Moved by Mr. Guiffre, seconded by Mr. Beyer, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, Design Public Hearings were held between October 7 and November 20, 1986 in various locations in Fairfax County for the purpose of considering the proposed design of the Springfield Bypass from Route 7 (near Dranesville) to Route 1 (near Fort Belvoir), in Fairfax County, including a section from Intersection 66 to Braddock Road and including the proposed Franconia Spur between Rolling Road and Baulah Street, State Project R000-029-249, PE-103, PE-104, PE-105, PE-106; Federal Project M-5401(), 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 major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's engineers along alternatives that do not adversely impact Pope's Head Park, Burke Lake Park, South Run Park or Huntsman Park unless Federal approval is obtained with the following modifications:

* IKA FAIRFAX COUNTY PARKWAY
RTE. 7100

7/16/87

1. provide a grade separation with no access at Pinecrest Road,
2. provide an additional one way, northbound access only to the Fair Oaks Hospital,
3. eliminate access to Fairfax Station Road,
4. provide access for the extension of the Burke Center Parkway,
5. provide a grade separation with no access at Clara Barton Drive,
6. shift ramp alignment in the southwest quadrant of the Rolling Road interchange to reduce impacts on the adjacent community, and
7. provide minor adjustments where prudent and feasible to minimize or eliminate individual concerns; and

BE IT FURTHER RESOLVED, that the Springfield Bypass, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board be designated as a limited access highway as presented at the said hearing with modifications as included herein.

Motion carried.

Moved by Mrs. Kincheloe, seconded by Mr. Bacon, that

WHEREAS, under the authority of Section 33.1-62 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board is authorized to designate Virginia Byways as recommended by the Department of Conservation and Historic Resources after providing the opportunity for public hearings; and

WHEREAS, the staffs of the Division of Parks and Recreation and the Virginia Department of Transportation have reviewed and determined that Routes 601, 676, and 614 in Albemarle County from U.S. Routes 29/250 to the Community of Owensville where Route 601 changes to 676 then to 614 and extends to the intersection with Route 810 at the Community of White Hall, substantially meets the adopted criteria for Virginia Byways; and



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: Seconded By: Action:

**Title: Rail Industrial Access –
Virginia Poultry Growers Cooperative, Inc. – Rockingham 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, Virginia Poultry Growers Cooperative, Inc. applied for RIA grant funds in the amount of \$750,000 to construct 5,200 feet of new track to serve its facility in the County of Rockingham, Virginia; (Project) and

WHEREAS, the Department of Rail and Public Transportation (DRPT) evaluated the Project in accordance with the Commonwealth Transportation Board's (Board) Rail Industrial Access Policy and, because the Project scored 63 points, has recommended its approval; and

WHEREAS, the County of Rockingham, Virginia has, by resolution dated February 11, 2026, shown support for the application for RIA funds by Virginia Poultry Growers Cooperative, Inc. for use at its facility located in the County of Rockingham; and

WHEREAS, Chesapeake and Western Railroad Company, by letter dated February 2, 2026, has indicated its support for the Virginia Poultry Growers Cooperative, Inc. Project and has agreed to serve the facility; and

WHEREAS, the funding request falls within the intent of Section 33.2-1600 of the *Code of Virginia*, 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 \$750,000 of the RIA Fund be provided to Virginia Poultry Growers Cooperative, Inc. to construct 5,200 feet of new 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 \$750,000 RIA grant must be borne by Virginia Poultry Growers Cooperative, Inc. or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and
4. Execution of a contractual commitment by Virginia Poultry Growers Cooperative, Inc. to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in a form acceptable to the Director of DRPT.

#####

CTB Decision Brief
Rail Industrial Access Applicant
Location: County of Rockingham, Virginia
Virginia Poultry Growers Cooperative, Inc.

Summary: Virginia Poultry Growers Cooperative, Inc. (VPGC) opened its feed mill site in Rockingham County in 2008. Due to the increase in growth of the poultry industry, VPGC has chosen their Rockingham County site for expansion. This expansion will supply feed to their nearly 200 member farms. The new rail will diversify their existing grain imports from the Midwest by adding soymeal and propane car imports. VPGC has applied for Rail Industrial Access grant funds in the amount of \$750,000 to construct 5,200 feet of new track to serve its facility in the County of Rockingham, Virginia.

DRPT has evaluated the Project in accordance with the CTB's Rail Industrial Access Policy. The Project scores 63 points. Proposed Projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 500 new rail cars annually.
- The minimum threshold for carloads is 100 carloads annually.
- The Applicant commits to 6 new jobs.
- The Applicant's new rail spur will divert approximately 1,700 trucks from Virginia highways per year.
- The total capital investment in the facility is estimated at \$85M.
- The total railroad track rehabilitation and construction cost is estimated at \$1.5M.
- 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 2026 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

March 2026

Rail Industrial Access

Virginia Poultry Growers Cooperative Application

SUMMARY

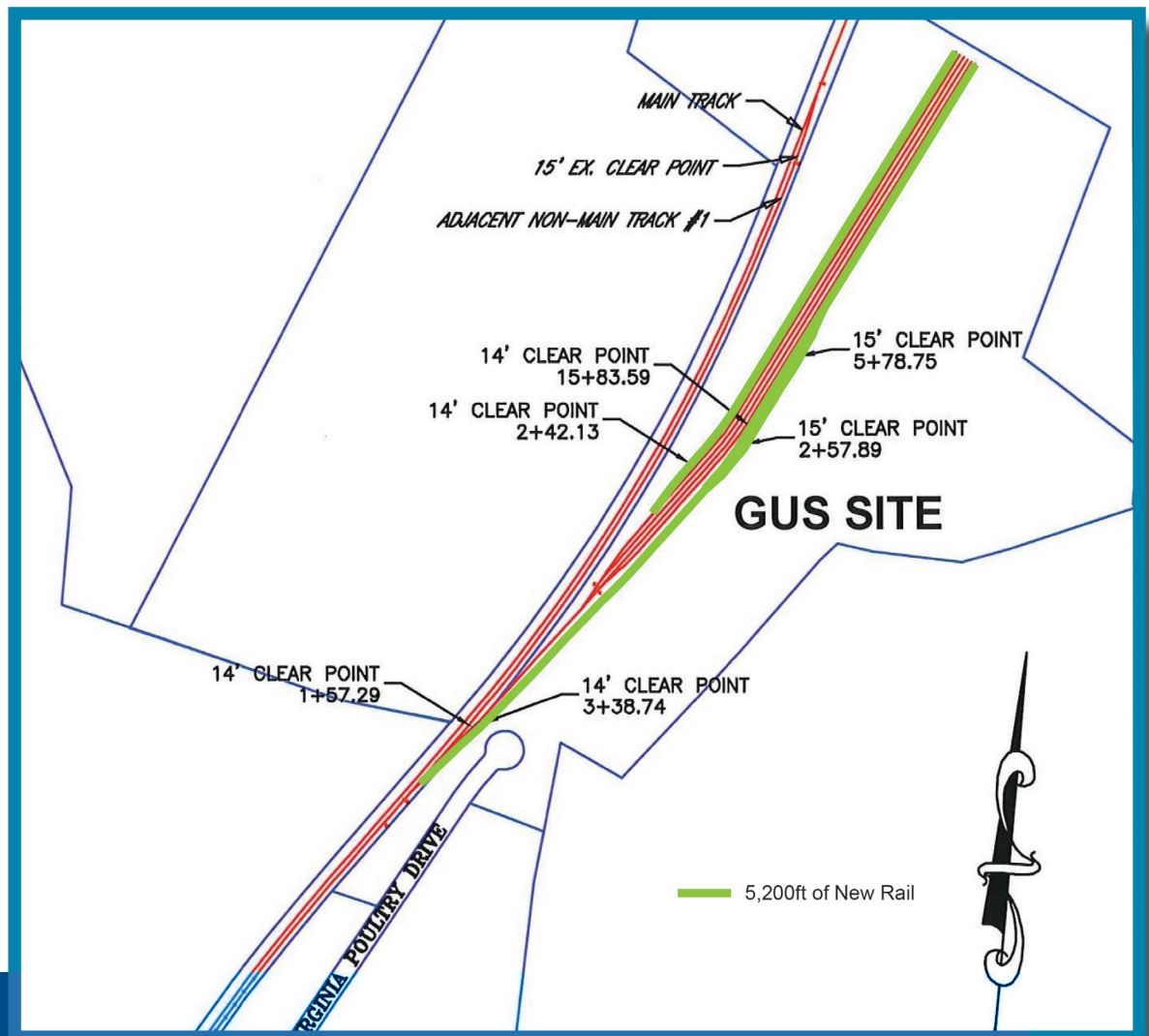
REQUEST	\$750,000
LOCALITY	ROCKINGHAM Co.
CTB DISTRICT	STAUNTON
APPLICATION SCORE	63
TOTAL INVESTMENT	\$85M
RAIL INVESTMENT	\$1.5M

CONTENTS

PROJECT DESCRIPTION	2
APPLICANT DESCRIPTION	3
APPLICATION SCORING	4
NEXT STEPS	5
PROGRAM OVERVIEW	6
APPLICATION PROCESS	7

Project Description

The Virginia Poultry Growers Cooperative, located in Rockingham County, near Harrisonburg, VA, in the Staunton CTB District, has applied for \$750,000 of Rail Industrial Access funding to support expansion of their Grain Unloading Station. The business has grown over 25% in recent years, and this investment will increase rail throughput and create jobs. These benefits, along with significant private investment causes the application to score above 50 points, therefore DRPT recommends this application for approval.



VPGC is seeking \$750,000 from the Rail Industrial Access Program, to support the \$1.5M construction of 5,200 ft of new track to serve its facility in Rockingham County, VA. Project benefits include:

- \$85 M Total Investment in VA Economy
- 6 New Jobs
- 500 Additional Rail Carload Throughput Annually
- Removing Approximately 1,700 Trucks from VA Highways Annually

Applicant Description

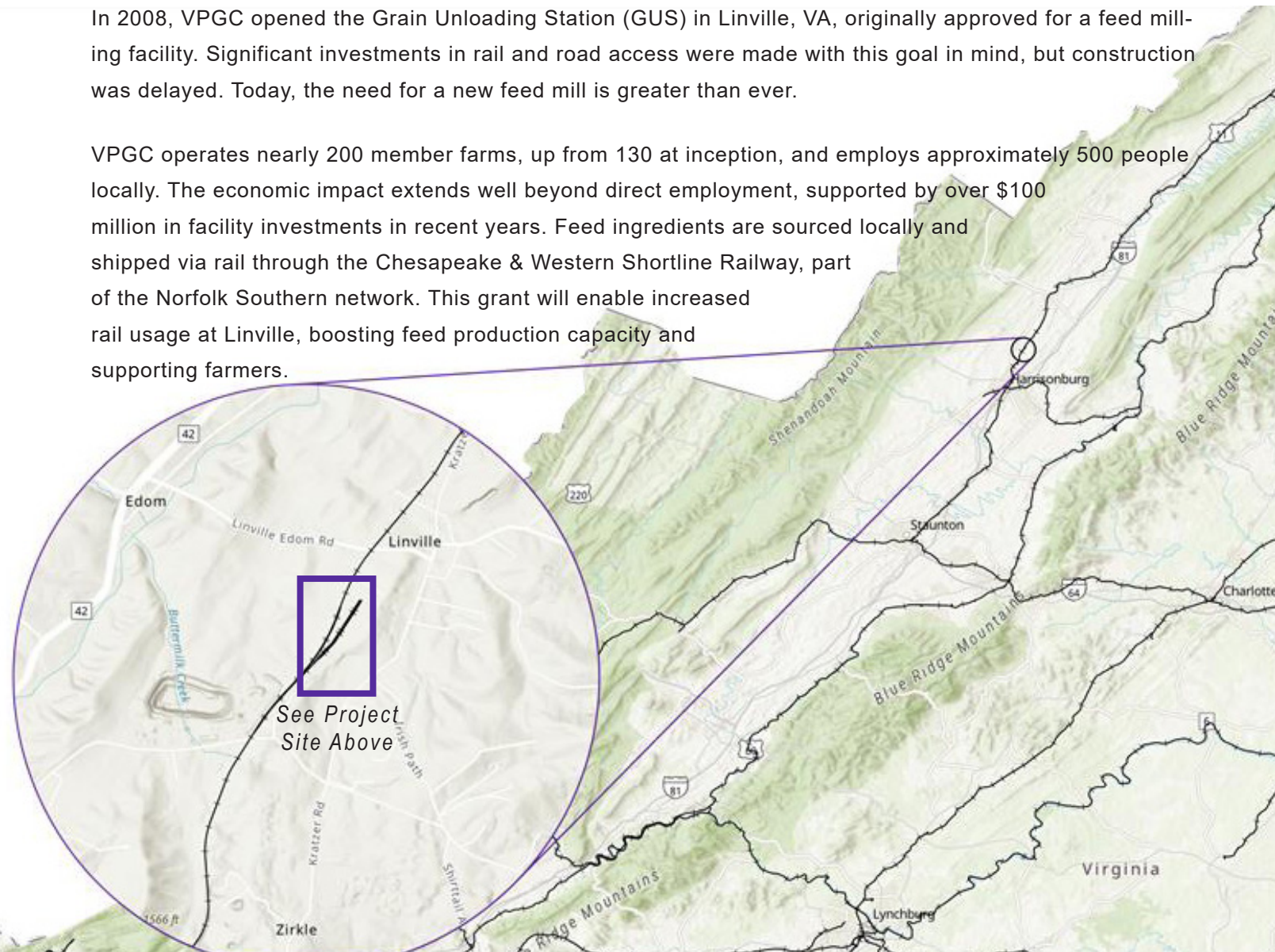
The Linville site's central location reduces truck travel, improving efficiency and environmental impact. Existing grain storage infrastructure makes it an ideal location for expanding feed manufacturing and introducing new products. Rail access, via the Chesapeake & Western Shortline, is essential for growth, enabling delivery of grain, soymeal, and propane. Approximately 15 soymeal cars per week (over 500 annually) and several propane cars for boiler operations are anticipated.

Virginia Poultry Growers Cooperative

Virginia Poultry Growers Cooperative (VPGC) was established in 2004 when local farmers united to preserve turkey production after the previous owner planned to close operations. Since then, VPGC has grown by over 25% and continues to experience steady annual increases, making additional infrastructure critical to support future growth.

In 2008, VPGC opened the Grain Unloading Station (GUS) in Linville, VA, originally approved for a feed milling facility. Significant investments in rail and road access were made with this goal in mind, but construction was delayed. Today, the need for a new feed mill is greater than ever.

VPGC operates nearly 200 member farms, up from 130 at inception, and employs approximately 500 people locally. The economic impact extends well beyond direct employment, supported by over \$100 million in facility investments in recent years. Feed ingredients are sourced locally and shipped via rail through the Chesapeake & Western Shortline Railway, part of the Norfolk Southern network. This grant will enable increased rail usage at Linville, boosting feed production capacity and supporting farmers.



Application Scoring

The Board has final funding decision for all applications, DRPT recommends any project that scores at least 50 points. The VPGC project expects to generate a significant number of new carloads, includes a high percentage of private investment for both the overall property and the rail construction, the project is both within an existing EDA and will be operated by a shortline railroad. DRPT recommends project for approval.

OPERATIONS		
New Carloads:	500 Annually	17
Operated by a Shortline:	Yes	10
ECONOMY		
New Jobs:	6	8
Designated EDA:	Yes	10
Local Unemployment Rate:	Below VA Rate	0
FINANCIAL		
Public Percent of Capital Investment:	>1%	10
Percent Match on Rail Construction:	50%	8
Total Score		63

Next Steps



MARCH 2026

DRPT staff present and recommend the application for funding approval by CTB; as part of the Consent Agenda. A resolution, decision brief, and project report have been provided as part of the information packet.



APRIL 2026

If approved, DRPT staff will execute the standard grant agreement with the applicant, so that project work may commence. The agreement includes all terms and conditions, and the monitoring performance criteria.

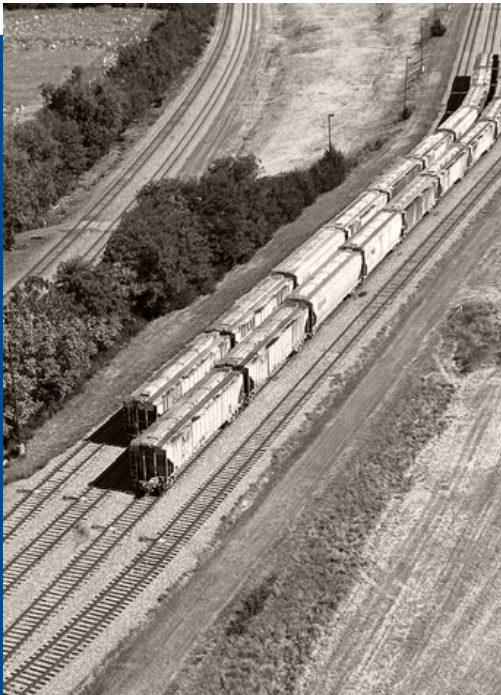


DECEMBER 2027

Expect construction complete by end of 2027. Grantee will complete all work, and expenditures, prior to invoicing. DRPT staff will conduct a site visit, review expenditures, and if reimbursement is approved, close the project. The 3-year performance monitoring begins.

Program Overview

The Rail Industrial Access Program is established in Virginia Code § 33.2-1600, dedicating the Commonwealth to creating a competitive multimodal network that provides choices for transportation users; system redundancies to increase network resilience; opportunities for economic growth; and increased access for all users.



RIA is designed for new or expanding businesses that have the need to access the rail network by building their own industrial lead tracks.

Funds must be used to construct, reconstruct, or improve part or all the necessary tracks and related facilities. Facilities must be directly associated with revenue carloads.

Relocation of utilities, acquisition of right-of-way, operation and maintenance, storage tracks, rail less than 115 lbs or work begun prior to project execution are not eligible.

01. APPLICATION

Once submitted, DRPT staff evaluates application eligibility and determines the application score based on the objective, data-driven, scoring criteria.

All requirements and scoring are included in the grant guidelines, posted publicly.

02. PROJECT EXECUTION

DRPT recommends all projects that receive a score of at least 50 points for funding consideration by the CTB. If funding is approved by the Board, DRPT staff will execute the project agreement.

All terms and conditions are posted publicly.

03. PROJECT IMPLEMENTATION

RIA is a reimbursement based program, which requires the grantee to complete all construction and expenditures prior to receiving any Commonwealth funds. Once complete, DRPT staff conducts a site visit to ensure proper implementation.

This process is designed to safeguard public funds.

04. CLOSEOUT AND PERFORMANCE

Once the project is complete, the Commonwealth maintains a 15-year interest in the improvements to ensure they remain operable, and requires annual performance reporting by the grantee to ensure the application commitments have been realized.

If either term is not met, DRPT may reclaim funding.

Rail Industrial Access Application Process

DRPT staff reviews and scores each application using the same data-driven criteria. The scoring criteria was developed to evaluate diverse project needs across the diverse geography of the Commonwealth. The scoring criteria aims to award projects that maximize carload throughput, job creation, and maximum leverage of private investment. The scoring criteria is also tracked after project implementation to ensure project benefits are fully realized by the Commonwealth.



New Rail Carloads

Annual revenue carloads as a result of investment; maximize the benefit to the VA highways by diverting trucks. Up to 20 points.



Job Creation

New jobs created as a result of investment; maximize the benefit to the VA economy and quality of life. Up to 20 points.



% of Capital Investment

Transportation portion of the overall investment; targets projects with higher % of private investment. Up to 10 Points.



Private % of Track Construction

Measures % of private match for track construction only. Minimum 30% match required, up to 10 points.



Local Unemployment

Local unemployment rate vs state average. Targets high unemployment areas to maximize job impact. Up to 10 points.



Designated EDA / Shortline

Two different Yes / No measures. Is the project within a designated economic development area? Is it served by shortline? 10 points each.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: FY2026-2031 Six-Year Improvement Program Transfers January 17, 2026 through February 20, 2026

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2026-2031 Program on June 24, 2025; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 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 Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 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

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; and

WHEREAS, in cases where the cumulative increase of Highway Construction District Grant Program Funds pursuant to 33.2-371 exceeds the threshold established in the Board's Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process, additional details are provided in Attachment B.

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

FY2026-2031 Six-Year Improvement Program Transfers

January 17, 2026 through February 20, 2026

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 June 24, 2025, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 (the Program) 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 Program 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 January 17, 2026 through February 20, 2026 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 Program 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.

Decision Brief

FY2026-2031 Six-Year Improvement Program Transfers for January 17, 2026 through February 20, 2026

March 18, 2026

Page 2 of 2

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

#####

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

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	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Bristol	#SS - BWMT - BLAND COUNTY WATERLINE EXTENSION	126062	Special Structures Fund - State (SSF000)	\$ 4,250,000	\$ 12,405,250	\$ 12,405,250	52.1%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structure Fund Balance entry to fund an underway project.
Subtotal Bristol District								\$ 4,250,000				
2	Culpeper	CULPEPER DIST FUTURE YR FUNDS DISTRICT-WIDE RUMBLE STRIPS	114287	Culpeper	STONY POINT RD. PEDESTRIAN CROSSING IMPROVEMENTS	T31299	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 902,000	\$ 902,000	\$ 902,000	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed project to fund a scheduled project.
Subtotal Culpeper District								\$ 902,000				
3	Hampton Roads	Citywide ITS Upgrades- Multi Locations- CN Phase	114388	Hampton Roads	Briarfield Sidewalk	108980	CMAQ : Hampton Roads (CF5M30), CMAQ Federal - Urban : Hampton Roads MPO (CNF214), CMAQ Match - Urban : Hampton Roads MPO (CNS214), CMAQ Match : Hampton Roads (CS5M31)	\$ 401,100	\$ 1,895,135	\$ 1,895,136	26.8%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.
4	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - HRBT INVERT SLAB PHASE II	123866	Special Structures Fund - State (SSF000)	\$ 2,699,038	\$ 11,731,744	\$ 11,731,744	29.9%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structure Fund Balance Entry line item to fund an underway project.
5	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - JAMES RIVER BRIDGE CONC BEAM STRENGTHENING PHASE 2	125143	Special Structures Fund - State (SSF000)	\$ 19,157,799	\$ 19,732,799	\$ 19,732,798	>100%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structure Fund Balance Entry line item to a scheduled project.
6	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - JRB DRIVE REPLACEMENT	128636	Special Structures Fund - State (SSF000)	\$ 6,284,232	\$ 6,734,232	\$ 6,734,232	>100%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structure Fund Balance Entry line item to a scheduled project.
7	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - HRBT - PLANT MIX, INTERSTATE	128662	Special Structures Fund - State (SSF000)	\$ 2,000,000	\$ 2,100,000	\$ 2,100,000	90.9%	Transfer of surplus funds recommended by District and Asset Management Division from the #Statewide Special Structure Fund Balance Entry line item to a scheduled project.
Subtotal Hampton Roads District								\$ 30,542,169				
8	Northern Virginia	NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY	70717	Northern Virginia	#SMART24 RT 234 BUSINESS (BATTLEVIEW TO GODWIN) IMPROVEMENTS	124346	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 7,436,018	\$ 27,485,620	\$ 28,194,695	37.1%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
9	Northern Virginia	NORTHERN VIRGINIA TERMS - FY'25 - FY '27	123990	Northern Virginia	COMMUTER CONNECTIONS OPERATION CENTER - FY25 to FY27	125001	Carbon Northern Virginia Allocation-Federal (CFRM10), Carbon Northern Virginia Allocation-Soft Match (CFRM11)	\$ 650,000	\$ 1,592,400	\$ 1,592,400	69.0%	Transfer of surplus funds recommended by District and MPO from an underway project to fund an underway project.
10	Northern Virginia, Statewide	MANASSAS PARK UNSIGNALIZED INTERSECTION IMPROVEMENTS, STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	T30329, 70700	Northern Virginia	INSTALL SYSTEMIC PEDESTRIAN CROSSING IMPROVEMENTS	128249	VA Safety State - State (CS3SS0)	\$ 246,056	\$ 545,455	\$ 545,455	82.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project and the Statewide Safety Balance Entry line item to a scheduled project.
11	Northern Virginia	S GEORGE MASON DR. MULTIMODAL IMPROVEMENTS	128266	Northern Virginia	COMMUTER SERVICES PROGRAM FY25-FY27	T24287	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	\$ 2,000,000	\$ 18,817,599	\$ 16,817,599	11.9%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
Subtotal Northern Virginia District								\$ 10,332,074				
12	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	115407	HB1887 - DGP (1): DGP - State (GS0100)	\$ 183,307	\$ 7,064,926	\$ 7,064,926	2.7%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project. Cumulative DGP/HPP change exceeds threshold and requires CTB approval. See attachment B.
13	Richmond, Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY, #OtherInt - I-85 - SSP ROUTE, #OTHERINT - I-85 - PORTABLE CMS	124578, 120382, 120468	Richmond	#OTHERINT - I-295 - SSP ROUTE - EXIT 43 TO 53.5 Richmond	120383	Other Interstate Corridor Funds - State (CS9199)	\$ 542,965	\$ 3,152,965	\$ 3,152,965	20.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Corridor Operations Plan Balance Entry line item an underway project and a completed project to fund an underway project.
14	Richmond, Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY, #OTHERINT - I-85 - SIGNS AND MARKINGS US 1, #OTHERINT - I-295 - HIGH WIND WARNING	115762, 120439, 120502	Richmond	#OTHERINT - I-295 - CCTV CAMERAS	120467	Other Interstate Corridor Funds - State (CS9199)	\$ 627,000	\$ 3,089,702	\$ 3,089,702	25.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Corridor Improvement Program Balance Entry line item and completed projects to fund an underway project.
15	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Richmond	#SS -- BENJAMIN HARRISON THYRISTOR DR MATERIALS	124525	Special Structures Fund - State (SSF000)	\$ 1,466,700	\$ 3,466,700	\$ 3,466,700	73.3%	Transfer of surplus funds recommended by District and Asset Management Division from the Special Structure Fund Balance entry to fund an underway project.
16	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Richmond	#ITTF26 - ADVANCE ROADWAY TECHNOLOGY	127235	ITTF (HS7100), ITTF: NHPP (IFF100), ITTF: NHPP Softmatch (IFF101)	\$ 2,500,000	\$ 22,169,998	\$ 22,169,998	12.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to fund an underway project.
Subtotal Richmond District								\$ 5,319,972				

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
17	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Salem	#I81CIP MAINTENANCE FOR NEW CMS & CAMERAS O&M FY20-27 SALEM	116326	I-81 Corridor Funds - State (CS9181)	\$ 435,020	\$ 2,033,244	\$ 2,033,244	27.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Corridor Improvement Plan Balance Entry line item to fund an underway project.
18	Statewide	#I81CIP TOWING SERVICES FY22-27 TRIP PROGRAM	118899	Salem	#I81CIP O&M SSP FY21-27 SALEM	116385	I-81 Corridor Funds - State (CS9181)	\$ 6,200,000	\$ 14,492,262	\$ 14,492,262	74.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from an underway project to fund an underway project.
Subtotal Salem District								\$ 6,635,020				
19	Staunton	#I81CIP MGMT FEE FOR NEW CMS & CAMERAS O&M FY20-27 STAUNTON, #I81CIP TOWING SERVICES FY22-27 TRIP PROGRAM STAUNTON	116329, 119159	Staunton	#I81CIP MAINTENANCE - NEW CMS & CAMERAS O&M FY20-27 STAUNTON	116327	I-81 Corridor Funds - State (CS9181)	\$ 620,000	\$ 2,010,125	\$ 2,010,125	44.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from an underway project to fund an underway project.
20	Staunton	STAUNTON DGP DEALLOCATION BALANCE ENTRY	T21768	Staunton	#SMART22 - PORT REPUBLIC ROAD TURN LANE AND SIDEWALK	119662	DGP - State (GS0100), DGP Supplemental (HB1414) - State (GS0000)	\$ 990,103	\$ 3,915,048	\$ 3,915,048	33.9%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to a scheduled project. Cumulative DGP/HPP change exceeds threshold and requires CTB approval. See attachment B.
21	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	VHSIP - PEDESTRIAN CROSSWALK MAIN ST. - TOWN OF BRIDGEWATER	122967	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 45,336	\$ 150,001	\$ 150,001	43.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
22	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	VHSIP PEDESTRIAN SAFETY IMPROVEMENTS RRFB AT 2 CROSSWALKS	125448	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 105,368	\$ 183,700	\$ 183,700	>100%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Subtotal Staunton District								\$ 1,760,807				
Grand Total								\$ 59,742,042				

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

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	#BF Bristol Overlay and Repair Task Order Year 2	121242	Bristol	#BF Bristol Interstate Rehab Bundle - Smyth/Wythe	128603	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$ 992,708	\$ 6,279,708	\$ 6,279,708	18.8%	Transfer of surplus funds recommended by District and Structure and Bridge Division from a completed project to a scheduled project.
B	Bristol	#BF Bristol Overlay and Repair Task Order Year 2	121242	Bristol	#BF Bristol Interstate Rehab Bundle - Smyth	128609	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$ 640,045	\$ 8,808,045	\$ 8,808,045	7.8%	Transfer of surplus funds recommended by District and Structure and Bridge Division from a completed project to a scheduled project.
Subtotal Bristol District								\$ 1,632,753				
C	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 1	128178	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 22,370	\$ 271,574	\$ 271,574	9.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								\$ 22,370				
D	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Hampton Roads	#SMART20 U.S. Route 460 at U.S. Route 258 Turn Lane Improve	115528	HPP - NHPP (HF1100), HPP - NHPP Soft Match (HF1101)	\$ 276,136	\$ 3,511,072	\$ 3,511,072	8.5%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to fund a scheduled project.
Subtotal Hampton District								\$ 276,136				
E	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#SMART24 RTE 29- CONSTRUCT LT & RT TURN LANES AT RTE 640	123204	DGP - State (GS0100)	\$ 538,935	\$ 4,441,085	\$ 4,441,085	13.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
Subtotal Lynchburg District								\$ 538,935				
F	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Richmond	AMELIA COUNTY SCHOOLS SIDEWALK PROJECT	121962	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$ 32,359	\$ 1,089,053	\$ 1,089,053	3.1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund a completed project.
G	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Richmond	AMELIA COURTHOUSE SIDEWALK PHASE II	125357	Local Funds for Enhancement Projects (NPL206), TAP <5K (CF6700)	\$ 235,398	\$ 2,213,872	\$ 2,213,872	11.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund a scheduled project.
H	Richmond	#BF - RICHMOND STRUCTURE RECOATING - #5	T31240	Richmond	#BF - RICHMOND STRUCTURE RECOATING - #4	T31239	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$ 281,600	\$ 5,642,039	\$ 5,642,040	5.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division between scheduled projects.
Subtotal Richmond District								\$ 549,357				
I	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Salem	WEST STUART DR SIDEWALK - GALAX	122098	Local Funds for Enhancement Projects (NPL206), TAP 5k-50K Federal (CF6500)	\$ 115	\$ 289,630	\$ 289,630	<1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund a completed project.
Subtotal Salem District								\$ 115				
Grand Total								\$ 3,019,666				

Attachment B

SMART SCALE Highway Construction District Grant Greater than Threshold Transfers

Line Item on Threshold Report: 12

CTB Member Concurrence: Davis, Richmond District

Project Information	Original Application	Current
District	Richmond	
Project Description	UPC 115407 #SMART20 - Route 600/ Route 601 Roundabout	
Organization	Dinwiddie County	
SMART SCALE Round	3	
Scope	Construct a roundabout at the intersection of Route 600 (Ferndale Rd.) and Route 601 (River Road).	
Benefits	Safety, Environment	
Score	7.31	
Rank	14/20	
SMART SCALE Budget	\$3,700,000 (DGP)	\$6,130,964 (DGP) (Greater than threshold increase approved May 2023)
Other Funds	\$0	\$750,655 (VHSIP)
Total Allocations	\$3,700,000	\$6,884,619
Total Cost	\$3,700,000	\$7,064,926
Shortfall		\$183,307

Project Information	Original Application	Current
Expenditures		\$1,478,486
Status		Project is VDOT administered. Project was advertised in December 2025 (second advertisement) and is recommended for Award.
Justification		Bids came in higher than the estimate. Additional funding is needed for award.
Proposed SMART SCALE Budget Increase		Increase of \$183,307 (DGP) for a total revised SMART SCALE budget of \$6,314,271. Revised score of 4.29 and a reduction in rank to 18/20.
Remaining Balance in DGP Deallocation BE		\$23,187,707 after all proposed changes.

Line Item on Threshold Report: 20

CTB Member Concurrence: Good, Staunton District

Project Information	Original Application	Current
District	Staunton	
Project Description	UPC 119662 #SMART22 - PORT REPUBLIC ROAD TURN LANE AND SIDEWALK	
Organization	Harrisonburg	
SMART SCALE Round	4	
Scope	Port Republic Road turn lane and sidewalk improvements. Project extends the EB Port Republic Rd. left turn lane at Bluestone Dr. About 450' of 5' wide sidewalk will be constructed on the south side of the project. A median will be constructed in the functional area of the intersection.	
Benefits	Congestion, Safety, Accessibility, Economic Development, Environment	
Score	10.76	
Rank	3/22	
SMART SCALE Budget	\$2,833,667 (DGP)	\$2,833,667 (DGP)
Other Funds	\$91,280 (Local)	\$91,280 (Local)

Project Information	Original Application	Current
Total Allocations	\$2,924,947	\$2,924,947
Total Cost	\$2,924,947	\$3,915,048
Shortfall		\$990,103
Expenditures		\$221,196
Status		Project is locally administered. RW acquisition complete. Project is moving toward an advertisement date of April 2026.
Justification		Cost increases are due to requirements for utility relocation and maintenance of traffic.
Proposed SMART SCALE Budget Increase		Increase of \$990,103 (DGP) for a total revised SMART SCALE budget of \$3,823,770 Revised score of 8.0 and a reduction in rank to 9/22.
Remaining Balance in DGP Deallocation BE		\$515,803 after all proposed changes.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: Seconded By:

Action:

Title: Approval and Authorization for the Commissioner of Highways to Execute a Project Partnership and Financing Agreement Between the Virginia Department of Transportation and the Virginia Passenger Rail Authority for the Long Bridge Project

WHEREAS, the General Assembly of the Commonwealth of Virginia (the “Commonwealth”) (i) declared in Enactment Clause 12 of the 2020 Acts of Assembly, Chapter 1275 that the development, expansion, and continuation of commuter and intercity passenger rail service and the development of rail infrastructure, rolling stock, and support facilities to support commuter and intercity passenger rail service are important elements of a balanced transportation system in the Commonwealth and are essential to the Commonwealth's continued economic growth, vitality, and competitiveness in national and world markets, and (ii) specified various rail and other infrastructure improvements leading from Virginia into Washington, D.C., are required for such development, expansion and continuation (as further specified in such Enactment Clause 12, the “Rail Improvements”); and

WHEREAS, the Virginia Department of Transportation (VDOT) owns and operates the tolled express lanes on I-66 inside the I-495 beltway (the “Toll Facility”) and utilizes the revenues therefrom to pay for transportation and other infrastructure improvements in and around the I-66 corridor, which revenues are currently applied in accordance with the *Third Amended and Restated Memorandum of Agreement Transform 66: Inside the Beltway Project* (the “Toll MOA”) dated May 19, 2021, by and among the Commonwealth Transportation Board (CTB), VDOT, the Northern Virginia Transportation Commission, and Department of Rail and Public Transportation (DRPT); and

Resolution of the Board

Approval and Authorization for the Commissioner of Highways to Execute a Project Partnership and Financing Agreement Between the Virginia Department of Transportation and the Virginia Passenger Rail Authority for the Long Bridge Project

March 18, 2026

Page 2 of 2

WHEREAS, pursuant to the Commonwealth of Virginia Passenger Rail Facilities Bond Act of 2020, codified in Enactment Clause 14 of the 2020 Acts of Assembly, Chapter 1275 (hereinafter referred to as the “Bond Act”), the General Assembly has authorized the CTB by and with the consent of the Governor, to sell and issue, pursuant to Article X, Section 9 (d) of the Constitution of Virginia, bonds of the Commonwealth in an aggregate principal amount not exceeding \$1 billion, plus amounts needed to fund issuance costs, reserve funds, capitalized interest, and other financing expenses, secured, in part, by a pledge of certain net toll revenues from the Toll Facility collected by the Commonwealth and appropriated by the General Assembly, to finance the costs of (i) acquiring, constructing, renovating, expanding, enlarging, improving, installing, and equipping the Rail Improvements and the various rail facilities, structures, and equipment constructed or acquired in connection therewith; (ii) acquiring any lands, structures, fixtures, rights-of-way, franchises, easements, and other property rights and interests related to the Rail Improvements; and (iii) demolishing, removing, or relocating any buildings, structures, or fixtures on lands acquired for the Rail Improvements; and

WHEREAS, VDOT and the Virginia Passenger Rail Authority (VPRA) wish to collaborate in order to facilitate the financing and construction of the Long Bridge Project (the “Project”), the scope of which is set forth in Exhibit 2 to Exhibit A attached hereto; and

WHEREAS, VDOT and VPRA wish to obtain financing to support, in accordance with the Bond Act and the Toll MOA, the design and construction of the Project, which such financing may include: the issuance of bonds of the Commonwealth; the issuance of bond anticipation notes; federal credit assistance, likely in the form of a loan from the United States Department of Transportation under the Railroad Rehabilitation and Improvement Financing program or the Transportation Infrastructure Finance and Innovation Act; or any combination of the foregoing; and

WHEREAS, VDOT and VPRA have negotiated a *Project Partnership and Financing Agreement* (the “PPFA”), a draft of which is attached hereto as Exhibit A, that establishes the parties’ rights and obligations with respect to the financing, design, and construction of the Project; and

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves and authorizes the Commissioner of Highways to execute, and take all actions necessary under, the PPFA by and between VDOT and VPRA relating to the financing, design, and construction of the Project, with such changes and modifications deemed necessary by the Commissioner of Highways.

#####

CTB Decision Brief

Authorization for the Commissioner of Highways to Execute a Project Partnership and Financing Agreement Between the Virginia Department of Transportation and the Virginia Passenger Rail Authority for the Long Bridge Project

Issue: The General Assembly has authorized and the Commonwealth Transportation Board (CTB) has approved providing funding to the Virginia Passenger Rail Authority (VPRRA) for the Long Bridge Project (the Project). The current model uses a federal Transportation Infrastructure Finance and Innovation Act loan (TIFIA) secured with revenues from the I-66 Inside the Beltway tolling facility owned and operated by the Virginia Department of Transportation (VDOT). In order to secure the TIFIA loan or other financing tool, a cooperative agreement is needed between VPRRA and VDOT detailing the commitment and manner in which VPRRA and VDOT will collaborate to facilitate the financing and construction of the Project.

Facts: The General Assembly of the Commonwealth of Virginia (i) declared in Enactment Clause 12 of the 2020 Acts of Assembly, Chapter 1275 that the development, expansion, and continuation of commuter and intercity passenger rail service and the development of rail infrastructure, rolling stock, and support facilities to support commuter and intercity passenger rail service are important elements of a balanced transportation system in the Commonwealth and are essential to the Commonwealth's continued economic growth, vitality, and competitiveness in national and world markets, and (ii) specified various rail and other infrastructure improvements leading from Virginia into Washington, D.C., are required for such development, expansion and continuation (as further specified in the such Enactment Clause 12, the "Rail Improvements").

The Virginia Passenger Rail Authority's Long Bridge Project is a 1.8-mile rail improvement that will relieve one of the biggest rail bottlenecks on the East Coast. The project will improve reliability and expand capacity for both passenger and freight trains traveling between Virginia and Washington, D.C. The project will create a continuous four-track corridor between the Long Bridge Aquatic Center in Arlington and L'Enfant Plaza in D.C. It includes five new rail bridges and two new pedestrian and bicycle bridges. A new two-track rail bridge will be built over the Potomac River next to the existing Long Bridge, along with a new bike and pedestrian bridge connecting Long Bridge Park in Arlington to East and West Potomac Parks in D.C.

Freight and passenger rail operators within the project corridor include Amtrak, Virginia Railway Express (VRE) and CSXT. Annually, up to 2 million Amtrak passengers and 3 million VRE commuters traverse the current Long Bridge, which operates at 98% capacity during peak hours. The project's purpose is to create greater railroad capacity between Virginia and the District of Columbia while alleviating the rail congestion caused by the existing two-track Long Bridge

VDOT, owns and operates the tolled express lanes on I-66 inside the I-495 beltway (the "Toll Facility") and utilizes the revenues therefrom to pay for transportation and other infrastructure improvements in and around the I-66 corridor. These revenues are currently applied in accordance with the Third Amended and Restated Memorandum of Agreement Transform 66: Inside the Beltway Project (the "Toll MOA") dated May 19, 2021, by and among the

Commonwealth Transportation Board (“CTB”), VDOT, the Northern Virginia Transportation Commission, and Department of Rail and Public Transportation (DRPT).

Pursuant to the Commonwealth of Virginia Passenger Rail Facilities Bond Act of 2020, codified in Enactment Clause 14 of the 2020 Acts of Assembly, Chapter 1275 (hereinafter referred to as the “Bond Act”), the General Assembly has authorized the CTB, with the consent of the Governor, to sell and issue bonds of the Commonwealth in an aggregate principal amount not exceeding \$1 billion, plus amounts needed to fund issuance costs, reserve funds, capitalized interest, and other financing expenses, secured, in part, by a pledge of certain net toll revenues from the Toll Facility collected by the Commonwealth and appropriated by the General Assembly, to finance the costs of (i) acquiring, constructing, renovating, expanding, enlarging, improving, installing, and equipping the Rail Improvements and the various rail facilities, structures, and equipment constructed or acquired in connection therewith; (ii) acquiring any lands, structures, fixtures, rights-of-way, franchises, easements, and other property rights and interests related to the Rail Improvements; and (iii) demolishing, removing, or relocating any buildings, structures, or fixtures on lands acquired for the Rail Improvements;

VDOT and VPRA wish to collaborate in order to facilitate the financing and construction of the Project. VDOT and VPRA also wish to obtain financing, which may include: the issuance of bonds of the Commonwealth; the issuance of bond anticipation notes; or federal credit assistance, likely in the form of a loan from the United States Department of Transportation under the Transportation Infrastructure Finance and Innovation Act (TIFIA) to support the design and construction of the Project;

VDOT and VPRA have negotiated a *Project Partnership and Financing Agreement* (the “PPFA”).

Recommendations: VDOT recommends that the CTB approve the resolution authorizing the Commissioner of Highways to enter into an agreement (the PPFA) needed to secure financing the Project.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to authorize the Commissioner of Highways to execute and take all actions necessary under the PPFA relating to the financing, design, and construction of the Project.

Result, if Approved: VDOT and VPRA will proceed with all necessary actions to secure a loan for the Project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

HUNTON DRAFT
2-26-26

PROJECT PARTNERSHIP AND FINANCING AGREEMENT

for the

LONG BRIDGE PROJECT

Dated [●], 20[2●]

Between

**VIRGINIA DEPARTMENT OF TRANSPORTATION,
and**

VIRGINIA PASSENGER RAIL AUTHORITY

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PROJECT PARTNERSHIP AND FINANCING AGREEMENT¹

This **PROJECT PARTNERSHIP AND FINANCING AGREEMENT** for the Long Bridge Project (this “**Agreement**”) is made and entered into as of [●] [●], 20[2●], by and between the **VIRGINIA DEPARTMENT OF TRANSPORTATION (“VDOT”)**, an agency of the Commonwealth of Virginia, and the **VIRGINIA PASSENGER RAIL AUTHORITY**, a political subdivision of the Commonwealth of Virginia (“**VPRA**”), (each a “**Party**” and, together, the “**Parties**”).

RECITALS

WHEREAS, the General Assembly of the Commonwealth (i) declared in Enactment Clauses 12 and 14 of the 2020 Acts of Assembly, Chapter 1275 (the “**Bond Act**”) that the development, expansion, and continuation of commuter and intercity passenger rail service and the development of rail infrastructure, rolling stock, and support facilities to support commuter and intercity passenger rail service are important elements of a balanced transportation system in the Commonwealth and are essential to the Commonwealth's continued economic growth, vitality, and competitiveness in national and world markets, and (ii) specified various rail and other infrastructure improvements leading into Washington, D.C., required for such development, expansion and continuation (as further specified in the Bond Act, the “**Rail Improvements**”);

WHEREAS, the Commonwealth, through VDOT, owns and operates the tolled express lanes inside the I-495 beltway (the “**Toll Facility**”) and utilizes the revenues therefrom to pay for transportation and other infrastructure improvements in and around the I-66 corridor, which revenues are currently applied in accordance with the *Third Amended and Restated Memorandum of Agreement Transform 66: Inside the Beltway Project* (the “**Toll MOA**”) dated May 19, 2021, by and among the Commonwealth Transportation Board (the “**CTB**”), VDOT, the Northern Virginia Transportation Commission, and Department of Rail and Public Transportation;

WHEREAS, the General Assembly has authorized, pursuant to the Bond Act, the CTB by and with the consent of the Governor, to sell and issue, pursuant to Article X, Section 9 (d) of the Constitution of Virginia, at one time or from time to time, bonds of the Commonwealth in an aggregate principal amount not exceeding \$1 billion, plus amounts needed to fund issuance costs, reserve funds, capitalized interest, and other financing expenses, secured, in part, by a pledge of certain net toll revenues from the Toll Facility collected by the Commonwealth and appropriated by the General Assembly, to finance the costs of (i) acquiring, constructing, renovating, expanding, enlarging, improving, installing, and equipping the Rail Improvements and the various rail facilities, structures, and equipment constructed or acquired in connection therewith; (ii) acquiring any lands, structures, fixtures, rights-of-way, franchises, easements, and other property rights and interests related to the Rail Improvements; and (iii) demolishing, removing, or relocating any buildings, structures, or fixtures on lands acquired for the Rail Improvements;

¹ **Note** – VDOT and VPRA anticipate that this Agreement may need to be amended and restated following finalization of the structure and terms of the Project Financing, including to address requirements for payment requisitioning, budgeting, account structuring, and DB Contractor procurement and management. For now, responsibility for complying with any such requirements has been allocated to VPRA.

WHEREAS, the Parties wish to collaborate in order to facilitate a financing to support the design and construction of the project (the “**Project**”), the scope of which is set forth in Exhibit 2 (Project Scope), in accordance with the Bond Act and the Toll MOA; and

WHEREAS, the Parties anticipate that such financing may include: bonds of the Commonwealth; bond anticipation notes; federal credit assistance, likely in the form of a loan from the United States Department of Transportation under the Railroad Rehabilitation and Improvement Financing program or the Transportation Infrastructure Finance and Innovation Act (such federal credit assistance, the “**USDOT Loan**”); or any combination of the foregoing (such financing, collectively, the “**Project Financing**” and the definitive transaction documents with respect thereto, the “**Project Financing Agreements**”).

NOW, THEREFORE, in consideration of the covenants contained herein and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the Parties agree as follows.

ARTICLE 1

DEFINITIONS, INTERPRETATION, AND PRECEDENCE; REPRESENTATIONS AND WARRANTIES

Section 1.01. Definitions

Unless the context otherwise requires, all capitalized terms and acronyms used in this Agreement have the meanings given in Exhibit 1 (Definitions).

Section 1.02. Interpretation

- (a) In this Agreement:
 - (i) headings are for convenience only and do not affect interpretation;
 - (ii) unless otherwise stated, a reference to any agreement, instrument, or other document is to such agreement, instrument, or other document as amended or supplemented from time to time in accordance with its terms;
 - (iii) a reference to this Agreement or any other agreement includes all exhibits, schedules, forms, appendices, addenda, attachments, or other documents attached to or otherwise expressly incorporated in this Agreement or any such other agreement (as applicable);
 - (iv) subject to Section 1.02(a)(v) (Interpretation), a reference to an Article, Section, subsection, clause, Exhibit, schedule, form, or appendix is to the Article, Section, subsection, clause, Exhibit, schedule, form, or appendix in or attached to this Agreement, unless expressly provided otherwise;

(v) a reference in the main body of this Agreement, or in an Exhibit, to an Article, Section, subsection, or clause is to the Article, Section, subsection, or clause of the main body of this Agreement, or of that Exhibit (as applicable);

(vi) a reference to a person includes such person's permitted successors and assigns;

(vii) a reference to a singular word includes the plural and vice versa (as the context may require);

(viii) the words "including", "includes", and "include" mean "including, without limitation", "includes, without limitation" and "include, without limitation", respectively;

(ix) an obligation to do something "promptly" means an obligation to do so as soon as the circumstances permit, avoiding any delay; and

(x) in the computation of periods of time from a specified date to a later specified date, the word "from" means "from and including" and the words "to" and "until" mean "to and including".

(b) This Agreement is not to be interpreted or construed against the interests of a Party merely because that Party proposed this Agreement or some provision of it, or because that Party relies on a provision of this Agreement to protect itself.

(c) The Parties acknowledge and agree that this Agreement has been prepared jointly by the Parties and has been the subject of arm's length and careful negotiation, that each Party has been given the opportunity to independently review this Agreement with legal counsel, and that each Party has the requisite experience and sophistication to understand, interpret and agree to the particular language of the provisions of this Agreement. Accordingly, in the event of any ambiguity in or dispute regarding the interpretation of this Agreement, this Agreement will not be interpreted or construed against the Party preparing it simply as a consequence of preparing it, and instead the other applicable rules of interpretation and construction set out herein shall be used.

Section 1.03. Order or Precedence

(a) Except as otherwise expressly provided in this Section 1.03 (Order of Precedence), if there is any conflict between the provisions of this Agreement (including all Exhibits), the order of precedence will be as follows, from highest to lowest:

(i) amendments to the provisions of the main body of this Agreement;

(ii) the provisions of the main body of this Agreement and Exhibit 1 (Definitions); and

(iii) the provisions of the Exhibits to this Agreement, as amended, other than Exhibit 1 (Definitions).

(b) Additional or supplemental details or requirements in a provision of this Agreement with lower priority will be given effect, except to the extent that they irreconcilably conflict with any provisions of this Agreement with higher priority.

Section 1.04. Representations and Warranties of VDOT

VDOT, as of the date on which this Agreement becomes effective pursuant to Section 7.01 (*Term; Termination*), hereby represents and warrants to VPRA as follows:

(a) VDOT is an agency of the Commonwealth, and has full power, right, and authority to execute, deliver, and perform its obligations under, in accordance with, and subject to the terms and conditions of this Agreement;

(b) each person executing this Agreement on behalf of VDOT has been or at such time will be duly authorized to execute and deliver each such document on behalf of VDOT;

(c) the execution and delivery by VDOT of this Agreement, and the performance of its obligations hereunder and thereunder, will not conflict with or will result, at the time of execution, in a default under or violation of (i) any other agreements or instruments to which it is a party or by which it is bound or (ii) to its knowledge, any legal requirement, where such violation will have a material adverse effect on the ability of VDOT to perform its obligations under this Agreement;

(d) this Agreement has been duly authorized, executed, and delivered by VDOT and constitutes a valid and legally binding obligation of VDOT, enforceable against it in accordance with the terms hereof, subject only to applicable bankruptcy, insolvency, and similar laws affecting the enforceability of the rights of creditors generally and to general principles of equity;

(e) there is no action, suit, proceeding, investigation, or litigation pending and served on VDOT which challenges VDOT's authority to execute, deliver or perform, or the validity or enforceability of, this Agreement, or which challenges the authority of VDOT official executing this Agreement, and VDOT has disclosed to the Commission any pending and unserved or threatened action, suit, proceeding, investigation, or litigation with respect to such matters of which VDOT is aware;

(f) this Agreement has been duly authorized, executed, and delivered by VDOT and constitutes a valid and legally binding obligation of VDOT, enforceable against it in accordance with the terms hereof, subject only to applicable bankruptcy, insolvency, and similar laws affecting the enforceability of the rights of creditors generally and to general principles of equity; and

(g) VDOT has taken or caused to be taken all requisite action to authorize the execution and delivery of, and the performance of its obligations under, this Agreement.

Section 1.05. Representations and Warranties of VPRA

VPRA, as of the date on which this Agreement becomes effective pursuant to Section 7.01 (*Term; Termination*), hereby represents and warrants to VDOT as follows:

(a) VPRA is a political subdivision of the Commonwealth, and has full power, right, and authority to execute, deliver, and perform its obligations under, in accordance with, and subject to the terms and conditions of this Agreement;

(b) each person executing this Agreement on behalf of VPRA has been or at such time will be duly authorized to execute and deliver this Agreement on behalf of VPRA;

(c) the execution and delivery by VPRA of this Agreement, and the performance of its obligations hereunder, will not conflict with or will result, at the time of execution, in a default under or violation of (i) any other agreements or instruments to which it is a party or by which it is bound or (ii) to its knowledge, any legal requirement, where such violation will have a material adverse effect on the ability of VPRA to perform its obligations under this Agreement;

(d) this Agreement has been duly authorized, executed, and delivered by VPRA and constitutes a valid and legally binding obligation of VPRA, enforceable against it in accordance with the terms hereof, subject only to applicable bankruptcy, insolvency, and similar laws affecting the enforceability of the rights of creditors generally and to general principles of equity;

(e) there is no action, suit, proceeding, investigation, or litigation pending and served on VPRA which challenges VPRA's authority to execute, deliver or perform, or the validity or enforceability of, this Agreement, or which challenges the authority of VPRA official executing this Agreement, and VPRA has disclosed to VPRA any pending and unserved or threatened action, suit, proceeding, investigation, or litigation with respect to such matters of which VPRA is aware; and

(f) VPRA has taken or caused to be taken all requisite action to authorize the execution and delivery of, and the performance of its obligations under this Agreement, and is otherwise in material compliance with all legal requirements applicable to VPRA or its activities in connection with this Agreement.

ARTICLE 2

DESIGN AND CONSTRUCTION OF THE PROJECT

Section 2.01. General Obligations of VPRA

(a) VPRA shall procure all work necessary to design and construct the Project, in accordance with (i) any and all applicable federal, state, and local laws and regulations, (ii) all applicable terms and conditions of the Project Financing Agreements, and (iii) all terms and conditions of this Agreement.

(b) VPRA shall select contractors and contract with contractors in a manner that is consistent in all material respects with the policies, procedures and practices that VPRA uses where the Commonwealth or VPRA bears the cost of a project. For example, VPRA shall use its customary policies, procedures and practices relating to requesting bids/proposals, negotiating/finalizing terms and conditions of contracts (using, where applicable, standard terms/forms).

Section 2.02. VDOT Involvement in Design and Construction Activities

(a) Other than coordination with respect to VDOT assets impacted by the construction of the Project, neither VDOT nor CTB will have a direct role in the design or construction of the Project.

(b) As requested by VDOT from time to time in connection with the Project Financing, VPRA shall provide VDOT:

(i) with updates regarding the status of the design and construction of the Project, including with respect to matters that may impact the Project schedule and budget; and

(ii) with the final, complete form of the Project Agreements (including all exhibits, appendices and attachments thereto).

ARTICLE 3

PROJECT FUNDING

Section 3.01. Project Financing Assistance; General Rights and Obligations of VDOT

(a) The Parties acknowledge that CTB, as the borrower, will be responsible for determining the type and structure of the Project Financing, including the repayment term. VDOT, on behalf of CTB, shall consult with VPRA on a regular basis during the development and structuring of the Project Financing, including the negotiation of the Project Financing Agreements.

(b) VDOT, on behalf of CTB as the borrower under the Project Financing Agreements, shall make available to VPRA 100% of Project Financing proceeds to pay eligible costs of the Project.

(c) The Parties expect that the Project Financing will be secured by a pledge by CTB of the net revenues resulting from the tolls, rates, fees, and charges generated by the Toll Facility remaining after payment of expenses incurred for tolling operations and tolling maintenance with respect to the Toll Facility, including funding reasonable reserves for major maintenance of tolling operations of the Toll Facility (collectively, the “**Toll Revenues**”).

(d) The terms of the Project Financing will be subject to the approval of the Treasury Board and the consent of the Governor. The Parties shall work together in good faith and with underwriters and lenders, as applicable, to maximize the amount of proceeds available for the Project; *provided* that the Project Financing shall not exceed \$1,000,000,000.

(e) With respect to Project Financing disbursement procedures, VDOT, on behalf of CTB, shall seek to negotiate in the Project Financing Agreements disbursement procedures that minimize, to the extent possible, overlapping administrative and management tasks as between VDOT and VPRA required to prepare and submit disbursement requests. Such disbursement procedures may include procedures whereby Project Financing proceeds are held in a designated

project account, established by VDOT, and disbursed from such account to VPRA to pay Project costs following the submission by VPRA of requisitions (to include supporting documentation sufficient to satisfy the relevant disbursement and record keeping requirements under the Project Financing Agreements) or procedures whereby Project Financing proceeds are disbursed to VPRA directly. If VPRA's disbursement requests must be submitted through VDOT, then VDOT will submit disbursement requests in accordance with the terms of the Project Financing Agreements promptly after receipt from VPRA to ensure the timely disbursement of Project Financing proceeds. For clarity, VPRA will be responsible for satisfying disbursement conditions set forth in the Project Financing Agreements specific to the Project and otherwise will be responsible for ensuring that Project Financing proceeds are used to pay or reimburse eligible Project costs.

(f) The Parties shall work in good faith such that the Project Financing proceeds will be available to VPRA for eligible Project costs no later than July 1, 2027. Subject to approval by underwriters or lenders, as applicable, the Parties anticipate that Project Financing proceeds will be available for retroactive application to cover eligible Project costs incurred by VPRA prior to the closing of the Project Financing.

(g) To support timely closing of the Project Financing, VDOT agrees to work in good faith with VPRA, including, without limitation, by:

(i) with respect to any USDOT Loan, making an application for such USDOT Loan, pursuant to the applicable procedures;

(ii) performing all required traffic and revenue studies with respect to the Toll Facility and obtaining a credit rating, as needed to support the structuring of the Project Financing;

(iii) negotiating and finalizing all documentation required with respect to the Project Financing and seeking, as applicable, approvals from the Treasury Board and Governor; and

(iv) keeping VPRA updated with respect to the development of key deliverables and in communications with underwriters or lenders, as applicable, throughout the structuring of the Project Financing.

(h) Nothing in the Agreement will have the effect of, or otherwise be construed as, making VPRA responsible for the operations and maintenance (including toll collections) of the Toll Facility during the term of the Project Financing.

(i) The Parties acknowledge that CTB, as borrower, will be solely responsible to make the debt service payments required for the Project Financing.

Section 3.02. Project Financing: General Obligations of VPRA

(a) VPRA shall not use any funds provided by VDOT pursuant to this Agreement, to pay any Project cost if either the Bond Act, the Project Financing Agreements, or this Agreement do not permit such Project costs to be paid with such funds.

(b) VPRA shall reasonably assist and otherwise cooperate with VDOT, on behalf of CTB, with respect to the development of the Project Financing Agreements, including by providing information about the Project that may be required by underwriters or lenders, as applicable, and entering into a direct agreement with lenders (on terms customary for similar transactions).

(c) VPRA agrees that if USDOT Loan funds are awarded or committed to the Project, VPRA shall (A) take any and all necessary actions to satisfy any conditions to such funding (provided that such actions are within the control of VPRA) and to enforce any commitments made in connection therewith and (B) comply with all applicable federal and Commonwealth funding requirements within the control or purview of VPRA.

(d) VPRA shall assist VDOT, on behalf of CTB, in complying with all reporting requirements set forth in the Project Financing Agreements relating to the development and construction of the Project, including, but not limited to: making available for inspection Project-related records; allowing a technical advisor to any bond trustee or lender to monitor construction of the Project; providing regular status reports relating to construction of the Project; carrying out regular audits of Project-related records as may be required by the Project Financing Agreements; assisting VDOT with the development of a financial plan (and regular updates thereto); preparing financial statements and providing the same to VDOT and any bond trustee or lender, and assisting VDOT with the preparation of any ongoing financial disclosures relating to the Project.

(e) In addition, VPRA shall comply with all applicable legal requirements, including requirements relating to the receipt of federal-aid funds, necessary in order for the Project to be eligible to receive federal credit support.

Section 3.03. Transaction Costs

VPRA shall be responsible for paying transaction and closing costs relating to the Project Financing. For any transaction costs incurred by VDOT, and which are not eligible for reimbursement from Project Financing proceeds pursuant to the terms of the Project Financing Agreements or are otherwise not eligible to be paid from Toll Revenues pursuant to the Toll MOA or Bond Act, VDOT shall invoice VPRA quarterly and VPRA shall pay all undisputed amounts within 30 days after receipt of such invoice. VDOT shall provide a final transaction cost invoice to VPRA within 90 days after the closing of the Project Financing. If VDOT has not received an approved invoice from a consultant relating to work performed on the Project Financing within such 90-day period, VDOT shall (i) provide notice to VPRA within such 90-day period regarding any such consultant invoice that remains outstanding and (ii) within 30 days of VDOT's receipt of such approved consultant invoice, provide to VPRA an updated final transaction cost invoice showing the corresponding additional transaction or closing costs payable by VPRA. VPRA shall pay all undisputed amounts shown in such updated final transaction cost invoice within 30 days after receipt of same.

Section 3.04. Source of Funds for Project; Cost Overruns

(a) The Parties acknowledge that VPRA's funding plan for the Project includes funds sourced from CTB and/or VDOT, including the proceeds of the Project Financing, as well as other funds made available by CTB to support the Project.

(b) VPRA shall bear the risk of cost overruns with respect to the Project. For clarity, the provision of such funds by CTB and/or VDOT shall in no way be construed to shift the risk of Project cost overruns, or any portion thereof, to CTB and/or VDOT.

ARTICLE 4

DELIVERY OF THE PROJECT

Section 4.01. General Obligations of VPRA

(a) VPRA shall perform or shall cause to be performed in accordance with VPRA's standards for railroad bridges and track (and all applicable federal, state, and local laws and regulations) all design and engineering, all environmental work, and all permitting, right of way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions that may be necessary for completion of the Project.

(b) VPRA acknowledges and agrees that it is solely responsible for the development, design, construction, and administration of the Project and all engagements, commitments and agreements with the Design-Builders. All such engagements, commitments and agreements with the Design-Builders shall be integrated into and evidenced by the Project Agreements.

(c) Once the requirements of the Project Financing are known with certainty, VPRA will ensure that the Project Agreements are consistent with the requirements of the Bond Act, the Project Financing Agreements, and applicable law. To the extent the requirements of the Project Financing Agreements require any modifications to one or more of the Project Agreements, VPRA shall use commercially reasonable efforts to negotiate a contract modification with the relevant Design-Builder(s).

(d) VPRA shall perform its responsibilities under the Project Agreements in accordance with the terms of the Bond Act and the Project Financing Agreements, applicable law, and in a manner that is consistent in all material respects with the policies, procedures and practices that VPRA uses where the Commonwealth or VPRA bears the cost of a project.

(e) VPRA acknowledges and agrees that VPRA is solely responsible to obtain or cause its Design-Builders and any other contractors to obtain, and shall obtain, all permits, permissions and approvals necessary to design, construct and operate the Project, whether before, upon or following final completion of the Project, including, but not limited to, all those required by VPRA and all local land use permits, zoning approvals, environmental permits, and regulatory approvals.

Section 4.02. Ownership, Operations, and Maintenance of the Project Following Final Completion

(a) Neither VDOT nor CTB shall, under any circumstance, own the Project or have any responsibility or obligation to operate or maintain the Project, whether before, upon or following the completion of construction, to provide funding for operations or maintenance, or to provide funding to correct any defects.

(b) The provisions in this Section 4.02 (Ownership, Operations, and Maintenance of the Project Following Final Completion) will survive the completion of the Project and/or the termination of this Agreement.

Section 4.03. Books and Records

(a) VPRA shall maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as-built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations.

(b) VPRA shall maintain complete and accurate financial records relating to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable Commonwealth or federal records retention laws or regulations.

(c) As requested by VDOT from time to time in connection with the Project Financing, VPRA shall provide VDOT with electronic copies of (i) all monthly reports prepared by Design-Builders and submitted to VPRA pursuant to the Project Agreements and (ii) upon the request of VDOT, copies of any investigation or inspection reports that VPRA may have produced in connection with a review of the Design-Builders' books and records.

ARTICLE 5

ADMINISTRATION OF THE AGREEMENT

Section 5.01. Program Coordinators

Each Party shall assign a person to serve as its program coordinator (the “**Program Coordinator**”) for the Project, who will be responsible for review of the Project on behalf of it for purposes of ensuring the Project is being undertaken in compliance with this Agreement.

ARTICLE 6

DISPUTE RESOLUTION

Section 6.01. Disputes under the Agreement

(a) The Parties agree to use reasonable efforts to promptly resolve any dispute under this Agreement pursuant to this Section 6.01 (Disputes under the Agreement).

(b) If any dispute arises in relation to any aspect of this Agreement, the Parties shall consult in good faith in an attempt to come to an agreement. If the dispute cannot be resolved through such consultation, then, upon the request of either Party, the VPRA Executive Director and the Commissioner of Highways shall meet as soon as possible, but in no event later than sixty (60) days after such request is made, to attempt to resolve such dispute. Prior to any meeting(s) between the VPRA Executive Director and the Commissioner of Highways, the Parties will exchange relevant information that will assist the Parties in resolving the dispute or disagreement. If the VPRA Executive Director and the Commissioner of Highways determine that the dispute cannot be resolved to the mutual satisfaction of both Parties within sixty (60) days after their consultation and attempt to come to an agreement (or such other period as they may mutually agree), despite their good faith efforts, then either Party may file a legal action pursuant to Section 6.01(c) (Disputes under the Agreement) below.

(c) All litigation between the Parties arising out of or pertaining to this Agreement shall be filed, heard, and decided in the Circuit Court for the City of Richmond, Virginia, Division I, which court will have exclusive jurisdiction and venue. Satisfaction of the procedures set forth in this Section 6.01 (Disputes under the Agreement) shall be a condition precedent to instituting a legal action in court except with respect to legal action seeking injunctive or equitable relief on an emergency basis.

(d) Pending final resolution of any dispute, the Parties will continue to fulfill their respective obligations under this Agreement.

(e) Neither Party will seek or accept an award of attorneys' fees or costs incurred in connection with the resolution of a dispute pursuant to the provisions of this Section 6.01 (Disputes under the Agreement).

ARTICLE 7

MISCELLANEOUS

Section 7.01. Term; Termination

This Agreement shall be effective upon the adoption and execution of this Agreement by both Parties. This Agreement shall expire ninety (90) days after the date on which VPRA makes final payment to the Design-Builders and all claims relating to the Project have been resolved or barred in accordance with the Project Agreements if this Agreement is not terminated earlier in accordance with its terms.

Section 7.02. Appropriations Requirements

(a) Nothing herein shall require or obligate VDOT to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by its governing body for the Project.

(b) The Parties acknowledge that all funding provided by VDOT pursuant to the Bond Act is subject to appropriation by the Virginia General Assembly. The Parties further acknowledge

that the moneys allocated to VDOT for Rail Improvements pursuant to applicable provisions of the Code of Virginia are subject to appropriation by the General Assembly.

(c) The Parties agree that VPRA's obligations under this Agreement are subject to funds being appropriated by the General Assembly and allocated by the VPRA Board of Directors and/or the CTB, and otherwise legally available to VPRA for the Project.

(d) As required, VPRA shall seek an appropriation and allocation in order to use the Project Financing proceeds to pay eligible Project costs.

Section 7.03. Assignment

This Agreement shall not be assigned by either Party unless express written consent is given by the other Party.

Section 7.04. Amendments

No amendment, modification or change to this Agreement shall be binding unless in writing, signed by all the parties hereto.

Section 7.05. Notices

(a) All notices under this Agreement shall be in writing and sent by (i) U.S. mail, or (ii) email communication, to the following addresses (or to such other address as may from time to time be specified in writing to the other party):

If to VPRA:

Virginia Passenger Rail Authority
919 E. Main St., Suite 2400
Richmond, VA 23219
Attn: Executive Director
E-mail: dj.stadtler@vpra.virginia.gov

With copies to (which shall not constitute notice):

Virginia Passenger Rail Authority
919 E. Main St, Suite 2400.
Richmond, VA 23219
Attn: General Counsel
E-mail: michael.westermann@vpra.virginia.gov

Virginia Passenger Rail Authority
919 E. Main St., Suite 2400
Richmond, VA 23219
Attn: Chief Operating Officer
Email: michael.mclaughlin@vpra.virginia.gov

If to VDOT:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attention: Commissioner of Highways
Email: Stephen.brich@vdot.virginia.gov

With copies to (which shall not constitute notice):

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attention: Chief Financial Officer
Email: Kimberly.pryor@vdot.virginia.gov

Office of the Attorney General
202 North 9th Street
Richmond, Virginia 23219
Attention: Senior Assistant Attorney General/Section Chief, Transportation
Email: CParrish@oag.state.va.us

Office of the Attorney General
202 North 9th Street
Richmond, Virginia 23219
Attention: Assistant Attorney General, Transportation
Email: LBidwell@oag.state.va.us

(b) Any notice sent by U.S. mail will be deemed delivered on the date of receipt or on the date receipt at the appropriate address is refused, as shown on the records of the U.S. Postal Service. Any notice sent by email communication will be deemed delivered on the date of confirmation of receipt.

Section 7.06. No Personal Liability or Creation of Third-Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, member, employee, or agent of either of the Parties. No provision of this Agreement shall inure to the benefit of, or be enforceable by, any third party, including any creditor of either Party.

Section 7.07. No Agency

Nothing in this Agreement shall be construed as making any Party a partner or agent of any other Party.

Section 7.08. Governing Law

This Agreement is governed by the laws of the Commonwealth, without regard to conflict of law principles.

Section 7.09. Counterparts

This Agreement may be executed in two or more counterparts, each of which will be deemed an original, but all of which together will constitute one and the same instrument.

[SIGNATURE PAGE(S) TO FOLLOW]

IN WITNESS WHEREOF, the Parties, intending to be legally bound, have executed this Project Partnership and Financing Agreement for the Long Bridge Project as of the date first written above.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____

Name: Stephen C. Brich

Title: Commissioner of Highways

VIRGINIA PASSENGER RAIL AUTHORITY

By: _____

Name: DJ Stadler

Title: Executive Director

EXHIBIT 1

DEFINITIONS

The following capitalized terms used in this Agreement shall have the following meanings:

“**Agreement**” has the meaning given in the Preamble.

“**Bond Act**” has the meaning given in the Recitals.

“**Commonwealth**” means the Commonwealth of Virginia.

“**CTB**” has the meaning given in the Recitals.

“**Design-Builders**” means:

- i. with respect to the north package of the Project, Skanska Flatiron LBN Joint Venture, a joint venture comprised of Skanska USA Civil Northeast, Inc., a New York corporation, and Flatiron Dragados Constructors, Inc., a Delaware corporation, and
- i. with respect to the south package of the Project, Long Bridge Rail Partners, a joint venture comprised of Trumbull Corporation, a Pennsylvania corporation; Joseph B. Fay, Co., a Pennsylvania corporation; and Wagman Heavy Civil, Inc., a Pennsylvania corporation.

“**General Assembly**” means the Virginia General Assembly.

“**Governor**” means the Governor of the Commonwealth of Virginia.

“**Party**” or “**Parties**” has the meaning given in the Preamble.

“**Program Coordinator**” is defined in Section 5.01 (Program Coordinators).

“**Project**” or “**Long Bridge Project**” means VPRA’s Long Bridge Project, the scope of which is set forth in Exhibit 2 (Project Scope).

“**Project Agreements**” means the following two design-build agreements related to the Project, each as currently amended:

- i. *Long Bridge Project North Package Progressive Design Build Agreement* (Contract ID No. 01-001-23-0001) dated December 6, 2023, and
- ii. *Long Bridge Project South Package Design-Build Agreement* (Contract ID No. 01-001-24-0002) dated January 21, 2025.

“**Project Financing**” has the meaning given in the Recitals.

“**Project Financing Agreements**” has the meaning given in the Recitals.

“Rail Improvements” has the meaning given in the Recitals.

“Toll Facility” has the meaning given in the Recitals.

“Toll MOA” has the meaning given in the Recitals.

“Toll Revenues” is defined in Section 3.01(c).

“Treasury Board” means the policy board established under Va. Code § 2.2-2415.

“USDOT Loan” has the meaning given in the Recitals.

“VDOT” has the meaning given in the Preamble.

“VPRA” has the meaning given in the Preamble.

EXHIBIT 2

PROJECT SCOPE

Virginia Passenger Rail Authority's Long Bridge Project is a 1.8-mile rail improvement between (i) Rosslyn interlocking at CFP 110.1 in Arlington, Virginia and (ii) L'Enfant interlocking at CFP 111.57 in Washington, D.C. It includes the following major scope elements:

1. a new two-track railroad bridge crossing the Potomac River and connecting Arlington County, VA to Washington, D.C.;
2. a new bicycle, pedestrian bridge crossing the Potomac River and connecting Arlington County, VA to Washington, D.C.;
3. a reconstructed pedestrian bridge over Maine Avenue SW; and
4. construction of four additional railroad bridges within Washington, D.C. over I-395, Ohio Drive SW (East), the Washington Channel, and Maine Avenue SW.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 18, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: SMART SCALE Project Cancellation – Centerville Turnpike Widening Phase III (UPC 109381) – Hampton Roads District

WHEREAS, the Commonwealth Transportation Board’s (the “Board’s”) SMART SCALE Project Prioritization Process last approved December 4, 2023, and as revised January 16, 2024, (the “Policy”) states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, the Board’s Policy states that surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts and, further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Board’s Policy states that surplus High Priority Projects Program Funds no longer needed for delivery of a project will remain in the statewide High Priority Projects Program and, further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Board’s Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings,

Resolution of the Board
SMART SCALE Project Cancellation
Centerville Turnpike Widening Phase III (UPC 109381)
Hampton Roads District
March 18, 2026
Page 2 of 2

schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement; and

WHEREAS, the City of Virginia Beach submitted the Centerville Turnpike Widening Phase III (UPC 109381) Project (“the Project”) for consideration and it was selected for \$6,000,000 in funding through the Highway Construction District Grant Program in the first round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, after selection, the project experienced significant delays and cost increases; and

WHEREAS, the City of Virginia Beach has determined that the project no longer provides sufficient operational or transportation benefit relative to higher priority needs in the City and requested cancellation in January 2026; and

WHEREAS, approximately \$535,382 has been expended on the Project and the City of Virginia Beach has agreed to reimburse the Department the expended funds; and

WHEREAS, at its meeting on February 17, 2026, the Board was briefed on the proposed cancellation of the Project and transfer of all Highway Construction District Grant Program funds to the Hampton Roads Highway Construction District Program deallocation balance entry (UPC -21763); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Highway Construction District Grant Program funds to the Hampton Roads Highway Construction District Program deallocation balance entry (UPC -21763).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Centerville Turnpike Widening Phase III (UPC 109381) Project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Highway Construction District Grant Program funds be transferred to the Hampton Roads Highway Construction District Program deallocation balance entry (UPC -21763).

#####

CTB Decision Brief
SMART SCALE Project Cancellation
Centerville Turnpike Widening Phase III (UPC 109381)

Issue: The Centerville Turnpike Widening Phase III project (UPC 109381) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in January 2026, the City of Virginia Beach requested cancellation of the Project. Board approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: City of Virginia Beach submitted the Centerville Turnpike Widening Phase III (UPC 109381) for consideration and it was selected for \$6,000,000 in funding through the Highway Construction District Grant Program in the first round of the prioritization process. The project consisted of widening Centerville Turnpike to a 4-lane divided highway with raised median between Lynnhaven Parkway and Kempsville Road, 4-foot on-street bike lanes, sidewalks, curb and gutter, new storm drainage system, purchase of one medium duty bus, and construction of two new bus shelters.

After selection, the project experienced significant delays and associated cost increases. The City determined that the project no longer provides sufficient operational or transportation benefit relative to higher priority needs in the City. In January 2026, the City of Virginia Beach requested cancellation of the project. The Project has incurred expenditures of \$535,382 to date. The City has agreed to reimburse the Department for all expended funds. The Board was briefed on the proposed cancellation at its meeting on February 17, 2026.

The Board’s Policy states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to Va. Code § 33.2-214, to reimburse the Department for all state and federal funds expended on the project.

The Board’s Policy states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, the Prioritization Process provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

The Board’s Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement.

Decision Brief

SMART SCALE Project Cancellation Centerville Turnpike Widening Phase III (UPC 109381)

March 18, 2026

Page 2 of 2

Recommendation: VDOT recommends that the Board cancel the Project and transfer all Highway Construction District Grant funds to the Hampton Roads Highway Construction District Grant Program deallocation balance entry (UPC -21763).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Project and transfer all Highway Construction District Grant funds to the Hampton Roads Highway Construction District Grant Program deallocation balance entry (UPC -21763).

Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all Highway Construction District Grant funds will be transferred to the Hampton Roads Highway Construction District Grant Program deallocation balance entry (UPC -21763).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



BIDS FOR MARCH CTB ACTION MEETING

| Ben Coaker, P.E.

March 18, 2026

Order No. 480 – RICHMOND – UPC 127956

SCOPE:	2026 PLANT MIX - INTERSTATE
LOCATION:	HENRICO & CHESTERFIELD COUNTIES
BIDS:	2
LOW BID:	\$7,828,777 (exceeds range)
CONTRACTOR:	ALLAN MYERS VA, INC. (GLEN ALLEN, VA)

Order No. 481 – RICHMOND – UPC 127957

SCOPE:	2026 PLANT MIX - INTERSTATE
LOCATION:	HENRICO COUNTY
BIDS:	2
LOW BID:	\$5,366,777 (exceeds range)
CONTRACTOR:	ALLAN MYERS VA, INC. (GLEN ALLEN, VA)

Order No. 283 – SALEM – UPC 127369

SCOPE:	2026 PLANT MIX - PRIMARY
LOCATION:	HENRY & PATRICK COUNTIES
BID:	1
LOW BID:	\$9,867,600 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION COMPANY (ROANOKE, VA)

Order No. DB139 – BRISTOL – UPC 124241

SCOPE:	Intersection Improvement of US-11/Old Airport Road, US-11 East and West Widening and Old Airport Road Sidewalk
LOCATION:	CITY OF BRISTOL
BIDS:	3
BEST VALUE BID:	\$23,985,000 (within range)
CONTRACTOR:	BRANCH CIVIL, INC.



Virginia Department of Transportation

March 2026 CTB Meeting

480

PM41-964-F26, P401

Chesterfield and Henrico Counties

The purpose of this project is to perform mill and plant mix overlay on various interstate routes in Chesterfield and Henrico Counties in the Richmond District. The project includes mainline resurfacing, line markings, and pavement marker installation where applicable.

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way with no utilities impacted.

Fixed Completion Date: November 20, 2026

481

PM42-964-F26, P401

Henrico County

The purpose of this project is to perform mill and plant mix overlay on various interstate routes in Henrico County in the Richmond District. The project includes mainline resurfacing, line markings, and pavement marker installation where applicable.

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way with no utilities impacted.

Fixed Completion Date: November 20, 2026

283

PM2F-962-F26, P401

Henry and Patrick Counties

The purpose of this project is to perform mill and plant mix overlay on various primary routes in Henry and Patrick Counties in the Salem District. The project includes mainline resurfacing, line markings, and pavement marker installation where applicable.

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way with no utilities impacted.

Fixed Completion Date: November 20, 2026

March 2026 CTB Meeting
DESIGN BUILD PROJECT AWARD

Project Name: Intersection Improvement of US-11/Old Airport Road, US-11 East and West Widening, and Old Airport Road Sidewalk
Project #: 0011-102-783; U000-102-743
UPC: 124241 (PE, RW, CN)
Contract #: C00124241DB139
Location: City of Bristol, Virginia

The Project is located along Route 11 in Bristol, Virginia. The project includes widening of Route 11 to two-lanes each direction, addition of turn lanes at four signalized intersections, and access management through addition of a raised median through the project limits. The four signalized intersections will also undergo improvements, including new signal poles and new signals to accommodate the new typical sections and number of lanes. The project also improves the geometry at the intersection of Old Airport Road and Route 11, by reducing the superelevation to meet current standards. Additionally, the project includes construction of new sidewalk, crosswalks, and pedestrian signals to improve pedestrian safety through project limits.

The Project was procured using a two-phase best-value design-build selection process.

Funding Sources: District Grant Funds (GF2100); District Grant Funds Soft Match (GF2101); District Grant Funds Supplemental (HB1414) – State (GS0000); District Grant Funds – State (GS0100), Priority Transportation Funds (CNS246)

Final Completion Date: December 8, 2028

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Branch Civil, Inc.	\$23,985,000.00	89.86
W-L Construction & Paving, Inc.	\$23,902,975.18	89.14
A.L.L. Construction, Inc.	\$49,332,696.00	46.82

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
480	127956	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	2	\$7,828,777.00	\$6,138,441.87	Exceeds
	PM41-964-F26, P401	HENRICO	GLEN ALLEN				
	PM04545	CHESTERFIELD	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2026 PLANT MIX - INTERSTATE					
481	127957	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	2	\$5,366,777.00	\$4,653,592.06	Exceeds
	PM42-964-F26, P401		GLEN ALLEN				
	PM04545	HENRICO	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2026 PLANT MIX - INTERSTATE					

2 Recommended for AWARD \$13,195,554.00

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 2/26/26

Letting Date: 2/25/2026

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
283	127369	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	1	\$9,867,600.00	\$9,873,155.59	Within
	PM2F-962-F26, P401		ROANOKE				
	PM02496	HENRY, PATRICK	VA				
	Maintenance Funds	SALEM DISTRICT					
		2026 PLANT MIX - PRIMARY					

1 Recommended for AWARD \$9,867,600.00

