

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-53.3 WHICH ADDS TWO NEW PROJECTS, VRE BROAD RUN CORRIDOR LEAD TRACK PROPERTY ACQUISITION AND VRE PROPERTY ACQUISITION FOR SEMINARY YARD RIGHT-OF-WAY, AS REQUESTED BY VIRGINIA RAILWAY EXPRESS (VRE)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, VRE has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.3 which adds the **VRE Broad Run Corridor Lead Track Property Acquisition (T13662)** totaling \$11,500,000 using FTA Urbanized Area Formula Grant program (§ 5307) and local funds and **VRE Seminary Yard Property Acquisition (T13663)** totaling \$90,950,000 using State of Good Repair Grant Program (§ 5337) and local funds, as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the new records will appear in the TIP following approval,

ATTACHMENT B) Letter from VRE dated December 19, 2024, requesting the amendments; and

WHEREAS, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.3, creating the 53rd amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-53.3 which adds the **VRE Broad Run Corridor Lead Track Property Acquisition (T13662)** totaling \$11,500,000 using § 5307 and local funds and **VRE Seminary Yard Property Acquisition (T13663)** totaling \$90,950,000 using § 5337 and local funds, as described in the attached materials.

ATTACHMENT A

T13662 - VRE Broad Run Corridor Lead Track Property Acquisition

Lead Agency
VRE

Project Type
Other

County
Prince William

From
-

Agency Project ID
-

Municipality
City of Manassas

To
-

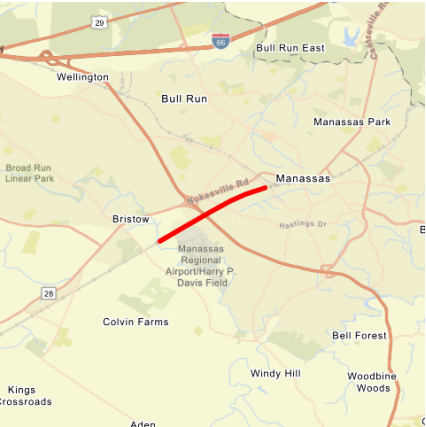
Completion Date
2025

Total Cost
\$11,500,000

Project Description
VRE will acquire 10.93 acres of railroad right-of-way (ROW) from the Virginia Passenger Rail Authority (VPRA) from a point east of the railroad bridge over Piper Lane at Milepost (MP) 36.23 to MP 33.6 in Prince William County and City of Manassas, VA. The ROW will be used for future construction of an extended lead track from the VRE Broad Run Station and Maintenance and Storage Facility (MSF) to the main railroad corridor. Acquisition of the property will enable VRE maintenance and continuing control once a new track is constructed. This project is for property acquisition only and does not include track construction.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Right of Way	LOCAL	-	-	-	\$1,063,230	\$579,883	\$656,887	\$2,300,000
Right of Way	S. 5307	-	-	-	\$4,252,924	\$2,319,531	\$2,627,545	\$9,200,000
Total Right of Way		-	-	-	\$5,316,154	\$2,899,414	\$3,284,432	\$11,500,000
Total Future Costs		-	-	-	-	-	\$3,284,432	\$3,284,432
Total Programmed		-	-	-	\$5,316,154	\$2,899,414	\$3,284,432	\$11,500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$9,200,000
TOTAL PROJECT COST	Stays the same \$11,500,000



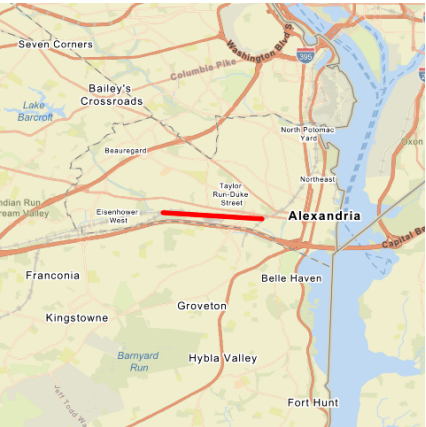
T13663 - VRE Seminary Yard Property Acquisition

Lead Agency VRE	Project Type Other	County -
From -	Agency Project ID -	Municipality City of Alexandria
To -	Completion Date 2025	Total Cost \$90,950,000

Project Description
VRE will acquire about 34 acres of railroad right-of-way (ROW) in the City of Alexandria from the Virginia Passenger Rail Authority (VPRA) from a point near Cameron Run stream at or about Milepost (MP) 10.76 to a point at or about MP 9.25 and a quarter mile west of Telegraph Road where the main Manassas Line merges with the Fredericksburg Line. This ROW supports the future use of the property for VRE midday equipment storage. Acquisition of this “Seminary Yard” property will enable VRE maintenance and continuing control once the midday storage facility is constructed. This project is for property acquisition only and does not include construction.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Right of Way	LOCAL	-	-	-	\$8,408,769	\$4,586,117	\$5,195,113	\$18,189,999
Right of Way	S. 5337-SGR	-	-	-	\$33,635,077	\$18,344,469	\$20,780,455	\$72,760,001
Total Right of Way		-	-	-	\$42,043,846	\$22,930,586	\$25,975,568	\$90,950,000
Total Future Costs		-	-	-	-	-	\$25,975,568	\$25,975,568
Total Programmed		-	-	-	\$42,043,846	\$22,930,586	\$25,975,568	\$90,950,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$72,760,001
TOTAL PROJECT COST	Stays the same \$90,950,000





December 19, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

Dear Chair Henderson:

The Potomac & Rappahannock Transportation Commission (PRTC) on behalf of the Virginia Railway Express (VRE), a commuter rail project jointly owned and operated by PRTC and the Northern Virginia Transportation Commission (NVTC), requests to add the new projects identified below to the FY 2023-2026 Transportation Improvement Program (TIP).

The proposed amendments are provided below:

VRE Broad Run Corridor Lead Track Property Acquisition (TIP ID: 13662)

- Add \$ 9,200,000 (Section 5307) FFY25 for ROW Phase
- Add \$ 2,300,000 (Local Match) FFY25 for ROW Phase
- \$11,500,000 total project cost

VRE Property Acquisition for Seminary Yard Right-of-Way (TIP ID: 13663)

- Add \$ 72,760,000 (Section 5337) FFY25 for ROW Phase
- Add \$ 18,190,000 (Local Match) FFY25 for ROW Phase
- \$90,950,000 total project cost

The proposed amendments are requested to acquire new property interests to support VRE operations resulting from the Virginia Passenger Rail Authority (VPRA) acquisition of the Manassas Line from Norfolk Southern Railway Company (NS) in August 2024. No construction is included as part of the projects.

The Draft VRE System Plan 2050 identifies the need for expanded infrastructure and facilities to accommodate forecast growth in passenger boardings, rail station parking demand, and equipment storage systemwide. The need for additional track capacity between the VRE Broad Run and Manassas Stations was identified to support planned VRE service expansion, improve operational efficiency, and minimize the potential for conflicts between VRE, Amtrak, and freight trains. Plans have been developed to increase capacity through the addition of a new track in this "Broad Run Corridor" that will connect the VRE Broad Run Station and Maintenance and Storage Facility to the main Manassas Line railroad corridor. About 10.93 acres of railroad ROW is required to construct this new lead track.

Letter to Ms. Christina Henderson
December 19, 2024
Page 2 of 2


Additional equipment storage capacity is also required outside of VRE's end-of-line Virginia storage facilities to satisfy mid- to long-term midday equipment storage needs. VRE currently pays storage fees to Amtrak to store VRE trains at Amtrak's Washington Union Terminal (WUT) between the morning and afternoon peak service periods, as outlined in an Agreement for Commuter Rail Passenger Service Access and Storage of Commuter Rail Passenger Equipment with Amtrak. That agreement provides that Amtrak may reduce VRE's storage rights at WUT up to and including reduction of all storage at WUT. Amtrak has indicated its intention to exercise that provision and begin reducing VRE storage at WUT. VRE has been developing a design for an alternative location adjacent to WUT and New York Avenue, NE in the District of Columbia, to meet its current and future midday storage needs. The VPRA Manassas Line acquisition provides an opportunity for VRE to instead acquire fee simple interest in about 34 acres of Manassas Line ROW in Alexandria, Virginia for future construction of a VRE midday storage facility. The acquisition and future storage facility will reduce VRE operating costs by eliminating the equipment storage fee payments to Amtrak, provide capacity for long-term VRE storage needs, and provide VRE with long-term continuing control over the facility.

PRTC requests approval of these projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on January 10, 2025. PRTC and VRE representatives will be available to answer any questions about this amendment request.

In the meantime, if you have any questions or concerns, please feel free to contact Cynthia Porter- Johnson at 703-580-6147 (cporter-johnson@omniride.com) or Christine Hoeffner at 703-838-5442 (choeffner@vre.org).

Thank you for your consideration of this matter.

Sincerely,

Signed by:

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Robert A. Schneider, PhD
Executive Director

cc: Maria Sinner, VDOT
Regina Moore, VDOT
Amy Garbarini, DRPT
Todd Horsley, DRPT
Mike Mucha, DRPT
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