



Meg Bohmke
Chair

Ian Ollis
FAMPO Administrator

FAMPO RESOLUTION 24-04

Directing a Public Comment Period for an Amendment to the FY24-27 Transportation Improvement Program to Add Two New Virginia Passenger Rail Authority Projects: UPC 20299 Virginia State-Supported Amtrak Operations; and Potomac Creek Third Track South (Siding A)

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) has a Transportation Improvement Program (TIP) for Fiscal Years 2024-2027 which was adopted on June 26, 2023; and

WHEREAS, FAMPO has requested the addition of two new Virginia Passenger Rail Authority Projects: UPC 20299 Virginia State-Supported Amtrak Operations; and Potomac Creek Third Track South (Siding A); and

WHEREAS, the FAMPO Policy Committee wishes to add these projects into the TIP for advancement; and

WHEREAS, the addition of a project to the TIP would normally trigger an air quality conformity assessment but FHWA considers the CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements as the funding is going towards operating assistance, which is specifically listed as being exempt in Table 2 of EPA's Transportation Conformity rule; and

WHEREAS, under FAMPO's Community Engagement and Equity Plan (CEEP), a 30-day public comment period and public hearing is required for the proposed amendments since these are new TIP projects.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization authorizes staff to release these draft FY24-27 TIP amendments for public comment over a 30-day period commencing August 22, 2023, and host a public hearing at the September 18, 2023 Policy Committee meeting.

Adopted by the Policy Committee at its meeting on August 21, 2023.

A handwritten signature in blue ink that reads "Meg Bohmke". The signature is written over a horizontal line.

Meg Bohmke, Chair

Fredericksburg Area Metropolitan Planning Organization
Policy Committee

Attachment 1 - UPC 20299 Virginia State-Supported Amtrak Operations Tip Block

Attachment 2 - Potomac Creek Third Track South (Siding A) Tip Block

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|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------------------------------|----------------|-----------------|-----------------|---------------|
| UPC NO | 20299 | SCOPE | Operational expenses related to six trains. | | | | |
| SYSTEM | Primary | JURISDICTION | Fredericksburg | OVERSIGHT | | | |
| PROJECT | Virginia State-Supported Amtrak Operations | | | ADMIN BY | VPRA | | |
| DESCRIPTION | Operating expenses for 2 trains on the Newport News route (Route 47), 3 trains on the Norfolk route (Route 50), and 1 train on the Richmond route (Route 51). The cost included is only for a portion of the routes and a portion of the train costs estimated for the jurisdiction. | | | | | | |
| PROGRAM NOTE | TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations | | | | | | |
| ROUTE/STREET | Newport News Operations (Route 47) Norfolk Operations (Route 50) Richmond Operations (Route 51) | | | TOTAL COST | \$56,874,628* | | |
| | FUND SOURCE | Previous Funding | FY24 | FY25 | FY26 | FY27 | Total FY24-27 |
| PE | Federal CMAQ | \$0 | \$1,347,526 | \$1,403,426 | \$1,475,530 | \$1,536,932 | \$5,763,414 |
| PE | State CMAQ | \$0 | \$336,881 | \$350,857 | \$368,883 | \$384,233 | \$1,440,853 |
| PE | VPRA | \$8,532,535.56 | \$8,495,471.19 | \$8,851,067.72 | \$11,528,807.43 | \$12,262,479.03 | \$41,137,825 |

Notes:

- Oversight – No federal oversight
- Regionally Significant for Air Quality – No, FHWA considers the CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements as the funding is going towards “operating assistance,” which is specifically listed as being exempt in Table 2 of EPA’s Transportation conformity rule.
- * Total cost includes operating expenses from previous funding and estimated expenses through FY27 as these are operating expenses without an end date.

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|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------------|--------------|---------------|--------------|---------------|
| UPC NO | | SCOPE | Potomac Creek Third Track South (Siding A) | | | | |
| SYSTEM | Primary | JURISDICTION | Fredericksburg | OVERSIGHT | | | |
| PROJECT | Potomac Creek Third Track South (Siding A) | | | ADMIN BY | VPRA | | |
| DESCRIPTION | Potomac Creek Third Track South (Siding A) is a Phase 1 Transforming Rail in Virginia (TRV) project that is strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor between Washington, D.C. and Richmond. Siding A is one of three sidings that is included in the Phase 1 of TRV. These improvements will increase network fluidity and reduce delays due to passenger and freight train interference and lay the groundwork for a dedicated third track from Alexandria to Spotsylvania. Siding A is 3.9 miles long and stretches from Milepost 61.3 to Milepost 65.2. | | | | | | |
| PROGRAM NOTE | TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment | | | | | | |
| ROUTE/STREET | Siding A is located at Potomac Creek between the Fredericksburg and Leeland Road Station. | | | TOTAL COST | \$142,917,400 | | |
| | FUND SOURCE | Previous Funding | FY24 | FY25 | FY26 | FY27 | Total FY24-27 |
| PE | Amtrak Capital (federal funds) | \$3,887,821 | \$7,175,641 | \$100,000 | \$0 | \$0 | \$7,275,641 |
| CS | Amtrak Capital (federal funds) | \$732,343 | \$1,351,665 | \$48,790,116 | \$48,771,279 | \$12,192,820 | \$92,341,200 |
| PM | Amtrak Capital (federal funds) | \$1,092,899 | \$1,743,551 | \$7,590,784 | \$7,590,784 | \$1,897,696 | \$37,587,496 |

Notes:

