



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
March 19, 2024

10:00 a.m. or upon adjournment of the March 19, 2024, Workshop meeting.

Public Comments:

Approval of Minutes:

February 20, 2024

VIRGINIA PASSENGER RAIL AUTHORITY:

Presenting: DJ Stadtler
Executive Director

1. Action on Virginia Passenger Rail Authority FY2025 Capital Budget.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

2. Action on Fiscal Years 2024-2029 Six-Year Improvement Program Transfers for January 20, 2024, through February 19, 2024.
3. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2024-2029.
4. Action on SMART SCALE Project Cancellation, Route 301 Sidewalk (UPC 115507), Located within the Hampton Roads District.
5. Action on SMART SCALE Project Cancellation, Victory Boulevard Enhancement (UPC 115524), Located within the Hampton Roads District.

6. Action on SMART SCALE Project Cancellation, Loudoun County Park and Ride (UPC 111470), Located within the Northern Virginia District.
7. Action on SMART SCALE Project Cancellation, Route 50 Corridor Improvements (UPC 114827), Located within the Northern Virginia District.
8. Action on SMART SCALE Project Cancellation, Lower Appomattox River Trail (UPC 115402), Located within the Richmond District.
9. Action on Adoption of Updated Six-Year Improvement Program Development and Management Policy.

ENVIRONMENTAL DIVISION:

Presenting: Chris Swanson
Division Administrator

10. Action on Location Decision Review for Southeastern Parkway and Greenbelt.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Mike Todd
Director of Rail Programs

11. Action on Rail Industrial Access Program Update.

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

W. Sheppard Miller III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By:

Seconded By:

Action:

Title: Action on Virginia Passenger Rail Authority Fiscal Year 2025 Capital Budget

WHEREAS, on February 1, 2024, in accordance with Va. Code § 33.2-298, the Virginia Passenger Rail Authority ("VPRA") submitted its *Recommended Fiscal Year 2025 Capital Budget* ("Recommended FY25 VPRA Capital Budget") to the Commonwealth Transportation Board ("CTB"); and

WHEREAS, the Recommended FY25 VPRA Capital Budget contains, among other information, VPRA's proposed budget for capital projects and capital and operating grants for fiscal year 2025, which information is subject to CTB review and approval pursuant to Va. Code § 33.2-298; and

WHEREAS, on February 20, 2024, VPRA staff presented the Recommended FY25 VPRA Capital Budget to the CTB for its consideration.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the Virginia Passenger Rail Authority's proposed budget for capital projects and capital and operating grants for fiscal year 2025, as set forth in the Recommended FY25 VPRA Capital Budget, is approved.

#####

CTB Decision Brief

Action on Virginia Passenger Rail Authority Fiscal Year 2025 Capital Budget

March 19, 2024

Issue: Under Va. Code § 33.2-298, the Virginia Passenger Rail Authority ("VPRA") must submit to the Commonwealth Transportation Board ("CTB"), by February 1 each year its annual operating plan and budget, and its proposed capital project and capital grants expenditures for approval. The VPRA Executive Director submitted these items to the CTB on February 1, 2024.

Facts: In accordance with Va. Code § 33.2-298, VPRA submitted its annual operating plan and budget and its proposed capital projects and capital and operating grants budget to the CTB on February 1. At the February 20, 2024 CTB meeting, a detailed presentation of the VPRA capital budget was provided by VPRA staff.

Recommendations: VPRA recommends the approval of its fiscal year 2025 proposed capital projects and capital and operating grants budget.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve VPRA's fiscal year 2025 proposed capital projects and capital and operating grants budgets.

Options: Approve, Deny, or Defer. If the CTB does not approve or deny VPRA's proposed capital and operating grants budgets by May 30, 2024, such proposed expenditures will be deemed approved pursuant to Va. Code § 33.2-298.



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority Board

DJ Stadler
Executive Director

600 East Main Street
Richmond, Virginia 23219

(804) 303-8700
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February 1, 2024

Commonwealth Transportation Board
1401 East Broad Street
Richmond, Virginia 23219

RE: Transmittal – VPRA Recommended FY2025 Capital Budget

Dear Members of the Commonwealth Transportation Board,

The Recommended FY2025 VPRA Capital Budget of the Virginia Passenger Rail Authority (VPRA) is hereby attached for your review in accordance with the Code of Virginia § 33.2-298. The Recommended FY2025 VPRA Capital Budget contains the proposed budget for capital projects and capital and operating grants for the fiscal year 2025, which is subject to CTB review and approval pursuant to § 33.2-298 of the *Code*.

VPRA will participate in the CTB workshop on February 20, 2024 to present and answer questions on the Recommended FY2025 VPRA Capital Budget document. We will seek the Transportation Board's final approval of the FY2025 budget at the March meeting.

Thank you for your consideration. If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "DJ Stadler".

DJ Stadler

RECOMMENDED
FISCAL YEAR
2025 CAPITAL BUDGET
DRAFT





VPRA

Fiscal Year 2025

Capital Budget

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Executive Summary

The Fiscal Year 2025 (FY25) Capital Budget reflects a significant turnaround from last year's budget cycle with sources of funding now in balance with the planned uses. VPRA diligently sought federal funding to supplement its capital program, and \$829 million of grants were awarded. This allowed the Authority to fund critical rail infrastructure including: the previous deficit in required capital budgets, rail overpass bridge replacements in the I-95 corridor, and cost adjustments as project engineering advances through 30% design.

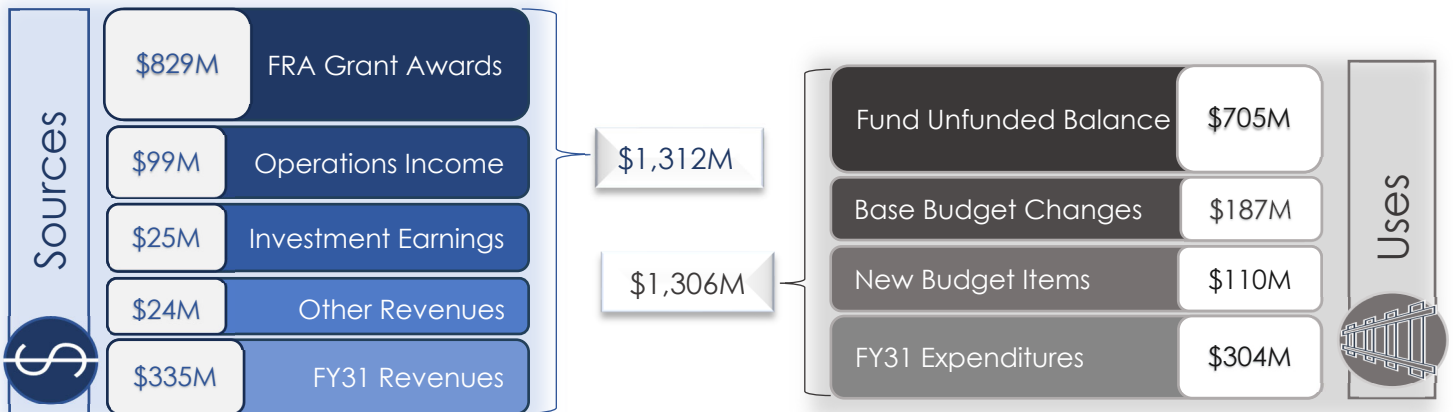
Financial Planning Process

The FY25 Capital Budget has been developed through VPRA's financial planning process, in which the Authority aggregates the best available data for revenues (sources) and expenditures (uses) at a point in time. While the capital budget includes expenditure plans for Capital Projects and Capital & Operating Grants, a preliminary operations forecast was utilized to assess the full scope of the Authority's financial plan. The planning window extends from VPRA's inception to the completion of the core capital project program. The current timeframe has shifted to FY31 resulting in an 11-year planning period.



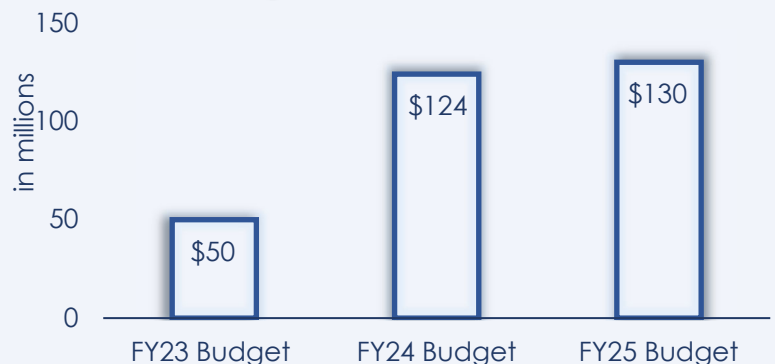
FY25 Financial Planning Results

The result of the FY25 financial planning update was that new sources filled the funding gap on the I-95 Corridor, funded adjustments to the portfolio of required projects, and funded the construction of a key non-required project. Below is a summary of the key changes to the Authority's sources and uses.



The net \$6M increase of sources over uses enabled VPRA to recommend an increase in the Management Reserve. The reserve covers unidentified risks and uncertainty inherent in large capital projects and operations, as well as revenues. The \$130M amount is less than half of the current \$286M goal under the VPRA Board's policy (up to 5% of future capital and operations expenditures).

Management Reserve Balance



Executive Summary

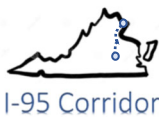
Capital Program Budget Changes

Budget Component	FY25 VPRA Budget	FY24 VPRA Budget	Change (\$)
I-95 Corridor	\$4,087	\$3,180	\$907
Western Rail Corridor	433	233	200
Other Capital Projects	173	173	-
Capital & Operating Grants	541	503	38
Total Capital Budget	\$5,234	\$4,089	\$1,145
Preliminary Operations	1,777	1,616	161
Total VPRA Uses	\$7,011	\$5,705	\$1,306

Unfunded Balance Reduction	Add FY31	Net Base Budget Changes	New Budget Items
\$699	-	\$98	\$110
-	-	200	-
6	-	(6)	-
-	18	20	-
\$705	\$18	\$312	\$110
-	286	(125)	-
\$705	\$304	\$187	\$110

Unfunded Balance

Allocated funding for the previously unfunded portion of Phase 2 Projects.



I-95 Corridor

Budget Changes

Increased budgets for the required Phase 1 and 2 sidings have been updated as design efforts inform better estimates.

New Items

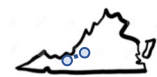
Funded additional contribution to L'Enfant Fourth Track and added King & Commonwealth Bridges to program.

Other Capital Projects

Removed a grant match no longer needed and corresponding unfunded balance.

Budget Changes

Increased budget to reflect the minimum cost to deliver passenger service to New River Valley. VPRA is performing an alternatives analysis for the station and layover facility; capital improvements are in the project development phase and have 30% design budget estimates.

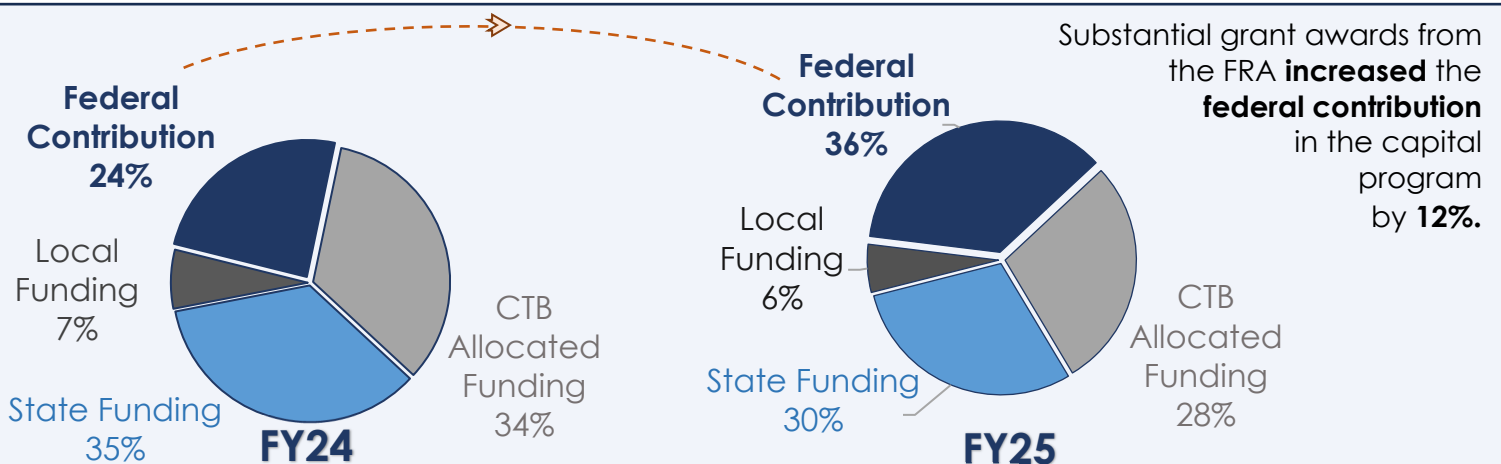


Western Rail Corridor

Capital & Operating Grants

Increased the budget for additional pass-through funding to grantees and for VRE track lease cost to align to forecasts. Added FY31 grant expenditures to the financial planning window.

Capital Program Funding



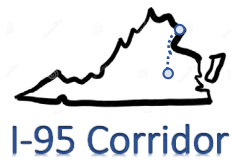
Capital Projects



- »» This budget category includes expenditures for rail infrastructure that will be retained by the Authority as a **capital asset**.
- »» The **Total Project Budget** is the estimated full project costs through completion.
- »» Projected schedules are included with key indicators for **project status** and **substantial completion** (or in-service date).

I-95 Corridor Summary

The Comprehensive Rail Agreement ('CRA') between DRPT and CSX was finalized on March 26th, 2021. Through the agreement with CSX, Virginia acquired 384 miles of CSX right-of-way and 223 miles of track in rail corridors paralleling I-95, I-64, and I-85.



The executed CRA defined the scope and budgets for the major I-95 Corridor Capital Projects. The scope and budgets for the corridor continue to be refined as projects move through development and engineering. As the projects approach construction, the true scope and budget become more reasonably assured. VPRa has established baseline protocols to set project budgets at 30% design with a final refinement at the beginning of construction. Additionally, for required projects in early development stages the best available estimates are used to inform the budget. The table below compares the FY24 budget to the FY25 budget for each element of the I-95 Corridor development. Please refer to the corresponding project narratives for further details about each I-95 Corridor component.

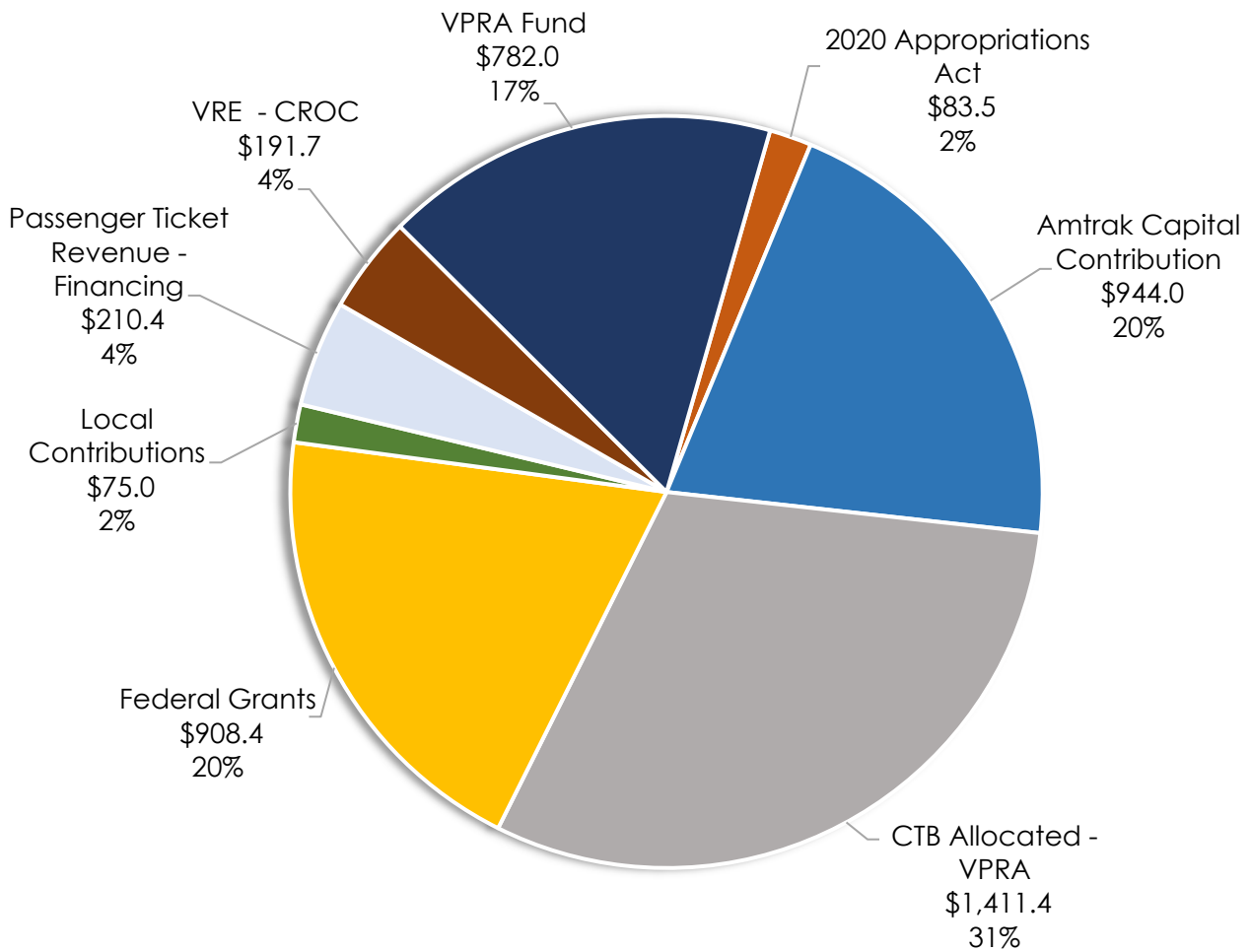
COMPARISON OF I-95 CORRIDOR PROGRAM EXPENDITURES TO COMPLETION (IN MILLIONS)

Project Description	FY24 Project Budget	FY25 Project Budget	Change (\$)
Phase 1 Required			
Alexandria Fourth Track	\$210.5	\$210.5	-
Franconia to Lorton Third Track	275.0	275.0	-
Franconia-Springfield Bypass	405.0	405.0	-
Railroad Bridges over Newington Road	61.0	61.0	-
Potomac Creek Third Track (Siding A) Trackwork	143.0	181.4	38.4
Woodford to Milford Third Track (Siding B)	85.2	70.3	(14.9)
Hanover Third Track (Siding C) Trackwork	84.4	101.2	16.8
Phase 2 Required			
Long Bridge	2,279.0	2,279.0	-
Neabsco Creek to Woodbridge Third Track (Siding D)	100.4	115.8	15.4
Aquia Creek Third Track (Siding E)	58.8	96.6	37.8
Crossroads Third Track (Siding F)	102.8	112.4	9.6
L'Enfant Fourth Track and Station Improvements	22.8	52.9	30.1
Phase 1 Timeline (not required for service)			
King and Commonwealth Bridges	3.9	84.1	80.2
Richmond Layover Facility	2.6	2.6	-
Other			
TRV Right of Way Transaction Costs	31.8	31.8	-
Other Completed Projects	12.8	7.7	(5.1)
Total I-95 Corridor Projects	\$3,879.0	\$4,087.3	\$208.3

I-95 Corridor Summary

The total cost of the I-95 Corridor capital projects is \$4.6B, which includes completed transactions in addition to in-progress project budgets. Funding for the I-95 Corridor is largely made up of Amtrak's Capital Contribution (20%), Federal Grants (20%), CTB Allocated funds (31%), and VPRA funds (17%). The chart below shows the breakdown of the sources of funding to be used for the I-95 Corridor

I-95 CORRIDOR FUNDING BY SOURCE
\$4,606.4 M
(IN MILLIONS)



I-95 CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Phase 1 Required											
Alexandria Fourth Track	4	\$8.1	\$29.4	\$71.3	\$64.8	\$36.9	-	-	-	-	\$210.5
Franconia to Lorton Third Track	4	3.2	14.3	22.1	39.9	145.0	50.5	-	-	-	275.0
Franconia-Springfield Bypass	3	3.9	26.2	123.6	172.0	79.3	-	-	-	-	405.0
Railroad Bridges over Newington Road	4	0.9	2.1	3.8	18.1	28.6	7.5	-	-	-	61.0
Potomac Creek Third Track (Siding A) Trackwork	3	1.0	9.6	14.5	11.5	64.3	55.2	1.3	-	-	157.4
Potomac Creek Third Track (Siding A) Roadwork	1	-	1.1	2.3	10.3	10.3	-	-	-	-	24.0
Woodford to Milford Third Track (Siding B)	3	0.1	5.2	3.0	11.0	27.0	24.0	-	-	-	70.3
Hanover Third Track (Siding C) Trackwork	2	0.1	4.5	5.6	2.9	18.9	19.0	19.0	-	-	70.0
Hanover Third Track (Siding C) Roadwork	1	-	1.1	2.3	13.3	14.5	-	-	-	-	31.2
Phase 2 Required											
Long Bridge - North	3	16.3	94.4	169.4	170.3	152.0	157.4	163.0	105.4	51.6	1,079.8
Long Bridge - South	3	16.3	89.9	172.1	193.1	175.6	181.7	188.3	122.4	59.8	1,199.2
Neabsco Creek to Woodbridge Third Track (Siding D)	2	0.1	0.1	0.1	3.0	5.3	36.4	36.4	34.4	-	115.8
Aquia Creek Third Track (Siding E)	2	0.1	0.2	0.1	2.7	4.7	30.2	30.2	28.4	-	96.6
Crossroads Third Track (Siding F)	2	0.1	0.1	0.1	2.9	5.1	35.4	35.4	33.3	-	112.4
L'Enfant Fourth Track and Station Improvements	2	0.3	-	2.1	18.2	18.2	14.1	-	-	-	52.9
Phase 1 Timeline (not required for service)											
King and Commonwealth Bridges	4	0.5	2.6	24.5	37.4	19.1	-	-	-	-	84.1
Richmond Layover Facility	2	0.6	1.2	0.8	-	-	-	-	-	-	2.6
Other											
TRV Right of Way Transaction Costs	7	19.6	7.8	4.4	-	-	-	-	-	-	31.8
Total I-95 Corridor Projects		\$71.2	\$289.8	\$622.1	\$771.4	\$804.8	\$611.4	\$473.6	\$323.9	\$111.4	\$4,079.6

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

I-95 CORRIDOR CAPITAL PROJECTS

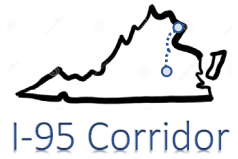
SOURCES & USES

(IN MILLIONS)

	Expenses Incurred to Date*	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$598.0	\$289.8	\$622.1	\$771.4	\$804.8	\$611.4	\$473.6	\$323.9	\$111.4	\$4,606.4	
2020 Appropriations Act	5.3	78.2	-	-	-	-	-	-	-	83.5	2%
Amtrak Capital Contribution	4.7	48.0	55.5	96.6	270.3	250.7	122.2	96.0	-	944.0	20%
CTB Allocated - VPRA	217.8	29.8	226.7	318.0	171.7	149.9	155.5	97.9	44.1	1411.4	31%
Federal Grants	-	11.7	156.2	254.9	145.8	121.7	123.3	45.4	49.4	908.4	20%
Local Contributions	-	-	11.5	11.5	-	10.0	15.0	27.0	-	75.0	2%
Passenger Ticket Revenue - Financing	-	-	-	-	50.0	50.0	50.0	50.0	10.4	210.4	4%
VRE - CROC	131.8	7.4	7.5	7.5	7.5	7.5	7.5	7.5	7.5	191.7	4%
VPRA Fund	238.4	114.7	164.7	82.9	159.5	21.6	0.1	0.1	-	782.0	17%
Total Sources	\$598.0	\$289.8	\$622.1	\$771.4	\$804.8	\$611.4	\$473.6	\$323.9	\$111.4	\$4,606.4	

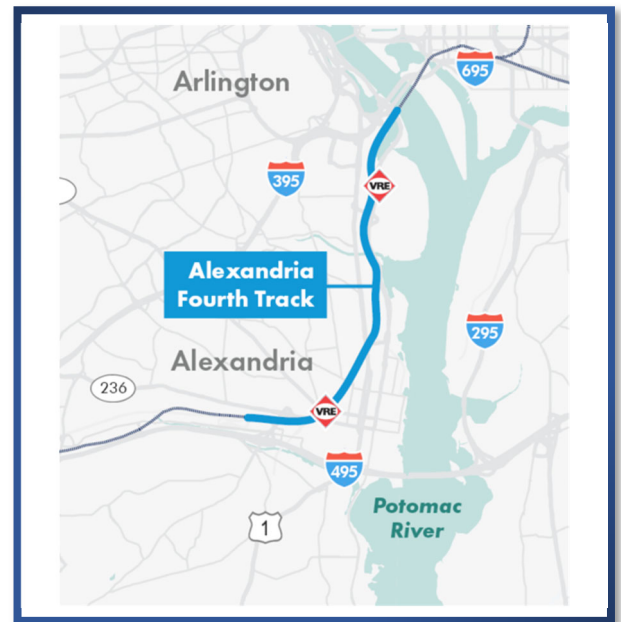
*Note: Sources and uses table includes projects completed as of June 30, 2023 that totaled \$526.8M in the *Expenses Incurred to Date* column, in addition to budgeted project expenditures from FY24 through FY31.

Alexandria Fourth Track

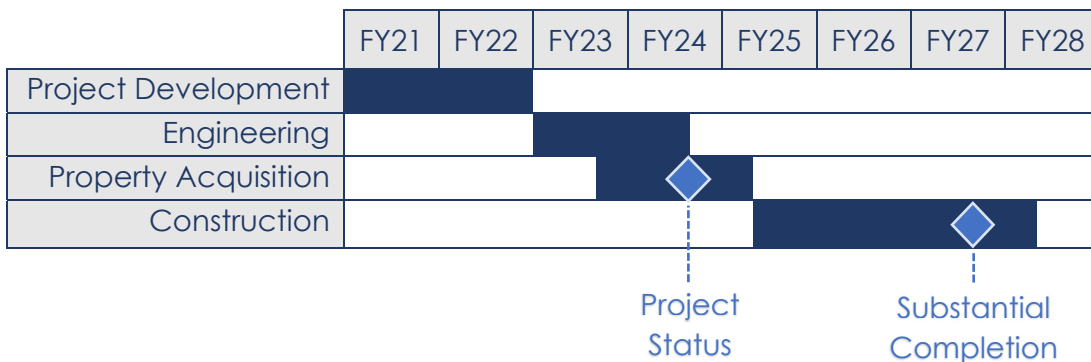


PROJECT DESCRIPTION

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



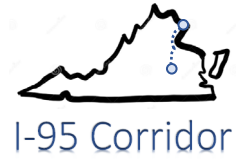
SCHEDULE & STATUS



EXPENDITURE PLAN

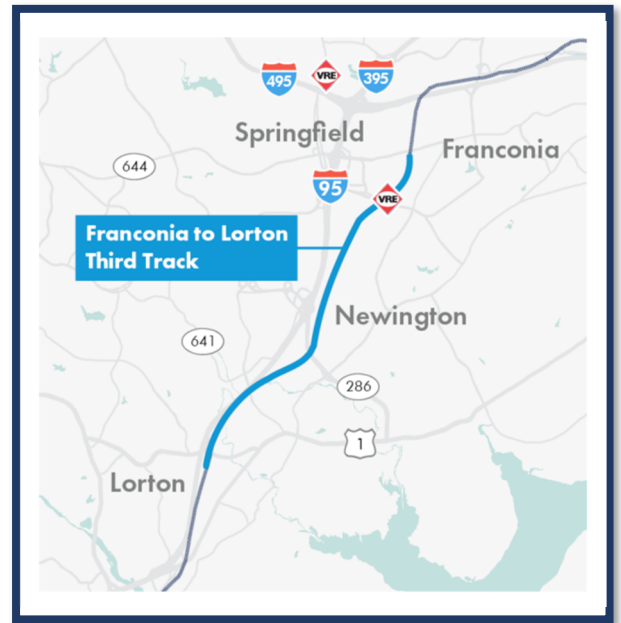
Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$8.1	29.4	71.3	64.8	36.9	-	-	-	-	\$210.5

Franconia to Lorton Third Track

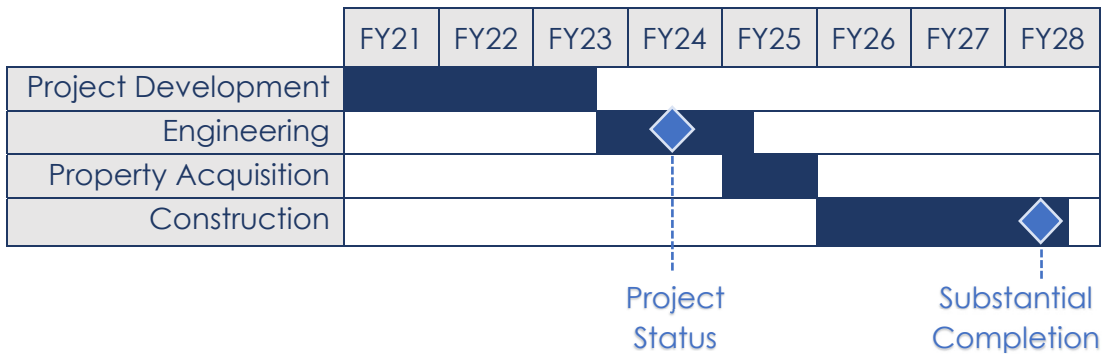


PROJECT DESCRIPTION

The Franconia to Lorton Third Track project is an approximately 6-mile segment that will extend the existing 3rd track between Alexandria and Franconia down to the Lorton Interlocking. This segment involves at-grade track improvements to accommodate the Franconia-Springfield Bypass bridge located within the Franconia to Lorton Third Track project limits. The third track will include new railroad bridges over Accotink Creek, Pohick Creek, and Lorton Road.



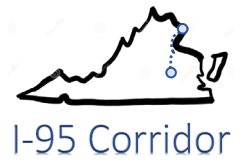
SCHEDULE & STATUS



EXPENDITURE PLAN

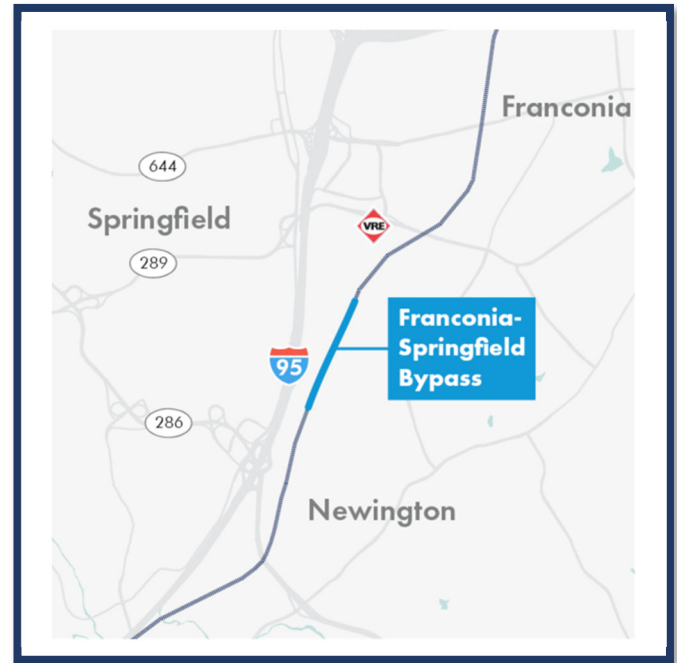
Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$3.2	14.3	22.1	39.9	145.0	50.5	-	-	-	\$275.0

Franconia-Springfield Bypass

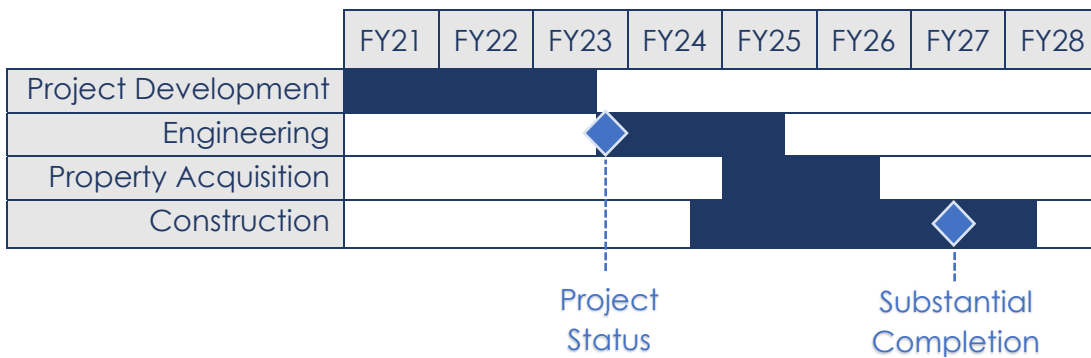


PROJECT DESCRIPTION

The Franconia-Springfield Bypass project, just south of Franconia-Springfield Station, will grade-separate passenger tracks and enable passenger trains to cross up-and-over freight tracks to serve stations on the west side of the railroad corridor when traveling north of Franconia, and on the east side of the rail corridor when traveling south of the Franconia-Springfield Station. Project construction involves a single track on a bypass bridge with accommodations for a future second track, and it will be coordinated with the Franconia-Lorton 3rd Track Project. This project received \$22.9M of local funding from NVTA and a \$100M CRISI Grant from the FRA.



SCHEDULE & STATUS



EXPENDITURE PLAN

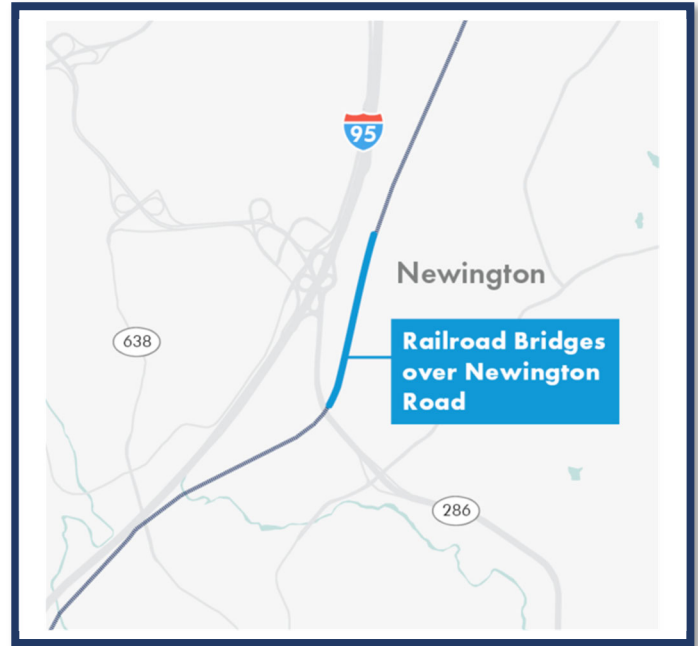
Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$3.9	26.2	123.6	172.0	79.3	-	-	-	-	\$405.0

Newington Road Railroad Bridges

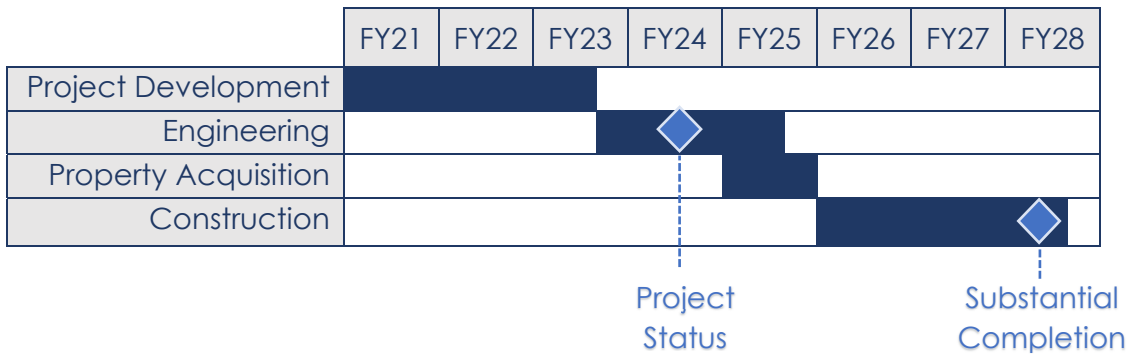


PROJECT DESCRIPTION

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



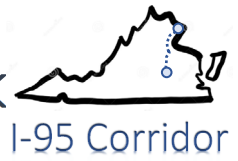
SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.9	2.1	3.8	18.1	28.6	7.5	-	-	-	\$61.0

Potomac Creek 3rd Trackwork & Roadwork (Siding A)

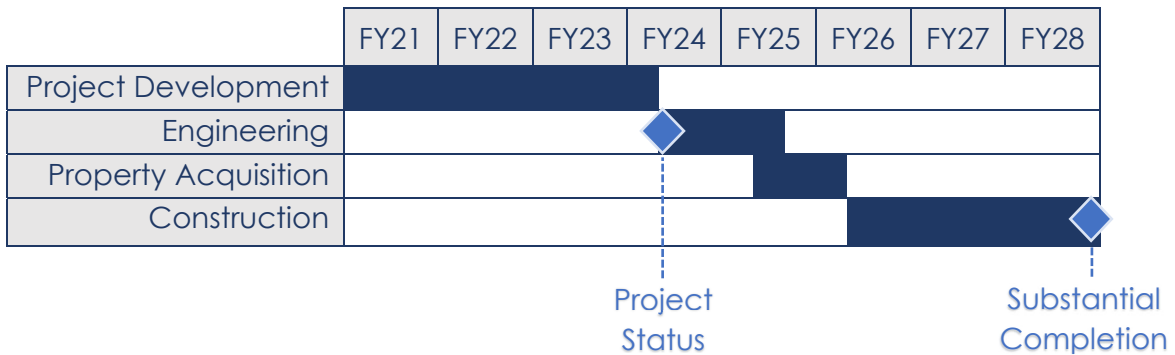


PROJECT DESCRIPTION

Potomac Creek Third Track South (Siding A) will construct approximately 4 miles of third track in Stafford County between the Brooke and Leeland Road stations. Infrastructure work will include modifications to Dahlgren Junction interlocking, reconstruction of the roadway bridge at Leeland Road, and a new rail bridge over Harrell Road at Claiborne Run. The additional capacity provided by this new siding will increase the efficiency of passenger and freight trains throughout the rail network and in the area of Leeland Road station.



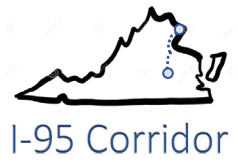
SCHEDULE & STATUS



EXPENDITURE PLAN

	Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
Trackwork	\$1.0	9.6	14.5	11.5	64.3	55.2	1.3	-	-	\$157.4
Roadwork	-	1.1	2.3	10.3	10.3	-	-	-	-	\$24.0

Woodford to Milford 3rd Track (Siding B)

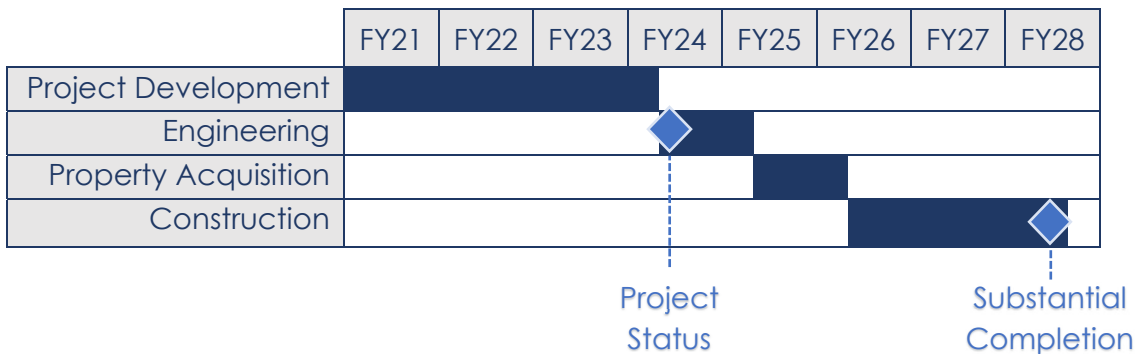


PROJECT DESCRIPTION

Woodford to Milford Third Track (Siding B) will construct approximately 3 miles of third track in Caroline County between Woodslane Road and Paige Road. The additional capacity provided by Siding B will increase the efficiency of passenger and freight trains throughout the rail network and in the area between Spotsylvania and Richmond.



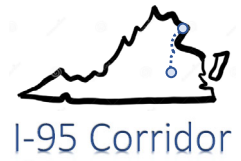
SCHEDULE & STATUS



EXPENDITURE PLAN

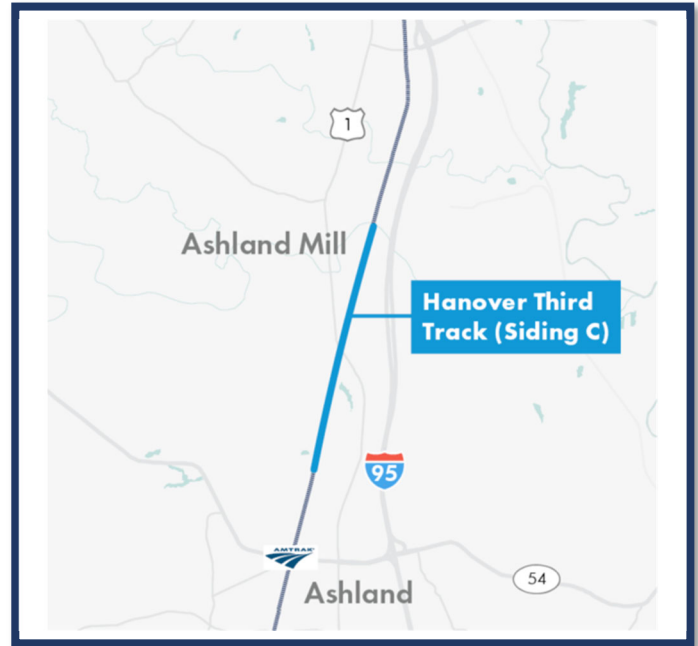
Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.1	5.2	3.0	11.0	27.0	24.0	-	-	-	\$70.3

Hanover 3rd Track Trackwork & Roadwork (Siding C)

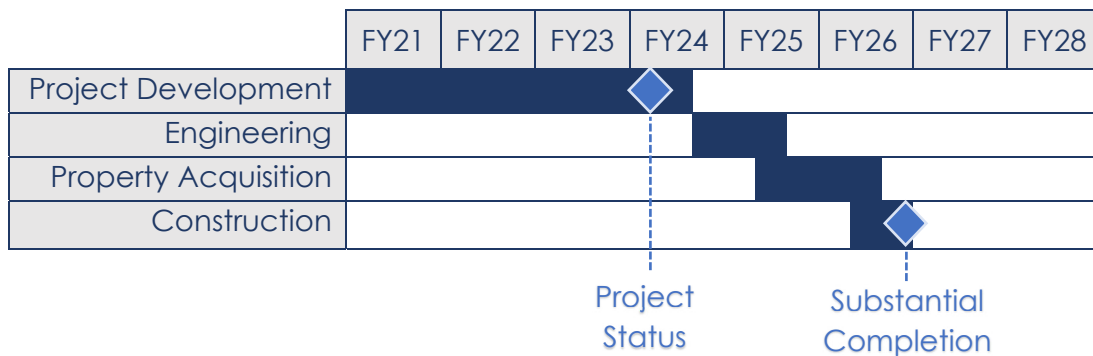


PROJECT DESCRIPTION

Hanover Third Track (Siding C) will construct approximately 3 miles of third track to the south of the South Anna River in Hanover County. The project also will include reconstruction of the roadway bridge at Washington Highway and construction of a new, single-track rail bridge at Elletts Crossing Road. Siding C will increase the efficiency of passenger and freight trains throughout the rail network and in the area between Spotsylvania and Richmond.



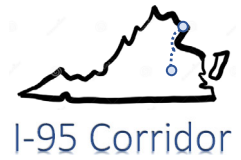
SCHEDULE & STATUS



EXPENDITURE PLAN

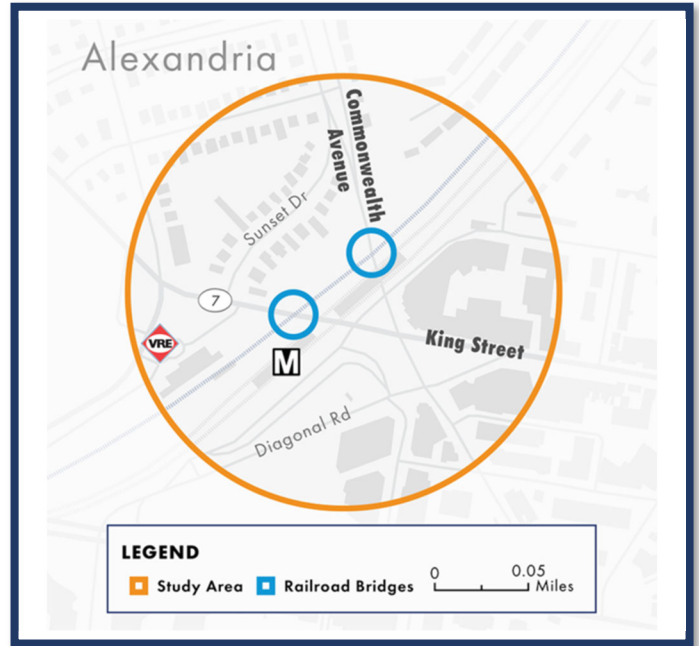
	Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
Trackwork	\$0.1	4.5	5.6	2.9	18.9	19.0	19.0	-	-	\$70.0
Roadwork	-	1.1	2.3	13.3	14.5	-	-	-	-	\$31.2

King and Commonwealth Bridges

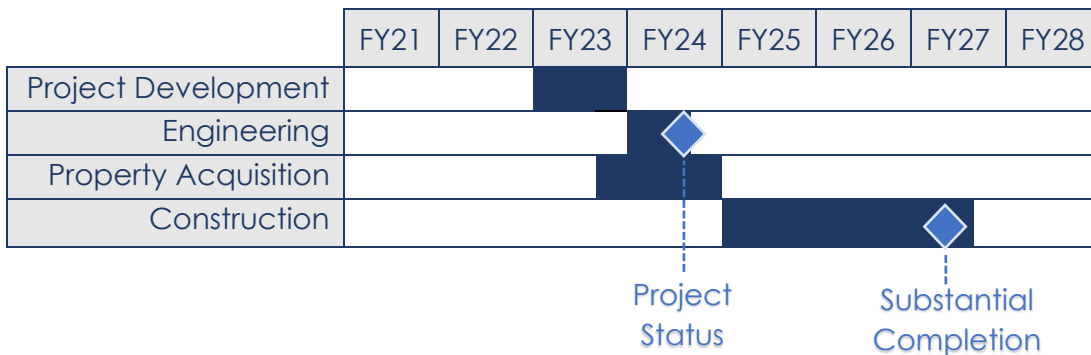


PROJECT DESCRIPTION

This project replaces the railroad bridges over King Street and Commonwealth Avenue in the City of Alexandria. The bridge replacement design will be closely coordinated with the Alexandria 4th Track project and the adjacent VRE Alexandria Station project. The replacement of the King and Commonwealth railroad bridges will extend the bridge life duration and reduce maintenance needs. The new bridges will improve safety by widening the span over the roadways below, thereby enhancing the pedestrian environment, providing walkways for emergency egress and by achieving VDOT minimum vertical clearance dimensions under the bridges, reducing the risk of bridge strikes that cause delays for the VRE, Amtrak, CSX, and Norfolk Southern networks.



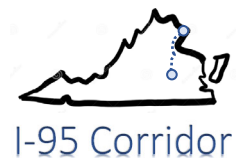
SCHEDULE & STATUS



EXPENDITURE PLAN

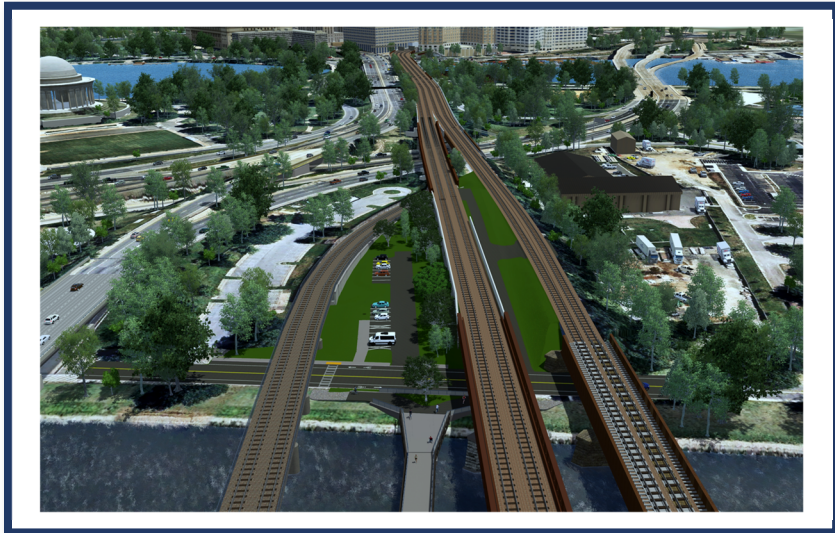
Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.5	2.6	24.5	37.4	19.1	-	-	-	-	\$84.1

Long Bridge - North

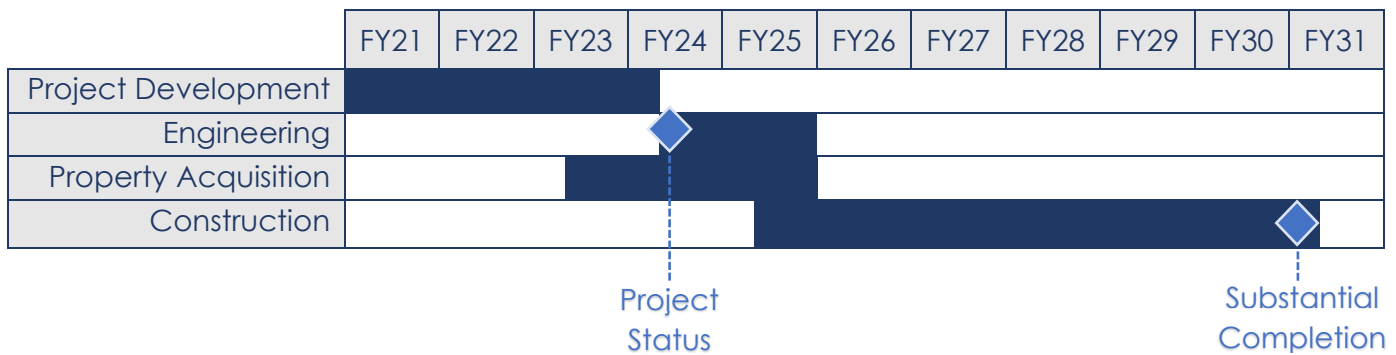


PROJECT DESCRIPTION

The Long Bridge-North Project extends from the New Long Bridge northern abutment to the L'Enfant (LE) Interlocking, a distance of approximately 0.8 mile in the District of Columbia. This Progressive Design Build contract designs and constructs a new two-track passenger rail corridor from the Long Bridge-South package northern terminus to beyond the new bridge over the WMATA Yellow Line tunnel portal/I-395. From this point northward, this package expands the existing CSX-owned two-track corridor to four tracks to carry both freight and passenger rail, replacing the existing two-track bridges over Ohio Drive, SW (East), the Washington Channel, and Maine Avenue, SW with new four-track bridges. The replaced pedestrian bridge over Maine Avenue, SW is included in this contract. Altogether, five new bridges and eleven new retaining walls are built in this package.



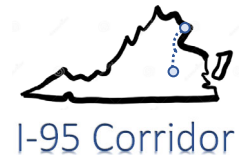
SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$16.3	94.4	169.4	170.3	152.0	157.4	163.0	105.4	51.6	\$1,079.8

Long Bridge - South

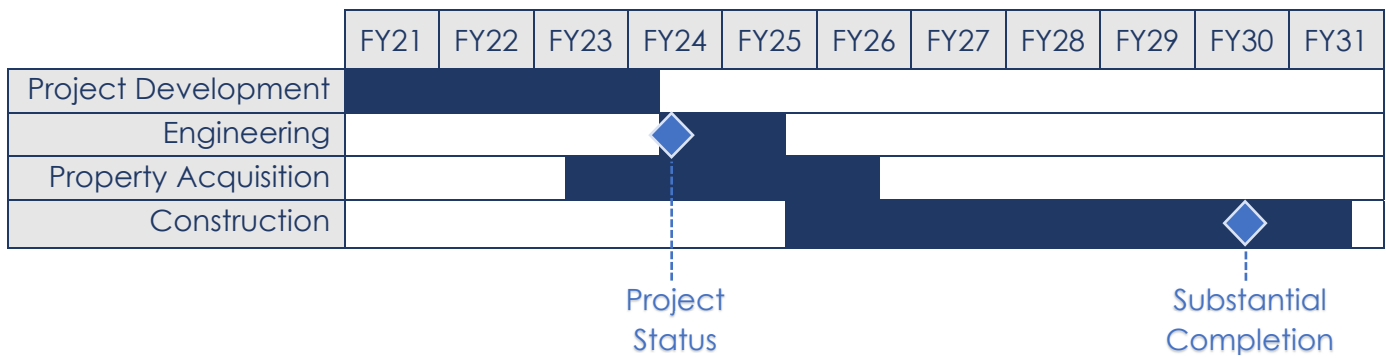


PROJECT DESCRIPTION

The Long Bridge-South project extends from the Rosslyn (RO) Interlocking in Arlington County, VA to the northern abutment of the New Long Bridge in the District of Columbia, a distance of approximately 1.0 mile. This Design Build contract builds a new two-track passenger rail corridor including the New Long Bridge, a new two-track structure for passenger rail, adjacent to the existing Long Bridge. The existing Long Bridge is a CSX-owned 100-year-old two-track railroad bridge spanning the Potomac River, connecting Virginia and Washington, D.C., and currently carrying all rail corridor traffic. The existing bridge will be retained for freight rail. This package also builds a new bicycle-pedestrian bridge over the Potomac River, from Long Bridge Park to East Potomac Park, as mitigation for the rail project, and includes connections to the Mount Vernon Trail.



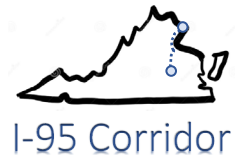
SCHEDULE & STATUS



EXPENDITURE PLAN

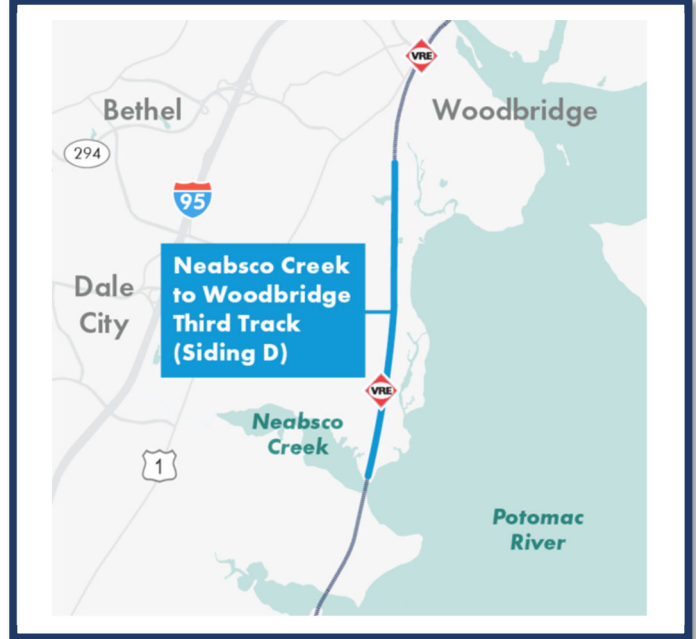
Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$16.3	89.9	172.1	193.1	175.6	181.7	188.3	122.4	59.8	\$1,199.2

Neabsco Creek to Woodbridge 3rd Track (Siding D)

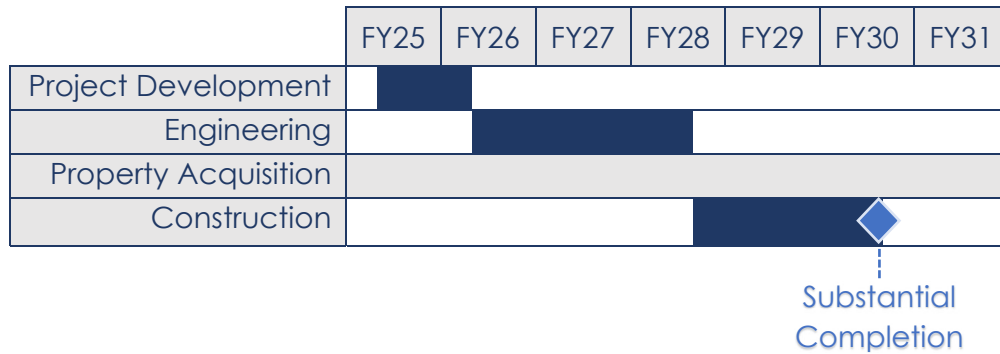


PROJECT DESCRIPTION

The Neabsco Creek to Woodbridge Third Track (Siding D) Project will add approximately 3 miles of third track in Prince William County from south of Dawson Beach Road to north of Neabsco Creek, and will include the construction of new, two-track railroad bridges. The project also will include modifications to the at-grade crossing at Featherstone Road and the existing Featherstone interlocking to accommodate the third track. Siding D will increase the efficiency of passenger and freight trains throughout the rail network and will target the area south of Rippon station.



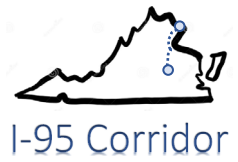
SCHEDULE & STATUS



EXPENDITURE PLAN

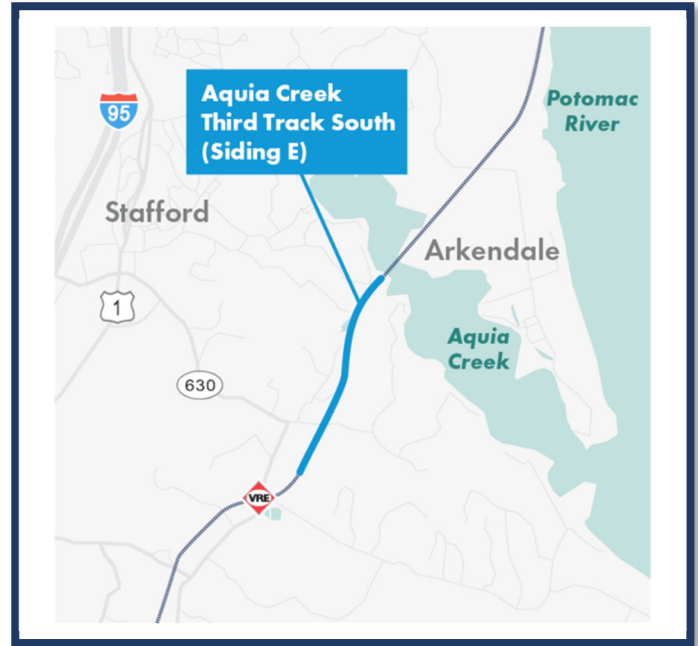
Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.1	0.1	0.1	3.0	5.3	36.4	36.4	34.4	-	\$115.8

Aquia Creek 3rd Track (Siding E)

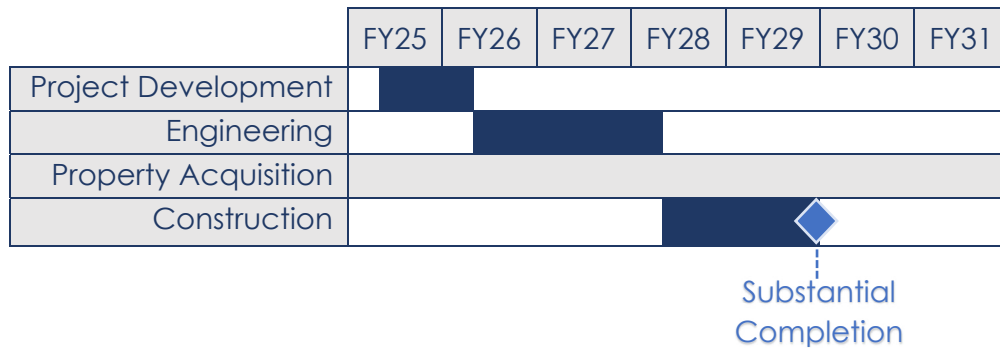


PROJECT DESCRIPTION

The Aquia Creek Third Track South (Siding E) Project will construct 2.3 miles of third track in Stafford County from the north end of Virginia Railway Express (VRE)'s Brooke station to the existing Aquia Creek bridge. Siding E will create additional capacity and increase the efficiency of passenger and freight trains throughout the network and in the area north of Virginia Railway Express (VRE)'s Brooke station.



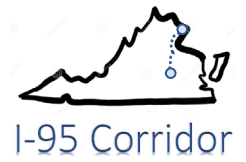
SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.1	0.2	0.1	2.7	4.7	30.2	30.2	28.4	-	\$96.6

Crossroads 3rd Track (Siding F)



PROJECT DESCRIPTION

The Crossroads Third Track (Siding F) Project will construct approximately 4 miles of third track in Spotsylvania County from south of Spotsylvania station to Claiborne Crossing Road, and include modifications to the at-grade crossing at Summit Crossing Road and the existing XR interlocking to accommodate a third track. The additional capacity provided by this new siding will increase the efficiency of passenger and freight trains in the area south of VRE's Spotsylvania station.



SCHEDULE & STATUS

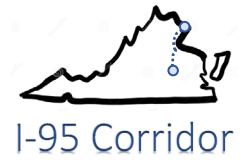
	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Project Development	█	█					
Engineering		█	█	█			
Property Acquisition	█	█	█	█	█	█	█
Construction				█	█	█	█

Substantial Completion

EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.1	0.1	0.1	2.9	5.1	35.4	35.4	33.3	-	\$112.4

L'Enfant Fourth Track Contribution



PROJECT DESCRIPTION

VRE will lead the planning, design, permitting, and construction of an expanded VRE L'Enfant station at VRE's busiest station. It will also construct an additional mainline track between the Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC. The expanded station will enable simultaneous boarding of two full-length trains. After construction, the station infrastructure will be owned by VRE and the track infrastructure will be owned by VPRRA. VPRRA is only funding a portion of the full \$111 million project, with VRE funding the remainder. The project must be coordinated with the Long Bridge project.



SCHEDULE & STATUS

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Project Development	█										
Engineering					█	█	█				
Property Acquisition					█	█	█	█	█	█	█
Construction					█	█	█	█	█	█	█

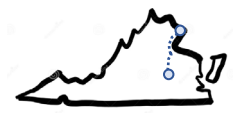
Substantial Completion

EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.3	-	2.1	18.2	18.2	14.1	-	-	-	\$52.9



Pipeline Projects



I-95 Corridor

These projects are not required to bring additional passenger train service to the Commonwealth. The VPR Board has approved a budget to complete 30% design to derive an informed cost estimate. Utilizing the 30% cost estimate, the Board may approve these projects to be brought into the VPR portfolio contingent upon sufficient funding to complete the project.

RICHMOND LAYOVER FACILITY

Project Status **Conceptual Design**

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

ROUTE 1 RAILROAD BRIDGES

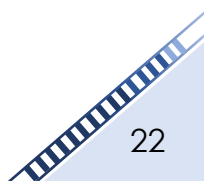
Cost Estimate **\$105M** Project Status **30% Design**

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

LORTON TO ROUTE 1 THIRD TRACK

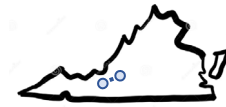
Cost Estimate **\$67M** Project Status **30% Design**

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



Western Rail Corridor Summary

In June of 2022, the Authority completed efforts to purchase 28.5 miles of rail capacity, right-of-way (V-Line), and rail infrastructure from Norfolk Southern for \$38.2 million as a continuation of the TRV initiative to expand passenger rail to southwest Virginia from the Salem Crossovers to Christiansburg. The acquisition of railroad right-of-way and tracks, along with infrastructure improvements and improved operations, will allow for the expansion of high-quality passenger rail services from Roanoke to Christiansburg. Currently, VPRA is performing an alternatives analysis for the station and layover facility; capital improvements are in the project development phase and have 30% design budget estimates.



Western Rail Corridor

The Western Rail Corridor initiative has **both Capital Projects and Capital and Operating Grants components**. The table below details the total expected costs for the components of the Western Rail Corridor. Please refer to the corresponding project narratives for further details about each Western Rail Corridor component.

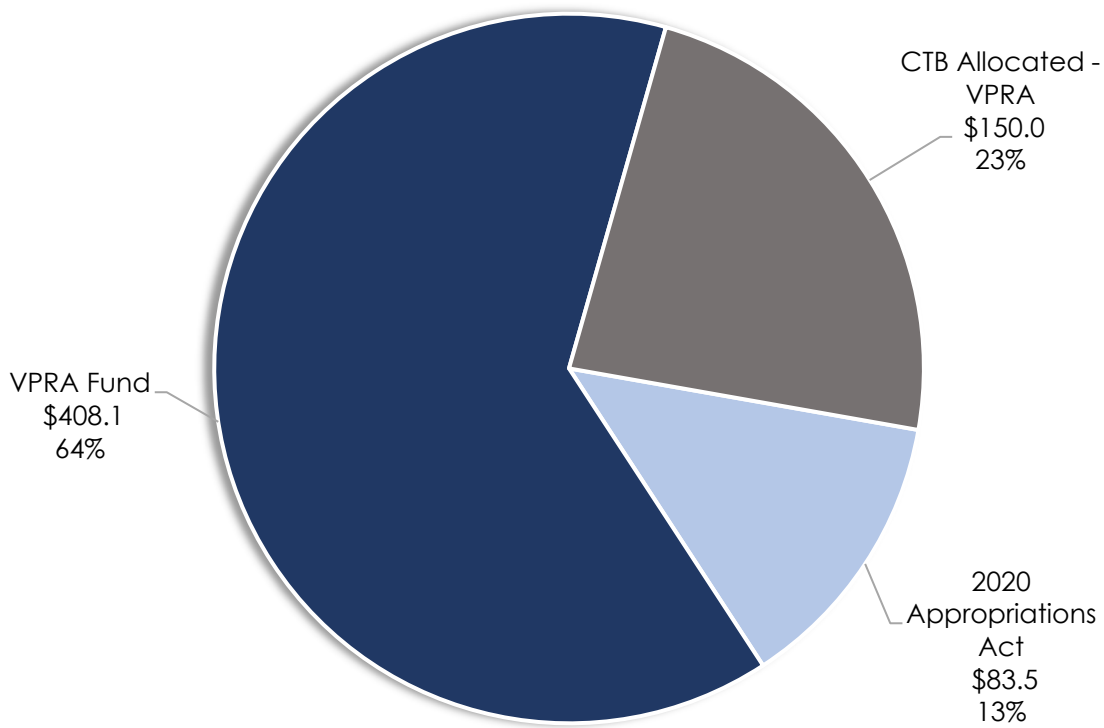
**COMPARISON OF WESTERN RAIL CORRIDOR EXPENDITURES TO COMPLETION
(IN MILLIONS)**

Project Description	Budget Category	FY24 VPRA Budget	FY25 VPRA Budget	Change (\$)
New River Valley Passenger Rail Project	Capital Projects	\$165.8	\$366.0	\$200.2
Capital Improvements - Bridges		30.7	\$30.7	-
Capital Improvements - Other		36.0	\$36.0	-
Total Capital Projects		\$232.5	\$432.7	\$200.2
Roanoke Yard Improvements	Capital & Operating Grants	\$36.5	\$36.5	-
Western Rail Initiative Grant		131.5	131.5	-
Total Capital & Operating Grants		\$168.0	\$168.0	-
Total Western Rail Corridor Projects		\$400.5	\$600.7	\$200.2

Western Rail Corridor Summary

The total cost of the Western Rail Corridor is \$641.6M, which includes completed transactions in addition to in-progress project budgets. Funding for the Western Rail Corridor capital projects and grants is made up of 2020 Appropriations Act funding (13%), and CTB Allocated funds (23%) dedicated to the Western Rail initiative and the remaining 64% is VPRA funds. The chart below shows the breakdown of the sources of funding to be used for Western Rail Corridor.

WESTERN RAIL CORRIDOR FUNDING BY SOURCE
\$641.6 M
(IN MILLIONS)



WESTERN RAIL CORRIDOR CAPITAL PROJECTS (IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
New River Valley Passenger Rail Project	3	\$2.1	\$9.7	\$18.5	\$101.8	\$157.0	\$76.9	-	-	-	\$366.0
Capital Improvements - Bridges	1	0.5	11.0	3.2	3.0	3.1	3.2	3.3	3.4	-	30.7
Capital Improvements - Other	1	2.3	3.6	6.5	3.5	4.0	4.6	5.3	6.2	-	36.0
Total Western Rail Corridor Projects		\$4.9	\$24.3	\$28.2	\$108.3	\$164.1	\$84.7	\$8.6	\$9.6	-	\$432.7

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

WESTERN RAIL CORRIDOR CAPITAL PROJECTS

SOURCES & USES

(IN MILLIONS)

	Expenses Incurred to Date*	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$45.9	\$24.3	\$28.2	\$108.3	\$164.1	\$84.7	\$8.6	\$9.6	-	\$473.7	
2020 Appropriations Act	38.7	9.7	18.5	16.6	-	-	-	-	-	83.5	18%
VPRA Fund	7.2	14.6	9.7	91.7	164.1	84.7	8.6	9.6	-	390.2	82%
Total Sources	\$45.9	\$24.3	\$28.2	\$108.3	\$164.1	\$84.7	\$8.6	\$9.6	-	\$473.7	

*Note: Sources and uses table includes projects completed as of June 30, 2023 that totaled \$41.0M in the *Expenses Incurred to Date* column, in addition to the budgeted project expenditures from FY24 through FY31.

New River Valley Passenger Rail Project

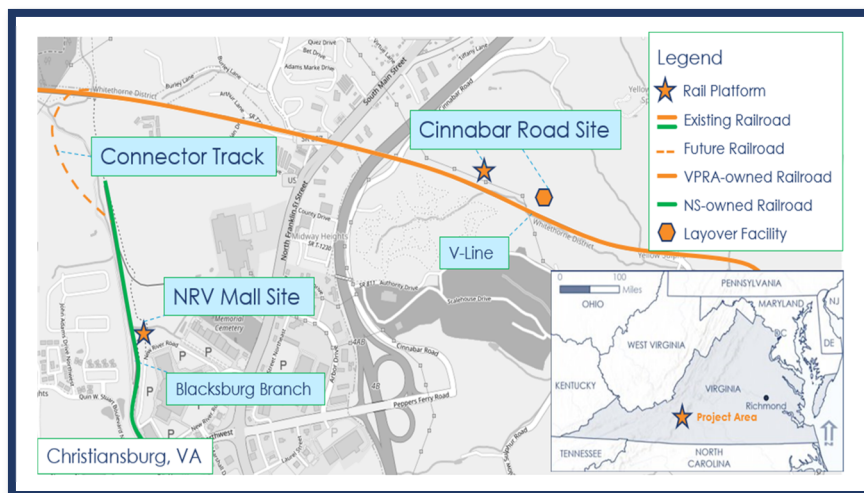


PROJECT DESCRIPTION

This project will fund infrastructure necessary to operate passenger trains from Roanoke to the New River Valley, including a layover facility, track and structures improvements, and a corresponding passenger boarding platform. Furthermore, VPRA will also fund and oversee the construction of Positive Train Control (PTC) installation on the V-Line, improvements and repairs to existing railway infrastructure, and ensuring the tunnels along the V-Line meet NFPA-130 requirements for passenger rail service.

Additionally, VPRA will need to identify and secure access to property adjacent to the V-Line for the layover facility and access to a future passenger railway station.

VPRA is working with the local community to identify the best location for a passenger rail station in the New River Valley, and VPRA will fund the planning, design, and construction of a layover facility, track, and platform to serve the rail station. VPRA began community outreach with a station feasibility study in Fall 2021. VPRA is continuing the project development phase through an alternatives analysis for the station and layover facility then will begin the National Environmental Policy Act (NEPA) process in mid-2024. VPRA will collaborate planning of the improvements with the localities and federal permitting partners to ensure proper multi-modal connections and constructability. At this time, VPRA has include the budget for the least costly alternative and a decision on the final preferred alternative is expected summer 2024.



New River Valley Passenger Rail Project



SCHEDULE & STATUS

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Project Development	[Active]				◆						
Property Acquisition					To be Determined						
Engineering					To be Determined						
Construction					To be Determined						

Project Status

PROJECT COSTS

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$2.1	9.7	18.5	101.8	157.0	76.9	-	-	-	\$366.0

V-line Capital Improvements: Bridges & Other



PROJECT DESCRIPTION

Capital Improvements - Bridges: This project includes funding to perform capital maintenance and improvements on bridges along the 28 miles of VPRA purchased V-Line corridor to ensure a state of good repair. As bridges reach their useful life, programmed funding will provide for their replacement as needed.

Capital Improvements - Other: This budget item will support VPRA and NS efforts to maintain and improve track for existing freight traffic and future passenger rail service. Specifically, work will include capital improvements of track (tie and rail replacement), culvert improvements, slide fence upgrades, grade crossing improvements, and surfacing work in the VPRA purchased V-Line corridor. As infrastructure reaches its useful life, programmed funding will provide for replacement as needed.



EXPENDITURE PLANS

	Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
Bridges	\$0.5	11.0	3.2	3.0	3.1	3.2	3.3	3.4	-	\$30.7
Other	\$2.3	3.6	6.5	3.5	4.0	4.6	5.3	6.2	-	\$36.0

Other Capital Projects Summary

Other Capital Projects budget line item represents capital expenditures for stations, platforms and rail corridors that are owned by VPRA. These projects will be capitalized as assets.

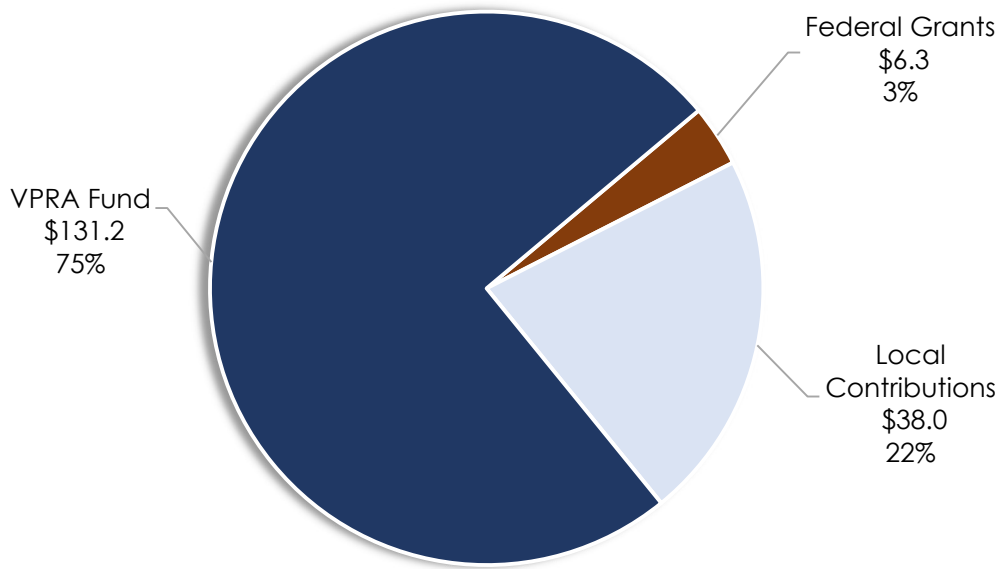
PROGRAM COSTS FOR OTHER CAPITAL PROJECTS (IN MILLIONS)

Project Description	FY24 VPRA Budget	FY25 VPRA Budget	Change (\$)
Arkendale to Powell's Creek Third Track Construction & Island Platforms ①	\$101.4	\$101.4	-
Ettrick Station Improvements - SOGR	11.8	11.8	-
Platform & Station Improvements - SOGR/ADA	20.6	20.6	-
S-Line 30% Design	39.5	39.5	-
Total Other Capital Projects	\$173.3	\$173.3	-

① Previously included as a Capital Grant in FY24 Budget.

The total cost of the Other Capital Projects is \$175M, which includes completed transactions in addition to in-progress project budgets. Funding for the Other Capital Projects consists of 3% federal grant contributions for Ettrick Station, 22% of Local Contributions for S-Line 30% Design, the remaining 75% is made up of VPRA funds. The chart below shows the breakdown of the sources of funding to be used for Other Capital Projects.

OTHER CAPITAL PROJECTS FUNDING BY SOURCE \$175.5 M (IN MILLIONS)



OTHER CAPITAL PROJECTS (IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Ettrick Station Improvements - SOGR	4	\$0.2	\$1.1	\$2.5	8.0	-	-	-	-	-	\$11.8
S-Line 30% Design	7	0.3	2.2	18.5	13.5	5.0	-	-	-	-	39.5
Platform & Station Improvements - SOGR/ADA	1	0.1	5.7	5.8	4.0	2.5	2.5	-	-	-	20.6
Arkendale to Powell's Creek Third Track Construction	6	85.7	11.0	4.7	-	-	-	-	-	-	101.4
Total Other Capital Projects		\$86.3	\$20.0	\$31.5	\$25.5	\$7.5	\$2.5	-	-	-	\$173.3

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

OTHER CAPITAL PROJECTS SOURCES & USES (IN MILLIONS)

	Expenses Incurred to Date*	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$88.5	\$20.0	\$31.5	\$25.5	\$7.5	\$2.5	-	-	-	\$175.5	
Federal Grants	-	-	2.5	3.8	-	-	-	-	-	6.3	3%
Local Contributions	-	2.0	17.5	13.5	5.0	-	-	-	-	38.0	22%
VPRA Fund	88.5	18.0	11.5	8.2	2.5	2.5	-	-	-	131.2	75%
Total Sources	\$88.5	\$20.0	\$31.5	\$25.5	\$7.5	\$2.5	-	-	-	\$175.5	

*Note: Sources and uses table includes projects completed as of June 30, 2023 that totaled \$2.2M in the *Expenses Incurred to Date* column, in addition to the budgeted project expenditures from FY24 through FY31.

Ettrick Station Improvements



PROJECT DESCRIPTION

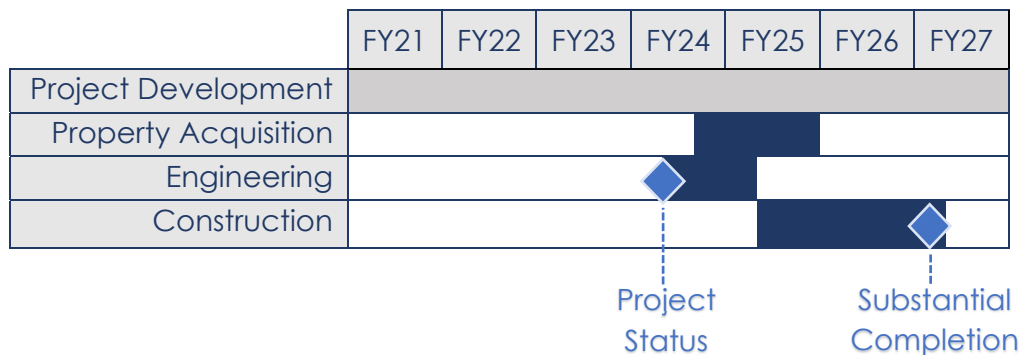
As part of the 2019 Station Needs Assessment conducted by the Department of Rail and Public Transportation (DRPT), Ettrick Station was identified as an Amtrak station with the greatest need for state of good repair improvements. It is also not in compliance with standards under the Americans with Disabilities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

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

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



SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.2	1.1	2.5	8.0	-	-	-	-	-	\$11.8

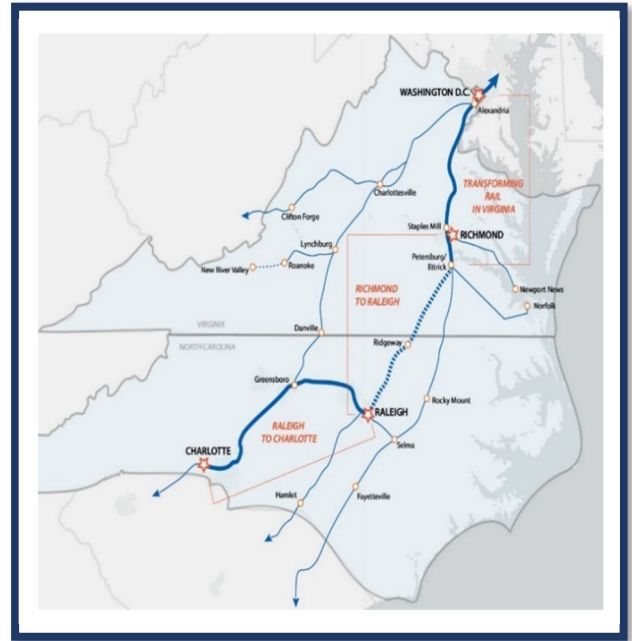
S-Line 30% Design



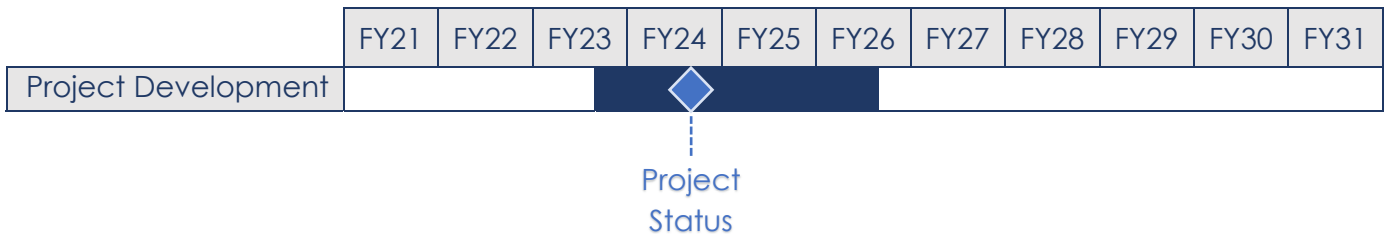
PROJECT DESCRIPTION

The Richmond to Raleigh (R2R) passenger rail corridor received federal environmental clearance in 2017 for a proposed new passenger rail alignment along the I-85 corridor. The R2R corridor, specifically the abandoned 75 miles of the S-line that VPRRA acquired from CSX in November of 2022, is important to enhance and grow intercity passenger rail service in the Southeast. The R2R corridor will connect Virginia Amtrak services with growing services from North Carolina and will cut over an hour of travel time between Richmond and Raleigh. When combined with Long Bridge this project will better connect Amtrak service in North Carolina and Virginia with Amtrak connections in the Northeast. The project will also provide better connections from Norfolk to points south.

In 2021, the FRA awarded NCDOT a grant to complete 30% design of the R2R passenger rail corridor. Virginia has been allocated \$38M to complete the 30% design efforts.



SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.3	2.2	18.5	13.5	5.0	-	-	-	-	\$39.5

Platform & Station Improvements



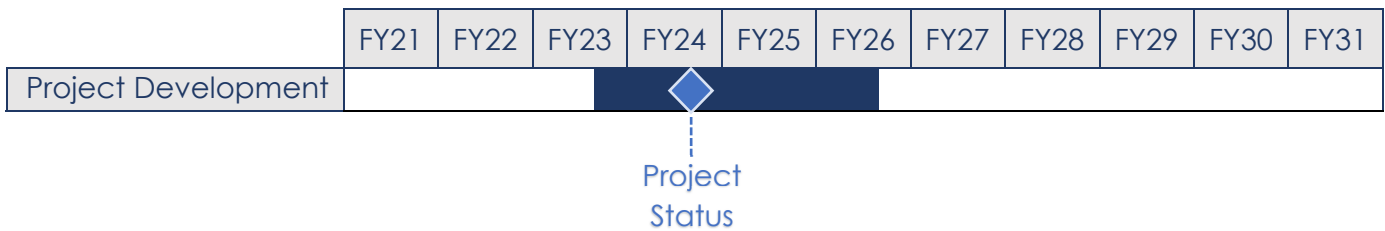
PROJECT DESCRIPTION

This budget line item is to support prioritized improvements at VPRAs owned station properties and of VPRAs owned assets at certain stations. Priority improvements include projects that address Americans with Disabilities Act infrastructure deficiencies and upgrading to provide for a state of good repair on existing assets.

Funds may also support design and feasibility analyses to improve station capacity and customer experience. VPRAs is currently determining the ADA and SOGR needs at Staples Mills Station and Stanton Station.



SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$0.1	5.7	5.8	4.0	2.5	2.5	-	-	-	\$20.6

Arkendale to Powell's Creek 3rd Track Construction & Island Platforms



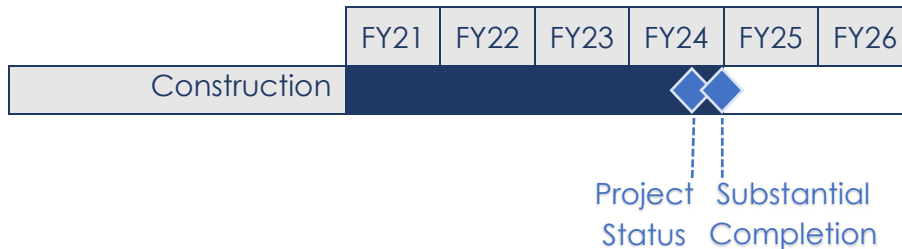
Other Capital Projects

PROJECT DESCRIPTION

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



SCHEDULE & STATUS



EXPENDITURE PLAN

Expenses to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Budget
\$85.7	11.0	4.7	-	-	-	-	-	-	\$101.4

Capital & Operating Grants



- »» This budget category includes funding **provided to third party** entities to build and improve their rail infrastructure or operate their rail service.
- »» The **Total Project Budget** includes all funding for a project including funds that do not pass through the VPRA financial system of controls.
- »» The **VPRA Grant Funding** includes the total funding that flows through the VPRA financial system of controls for a grant.

Capital & Operating Grants Summary

Capital and Operating Grants consist of projects in which VPRA provides capital funding to a third party (such as a Class I Railroad or local government) that executes design and construction utilizing their respective financial control systems. As evidenced by the annual expenditures in the table below, the management of these grants is a significant responsibility for the Authority. In addition, VPRA must fund several historical rail grants that are managed by the Department of Rail and Public Transit (DRPT). As part of the creation of VPRA, historical rail cash balances of \$44.7M were transferred to VPRA to assist with the cash flow needs of the acquisition of rail assets. \$22.0M of these funds have been deobligated by DRPT and reprogrammed on VPRA projects. Of the remaining \$22.7M DRPT managed grants, \$17.2M are outstanding as of December 2023. If these projects do not proceed, VPRA will retain the funds and the Board may allocate them at their discretion.

SUMMARY OF GRANTS EXPENDITURE FORECAST (IN MILLIONS)

Capital and Operating Grant Category	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total VPRA Budget FY24-FY31
VPRA Managed Grants	\$90.1	\$78.7	\$85.8	\$66.8	\$33.4	\$33.8	\$43.6	\$17.8	\$450.0
DRPT Managed Grants	3.1	12.1	2.0	-	-	-	-	-	17.2
Total	\$93.2	\$90.8	\$87.8	\$66.8	\$33.4	\$33.8	\$43.6	\$17.8	\$467.2

The grants can be divided into the following classifications:

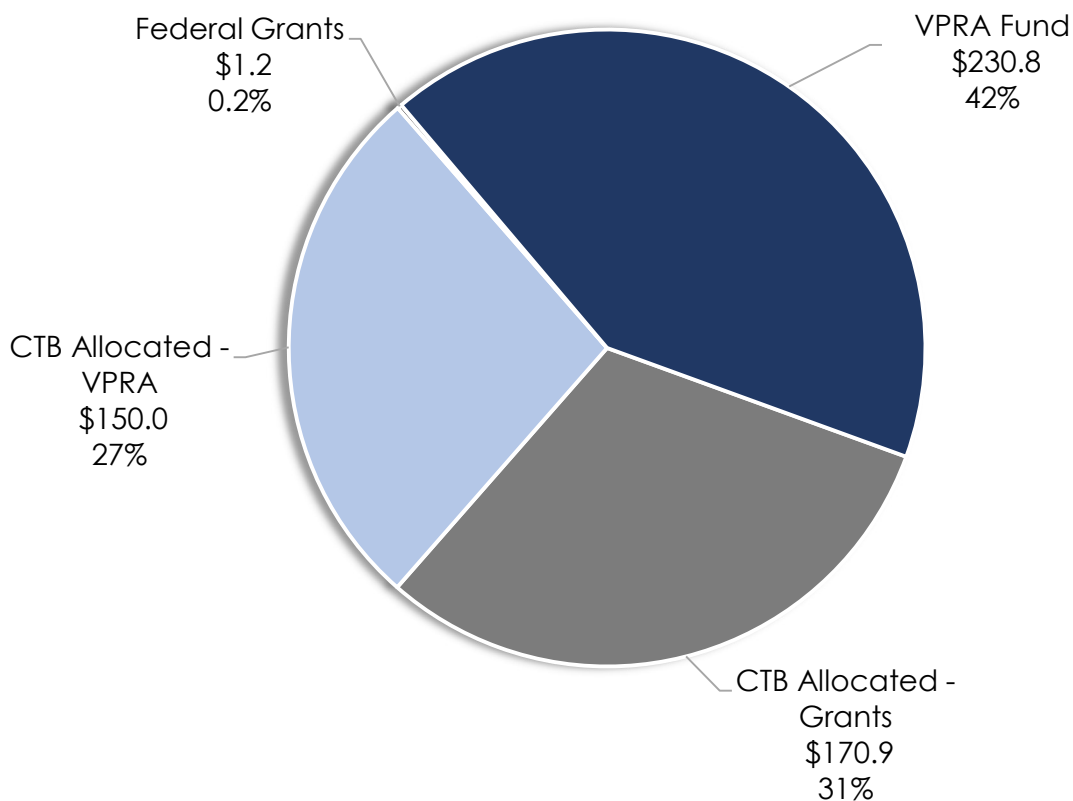
VPRA Managed Grants: Most grants administered by the VPRA are CTB allocated. Grantees apply through the CTB process and if awarded state funds, the VPRA will be tasked with administering the passenger rail operations and infrastructure projects. In addition to CTB allocated grants, the VPRA will administer historical grants transferred from prior rail programs and grants previously approved by the VPRA Board. There are no newly recommended grants in the FY25 budget.

DRPT Managed Grants: Historical grants that continue to be administered by DRPT in accordance with the Board approved agreement between DRPT and VPRA. Currently, \$17.2M of funds are obligated to DRPT managed grants.

Capital & Operating Grants Summary

The funding sources for Capital and Operating Grants are displayed in a manner that mirrors the award process. Grants allocated by the CTB consists of sources such as SMART SCALE, CMAQ or I-66 Concession Funds. As seen in the chart below, CTB Allocated - Grants make up approximately 31% of grant expenditures from inception to FY31. VPRA will administer these grants on behalf of the CTB. Funding from the CTB Allocated-VPRA source was added in FY22 to fund \$150M of the Western Rail Corridor grants sponsored by VPRA, 27% of this budget category. The \$1.2M is related to the Newport News Earmark federal grant for the Newport News Station, Platform, & Service Facility. The remaining 42% of the sources for Capital and Operating Grants consists of \$230.8M of VPRA revenues and historical DRPT rail program funds. The chart below shows the breakdown of the sources of funding to be used for the budgeted expenditures from inception to FY31.

CAPITAL & OPERATING GRANT FUNDING BY SOURCE
\$552.9M
(IN MILLIONS)



VIRGINIA PASSENGER RAIL AUTHORITY

CAPITAL & OPERATING GRANTS

(IN MILLIONS)

Project Description	Grantee	Expenses Incurred to Date	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget	Total VPRA Budget FY24-FY31	VPRA Grant Funding	VPRA Funding %
VPRA Managed														
Crystal City Platform	VRE	-	\$0.7	-	-	-	-	-	-	-	\$68.9	\$0.7	\$0.7	1%
L'Enfant Platform	VRE	-	1.4	0.8	-	-	-	-	-	-	114.7	2.2	2.2	2%
Alexandria Station Pedestrian Tunnel	VRE	-	3.8	3.0	8.2	4.5	-	-	-	-	44.3	19.5	19.5	44%
Brooke & Leeland Road Station Improvements	VRE	-	0.1	1.0	1.9	5.2	5.0	5.0	-	-	31.9	18.2	18.2	57%
Broad Run Station & 3rd Track Improvements	VRE	3.5	3.0	22.3	22.3	22.2	-	-	-	-	130.5	69.8	73.3	56%
Manassas Station Platform Extension	VRE	-	0.1	0.7	4.2	4.1	-	-	-	-	9.1	9.1	9.1	100%
Manassas Park Parking Garage & Bridge	VRE	-	21.4	2.1	-	-	-	-	-	-	35.3	23.5	23.5	67%
Real Time Multimodal Information	VRE	-	1.8	1.7	-	-	-	-	-	-	4.5	3.5	3.5	78%
Quantico Station Improvements	VRE	10.1	10.9	3.0	-	-	-	-	-	-	27.5	13.9	24.0	87%
Backlick Road Station Improvement	VRE	-	-	2.5	-	-	-	-	-	-	8.5	2.5	2.5	29%
Crossroads Storage Expansion	VRE	-	1.2	6.2	-	-	-	-	-	-	7.4	7.4	7.4	100%
Woodbridge Platform Improvements	VRE	-	-	1.4	1.3	-	-	-	-	-	2.7	2.7	2.7	100%
Track Lease Payment-Amtrak	VRE	5.7	6.5	8.0	8.2	10.6	10.9	11.2	12.6	13.0	103.3	81.0	86.7	84%
Track Lease Payment-Norfolk Southern	VRE	2.9	2.9	4.0	4.2	4.3	4.4	4.5	4.7	4.8	43.7	33.8	36.7	84%
Newport News Station, Platform, & Service Facility	Newport News	19.0	2.7	-	-	-	-	-	-	-	52.0	2.7	21.7	42%
Amtrak PIDS: Ashland & Richmond Main St. Stations	Amtrak/DRPT	0.1	0.4	0.4	0.3	-	-	-	-	-	1.2	1.1	1.2	100%
Amtrak Train Equipment - New Service	Amtrak	-	-	-	17.0	-	-	-	-	-	17.0	17.0	17.0	100%
Roanoke Yard Improvements	Norfolk Southern	0.3	20.0	8.4	5.0	2.8	-	-	-	-	36.5	36.2	36.5	100%
Western Rail Initiative Grant	Norfolk Southern	26.3	13.2	13.2	13.2	13.1	13.1	13.1	26.3	-	131.5	105.2	131.5	100%
Total VPRA Managed		67.9	90.1	78.7	85.8	66.8	33.4	33.8	43.6	17.8	870.5	450.0	517.9	
DRPT Managed														
DC2RVA FRA Grant Match	Various	0.1	0.8	0.9	-	-	-	-	-	-	9.0	1.7	1.8	20%
DRPT Planning Grants	Various	0.7	0.7	0.7	-	-	-	-	-	-	2.1	1.4	2.1	100%
Marshalling Yard Expansion	Port Authority	-	-	5.8	2.0	-	-	-	-	-	7.8	7.8	7.8	100%
Central Rail Yard Expansion	Port Authority	5.4	0.1	-	-	-	-	-	-	-	5.5	0.1	5.5	100%
Front Royal Expansion	Port Authority	-	1.5	4.7	-	-	-	-	-	-	6.2	6.2	6.2	100%
Total DRPT Managed		6.2	3.1	12.1	2.0	-	-	-	-	-	30.6	17.2	23.4	
Total		\$74.1	\$93.2	\$90.8	\$87.8	\$66.8	\$33.4	\$33.8	\$43.6	\$17.8	\$901.1	\$467.2	\$541.3	

CAPITAL & OPERATING GRANTS

SOURCES & USES

(IN MILLIONS)

	Expenses Incurred to Date*	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	\$85.7	\$93.2	\$90.8	\$87.8	\$66.8	\$33.4	\$33.8	\$43.6	\$17.8	\$552.9	
CTB Allocated - Grants											
CMAQ	3.8	1.9	5.1	4.4	-	-	-	-	-	15.2	
I-66 OTB Concession	-	25.0	25.5	23.5	26.3	-	-	-	-	100.3	
SMART SCALE - Grants	6.8	6.4	12.4	10.1	9.7	5.0	5.0	-	-	55.4	
Total CTB Allocated - Grants	10.6	33.3	43.0	38.0	36.0	5.0	5.0	-	-	170.9	31%
CTB Allocated - VPRA											
SMART SCALE - VPRA	0.2	20.0	8.4	5.0	2.8	-	5.2	8.4	-	50.0	
I-81 Corridor Improvement Program	26.3	13.2	13.2	13.1	13.1	13.1	8.0	-	-	100.0	
Total CTB Allocated - VPRA	26.5	33.2	21.6	18.1	15.9	13.1	13.2	8.4	-	150.0	27%
Federal Grants	-	1.2	-	-	-	-	-	-	-	1.2	0.2%
VPRA Fund	48.6	25.5	26.2	31.7	14.9	15.3	15.6	35.2	17.8	230.8	42%
Total Sources	\$85.7	\$93.2	\$90.8	\$87.8	\$66.8	\$33.4	\$33.8	\$43.6	\$17.8	\$552.9	

*Note: Sources and uses table includes grants completed as of June 30, 2023 that totaled \$11.6M in the *Expenses Incurred to Date* column, in addition to the budgeted grant expenditures from FY24 through FY31.



VRE Projects

Grantee	VRE	Total VRE Project Budgets	\$485.3M	Total VPRA Grant Funding	\$186.6M
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Descriptions and schedules for all VRE lead projects can be found within the FY25 VRE Budget located on the VRE webpage <https://www.vre.org/about/financial-information/>. VPRA grant funding by project is detailed in the Capital and Operating Grants summary table.

Track Lease Payment-Amtrak & Norfolk Southern

Grantee	VRE	Total Project Budget	\$147.0M	VPRA Grant Funding	\$123.4M
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VRE pays access fees to operate on host railroad (Norfolk Southern, and Amtrak) lines and access host railroad owned stations. Historically, track access fees were paid through a combination of state transit capital and state discretionary Federal Surface Transportation Program (STP) grants that equaled 84% of the total track access fees. The remaining 16% of track access fees comes from a VRE local match. The state portion for VRE access fees to host railroads will come from VPRA's share of the Commonwealth Rail Fund. NOTE: CSX Access fees are included in the operations budget because CSX Access fees cover CSX maintenance of the VPRA purchased corridor between Washington, DC and Petersburg, Virginia.





Newport News Station, Platform, and Service Facility

Grantee	City of Newport News	Total Project Budget	\$52.0M	VPRA Grant Funding	\$21.7M
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Newport News, working in conjunction with DRPT, Amtrak, VDOT, and VPRA, has designed a new Amtrak station at a new location on Bland Boulevard, with plans for future multi-modal connectivity for the peninsula. Construction of the new facility is well underway with completion scheduled in 2024. Moving the Newport News existing rail station to this new location will move the station further up the peninsula and closer to the airport. The new station will include a level boarding platform. The project will also construct train storage and service facilities to accommodate existing and future Amtrak service.



VPRA has committed a total \$20.5M in CRF Funds towards the project, specifically towards the track, platform, and train service facilities. Additionally, the FRA awarded the project \$1.2M of CRISI funds which is being administer by VPRA on behalf of the City of Newport News.

Amtrak PIDS: Ashland & Richmond Main St.

Grantee	Amtrak	Total Project Budget	\$1.2M	VPRA Grant Funding	\$1.2M
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In order to improve the customer experience at Ashland and Richmond Main Street stations – as well as serve as pilot projects for similar improvements at other Virginia stations – VPRA is working with Amtrak for installation of a Passenger Information Display Systems (PIDS) at these two stations. The PIDS systems will inform passengers which track the train is arriving on and will meet ADA requirements for station audio and visual announcements regarding train schedules and travel information.

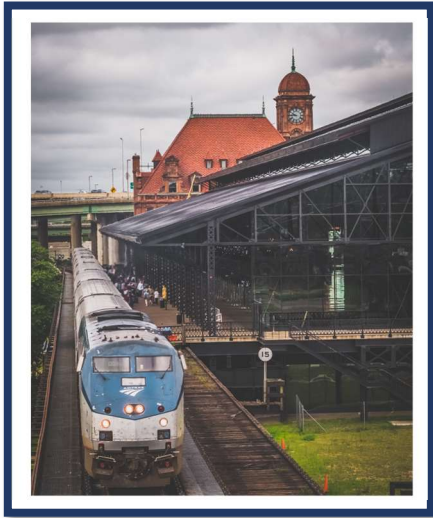


Installation of the PIDS systems at both locations is expected to be completed by December of 2024.

Amtrak Train Equipment - New Service

Grantee	Amtrak	Total Project Budget	\$17.0M	VPRA Grant Funding	\$17.0M
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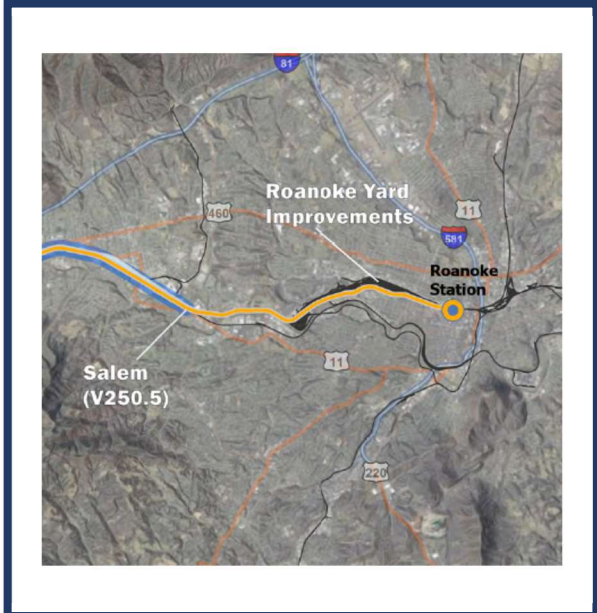
Virginia utilizes Amtrak owned trainsets used in Amtrak's Northeast Regional services. Essentially, trains that previously terminated/originated at Washington Union Station have been extended to Virginia cities with each service expansion and extension since 2009. As Virginia expanded service in prior years, Amtrak has had to refurbish equipment to increase the number of trainsets in circulation between the Northeast and Virginia. As new services begin, Virginia will need Amtrak to refurbish trainsets and supplemental equipment to deliver new and extended services. Any funds Amtrak requires VPRA to spend to refurbish equipment would be credited back to VPRA against the annual capital equipment use charges under the PRIIA 209 operating agreement for state-supported service.



Roanoke Yard Improvements

Grantee	Norfolk Southern	Total Project Budget	\$36.5M	VPRA Grant Funding	\$36.5M
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As part of the agreement between VPRA and Norfolk Southern to expand state-supported Amtrak trains from Roanoke to the New River Valley, a second mainline track (Main #1) will be added to Norfolk Southern's Roanoke Yard to increase speed and reduce travel time for future passenger trains. Approximately five miles of new or upgraded track will create this second mainline. Three existing yard ladders will be improved or realigned and nine crossovers and approximately 27 turnouts will be added or improved. Existing train speeds of 15 mph in the yard will be increased to 40 mph on Main #1 west of the first control point west of the Roanoke Station to ensure that future passenger trains move smoothly through this heavily used yard.



Western Rail Initiative Grant

Grantee	Norfolk Southern	Total Project Budget	\$131.5M	VPRA Grant Funding	\$131.5M
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As part of the agreement with Norfolk Southern, VPRA will make payments to Norfolk Southern in equal tranches of \$13.15 million per year for the ten years following the executed agreement. Norfolk Southern will use the funds from the Western Virginia Rail Initiative to finance capital improvements, capital maintenance, and program maintenance on or affecting the rail corridor south and west of Manassas. Funds for the Norfolk Southern-led Nokesville to Calverton 3rd track project will derive from the Western Rail Initiative Grant.



DC2RVA Grant Match & DRPT Planning Grants

Grantee	Various	Total Project Budget	\$11.1M	VPRA Grant Funding	\$3.9M
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DC2RVA Grant Match: The DC2RVA Grant was awarded to DRPT in 2013 by the Federal Railroad Administration to be used on the DC to RVA corridor. The total estimated cost of the Project was \$55,385,000, with an 80/20 split. These funds will be spent on various I-95 corridor projects to further the planning and design. Due to the limited amount of remaining funds, the DC2RVA grant will remain at DRPT until the funds are exhausted.

DRPT Planning Grants: Certain planning grants that are funded with historical IPROC/REF funds. To maintain consistently in project management these grants are administered by DRPT.



Marshalling Yard Expansion

Grantee	Virginia Port Authority	Total Project Budget	\$7.8M	VPRA Grant Funding	\$7.8M
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This project constructs two additional storage tracks at the Commonwealth Railway's Marshalling Yard located in Suffolk, Virginia. CWRV currently provides dual access to the Port of Virginia's International Gateway Terminal, with the transfer of the intermodal trains occurring at this site. As VIG's rail traffic grows, additional storage tracks are needed. The construction includes adding two additional 8,000 foot storage tracks and associated utility work. This grant project is managed solely by DRPT as involvement by the VPRA is limited to the monetary commitment detailed above.

Central Rail Yard Expansion

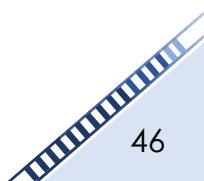
Grantee	Virginia Port Authority	Total Project Budget	\$5.5M	VPRA Grant Funding	\$5.5M
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This project includes a rail capacity expansion at the Port of Virginia's Norfolk International Terminal. The project includes construction of an intermodal yard with additional track and storage space, as well as streamlined operations; including rail mounted gantry cranes to expedite necessary intermodal transfers. This grant project is managed solely by DRPT, involvement by the VPRA is limited to the monetary commitment detailed above.

Front Royal Expansion

Grantee	Virginia Port Authority	Total Project Budget	\$6.2M	VPRA Grant Funding	\$6.2M
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The Virginia Inland Port in Front Royal is located 220 miles inland from the Port of Virginia's marine terminals and serves a crucial role as an off port marshaling point for container cargo to and from the marine terminals. It provides the capability to enhance container handling at the terminals by moving a significant number of containers off and on to the port terminals, freeing capacity in the terminals. The project includes the construction of new tracks along the outside edges of the existing yard to increase storage and rail capacity. This grant project is managed solely by DRPT as involvement by VPRA is limited to the monetary commitment detailed above.



Preliminary Operating Plan



- »» One year operating plan
- »» Anticipated expenditures using an accrual basis
- »» Three main elements:
 1. Passenger Train Operations
 2. Other Operating Expenses
 3. Administrative Expenses

PRELIMINARY OPERATING PLAN (IN MILLIONS)

Operations Category	FY24 Budget	Preliminary FY25 Budget	Change (\$)
Train Operating Revenues			
Train Revenue	\$42.3	\$50.0	\$7.7
Food Service Revenue	1.3	1.6	0.3
Other Revenue	1.0	1.5	0.5
NEC Through Revenue	32.1	38.7	6.6
Total Operating Revenues	76.7	91.8	15.1
Train Operations Expenses			
Route Costs and Additives	62.4	65.5	3.1
Fuel Costs	8.0	8.4	0.4
NEC Through Credit Expense	27.3	31.0	3.7
Host Railroad Costs	3.4	3.6	0.2
Host RR Performance Incentives	3.6	3.8	0.2
Total Train Operations Expense	104.7	112.3	7.6
Other Operating Expenses			
Capital Equipment Maintenance	8.7	8.4	(0.3)
Bedford Amtrak Thruway Intercity Bus Connector	0.4	0.9	0.5
Amtrak Marketing	0.9	0.9	0.0
I-95 Corridor Maintenance of Way (VRE Access Rate)	7.5	9.0	1.5
Western Rail Maintenance of Way	2.9	0.9	(2.0)
Expense Maintenance	-	0.2	0.2
Western Rail Access Fee	3.8	3.9	0.1
Insurance	1.4	1.3	(0.1)
Administrative Budget	16.6	8.6	(8.0)
Total Other Operations Expense	\$42.2	\$34.1	(\$8.1)
Total Operating Expenses	\$146.9	\$146.2	(\$0.7)
Overall Cost Recovery	52%	63%	11%

VPRA has evaluated the preliminary FY25 operating plan for financial planning purposes. The operations plan below will be reevaluated to utilize the most up-to-date and accurate forecast inputs for the final FY25 VPRA budget to be approved by the VPRA Board in June 2024.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY2024-2029 Six-Year Improvement Program Transfers For January 20, 2024 through February 19, 2024

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 2024-2029 Program on June 21, 2023; 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 2024 through 2029 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 2024 through 2029 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

Resolution of the Board
FY2024-2029 Six-Year Improvement Program Transfers
January 20, 2024 through February 19, 2024
March 19, 2024
Page 2 of 2

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

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

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

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CTB Decision Brief

FY2024-2029 Six-Year Improvement Program Transfers January 20, 2024 through February 19, 2024

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 21, 2023, 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 2024 through 2029 (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 20, 2024 through February 19, 2024 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.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**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	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Culpeper	Rt.669-Upg. Flashing Lights&Gates w CWT and PED Gates	112875	Rail Crossing - Federal (CNF250), Rail Crossing - State Match (CNS251), Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$191,813	\$611,093	\$611,093	45.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
2	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Culpeper	Rt. 691-Upgrade Flashing Lights&Gates&Add CWT Predictors	115101	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$90,086	\$392,622	\$392,622	29.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
3	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	DISTRICTWIDE THERMO EDGELINES - ON CALL	118532	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0)	\$11,648,739	\$11,648,739	\$11,648,739	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
4	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Pritchard St - Install Flashing Lights and Gates	112921	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$174,434	\$434,434	\$434,434	67.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
5	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	RCut US 13 @ Route 648 (Daugherty Road) Accomack Co	113634	VA Safety State - State (CS3SS0)	\$2,234,742	\$2,999,322	\$2,999,322	> 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.
6	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Almeda Ave.-Upgrade Flashing Lights&Gates&Add CWT Predictors	114953	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$169,191	\$454,191	\$454,191	59.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
7	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Woodrow St. - Upgrade Existing Flashing Lights & Gates	118118	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$270,000	\$270,000	\$270,000	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
8	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Bainbrdge Blvd. - Upgrade to Cant. Flashing Lights and Gates	118119	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$380,000	\$380,000	\$380,000	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
9	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Elm Ave. - Upgrade Existing Cant. Flashing Lights	118120	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$250,000	\$250,000	\$250,000	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.

**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
10	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR22LP CITY OF SUFFOLK PRUDEN BLVD	119320	SGR - State (SS0100)	\$163,327	\$445,537	\$445,537	57.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to a completed project.
11	Hampton Roads	#SGR Hampton Roads-VDOT SGR Paving-Balance Entry	T13509	Hampton Roads	#SGR24VP- PM-5N-24 ASPHALT RESURFACING INTERSTATE SYSTEM	123995	SGR Paving State (SSP700)	\$764,171	\$2,259,573	\$2,018,171	51.1%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
12	Statewide	Regional Trails Balance Entry	-25575	Lynchburg	Peaks to Creek Multi-Use Trail	-28771	Transportation Initiatives: TI - Regional Trails Project: General Fund-State (CSTG07); MAP21 TAP: TAP 50-200 - Federal (CF6400); MAP21 TAP: TAP Statewide (CF6100)	\$12,750,000	\$15,000,000	\$14,979,378	> 100%	Transfer of surplus funds recommended by District and State Trails Office from the Statewide Regional Trails Balance Entry line item to fund a scheduled project.
13	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Lynchburg	RAIL19 RTE 56 - UPGRADE FLASHING LIGHTS & GATES NSRR	113660	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$103,162	\$503,162	\$503,162	25.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
14	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Lynchburg	RAIL19 RTE 861 - INSTALL FLASHING LIGHTS & GATES NSRR CR	113661	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$230,500	\$485,500	\$485,500	90.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
15	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Lynchburg	RAIL20 RTE 731 - INSTALL FLASHING LIGHTS AND GATES	115032	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$214,064	\$504,064	\$504,064	73.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
16	Lynchburg	#SGR Lynchburg - Local SGR Paving - Balance Entry	T9603	Lynchburg	#SGR24LP - BUS 29 NBL-PLANT MIX REHAB (CENTRAL BLVD)	123207	SGR - State (SS0100)	\$54,607	\$202,769	\$148,162	36.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to an underway project.
17	Lynchburg	#SGR Lynchburg - Local SGR Paving - Balance Entry	T9603	Lynchburg	#SGR24LP - BUS 29/86 NBL-PLANT MIX REHAB (CENTRAL BLVD)	123208	SGR - State (SS0100)	\$58,303	\$179,737	\$121,434	48.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to an underway project.
18	Northern Virginia	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	120800	Northern Virginia	FRONTIER DRIVE EXTENSION AND BRAIDED RAMPS	106742	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$5,327,446	\$52,636,828	\$241,630,600	11.3%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.

**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
19	Statewide	Regional Trails Balance Entry	-25575	Richmond	Tobacco Heritage Trail	-28772	Transportation Initiatives: TI - Regional Trails Project: General Fund-State (CSTG07)	\$1,750,000	\$4,000,000	\$4,000,000	> 100%	Transfer of surplus funds recommended by District and State Trails Office from the Statewide Regional Trails Balance Entry line item to fund a scheduled project.
20	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Rt.722-Upgrade Flashing Lights and gates w CWT Predictors	112927	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$260,922	\$545,922	\$545,922	91.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
21	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Rt. 701-Upgrade Flashing Lights&Gates&Add CWT Predictors	114956	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$106,682	\$391,682	\$391,682	37.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
22	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Richmond	#I64CIP - I-64WB EXIT 181 IMPROVE INTERCHANGE CONFIGURATION	120374	I-64 Corridor Funds - NHPP Federal (CF9610), I-64 Corridor Funds - NHPP Softmatch (CF9611), I-64 Corridor Funds - State (CS9164)	\$1,600,058	\$14,351,363	\$14,346,100	12.5%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Plan Balance Entry line item to a scheduled project.
23	Richmond, Statewide	#I64CIP - I-64WB EXIT 181 IMPROVE INTERCHANGE CONFIGURATION, INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	120374, 115762	Richmond	#I64CIP: I-64 E/W HICKORY HAVEN-NEW/RELOCATE P&R LOT	120441	I-64 Corridor Funds - NHPP Federal (CF9610), I-64 Corridor Funds - NHPP Softmatch (CF9611)	\$5,768,770	\$12,885,461	\$12,885,461	81.1%	Transfer of surplus funds recommended by District from a completed project and the Statewide Interstate Corridor Improvement Plan Balance Entry line item to fund a scheduled project.
24	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Salem	Glade Creek Greenway Phase 2B	117995	Local Funds for Enhancement Projects (NPL206), TAP >200K : Roanoke (CF6M40)	\$180,000	\$892,248	\$892,248	25.3%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to an underway project.
25	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Salem	Wasena Bridge (Main Street - SR 221) Bridge Replacement	118294	Revenue Sharing Local Match (NPL201), Local Project Contributions – Urban (NOP723), Revenue Sharing State Match (CNS202)	\$11,058,843	\$46,900,000	\$46,900,000	30.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to an underway project.
26	Salem	#SGR Salem - VDOT SGR Paving - Balance Entry	T13517	Salem	#SGR24VP - FY24 Plant Mix Bedford & Montgomery Co Primaries	123867	SGR Paving State (SSP700)	\$2,597,982	\$8,597,982	\$9,809,370	43.3%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
27	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Staunton	Rt.631-Install Flashing Lights and Gates	113063	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$92,017	\$402,017	\$402,017	29.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
28	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Staunton	S. Loudon St.-Install Concrete crossing Surface	113065	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$109,000	\$289,000	\$289,000	60.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.

**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
29	Staunton	#SGR Staunton - VDOT SGR Bridge - Balance Entry, #SGR19VB - RT 17/50/522 MILLWOOD PIKE BRIDGE OVER I-81	T13915, 113535	Staunton	#SGR22VB - RTE. 159 BRIDGE AND APPROACHED OVER DUNLAP CREEK	118974	SGR Bridge State (SSB700), SGR STP STWD Bridge Federal (SFB210), SGR STP STWD Bridge Soft Match (SFB211)	\$1,116,872	\$7,689,266	\$7,689,266	17.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item and a scheduled project to fund a scheduled project.

**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	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Bristol	#I81CIP NB MM 73.0 DECEL AND LOOP (ID #11)	116164	I-81 Corridor Funds - State (CS9181)	\$1,731,345	\$26,201,524	\$26,201,524	7.1%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Plan Balance Entry line item to an underway project.
B	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Bristol	#I81CIP SB MM 73.2 AUX. LANE (ID #14)	116168	I-81 Corridor Funds - State (CS9181)	\$724,754	\$10,313,879	\$11,700,000	7.6%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Plan Balance Entry line item to an underway project.
C	Bristol	#SGR Bristol - VDOT SGR Paving - Balance Entry	T13918	Bristol	#SGR24VP CY24 SMYTH, WYTHE, BLAND IS SGR PM1P	123896	Primary Formula - State : Discretionary (CNS472), SGR Paving State (SSP700)	\$63,688	\$6,440,212	\$6,376,524	1.0%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
D	Culpeper	#ITTF23 INTERCHANGE LIGHTING AT EXIT 99	121648	Culpeper	#ITTF21 I-64 AFTON MOUNTAIN SAFETY IMPROVEMENTS	117436	ITTF (HS7100)	\$60,000	\$3,410,586	\$3,410,586	1.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to an underway project.
E	Fredericksburg	FAMPO/GWRC Freight Summit	121799	Fredericksburg	VCR TRAIL - BRIDGES OVER RTE. 3 AND US 1 - STUDY	111682	Fredericksburg HIP-CRSSA - Federal (CFCA90)	\$12,547	\$120,397	\$120,397	11.6%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.
F	District-wide	FOREST HIGHWAY BALANCE ENTRY	73245	Hampton Roads	Dismal Swamp Canal Trail, Improved Amenities	106470	Federal Lands Access Program (CF7110), Local Project Contributions - Access (NOP023)	\$6,000	\$728,139	\$728,139	0.8%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide FLAP Balance Entry line item to an underway project.
G	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	LaSalle Ave. - Upgrade Flashing Lights and Add Gates	111077	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$788	\$512,636	\$512,636	0.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a completed project.
H	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Aberdeen Rd. - Upgrade Flashing Lights and Add Gates	111080	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$17,516	\$462,627	\$462,627	3.9%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a completed project.
I	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Main Street-Upg.to Cant.Flashing Lights & 4QD Gates w Interc	112920	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$28,606	\$658,046	\$658,046	4.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
J	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Lynchburg	RAIL20 CHAPEL LANE - INSTALL FLASHING LIGHTS & GATES	115031	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$54,161	\$504,161	\$504,161	12.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.

**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
K	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HSIP20 - RTE 15 - SHOULDER WIDENING / RUMBLE STRIPS	119676	VA Safety State - State (CS3SS0)	\$52,311	\$2,675,237	\$2,692,014	2.0%	Transfer of surplus funds from the Statewide Highway Safety Balance Entry line item to an underway project.
L	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HSIP DISTRICTWIDE SHOULDER WIDENING W/ EDGE RUMBLES & GUARDR	122796	VA Safety State - State (CS3SS0)	\$540,428	\$3,701,255	\$3,160,827	17.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project.
M	Lynchburg	#SGR Lynchburg - VDOT SGR Paving - Balance Entry	T17837	Lynchburg	#SGR24VP PM3E24 HALIFAX COUNTY PLANT MIX (P)	123205	SGR Paving State (SSP700)	\$805,078	\$5,705,078	\$4,977,306	16.4%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
N	Northern Virginia	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	120800	Northern Virginia	#SMART18 - WIDEN E ELDEN ST FROM MONROE ST TO FXCO PKWY	50100	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$90,239	\$50,121,015	\$63,301,101	0.2%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
O	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Northern Virginia	NOVA TWO LANE RURAL ROADS	123185	VA Safety State - State (CS3SS0)	\$357,194	\$2,319,698	\$2,319,698	18.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to an underway project.
P	Northern Virginia	#SGR Northern Virginia-VDOT SGR Paving-Balance Entry	T13511	Northern Virginia	#SGR24VP PM-9L-24 PRIMARY PLANT MIX	123943	SGR Paving State (SSP700)	\$39,042	\$5,639,042	\$6,249,379	0.7%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to fund an underway project.
Q	Richmond	#SGR Richmond - VDOT SGR Paving - Balance Entry	T13515	Richmond	#SGR24VP F24 SGR Plant Mix - Primary- Federal- Ashland Res.	123940	SGR Paving State (SSP700)	\$79,498	\$1,279,498	\$1,197,859	6.6%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
R	Richmond	#SGR Richmond - VDOT SGR Paving - Balance Entry	T13515	Richmond	#SGR24VP F24 SGR PLANT MIX RICHMOND DIST. (NORTHERN REGION)	123942	SGR Paving State (SSP700)	\$907,234	\$7,107,234	\$6,131,596	14.6%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
S	District-wide	FOREST HIGHWAY BALANCE ENTRY	73245	Salem	Roanoke River Greenway - Blue Ridge Pkwy to Explore Park	110155	Federal Lands Access Program (CF7110), Local Project Contributions - Access (NOP023)	\$536,000	\$3,430,085	\$3,430,085	18.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide FLAP Balance Entry line item to an underway project.
T	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Statewide	#ITTF - DSS & AI TOOL	119720	ITTF (HS7100)	\$500,000	\$8,390,000	\$8,390,000	6.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to an underway project.

**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
U	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Statewide	#ITTF - DYNAMIC INCENTIVIZATION	119721	ITTF (HS7100)	\$300,000	\$3,500,000	\$3,500,000	9.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to a scheduled project.
V	Statewide	#OtherInt - I-77 OPERATIONAL IMPROVEMENTS - PCMS	120517	Statewide	#OTHERINT - I-77 OPERATIONAL IMPROVEMENTS - TRIP	120396	Other Interstate Corridor Funds - State (CS9199)	\$13	\$353,013	\$353,000	0.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from an underway project to fund a underway project.
W	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Staunton	Rt.638-Upgrade Existing Flashing Lights and Gates	113062	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$3,743	\$366,679	\$366,679	1.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
X	Staunton	#SGR Staunton - VDOT SGR Paving - Balance Entry	T13514	Staunton	#SGR24VP Lexington Residency Plant Mix (PM-8M-24)	123839	SGR Paving State (SSP700)	\$69,937	\$4,169,937	\$4,084,736	1.7%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
Y	Staunton	#SGR Staunton - VDOT SGR Paving - Balance Entry	T13514	Staunton	#SGR24VP Harrisonburg Residency Plant Mix (PM-8N-24)	123840	SGR Paving State (SSP700)	\$114,671	\$5,514,671	\$5,382,256	2.1%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
Z	Staunton	#SGR Staunton - VDOT SGR Paving - Balance Entry	T13514	Staunton	#SGR24VP Lexington Residency Plant Mix (PM-8O-24)	123841	SGR Paving State (SSP700)	\$85,699	\$4,485,698	\$4,553,010	1.9%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Richmond, Virginia 23219

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2024-2029

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 and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

WHEREAS, after due consideration the Board adopted a 2024-2029 Program on June 21, 2023; and

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

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

WHEREAS, § 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

Resolution of the Board
Addition of Projects to the FY2024-2029 SYIP
March 19, 2024
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WHEREAS, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in the Appendix are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 and are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2024 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2024 – 2029

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

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 21, 2023, after due consideration, the CTB adopted FY 2024-2029 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2024–2029.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2024–2029 to meet the CTB’s statutory requirements.

Result, if Approved: If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2024-2029. In addition, the resolution will authorize the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to enter into agreements for respective programmed projects for Fiscal Year 2024 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Appendix A
Amendments to the FY2024-2029 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
	-29040	Bristol	Smyth County	0011	I-81-A Exit 50 EV Charging Station Installation	\$944,625	\$944,625	\$0	Electric Vehicles Program, Local	Yes
	-29038	Bristol	Wytheville	5258	I-77-B Exit 41 EV Charging Station Installation	\$946,345	\$946,345	\$0	Electric Vehicles Program, Local	Yes
	-29037	Bristol	Wythe County	0069	I-77-A Exit 24 EV Charging Station Installation	\$964,720	\$964,720	\$0	Electric Vehicles Program, Local	Yes
	124828	Bristol	Districtwide	9999	Two-Lane Rural Roads Signing and Marketing Improv Contract 1	\$52,000	\$52,000	\$0	VA Safety Program	Yes
	124829	Bristol	Districtwide	9999	Two-Lane Rural Roads Signing and Marketing Improv Contract 2	\$3,000,000	\$3,000,000	\$0	VA Safety Program	Yes
	124830	Bristol	Districtwide	9999	Two-Lane Rural Roads Rumble Strip Improv Contract 3	\$8,500,000	\$ 8,500,000	\$0	VA Safety Program	Yes
	124831	Bristol	Districtwide	9999	Two-Lane Rural Roads Shoulder Widening/Improv Contract 4	\$10,090,296	\$ 10,090,296	\$0	VA Safety Program	Yes
	T-28870	Culpeper	Districtwide	9999	Safety Improvements - Roadway Signage Installations	\$3,809,552	\$ 3,809,552	\$0	VA Safety Program	Yes
	T-28872	Culpeper	Districtwide	9999	Safety Improvements - Pavement Marking/Marker Installations	\$5,359,507	\$ 5,359,507	\$0	VA Safety Program	Yes
	T-28879	Culpeper	Districtwide	9999	Safety Improvements - High Friction Surface Treatment	\$6,211,443	\$ 6,211,443	\$0	VA Safety Program	Yes
	T-28880	Culpeper	Districtwide	9999	Safety Improvements - Rumble Strips Installation	\$231,613	\$ 231,613	\$0	VA Safety Program	Yes
	-29052	Fredericksburg	Spotsylvania County	0900	I-95-C Exit 130 EV Charging Station Installation	\$965,744	\$965,744	\$0	Electric Vehicles Program, Local	Yes
	-29045	Hampton	Geensville County	0629	I-95-A Exit 4 EV Charging Station Installation	\$409,656	\$409,656	\$0	Electric Vehicles Program, Local	Yes
	-29036	Hampton	Chesapeake	0013	I-64-E Exit 290 EV Charging Station Installation	\$923,927	\$923,927	\$0	Electric Vehicles Program, Local	Yes
7	118118	Hampton	Portsmouth	U000	Woodrow St. - Upgrade Existing Flashing Lights & Gates	\$270,000	\$270,000	\$0	Rail Safety Program	Yes
8	118119	Hampton	Norfolk	U000	Bainbrdge Blvd. - Upgrade to Cant. Flashing Lights and Gates	\$380,000	\$380,000	\$0	Rail Safety Program	Yes
9	118120	Hampton	Portsmouth	U000	Elm Ave. - Upgrade Existing Cant. Flashing Lights	\$250,000	\$250,000	\$0	Rail Safety Program	Yes
	124834	Hampton	Districtwide	9999	Hampton Roads HSIP Two-Lane Rural Roads - Phase 1	\$9,032,597	\$ 9,032,597	\$0	VA Safety Program	Yes
	-29049	Richmond	Colonial Heights	0910	I-95-B Exit 53 EV Charging Station Installation	\$984,050	\$984,050	\$0	Electric Vehicles Program, Local	Yes
	-29044	Richmond	Dinwiddie County	0460	I-85-B Exit 61 EV Charging Station Installation	\$744,582	\$744,582	\$0	Electric Vehicles Program, Local	Yes
	-29043	Richmond	South Hill	0058	I-85-A Exit 12B EV Charging Station Installation	\$1,063,260	\$1,063,260	\$0	Electric Vehicles Program, Local	Yes
	-29035	Richmond	New Kent County	0106	I-64-D Exit 211 EV Charging Station Installation	\$1,162,971	\$1,162,971	\$0	Electric Vehicles Program, Local	Yes

**Appendix A
Amendments to the FY2024-2029 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
	-29034	Richmond	Henrico County	0250	I-64-C Exit 183 EV Charging Station Installation	\$985,100	\$985,100	\$0	Electric Vehicles Program, Local	Yes
	-29028	Richmond	Henrico County	7706	I-295-B Exit 49 EV Charging Station Installation	\$977,063	\$977,063	\$0	Electric Vehicles Program, Local	Yes
	-29024	Richmond	Hopewell	0036	I-295 A Exit 9 EV Charging Sation Installation	\$986,130	\$986,130	\$0	Electric Vehicles Program, Local	Yes
	-29039	Salem	Christiansburg	0011	I-81-B Exit 118 EV Charging Station Installation	\$985,100	\$985,100	\$0	Electric Vehicles Program, Local	Yes
	-29041	Staunton	Rockbridge County	0606	I-81-C Exit 205 EV Charging Station Installation	\$1,636,899	\$1,636,899	\$0	Electric Vehicles Program, Local	Yes
	-29033	Staunton	Rockingham County	0011	I-64-B Exit 55 EV Charging Station Installation	\$1,078,935	\$1,078,935	\$0	Electric Vehicles Program, Local	Yes
	-29031	Staunton	Covington	0060	I-64-A Exit 16A EV Chaging Station Installation	\$1,135,986	\$1,135,986	\$0	Electric Vehicles Program, Local	Yes
	-29042	Staunton	Harrisonburg	0011	I-81-D Exit 243 EV Charging Station Installation	\$996,520	\$996,520	\$0	Electric Vehicles Program, Local	Yes
Total						\$65,078,621	\$65,078,621	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
Route 301 Sidewalk (UPC 115507) – Hampton Roads District**

WHEREAS, the Commonwealth Transportation Board's (Board's) SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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; and

WHEREAS, the Route 301 Sidewalk (UPC 115507) project (Project) was submitted by Greenville County for consideration and selected for \$576,903 in funding through the Construction District Grant Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, due to considerable project development issues associated with the establishment of logical termini and associated budget increases due to required additional scope items, Greenville County requested cancellation of the Project by resolution dated December 4, 2023; and

WHEREAS, the Project is VDOT administered and has not commenced; and

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

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Route 301 Sidewalk (UPC 115507) project is hereby cancelled.

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

####

CTB Decision Brief
SMART SCALE Project Cancellation
Route 301 Sidewalk (UPC 115507)

Issue: The Route 301 Sidewalk (UPC 115507) (Project) was selected for funding in the third round of the Commonwealth Transportation Board's (Board's) SMART SCALE Prioritization Process. The Project was submitted by Greenville County and received \$576,903 in Construction District Grant funds to fully fund the Project. For reasons stated herein, the County Board passed a resolution on December 4, 2023 to request cancellation of the Project. Board approval is needed for cancellation of this Project and for the funds transfer 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.

Facts: The Project is VDOT administered and has not commenced. It was submitted by Greenville County and screened in for meeting a VTrans need. The Project was selected for funding and received \$576,903 in Construction District Grant funds to fully fund the Project.

Prior to formally opening the preliminary engineering phase, the district determined that the project scope, as defined in the application, did not meet FHWA's definition of logical termini. To meet the logical termini definition, the district needed to extend the limits, which added scope items including a pedestrian bridge, drainage improvements, and a retaining wall not included with the original application. These additional scope items led to significant estimate increases.

The Greenville County Board of Supervisors concurs that the project is not positioned to move forward and passed a resolution on December 4, 2023 to request cancellation of project. The Greenville Board of Supervisors may elect to re-apply in a future round.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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, this item 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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,

Decision Brief

SMART SCALE Project Cancellation Route 301 Sidewalk (UPC 115507)

March 19, 2024

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

Recommendation: VDOT recommends that the Board cancel the Route 301 Sidewalk (UPC 115507) and transfer all Construction District Grant funds to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Route 301 Sidewalk (UPC 115507) project and transfer all Construction District Grant funds to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
Victory Boulevard Enhancement (UPC 115524) – Hampton Roads District**

WHEREAS, the Commonwealth Transportation Board's (Board's) SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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; and

WHEREAS, the Victory Boulevard Enhancement (UPC 115524) (Project) was submitted by the City of Poquoson (the City) for consideration and selected for \$3,686,000 in funding through the Construction District Grant Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the project is locally administered and has not commenced; and

WHEREAS, the City was unsuccessful in acquiring two private roadways for public use to support the intended scope for this project and the City, by letter from the City Engineer, dated November 3, 2023, requested cancellation of the Project; and

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

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Victory Boulevard Enhancement (UPC 115524) project is hereby cancelled.

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

#####

CTB Decision Brief
SMART SCALE Project Cancellation
Victory Boulevard Enhancement (UPC 115524)

Issue: The Victory Boulevard Enhancement (UPC 115524) (Project) was selected for funding in the third round of the Commonwealth Transportation Board's (Board's) SMART SCALE Prioritization Process. The Project was submitted by the City of Poquoson and received \$3,686,000 in Construction District Grant funds to fully fund the Project. For reasons stated herein, the City Engineer requested cancellation of the project in November 2023. Board approval is needed for cancellation of this Project and for the funds transfer pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, as revised January 16, 2024.

Facts: The Project was submitted by the City of Poquoson and screened in for meeting a VTrans need. It was selected for funding and received \$3,686,000 in Construction District Grant funds to fully fund the Project.

The project is locally administered and has not commenced. Subsequent to approval of the Project for SMART SCALE funding, the City was unsuccessful in acquiring two private roadways for public use for this project. Without these acquisitions, the remaining scope of the project was not viable for the City. The only remaining scope item that could be completed was the multi-use path and the City plans to solicit new sources of funding for that portion of the project. The City Engineer requested cancellation of the project in a letter dated November 3, 2023.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 as revised January 16, 2024, 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 § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 as revised January 16, 2024, 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, this item 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 as revised January 16, 2024, 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 Victory Boulevard Enhancement (UPC 115524)

March 19, 2024

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Recommendation: VDOT recommends that the Board cancel the Victory Boulevard Enhancement (UPC 115524) and transfer all Construction District Grant funds to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Victory Boulevard Enhancement (UPC 115524) project and transfer all Construction District Grant funds to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
Loudoun County Park and Ride (UPC 111470) – Northern Virginia District**

WHEREAS, the Commonwealth Transportation Board's (Board's) SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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; and

WHEREAS, Loudoun County Park and Ride (UPC 111470) (Project) was submitted by Loudoun County for consideration and selected for \$3,633,400 in funding through the Construction District Grant Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, Loudoun County committed an additional \$3,971,000 in leveraged funding to the Project at application; and

WHEREAS, the project is locally administered and has been scoped resulting in expenditures totaling \$468,032, which are covered by the leveraged funding committed to the Project; and

WHEREAS, due to proffered delivery of the One Loudoun lot and the lack of support by the Town of Purcellville for the western lot, Loudoun County, by action dated January 16, 2024, requested cancellation of the Project; and

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Loudoun County Park and Ride (UPC 111470) project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board, that the existing expenditures of \$468,032 will be covered by the leveraged funding committed to the project.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

###

CTB Decision Brief
SMART SCALE Project Cancellation
Loudoun County Park and Ride (UPC 111470)

Issue: The Loudoun County Park and Ride (UPC 111470) (Project) was selected for funding in the second round of the Commonwealth Transportation Board's (Board's) SMART SCALE Prioritization Process. For reasons stated herein, on January 16, 2024, the Loudoun Board of Supervisors directed its staff to rescind their leveraged funding for, and sought 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.

Facts: The Project was submitted by Loudoun County and screened in for meeting a VTrans need. The Project consisted of design and construction of two park-and-ride lots, totaling a minimum of 450 spaces, in the Loudoun One development site and a site in western Loudoun in the Town of Purcellville. The County committed \$3,971,000 in leveraged funding to the project at application. It was selected for funding and received \$3,633,4000 in Construction District Grant funds to fully fund the Project. The project is locally administered and has been scoped.

After the County applied for funding, the developer of One Loudoun proffered the design and construction of the park and ride lot within the associated development. On January 16, 2024, the Purcellville Town Council rescinded approval of the rezoning and permits for the site of the western lot due to significant public opposition. The Project is locally administered and has been scoped. As of this date, a total of \$468,032 has been charged to the Project.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 Loudoun County Park and Ride (UPC 111470)

March 19, 2024

Page 2 of 2

Recommendation: VDOT recommends that the Board cancel the Loudoun County Park and Ride project (UPC 111470) and transfer all Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765). The existing expenditures of \$468,032 will be covered by the leveraged funding committed to the project.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Loudoun County Park and Ride project (UPC 111470) and transfer all Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765). The existing expenditures of \$468,032 will be covered by the leveraged funding committed to the project.

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By:

Seconded By:

Action:

Title: SMART SCALE Project Cancellation
Route 50 Corridor Improvements (UPC 114827) – Northern Virginia District

WHEREAS, the Commonwealth Transportation Board's (Board's) SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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; and

WHEREAS, the Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024 states that once a project is selected for funding, an entity must wait for two rounds of SMART SCALE following the end date of construction before submitting a new project application for the same location that meets the same need as the project that was selected for funding; and

WHEREAS, the Route 50 Corridor Improvements project (UPC 114827 (Project) was submitted by Loudoun County for consideration and selected for \$1,292,500 in funding through the Construction District Grant Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, Loudoun County (the County) committed an additional \$3,707,500 in leveraged funding to the Project at application; and

WHEREAS, the Project is VDOT administered and needs to be re-scoped; and

WHEREAS, the project has expenditures totaling \$731,384, which are covered by the leveraged funding committed to the Project; and

WHEREAS, the County intends to submit an application in Round 6 of SMART SCALE to provide a more comprehensive solution to the Loudoun County Parkway and Route 50 interchange, which is within the termini of the Project; and

WHEREAS, on December 5, 2023, the County voted to request cancellation of the Project so that a Round 6 application may be submitted; and

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Route 50 Corridor Improvements (UPC 114827) project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board, that the existing expenditures of \$731,384 will be covered by the leveraged funding committed to the project.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

#####

CTB Decision Brief
SMART SCALE Project Cancellation
Route 50 Corridor Improvements (UPC 114827)

Issue: The Route 50 Corridor Improvements (UPC 114827) (Project) was selected for funding in the third round of the Commonwealth Transportation Board's (Board's) SMART SCALE Prioritization Process. For reasons stated herein, on December 5, 2023, the Loudoun County Board of Supervisors voted to request the removal of SMART SCALE funds from this 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.

Facts: The Project was submitted by Loudoun County and screened in for meeting a VTrans need. The County identified \$3,707,500 in leveraged funding. It was selected for SMART SCALE funding and received \$1,292,500 in Construction District Grant funds in the third round of SMART SCALE pursuant to section 33.2-214.1.

The project is VDOT administered and needs to be rescoped. The project has expenditures totaling \$731,384, which are covered by the leveraged funding committed to the Project. The county requested removal of funding for the project to allow them to apply for SMART SCALE funding in Round 6 for the Loudoun County Parkway and Route 50 interchange project, which is a longer-term improvement. This will allow the County to apply for SMART SCALE funding for the interchange project in Round 6.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023, as revised January 16, 2024, 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 § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023, as revised January 16, 2024, 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, this item 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 SMART SCALE Project Prioritization Process last approved December 4, 2023, as revised January 16, 2024, 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 Route 50 Corridor Improvements (UPC 114827)

March 19, 2024

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The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 states that once a project is selected for funding, an entity must wait for two rounds of SMART SCALE following the end date of construction before submitting a new project application for the same location that meets the same need as the project that was selected for funding.

Recommendation: VDOT recommends that the Board cancel the Route 50 Corridor Improvements project (UPC 114827) and transfer all Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765). The existing expenditures of \$731,384 will be covered by the leveraged funding committed to the project.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Route 50 Corridor Improvements project (UPC 114827) and transfer all Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765). The existing expenditures of \$731,384 will be covered by the leveraged funding committed to the project.

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
Lower Appomattox River Trail (UPC 115402) – Richmond District**

WHEREAS, the Commonwealth Transportation Board's (Board's) SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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 SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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; and

WHEREAS, the Lower Appomattox River Trail (UPC 115402) (Project) was submitted by Prince George County (the County) for consideration and selected for \$44,000 in funding through the Construction District Grant Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the project is locally administered and has not commenced; and

WHEREAS, the purpose of the Project was to provide a Lower Appomattox River Trail link to the Capital Trail via a shuttle bus but due to the County's inability to secure an operator for the shuttle bus and associated cost increases due to delays, the County, by action dated April 28, 2023, requested cancellation of the Project; and

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Richmond District Construction District Grant deallocation balance entry (UPC -21766).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Lower Appomattox River Trail (UPC 1155402) project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Richmond District Construction District Grant deallocation balance entry (UPC -21766).

####

CTB Decision Brief
SMART SCALE Project Cancellation
Lower Appomattox River Trail (UPC 115402)

Issue: The Lower Appomattox River Trail (UPC 115402) (Project) was selected for funding in the third round of the Commonwealth Transportation Board's (Board's) SMART SCALE Prioritization Process. The Project was submitted by Prince George County and received \$44,000 in Construction District Grant funds to fully fund the Project. For reasons stated herein, the County has requested cancellation of the project. Board approval is needed for cancellation of this Project and transfer of the remaining funds 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.

Facts: The Project was submitted in the third round of SMART SCALE by Prince George County and screened in for meeting a VTrans need. The County submitted the application at the request of staff at the Crater Metropolitan Planning Organization and Planning District Commission and the Friends of the Lower Appomattox River and Lower Appomattox River Trail. It was selected for funding and received \$44,000 in Construction District Grant funds to fully fund the Project.

The purpose of the Project was to provide a Lower Appomattox River Trail link to the Capital Trail via a shuttle bus. When the project application was submitted, the County identified operational costs associated with the shuttle, but the County did not intend to cover those costs. With the delays associated with finding a shuttle operator, the purchase price for the shuttle and trailer have also increased. Without another agency willing to cover the operational expenses and the increased vehicle cost, the project is no longer viable. On April 28, 2023, the County requested cancellation of the project.

The Project is locally administered and has not commenced.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024 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 § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024 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, this item 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.

Decision Brief

SMART SCALE Project Cancellation Lower Appomattox River Trail (UPC 115402)

March 19, 2024

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The Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16th, 2024 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.

Recommendation: VDOT recommends that the Board cancel the Lower Appomattox River Trail (UPC 115402) and transfer all Construction District Grant funds to the Richmond District Construction District Grant deallocation balance entry (UPC -21766).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Lower Appomattox River (UPC 115402) project and transfer all Construction District Grant funds to the Richmond District Construction District Grant deallocation balance entry (UPC -21766).

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Richmond District Construction District Grant deallocation balance entry (UPC -21766).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By:

Seconded By:

Action:

Title: Adoption of Updated Six-Year Improvement Program Development and Management Policy

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 (SYIP) of anticipated projects and programs and that the SYIP shall be based on the most recent official revenue forecasts and a debt management policy; and

WHEREAS, the Board believes it is in the public interest that transportation funds be programmed to projects and strategies that demonstrate the ability to address identified transportation needs in a cost-effective manner and that such programming of funds be prioritized to advance critical projects and strategies as quickly as possible; and

WHEREAS, on December 7, 2016, the Board adopted a Six-Year Improvement Program Development Policy; and

WHEREAS, since adoption of the Six-Year Improvement Program Development Policy by the Board in December 2016 various modifications to Board policy and state and federal code related to transportation revenues and funding have occurred; and

WHEREAS, the Board believes that the Six-Year Improvement Program Development and Management Policy, as set forth in Attachment A, should be adopted and used to guide development and management of the SYIP.

Resolution of the Board
Adoption of Updated Six-Year Improvement Program Development
and Management Policy

March 19, 2024

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NOW THEREFORE, BE IT RESOLVED, that the Six-Year Improvement Program Development and Management Policy, as set forth in Attachment A, is approved; and

BE IT FURTHER RESOLVED, that the Board directs the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy, including, but not limited to, update of technical, guidance, and policy documents to be consistent with the Six-Year Improvement Program Development and Management Policy adopted herein; and

BE IT FURTHER RESOLVED, that Board approval of this item replaces and supersedes the December 7, 2016 resolution titled “Six-Year Improvement Program Development Policy.”

###

Attachment A

Updated Six-Year Improvement Program Development and Management Policy

I. Overview

The Six-Year Improvement Program (SYIP) is developed annually and identifies the planned use of funds available for highway construction and rail and public transportation. For highway construction, the SYIP identifies for each project, the timing, amount, and type of funding planned to be available over the upcoming six years. The rail and transit programs in the SYIP identify the planned uses of available funding for transit and rail capital, as well as the planned support for transit operations and other programs administered by DRPT for the next year.

§ 2.2-229 of the Code of Virginia charges the Office of Intermodal Planning and Investment (OIPI) to oversee and coordinate with the Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) the development of, for the Commonwealth Transportation Board's approval, the SYIP of the Board pursuant to § [33.2-214](#). Furthermore, VDOT and DRPT shall coordinate in the development of the SYIP regarding items of mutual responsibility. The SYIP shall be based on the most recent official revenue forecasts and a debt management policy.

The basis for the Draft Six-Year Financial Plan (SYFP) and Draft SYIP is driven by the official December revenue forecast provided by the Department of Taxation and program assumptions in the Governor's proposed budget. A Draft SYFP and Draft SYIP, based on these program assumptions as well as other data and programmatic assumptions are generally presented to the Commonwealth Transportation Board (Board) in April of each year. This is followed by a series of public meetings across the state. Data and assumptions that form the basis for the Draft SYFP and Draft SYIP are revised based on General Assembly actions and the Commonwealth's final biennial budget approved by the General Assembly and signed by the Governor and incorporated into the Final SYFP and Final SYIP presented to the Board for adoption in June of each year.

II. Key Funding Programs Included in the SYIP

A. Highway Construction Funding Programs

- State of Good Repair Program (SGR) pursuant to § 33.2-369; and
- High Priority Projects Program (HPP through SMART SCALE) pursuant to § 33.2-370; and
- Innovation and Technology Transportation (ITTF) pursuant to § 33.2-1531; and
- Highway Construction District Grant Programs (DGP through SMART SCALE) pursuant to § 33.2-371; and
- Unpaved Roads pursuant to § 33.2-359; and
- Interstate Operations and Enhancement Program (IOEP) pursuant to § 33.2-372; and

- Virginia Highway Safety Improvement Program (VHSIP) pursuant to § 33.2-373; and
- Special Structures Program pursuant to §33.2-374; and
- Revenue Sharing Program (RS) pursuant to §33.2-357; and
- Surface Transportation Block Grant Program set-aside for Transportation Alternatives (TAP) pursuant to § 11109 of the Infrastructure Investment and Jobs Act (IIJA); 23 U.S.C. 133; and
- Bridge Rehabilitation and Replacement Program pursuant to Title VIII of Division J of the Infrastructure Investment and Jobs Act (Public Law 117-58, 135 STAT. 429, 1420); and
- Carbon Reduction Program pursuant to § 11403 of the IIJA; 23 U.S.C. 175; and
- PROTECT Program pursuant to §11405 of the IIJA; 23 U.S.C. 176; and
- National Electric Vehicle Infrastructure Program pursuant to Title VIII of Division J of the Infrastructure Investment and Jobs Act (Public Law 117-58, 135 STAT. 429, 1421); and
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) pursuant to § 11115 of the IIJA; 23 U.S.C. 149; and
- Regional Surface Transportation Program (RSTP) pursuant to § 11109; 23 U.S.C. 133.

B. Rail and Public Transportation Programs

- Transit programs pursuant to §33.2-1526.1 and 33.2-3401, including statewide operating assistance; statewide capital assistance; special; ridership incentive; WMATA operating and capital assistance; commuter assistance; human service transportation; planning, regulation, and safety; and WMATA dedicated; and
- Rail programs pursuant to §33.2-1526.4 and 33.2-1602, including rail preservation and planning and freight rail.
- Formula grant and discretionary funding distributed to DRPT and its rail and transit partners by the Federal Transit Administration and the Federal Railroad Administration.

III. Projects in the SYIP

VDOT and DRPT solicit applications on an annual basis, evaluate and prioritize potential projects based upon Board policies, and selected projects are reflected within the six-year horizon of the SYIP.

Highway Construction Program

Projects are included in the highway construction portion of the SYIP if they are funded through one or more of the Board’s funding programs and/or administered by VDOT.

In general, it is the Board’s intent to demonstrate commitment to projects selected for funding in the SYIP through one of the Board’s funding programs by fully funding the

projects through construction. Section 33.2-214 of the Code of Virginia states that the Board shall only include a project or program wholly or partially funded with funds from the State of Good Repair Program pursuant to § 33.2-369, the High Priority Projects Program pursuant to § 33.2-370, the Highway Construction District Grant Programs pursuant to § 33.2-371, the Interstate Operations and Enhancement Program pursuant to § 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to § 33.2-373 in the Six-Year Improvement Program if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the Six-Year Improvement Program is sufficient to complete the project or program.

Rail and Public Transportation Program

Projects are included in the SYIP if they are funded through the Commonwealth Mass Transit Fund, the Washington Metropolitan Area Transit Authority Capital Fund, the Commonwealth Rail Fund, FREIGHT (Rail Grant), or the Shortline Railway Preservation and Development program.

IV. Timing of Updates to Various Funding Programs in the SYIP

Updates to various funding program in the SYIP will be as follows:

- A. Allocations available in the following funding programs will be programmed in the SYIP annually:
 - Transit Programs pursuant to §33.2-1526.1(D); and
 - Freight Rail Programs pursuant to §33.2-1526.4 (DRPT share only) and §33.2-1602; and
 - State of Good Repair Program pursuant to §33.2-369; and
 - Regional Surface Transportation Program funds provided to metropolitan planning organizations pursuant to § 11109 of the IJA; 23 U.S.C. 133; and
 - Congestion Mitigation Air Quality funds pursuant to § 11115 of the IJA; 23 U.S.C. 149; and
 - Highway Safety Improvement Program pursuant to § 33.2-373; and
 - Special Structures Fund pursuant to §33.2-1532.

- B. Allocations at least equivalent to those available in the fifth and sixth year of the SYIP under development for the following funding programs will be programmed in even-numbered fiscal year SYIP updates:
 - High Priority Projects Program pursuant to §33.2-370; and
 - Highway Construction District Grants Program pursuant to §33.2-371.

- C. Development of the SMART SCALE program will be in accordance with the Board's Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process according to the following schedule:
 - October – Release of list of submitted projects to the Board and the public.
 - No later than the December Board meeting

- Consideration of a resolution to identify up to two additional projects to be evaluated and considered for funding, if necessary.
 - January Board meeting
 - Release the results of the screening and analysis of candidate projects and strategies, including the weighting factors and the criteria used to determine the value of each factor no later than 150 days prior to a vote on such projects or strategies to the Board and the public pursuant to § 33.2-214.2.
 - Release and discussion of a preliminary funding scenario determined as follows
 - For purposes of determining priorities, scores will be based on benefit relative to SMART SCALE request. Scores based on benefit relative to total cost will also be provided to the Board for their consideration.
 - Step 1 – Fund top scoring projects within each district eligible for Highway Construction District Grant Program funds using Highway Construction District Grant Program funds until remaining funds are insufficient to fund the next highest scoring project.
 - Step 2 – Fund top scoring projects statewide eligible for High Priority Projects Program funds using High Priority Projects Program funds until funds are insufficient to fund the next highest scoring project.
 - Remaining balances will be reserved for allocation in a subsequent round or to address budget adjustments on selected projects according to the thresholds established in the SMART SCALE Prioritization Policy.
 - April Board meeting
 - Release of the Draft SYIP, incorporating the preliminary funding scenario, for review and comment.
 - May Board meeting
 - Consideration of proposed modifications to the preliminary funding scenario.
 - June Board Meeting
 - Consideration of the proposed Final SYIP, incorporating approved modifications to the preliminary funding scenario, for adoption.
- D. Allocations equivalent to those available in the first and second year of the SYIP under development for the following funding program will be programmed in odd-numbered fiscal year SYIP updates:
- Surface Transportation Block Grant set-aside for Transportation Alternatives pursuant to § 11109; 23 U.S.C. 133.
- E. Allocations at least equivalent to those available in the third and fourth year of the SYIP under development for the following funding program will be programmed in odd-numbered fiscal year SYIP updates:
- Revenue Sharing Program pursuant to §33.2-357.

V. Management of the SYIP

- A. Subject to the provisions governing each funding programs, the Board may adjust the timing of funds programmed to projects from previously adopted programs to meet the cash flow needs of the individual projects, maximize the use of federal funds, or to address revised revenue projections and project priorities.
- B. Consistent with the Board's Systematic Review of Funding Policy, as last amended on February 18, 2015, and subject to federal/state eligibility requirements and the provisions governing each of these funding programs, as part of the annual SYIP update, funds no longer needed for the delivery of a project will be reallocated.
- C. In the event of a reduced revenue forecast that impacts the funds available to support the projects previously committed to by the Board, the Board will maintain its commitment to previously approved projects by committing funds from a subsequent solicitation cycle. In the event of an increased revenue forecast that impacts the funds available for a previous solicitation cycle, the additional funds will be reserved to address budget adjustments on existing projects selected within those programs or reserved for allocation in the next solicitation cycle for those programs.
- D. Subject to the provisions governing each of these programs, the scope of a project selected for funding by the Board should not be substantially modified in such a manner that the selected project no longer accomplishes substantially similar purpose and benefits as the original scope.
- E. Subject to the provisions governing each of these programs, in the event the anticipated cost to deliver a project exceeds the approved budget, efforts must be made to review the scope of the project for opportunities to modify or reduce scope to bring the cost back in line with the original budget while maintaining similar benefits.
- F. Subject to the provisions governing each of these programs, a project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming.
- G. In the event a locally-administered project is not advanced to the next phase of construction when requested by the Board, the locality may be required, pursuant to §33.2-214 of the Code of Virginia, to reimburse VDOT for all state and federal funds expended on the project.
- H. Transfers of allocations programmed to projects in the approved SYIP necessary to release funds no longer needed for the delivery of the projects or to provide additional allocations to support the delivery of eligible projects in the approved

SYIP consistent with Board priorities for programming funds and federal/state eligibility requirements, will be provided to the Board on a monthly basis, per the Board's resolution to adopt the Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2024 – 2029, as revised.

CTB Decision Brief

Adoption of Updated Six-Year Improvement Program Development and Management Policy

Issue: Commonwealth Transportation Board (Board) policies are systematically reviewed on an ongoing basis to identify those that are outdated or obsolete. The Six-Year Improvement Program (SYIP) Development Policy was adopted by the Board in December 2016. Since December 2016, various modifications to Board policy and state and federal code related to transportation revenues and funding have occurred. Updates to the SYIP Development Policy are needed.

Facts: 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 (SYIP) of anticipated projects and programs and that the SYIP shall be based on the most recent official revenue forecasts and a debt management policy. On December 7, 2016, the Board adopted a Six-Year Improvement Program Development Policy. The current policy sets out the timing for allocating key funding programs, establishes the Board's general intent to fully fund projects through construction, and establishes certain programmatic requirements specific to SMART SCALE.

Since adoption of the Six-Year Improvement Program Development Policy by the Board in December 2016, various modifications to Board policy and state and federal code related to transportation revenues and funding have occurred.

At its February 20, 2024 meeting, the Board was [presented](#) with proposed revisions to the SYIP Development Policy and a draft revised policy. Proposed revisions include the following items:

- Organizational changes
- Addition of DRPT funding programs
- New and updated federal and state code references to various funding programs
- Updates related to certain CTB Policies
- Conformed policy language regarding the availability of Revenue Sharing allocations in Years 1 and 2 for programming to current practice, which is Years 3 and 4
- SMART SCALE specific changes based on the Board's updated policy

Aside from those noted for Revenue Sharing and SMART SCALE, the Draft Revised Policy does not include any new or revised provisions not already included in another CTB Policy, federal or state code, or existing funding program requirements.

The Board was provided a Draft Revised Six-Year Improvement Program Development and Management Policy and a summary of the proposed revisions. Since the February Board meeting, minor technical edits were made to the Draft Revised Six-Year Improvement Program Development and Management Policy as shown in Attachment A.

Recommendation: VDOT recommends that the Board approve the Revised Six-Year Improvement Program Development and Management Policy.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the Revised Six-Year Improvement Program Development and Management Policy and to replace and supersede the December 7, 2016 resolution titled “Six-Year Improvement Program Development Policy.”

Result, if Approved: If approved, the Revised Six-Year Improvement Program Development and Management Policy will replace and supersede the December 7, 2016 resolution titled “Six-Year Improvement Program Development Policy.”

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Summary of Proposed Revisions to the Six-Year Improvement Program (SYIP) Development Policy

Organizational Changes

- Separated the CTB resolution from the policy language, which is now an attachment.
- Organized related content into separate sections.

New Content

- Included an overview section with background information related to the Six-Year Financial Plan (SYFP) and SYIP ([§33.2-214](#)). The SYFP identifies the planned funding for allocation to Highways, Rail, Transit, Ports, Aviation, DMV, and Space Flight. The SYIP identifies the planned use of funds available for highway construction and rail and public transportation. (Draft SYIP Policy Section I)
- Included information on DRPT funding programs. (Draft SYIP Policy Section II.B)
- Included references to new federal and state funding programs (e.g., Bridge Rehabilitation and Replacement Program, Special Structures Program, etc.). (Draft SYIP Policy Section II.A)

Removed Items

- Deleted SMART SCALE specific content related to the following items, which is already included elsewhere in the Draft Revised Six-Year Improvement Program Development and Management Policy and/or in the [Revised SMART SCALE Policy](#) to avoid overlap and potential conflict:
 - Eligibility for both High Priority Projects Program (HPP) and Highway Construction District Grant Program (DGP) for CTB submitted applications (SMART SCALE Appendix A I.6)
 - Adjustments to DGP and/or HPP allocations (SMART SCALE Appendix A V.7)
 - Commitment to previously selected projects in the event of revenue changes (Draft SYIP Policy Section V.C)
 - Cancellation of previously selected projects (SMART SCALE Appendix A V.3)
 - Requirement for full funding of projects ([§33.2-214 E](#))
 - Determination of surplus funds (SMART SCALE Appendix A V.8)
- Removed reference to the allocation of funds from the High Priority Projects Program to the Innovation and Technology Transportation Fund, which is considered by the Board in January with the Preliminary Commonwealth Transportation Fund (CTF) Six-Year Financial Plan. (January 2024 [SYFP Presentation Slide 11](#))
- Removed reference to the allocation of funds from the Highway Construction District Grant Funds to the Unpaved Roads Program, which is considered by the Board in January with the Preliminary Commonwealth Transportation Fund (CTF) Six-Year Financial Plan. (January 2024 [SYFP Presentation Slide 11](#))

Updated Items

- Updated state and federal code references to existing funding programs (e.g., Virginia Highway Safety Improvement Program, Regional Surface Transportation Program, etc.). (Draft SYIP Policy Section II.A)

Revised Items

- Restated the Board’s intent to demonstrate commitment to fully funding projects through construction and expanded the list of programs required to demonstrate full funding based on [§33.2-214 E](#).
- Expanded list of allocations to be programmed annually to include DRPT programs and Special Structures. (Draft SYIP Policy Section IV.A)
- Revised the timing of Revenue Sharing allocations to be programmed in odd-numbered fiscal years to the third and fourth years of the SYIP to conform to current practice. ([January 2022 SYFP Presentation](#))
- Restated the Board’s commitment to previously selected projects included in the SYIP in the event of revenue reductions. (Draft SYIP Policy Section V.C)
- Restated requirement to release SMART SCALE scores, etc. for candidate projects no later than 150 days prior to a vote on such projects per [§33.2-214.2](#).
- Restated provisions related to SYIP management that are already included in federal or state code, other CTB policies, or funding program requirements:
 - Limitation on scope changes (various provisions in individual funding program requirements)
 - Addressing cost over runs (various provisions in individual funding program requirements)
 - Project initiation ([Appropriation Act Item B](#))
 - Reimbursement of expended funds ([§33.2-214 F](#))
 - Transfer of funds ([SYIP Adoption Resolution 6th Be It Further Resolved Clause](#))

Related References

- Six-Year Improvement Program
 - State Code: [§33.2-214](#)
 - [Six-Year Improvement Program Development Policy](#), December 2016
- State of Good Repair
 - State Code: [§33.2-369](#)
 - [State of Good Repair Program Policy](#), February 2021
- SMART SCALE
 - State Code: [§33.2-214.1](#) (Statewide Prioritization Process); [§33.2-370](#) (High Priority Projects Program), [§33.2-371](#) (Construction District Grant Program)
 - [SMART SCALE Prioritization Process](#), December 2023, and [as revised](#) in January 2024
- Interstate Operations and Enhancement Program
 - State Code: [§33.2-372](#)
 - [Interstate Operations and Enhancement Program Policy](#), June 2021
- Virginia Highway Safety Improvement Program
 - State Code: [§33.2-373](#)
 - [Virginia Highway Safety Improvement Program Policy](#), September 2022
- Revenue Sharing Program July 2023
 - State Code: [§33.2-357](#)
 - [Revenue Sharing Policy](#), July 2023

- Transportation Alternatives Program Policy
 - [Transportation Alternatives Program Policy](#), July 2023

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

March 19, 2024

MOTION

Made By:

Seconded By:

Action:

Title: Adoption of Updated Six-Year Improvement Program Development and Management Policy

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 (SYIP) of anticipated projects and programs and that the SYIP shall be based on the most recent official revenue forecasts and a debt management policy; and

WHEREAS, the Board believes it is in the public interest that transportation funds be programmed to projects and strategies that demonstrate the ability to address identified transportation needs in a cost-effective manner and that such programming of funds be prioritized to advance critical projects and strategies as quickly as possible; and

WHEREAS, on December 7, 2016, the Board adopted a Six-Year Improvement Program Development Policy; and

WHEREAS, since adoption of the Six-Year Improvement Program Development Policy by the Board in December 2016 various modifications to Board policy and state and federal code related to transportation revenues and funding have occurred; and

WHEREAS, the Board believes that the Six-Year Improvement Program Development and Management Policy, as set forth in Attachment A, should be adopted and used to guide development and management of the SYIP.

NOW THEREFORE, BE IT RESOLVED, that the Six-Year Improvement Program Development and Management Policy, as set forth in Attachment A, is approved; and

BE IT FURTHER RESOLVED, that the Board directs the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy, including, but not limited to, update of

technical, guidance, and policy documents to be consistent with the Six-Year Improvement Program Development and Management Policy adopted herein; and

BE IT FURTHER RESOLVED, that Board approval of this item replaces and supersedes the December 7, 2016 resolution titled “Six-Year Improvement Program Development Policy.”

###

Attachment A

Updated Six-Year Improvement Program Development and Management Policy

I. Overview

The Six-Year Improvement Program (SYIP) is developed annually and identifies the planned use of funds available for highway construction and rail and public transportation. For highway construction, the SYIP identifies for each project, the timing, amount, and type of funding planned to be available over the upcoming six years. The rail and transit programs in the SYIP identify the planned uses of available funding for transit and rail capital, as well as the planned support for transit operations and other programs administered by DRPT for the next year.

§ 2.2-229 of the Code of Virginia charges the Office of Intermodal Planning and Investment (OIPI) to oversee and coordinate with the Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) the development of, for the Commonwealth Transportation Board's approval, the SYIP [of the Board](#) pursuant to § [33.2-214 for the Commonwealth Transportation Board](#). Furthermore, VDOT and DRPT shall coordinate in the development of the SYIP regarding items of mutual responsibility. The SYIP shall be based on the most recent official revenue forecasts and a debt management policy.

The basis for the Draft Six-Year Financial Plan (SYFP) and Draft SYIP is driven by the official December revenue forecast provided by the Department of Taxation and program assumptions in the Governor's proposed budget. A Draft SYFP and Draft SYIP, based on these program assumptions as well as other data and programmatic assumptions are generally presented to the Commonwealth Transportation Board ([BoardCTB](#)) in April of each year. This is followed by a series of public meetings across the state. Data and assumptions that form the basis for the Draft SYFP and Draft SYIP are revised based on General Assembly actions and the Commonwealth's final biennial budget approved by the General Assembly and signed by the Governor and incorporated into the Final SYFP and Final SYIP presented to the [BoardCTB](#) for adoption in June of each year.

II. Key Funding Programs Included in the SYIP

A. Highway Construction Funding Programs

- State of Good Repair Program ([SGR](#)) pursuant to § 33.2-369; and
- High Priority Projects Program ([HPP through SMART SCALE](#)) pursuant to § 33.2-370; and
- Innovation and Technology Transportation ([ITTF](#)) pursuant to § 33.2-1531; and
- Highway Construction District Grant Programs ([DGP through SMART SCALE](#)) pursuant to § 33.2-371; and
- Unpaved Roads pursuant to § 33.2-359; and
- Interstate Operations and Enhancement Program ([IOEP](#)) pursuant to § 33.2-372; and

- Virginia Highway Safety Improvement Program ([VHSIP](#)) pursuant to § 33.2-373; and
- Special Structures Program pursuant to §33.2-374; and
- Revenue Sharing Program ([RS](#)) pursuant to §33.2-357; and
- Surface Transportation Block Grant [Program](#) set-aside for Transportation Alternatives ([TAP](#)) pursuant to § 11109 [of the Infrastructure Investment and Jobs Act \(IIJA\)](#); 23 U.S.C. 133; and
- Bridge Rehabilitation and Replacement Program pursuant to [Title VIII of Division J of the Infrastructure Investment and Jobs Act \(Public Law 117-58, 135 STAT. 429, 1420\)](#) ~~Division J, title VIII, Highway Infrastructure Program heading, paragraph (1)~~; and
- Carbon Reduction Program pursuant to § 11403 [of the IIJA](#); 23 U.S.C. 175; and
- PROTECT Program pursuant to §11405 [of the IIJA](#); 23 U.S.C. 176~~(e)~~; and
- National Electric Vehicle Infrastructure Program pursuant to [Title VIII of Division J of the Infrastructure Investment and Jobs Act \(Public Law 117-58, 135 STAT. 429, 1421\)](#) ~~Division J, title VIII, Highway Infrastructure Program heading, paragraph (2)~~; and
- Congestion Mitigation and Air Quality Improvement Program ([CMAQ](#)) pursuant to § 11115 [of the IIJA](#); 23 U.S.C. 149; and
- Regional Surface Transportation Program ([RSTP](#)) pursuant to § 11109; 23 U.S.C. 133.

B. Rail and Public Transportation Programs

- Transit programs pursuant to §33.2-1526.1 and 33.2-3401, including statewide operating assistance; statewide capital assistance; special; ridership incentive; WMATA operating and capital assistance; commuter assistance; human service transportation; planning, regulation, and safety; and WMATA dedicated; and
- Rail programs pursuant to §33.2-1526.4 and 33.2-1602, including rail preservation and planning and freight rail.
- Formula grant and discretionary funding distributed to DRPT and its rail and transit partners by the Federal Transit Administration and the Federal Railroad Administration.

III. Projects in the SYIP

[VDOT and DRPT solicits applications on an annual basis, evaluates and prioritizes potential projects based upon Board policies, and selected such projects are reflected in the SYIP within the six-year horizon of the SYIP.](#)

Highway Construction Program

Projects are included in the highway construction portion of the SYIP if they are funded through one or more of the Board’s funding programs and/or administered by VDOT.

In general, it is the Board's intent to demonstrate commitment to projects selected for funding in the SYIP through one of the Board's funding programs by fully funding the projects through construction. Section 33.2-214 of the Code of Virginia states that the Board shall only include a project or program wholly or partially funded with funds from the State of Good Repair Program pursuant to § 33.2-369, the High Priority Projects Program pursuant to § 33.2-370, the Highway Construction District Grant Programs pursuant to § 33.2-371, the Interstate Operations and Enhancement Program pursuant to § 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to § 33.2-373 in the Six-Year Improvement Program if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the Six-Year Improvement Program is sufficient to complete the project or program.

Rail and Public Transportation Program

Projects are included in the SYIP if they are funded through the Commonwealth Mass Transit Fund, the Washington Metropolitan Area Transit Authority Capital Fund, the Commonwealth Rail Fund, FREIGHT (Rail Grant), or the Shortline Railway Preservation and Development program. ~~DRPT solicits applications on an annual basis, evaluates and prioritizes potential projects based upon Board policies, and such projects are reflected in the SYIP within the six-year horizon of the SYIP.~~

IV. Timing of Updates to Various Funding Programs in the SYIP

Updates to various funding program in the SYIP will be as follows:

- A. Allocations available in the following funding programs will be programmed in the SYIP annually:
 - Transit Programs pursuant to §33.2-1526.1(D); and
 - Freight Rail Programs pursuant to §33.2-1526.4 (DRPT share only) and §33.2-1602; and
 - State of Good Repair Program pursuant to §33.2-369; and
 - Regional Surface Transportation Program funds provided to metropolitan planning organizations pursuant to § 11109 [of the IIJA](#); 23 U.S.C. 133; and
 - Congestion Mitigation Air Quality funds pursuant to § 11115 [of the IIJA](#); 23 U.S.C. 149; and
 - Highway Safety Improvement Program pursuant to § 33.2-373; and
 - Special Structures Fund pursuant to §33.2-1532.

- B. Allocations at least equivalent to those available in the fifth and sixth year of the SYIP under development for the following funding programs will be programmed in even-numbered fiscal year SYIP updates:
 - High Priority Projects Program pursuant to §33.2-370; and
 - Highway Construction District Grants Program pursuant to §33.2-371.

- C. Development of the SMART SCALE program will be in accordance with the Board's Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process according to the following schedule:
- October – Release of list of submitted projects to the Board and the public.
 - No later than the December Board meeting
 - Consideration of a resolution to identify up to two additional projects to be evaluated and considered for funding, if necessary.
 - January Board meeting
 - Release the results of the screening and analysis of candidate projects and strategies, including the weighting factors and the criteria used to determine the value of each factor no later than 150 days prior to a vote on such projects or strategies to the [CTB-Board](#) and the public pursuant to § 33.2-214.2.
 - Release and discussion of a preliminary funding scenario determined as follows
 - For purposes of determining priorities, scores will be based on benefit relative to SMART SCALE request. Scores based on benefit relative to total cost will also be provided to the Board for their consideration.
 - Step 1 – Fund top scoring projects within each district eligible for Highway Construction District Grant Program funds using Highway Construction District Grant Program funds until remaining funds are insufficient to fund the next highest scoring project.
 - Step 2 – Fund top scoring projects statewide eligible for High Priority Projects Program funds using High Priority Projects Program funds until funds are insufficient to fund the next highest scoring project.
 - Remaining balances will be reserved for allocation in a subsequent round or to address budget adjustments on selected projects according to the thresholds established in the SMART SCALE Prioritization Policy.
 - April Board meeting
 - Release of the Draft SYIP, incorporating the preliminary funding scenario, for review and comment.
 - May Board meeting
 - Consideration of proposed modifications to the preliminary funding scenario.
 - June Board Meeting
 - Consideration of the proposed Final SYIP, incorporating approved modifications to the preliminary funding scenario, for adoption.
- D. Allocations equivalent to those available in the first and second year of the SYIP under development for the following funding program will be programmed in odd-numbered fiscal year SYIP updates:
- Surface Transportation Block Grant set-aside for Transportation Alternatives pursuant to § 11109; 23 U.S.C. 133.

- E. Allocations at least equivalent to those available in the third and fourth year of the SYIP under development for the following funding program will be programmed in odd-numbered fiscal year SYIP updates:
- Revenue Sharing Program pursuant to §33.2-357.

V. Management of the SYIP

- A. Subject to the provisions governing each [of these funding](#) programs, the Board may adjust the timing of funds programmed to projects from previously adopted programs to meet the cash flow needs of the individual projects, maximize the use of federal funds, or to address revised revenue projections and project priorities.
- B. Consistent with the Board's Systematic Review of Funding Policy, as [last](#) amended on February 18, 2015, and subject to federal/state eligibility requirements and the provisions governing each of these funding programs, as part of the annual SYIP update, funds no longer needed for the delivery of a project will be reallocated.
- C. In the event of a reduced revenue forecast that impacts the funds available to support the projects previously committed to by the Board, the Board will maintain its commitment to previously approved projects by committing funds from a subsequent solicitation cycle. In the event of an increased revenue forecast that impacts the funds available for a previous solicitation cycle, the additional funds will be reserved to address budget adjustments on existing projects selected within those programs or reserved for allocation in the next solicitation cycle for those programs.
- D. Subject to the provisions governing each of these programs, the scope of a project selected for funding by the Board should not be substantially modified in such a manner that the selected project no longer accomplishes substantially similar purpose and benefits as the original scope.
- E. Subject to the provisions governing each of these programs, in the event the anticipated cost to deliver a project exceeds the approved budget, efforts must be made to review the scope of the project for opportunities to modify or reduce scope to bring the cost back in line with the original budget while maintaining similar benefits.
- F. Subject to the provisions governing each of these programs, a project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming.
- G. In the event a locally-administered project is not advanced to the next phase of construction when requested by the Board, the locality may be required, pursuant

to §33.2-214 of the Code of Virginia, to reimburse VDOT for all state and federal funds expended on the project.

- H. Transfers of allocations programmed to projects in the approved SYIP necessary to release funds no longer needed for the delivery of the projects or to provide additional allocations to support the delivery of eligible projects in the approved SYIP consistent with [BoardCTB](#) priorities for programming funds and federal/state eligibility requirements, will be provided to the Board on a monthly basis, per the Board's resolution to adopt the Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2024 – 2029, as revised.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By: _____ Seconded By:

Action:

Title: Location Decision Review for Southeastern Parkway and Greenbelt

WHEREAS, on September 21, 2022, the Commonwealth Transportation Board (CTB) adopted a policy to review location decisions three years after their respective approval date; and

WHEREAS, in adopting this policy, CTB set forth requirements for VDOT to present and recommend location decisions be affirmed, modified, or rescinded; and

WHEREAS, in response to CTB direction, VDOT reviewed location decisions made by the CTB; and

WHEREAS, the location decision for the Southeastern Parkway and Greenbelt project was identified as meeting the criteria for CTB review; and

WHEREAS, on February 15, 1996, CTB approved the proposed location of the Southeastern Parkway and Greenbelt project from Interstate 464/Interstate 64 to Virginia Route 44 (now identified as Interstate 264) in the Cities of Chesapeake and Virginia Beach, State Project U000-131-F12, PE-100 and U0000-134-F23, PE-100;

WHEREAS, at its November 17, 2005, meeting, the CTB rescinded its resolution dated February 15, 1996 and approved the location of the Southeastern Parkway and Greenbelt project as presented at their October 19, 2005, workshop (2005 CTB Location Approval) and

WHEREAS, the Southeastern Parkway and Greenbelt project has not advanced since the Federal Highway Administration (FHWA) signed the Final Environmental Impact Statement on December 15, 2008; and

WHEREAS, the Final Environmental Impact Statement has not yet been posted in the Federal Register and FHWA has not issued a Record of Decision; and

WHEREAS, the 2005 CTB Location Approval for the Southeastern Parkway and Greenbelt project exceeds the three-year period established by CTB policy; and

WHEREAS, the project would need to be re-evaluated, funding identified, and the CTB would need to consider the updated analysis in order for the project to advance.

NOW, THEREFORE, BE IT RESOLVED the CTB hereby rescinds the resolution of this Board dated November 17, 2005, granting location approval for the Southeastern Parkway and Greenbelt project.

###

Commonwealth Transportation Board (CTB) Decision Brief

Title: Location Decision Review for Southeastern Parkway and Greenbelt

Issue: The Virginia Department of Transportation (VDOT) seeks from the Commonwealth Transportation Board (CTB) a decision to affirm, rescind, or modify the CTB's location decision for the Southeastern Parkway and Greenbelt Project from Interstate 464/Interstate 64 to Interstate 264 in the Cities of Chesapeake and Virginia Beach.

Facts: In 1989, VDOT completed a Draft Environmental Impact Statement (EIS) analyzing environmental consequences of the Southeastern Parkway and Greenbelt Project pursuant to the National Environmental Policy Act (NEPA). VDOT subsequently completed a supplemental Draft EIS in 1994 that supported the CTB's first location decision for the Southeastern Parkway and Greenbelt Project in February 1996. Following the CTB's 1996 location decision approval, in 1998, the City of Chesapeake withdrew its support for further developing the project, and FHWA suspended further participation in funding of project studies.

In 2003, following coordination between the Cities of Chesapeake and Virginia Beach and actions to identify the project in the region's long-range transportation plan and transportation improvement program, VDOT and FHWA initiated an EIS for the proposed Southeastern Parkway and Greenbelt Project. The Draft EIS was approved in June 2005.

The purpose identified in the 2005 Draft EIS for the Southeastern Parkway and Greenbelt Project was to:

- Improve capacity to accommodate forecasted traffic volumes, including peak season tourism traffic;
- Provide an alternative east-west connection between Chesapeake and Virginia Beach;
- Enhance access to one of the area's largest employers, NAS Oceana (including Dam Neck Annex);
- Provide an alternate hurricane evacuation and emergency response route; and
- Provide a linkage between multi-nodal centers of employment, retail, commercial, and residential development as identified in the transportation plans of the two cities.

The Preferred Alternative presented in the Draft EIS was composed of 6 of the 11 segments (A, B, C, D, E, and F) analyzed. The CTB approved the 2005 Draft EIS location decision in November 2005 and rescinded the 1996 location decision. Following the CTB's 2005 location decision approval, VDOT completed a Final EIS in 2008, and FHWA rescinded its approval of the Final EIS in 2009 and terminated the environmental review process in 2010.

Decision Brief

Location Decision Review of the Southeastern Parkway and Greenbelt Project

March 19, 2024

Page 2 of 2

Recommendations: There is currently no funding to implement the Southeastern Parkway and Greenbelt project as approved by the CTB in 2005. Advancing the project at the approved location would require that US Army Corps of Engineers issue a permit, a re-evaluation pursuant to NEPA, and demonstration of fiscal constraint, which would include CTB briefings and the opportunity to issue a new location decision. VDOT staff recommends the 2005 location decision be rescinded.

Action Required by CTB: Approve a Resolution to take action rescinding the 2005 Southeastern Parkway and Greenbelt project location decision.

Potential Results: If the CTB acts to rescind the location decision, VDOT will proceed with the steps necessary to document the rescission of the location decision, including removal of any public-facing information maintained by VDOT. Should a project in this area be advanced that requires a location decision, CTB will be briefed and a new location decision will be sought as appropriate. Should CTB affirm or modify the location decision, the location decision would be valid for another three years. Affirming or modifying the location decision would not impact the current funding scenario, nor advance the timeline for project advancement.

Options: Affirm, Modify, or Rescind

Public Comments/ Reaction: The CTB received a briefing on the rescission of this location decision during its February 20, 2024, Workshop Meeting. The public will have an opportunity to comment on the proposed rescission as part of the CTB Action Meeting on March 19, 2024.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

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Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 19, 2024

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access Policy Update

WHEREAS, the General Assembly 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 as described in Section 33.2-1600 of the Code of Virginia, and;

WHEREAS, Section 33.2-1600 E. sets forth considerations for the Commonwealth Transportation Board (the Board) when evaluating whether to construct access tracks, and further instructs the Board to adopt procedures to encourage widespread use of the funds, and;

WHEREAS, the Board desires to update its policies regarding projects which qualify for application of industrial access railroad track funds, and;

WHEREAS, the Board intends to retain, by incorporating it into an updated policy relating to industrial access railroad track funds, the current Performance Policy adopted October 17, 2018, which was the result of the Board's reevaluation of the Rail Industrial Access Program Performance Policy.

NOW, THEREFORE, BE IT RESOLVED, that effective April 1, 2024, the previous policies and/or policy changes adopted May 15, 2013, and October 17, 2018, are rescinded, and the attached policy to govern the use of industrial access railroad track funds administered by the Director of the Department of Rail and Public Transportation is adopted.

Resolution of the Board
Rail Industrial Access Policy Update
March 19, 2024
Page 2 of 2

BE IT FURTHER RESOLVED, that the Director shall develop procedural guidelines for the implementation of this policy and that the attached policy as well as the procedural guidelines shall become effective on April 1, 2024.

BE IT FURTHER RESOLVED, that any actions prior to April 1, 2024, taken by the Director in conformity and compliance with the policies adopted by the Commonwealth Transportation Board on October 17, 2018, shall remain valid and shall not be rendered invalid by this action.

####

2024 Commonwealth Transportation Board

Industrial Access Railroad Track Program Policy

1. The Industrial Access Railroad Track Program will be administered by the Director of the Department of Rail and Public Transportation (Director) in accordance with decisions of the Commonwealth Transportation Board (Board). Pursuant to §33.2-1600(C) of the Code of Virginia, the Director may consult with the Commissioner of Agriculture and Consumer Services, and the Director of the Virginia Economic Development Partnership (or their designated representatives) concerning applications for funds in accordance with the *Code of Virginia*. The Department of Rail and Public Transportation will act as staff to receive and process applications, to make recommendations and to supervise the program and approve the costs incurred.
2. Funding for the program will be provided from funds appropriated by the General Assembly in accordance with §33.2-1600(B) of the Code of Virginia.
3. All applications for industrial access railroad track funds shall be discussed with the appropriate local government. Each application shall be accompanied by a resolution from the local governing body requesting that such funds be allocated to the proposed project.
4. Applications shall require the grantee to estimate the rail and truck utilization ratio of the proposed facility.
5. All applications shall be submitted to the Department of Rail and Public Transportation in accordance with the procedures outlined by the Department's Rail Industrial Access Program Guidelines. The Department will process the applications, including making recommendations, and transmit the same to the Director for review and concurrence prior to submittal to the Board.
6. Funds for the construction of industrial access railroad tracks may be provided if the construction will have a positive impact upon the economic development of the Commonwealth or a region of the Commonwealth. Financial assistance will be limited to certain industrial or commercial sites where rail freight service is or may be needed by new or expanding industry for the construction and/or rehabilitation of railroad track facilities between the proposed common carrier railroad tracks and the actual site of existing or proposed commercial or industrial buildings or facilities.
7. Funds may be used to construct, reconstruct, or improve part or all of the necessary tracks and related facilities on public or private property currently used or being developed for single industries or industrial subdivisions under contract or already constructed, including those subdivisions owned and promoted by railroad companies and others. No funds shall be reimbursed until all agreements are executed and certifications are provided as set forth in this Policy.
8. Industrial access railroad track funds shall not be used for the acquisition of right of way or adjustment of utilities. If the total project costs exceed the grant amount plus the grantee contribution for a specific project, the grantee is responsible for providing the additional funds to complete the project. Eligible items of construction shall be limited to those necessary to provide adequate and safe rail service and shall include the mainline switch to the industry being served. Construction shall not include siding tracks. A siding track is defined as a track secondary to a main track for a meeting or passing trains.
9. Plans and construction of all projects utilizing industrial access railroad track funds shall be subject to approval by the serving railroad prior to transmittal to the Director.

10. All facilities constructed and improved with industrial access railroad track funds shall be made available for use by all common carriers using the railway system to which they connect. The railroad company owning the main track to which an industrial access track will also have unrestricted access to the industrial track.
11. Industrial access railroad track funds shall be paid as reimbursement for approved project activities only after certification that the manufacturing, industrial, or commercial establishment is constructed and operating.
12. No more than 50 percent of the funds shall be allocated to any one county, town, or city in any fiscal year unless there are not sufficient applications prior to May 1.
13. No more than \$750,000 of the funds shall be allocated to any project, unless the Board approves such funding.
14. Funds shall be matched with a minimum 30% local or private match.
15. The Board shall, in the evaluation of projects, consider the cost of construction of an access track in relation to the prospective volume of rail traffic, capital investment, potential employment, or other economic and public benefits.
16. Committed industrial access railroad track funds are those funds which have been allocated to a project but not necessarily spent in the year of allocation. Committed funds shall be expended within 24 months, unless an extension is granted. Any funds allocated but unused, returned funds, and uncommitted funds will be allowed to accumulate and carried forward from one year to another in the access fund.
17. The applicant shall be contractually committed to providing the Commonwealth with an ownership interest for the useful life of the project in that portion of tracks and facilities constructed or improved with the use of industrial access railroad track funds. Maintenance and liability of such facilities shall be the responsibility of the grantee. Any cost involved in any subsequent relocation or removal of industrial access railroad track facilities shall be borne by the grantee. Following relocation, the Commonwealth's ownership interest will be redefined. In case of removal, the Director shall recoup the value of the facilities in which the Commonwealth has any remaining interest.
18. In the event the grantee desires to sell the property or interest on which access tracks have been constructed with funds from this program, the sale will be subject to the Commonwealth's ownership interest and Director's written approval.
19. Grants to aid in the relocation of a business within Virginia will be considered on a case by case basis. Funding will generally not be recommended in cases where an industry is simply relocating within Virginia, unless there is a significant business expansion, excluding the value of transferred capital assets. The business capital investment value used to evaluate applications for industrial access funds will be calculated on a net basis. The value of existing business capital assets sold or transferred to the new location will be subtracted from the gross capital investment by the business to determine the figure to be utilized for qualifying matching funds for a rail industrial access grant.
20. Performance shall be based on achieving a minimum threshold for rail cars, with the following criteria:
 1. The performance evaluation period shall last three years.
 2. The minimum threshold is defined as the minimum number of rail cars required to achieve 50 of 100 application points as further described in Policy RR-01a. Rail Industrial Access Application Guidance and Policies.
 3. The minimum threshold must be met in at least one of three years of performance.

21. The Director may grant one (1) three-year extension to the performance period, subject to the following:
 1. If an extension is granted, the grantee must meet the target threshold at least once during the total six-year performance period.
 2. Determination of the extension shall also include evaluation of the grantee's progress toward its performance targets.
22. Repayment shall be based on the percentage of performance target achieved. The percentage for partial repayment of the grant amount shall be determined by the difference between the highest actual carload count reported and the minimum threshold necessary to achieve 50 of 100 application points.

###

CTB Decision Brief
Rail Industrial Access Program Policy Update
Department of Rail and Public Transportation

Summary: The CTB has reviewed existing policies, received input from staff and stakeholders, and recommended updates which are intended to encourage widespread use of the funds, per §33.2-1600. The total amount of Industrial, Airport, and Rail Access Funds awarded per Rail project has not increased since 1995. The following is a summary of the updates to the Rail Industrial Access Policy Resolution, which will be presented for action in March:

- Increase total amount of grant funds per project to \$750,000 from the current total amount of \$450,000. Funds will be matched with a minimum 30% local or private match.

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

Recommendation: DRPT recommends the approval of this resolution.

Options: Approve, Deny, or Defer



BIDS FOR MARCH 2024 CTB ACTION MEETING

| Ben Coaker, P.E.

March 19, 2024

Order No. 534 – Hampton Roads – UPC 123778

SCOPE:	2024 PLANT MIX - INTERSTATE
LOCATION:	YORK COUNTY
BIDS:	2
LOW BID:	\$5,169,777 (exceeds range)
CONTRACTOR:	ALLAN MYERS VA, INC (GLEN ALLEN, VA)

Order No. 247 – Salem – UPC 123441

SCOPE:	SGR-2024 PLANT MIX - PRIMARY
LOCATION:	PATRICK & HENRY COUNTIES
BIDS:	1
LOW BID:	\$11,849,581 (exceeds range)
CONTRACTOR:	APAC-ATLANTIC, INC. (GREENSBORO, NC)

Order No. 443 – Richmond – UPC 124126,124127

SCOPE:	2024 PLANT MIX – PRIMARY/ SECONDARY
LOCATION:	DINWIDDIE, NOTTOWAY, & PRINCE GEORGE COUNTIES
BIDS:	2
LOW BID:	\$11,278,558 (exceeds range)
CONTRACTOR:	BRANSCOME OPERATING LLC, dba BRANSCOME (WILLIAMSBURG, VA)

Order No. K32 – Culpeper – UPC 111647,111648

SCOPE:	SMARTSCALE- ROADWAY IMPROVEMENTS
LOCATION:	FAUQUIER COUNTY
BIDS:	3
LOW BID:	\$11,379,762 (exceeds range)
CONTRACTOR:	GENERAL EXCAVATION (WARRENTON, VA)

Order No. DB124 – Fredericksburg – 118287, 118288, 118289, & 121572

SCOPE:	SGR- BRIDGE BUNDLE
LOCATION:	LANCASTER, CAROLINE, MIDDLESEX, & KING & QUEEN COUNTIES
BIDS:	3
LOW BID:	\$33,219,203 (within range)
CONTRACTOR:	KOKOSING CONSTRUCTION COMPANY, INC. (WESTERVILLE, OH)



Virginia Department of Transportation

March 2024 CTB Meeting

Order # 534
PM5K-114-F24, P401

York County

The purpose of this project is to Mill and Overlay Interstate 664 Westbound in York County from Marshall Avenue Overpass to the New Market Creek Bridge with Plant Mix in the Hampton Roads District. This project will include asphalt mainline and shoulder resurfacing, removal and installation of pavement markers, and reinstallation of pavement line markings and messages.

The project is eligible for federal funding and being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within the existing Right of Way and no utilities will be impacted.

Fixed Completion Date: November 15, 2024

Order # 247
PM2F-962-F24, P401

Henry and Patrick Counties

The purpose of this project is to Mill and Overlay various primary routes in Henry and Patrick Counties with Plant Mix in the Salem District. The project will include asphalt patching, mainline resurfacing, pavement line markings, installation of pavement markers, and rumble strips where applicable.

This project is eligible for federal funding and being on the Primary system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 15, 2024

Order # 443
PM4D-964-F24, P401
Counties

Dinwiddie, Nottoway, and Prince George

The purpose of this project is to Mill and Overlay various locations in Dinwiddie, Nottoway, and Prince George Counties with Plant Mix in the Richmond District. The project includes milling and placement of asphalt concrete, removal and installation of pavement markers, and reinstallation of pavement markings.

This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 15, 2024

Order # K32
7017-156-308, C501 & 7017-156-309, C501

Fauquier County

The purpose of this Smart Scale project is to improve safety, manage access to businesses, and reduce traffic congestion in the Broadview Avenue Corridor within the town of Warrenton from 0.17 miles south of Frost Avenue to 0.81 miles north of Frost Avenue in the Culpeper District.

This project includes:

- Reconstruction of the Route 211 & Broadview Avenue intersection and signal
- Construction of a center median along the corridor to improve safety and manage access
- Pedestrian sidewalk and crosswalk upgrades
- Mainline resurfacing of Broadview Avenue.

Fixed Completion Date: May 5, 2026

March 2024 CTB Meeting
DESIGN BUILD PROJECT AWARD

Project Name: Fredericksburg District Bridge Bundle Project

Project #: 0695-051-588, B606, C501, P101, R201; 0017-059-618, B612, C501, P101, R201; 0207-016-647, B623, P101, C501; 0614-049-604, B612, M501, P101, R201

UPC: 118287 (PE, RW, CN); 118288 (PE, RW, CN); 118289 (PE, RW, CN); 121572 (PE, RW, CN)

Contract #: C00118288DB124

Location: Lancaster, Caroline, Middlesex, King & Queen Counties, Fredericksburg District

The project will include complete replacement of the following bridges: Route 17 NB bridge over Dragon Run in Middlesex County, Route 695 bridge over Oyster Creek in Lancaster County, and the Route 614 bridge over Exol Swamp in King and Queen County. The project also includes the superstructure replacement of the Route 207 NB bridge over Mattaponi River in Caroline County. The project scope will include limited roadway approach work for the Route 695, Route 614, and Route 207 NB bridges, but Route 17 NB will require additional approach work as the bridge elevations will be raised to alleviate bridge flooding issues. The project does not increase the capacity of current roads and bridges.

The Project was procured using a two-phase low-bid design-build selection process.

Funding Sources:

118287 (PE, RW, CN): SGR Funds

118288 (PE, RW, CN): SGR Funds

118289 (PE, RW, CN): SGR Funds

121572 (PE, RW, CN): SGR Funds

Final Completion Date: November 14, 2028

Offerors:

<u>Name</u>	<u>Price</u>
Kokosing Construction Co., Inc.	\$33,219,203.00
Abernathy Construction Corp.	\$35,880,642.00
Wagman Heavy Civil, Inc.	\$39,630,562.00

Letting Date: 2/28/2024

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
534	123778	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	2	\$5,169,777.00	\$3,967,907.14	Exceeds
	PM5K-114-F24, P401		GLEN ALLEN				
	PM05(537)	YORK	VA				
	Maintenance Funds	HAMPTON ROADS DISTRICT					
		2024 PLANT MIX - INTERSTATE					

1 Recommended for AWARD \$5,169,777.00

Letting Date: 2/28/2024

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
247	123441	LOCATION: VARIOUS	APAC-ATLANTIC, INC.	1	\$11,849,581.37	\$10,282,550.18	Exceeds
	PM2F-962-F24, P401	PATRICK,	GREENSBORO				
	PM02(492)	HENRY	NC				
	Maintenance Funds	SALEM DISTRICT					
		SGR - 2024 PLANT MIX - PRIMARY					
443	124126, 124127	LOCATION: VARIOUS	BRANSCOME OPERATING, LLC dba BRANSCOME	2	\$11,278,558.21	\$8,363,828.54	Exceeds
	PM4D-964-F24, P401	DINWIDDIE, NOTTOWAY,	WILLIAMSBURG				
	PM04(531)	PRINCE GEORGE	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2024 PLANT MIX - PRIMARY / SECONDARY					
K32	111647, 111648	FROM: 0.168 MI. S. US RTE 211	GENERAL EXCAVATION, INC.	3	\$11,379,761.70	\$11,243,000.00	Exceeds
	7017-156-308, C501	TO: 0.810 MI. N. US RTE 211	WARRENTON				
	STP-5B01(461)	FAUQUIER	VA				
	Construction Funds	CULPEPER DISTRICT					
		SMARTSCALE - ROADWAY IMPROVEMENTS					

3 Recommended for AWARD \$34,507,901.28

BID RESULTS FOR THE CTB

March 19, 2024

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
<p>UPC 118287 (PE, RW, CN) 118288 (PE, RW, CN) 118289 (PE, RW, CN) 121572 (PE, RW, CN)</p> <p>0695-051-588, B606, C501, P101, R201; 0017-059-618, B612, C501, P101, R201; 0207-016-647, B623, P101, C501; 0614-049-604, B612, M501, P101, R201</p> <p>Contract #C00118288DB124</p> <p>Design, ROW, Construction & QA/QC</p>	<p>Fredericksburg District Bridge Bundle</p> <p>Lancaster, Caroline, Middlesex, King & Queen Counties, Fredericksburg District</p> <p>The project will include complete replacement of the following bridges: Route 17 NB bridge over Dragon Run in Middlesex County, Route 695 bridge over Oyster Creek in Lancaster County, and the Route 614 bridge over Exol Swamp in King and Queen County. The project also includes the superstructure replacement of the Route 207 NB bridge over Mattaponi River in Caroline County. The project scope will include limited roadway approach work for the Route 695, Route 614, and Route 207 NB bridges, but Route 17 NB will require additional approach work as the bridge elevations will be raised to alleviate bridge flooding issues. The project does not increase the capacity of current roads and bridges.</p>	<p>AWARD</p>	<p>Kokosing Construction Company, Inc. Westerville, OH</p>	<p>3</p>	<p>\$33,219,203.00</p>	<p>\$38,413,640</p>	<p>Lower</p>

Recommended for Award: \$33,219,203.00