# Tier 1 Recommendations

# October 20, 2017

Office of INTERMODAL Planning and Investment

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# Northern Virginia District

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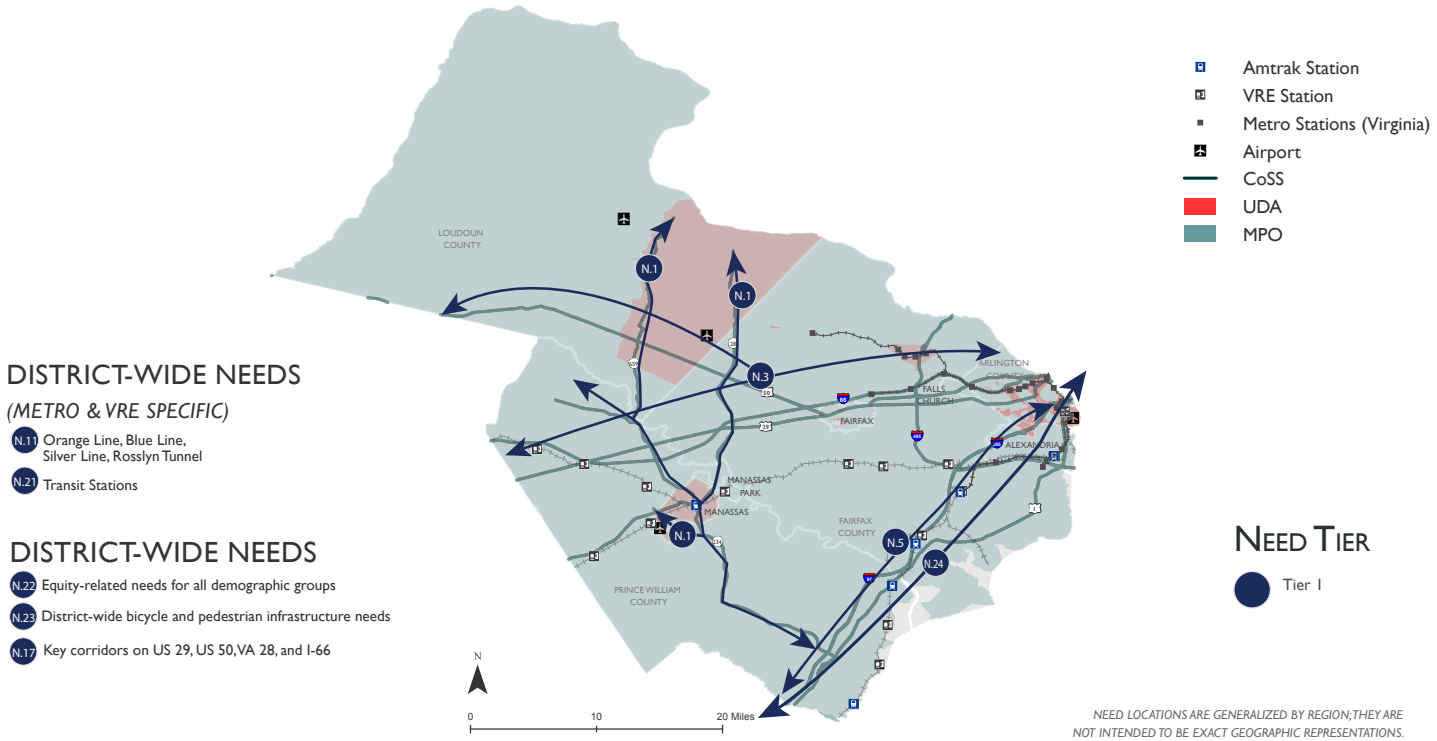
# VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS
# NORTHERN VIRGINIA DISTRICT




| Tier 1 District Needs | |
|---|---|
| **Need** | **Need Description** |
| N.1 | Within the NVTA Region, the VA 28, VA 234, and VA-659 regional corridors have congestion, mode choice, safety, connectivity and bicycle and pedestrian needs, and constrained access to Dulles Airport. |
| N.3 | Within the NVTA Region, the US 29, US 50, and I-66 regional corridor (Prince William, Fairfax, and Arlington) have congestion and mode choice needs. |
| N.5 | Within the NVTA Region, the I-95, I-395 and US 1 corridors have passenger and freight rail congestion, mode choice and connectivity needs. |
| N.11 | Within the NVTA Region, the Metro Orange, Blue, and Silver lines and the Rosslyn Tunnel all have congestion, reliability, station accessibility, transit connectivity and bicycle and pedestrian needs as well as severe train throughput and passenger carrying capacity constraints. |
| N.17 | Within the NVTA Region, the US 29, US 50, VA 28, and I-66 corridors (Fairfax/Manassas/Gainesville) have safety, congestion, reliability, mode choice, bicycle and pedestrian needs. |
| N.21 | Within the NVTA Region, transit stations (rail stations and bus hubs) have multimodal access (walk/bike/local bus/shuttle service) needs. |
| N.22 | Within the NVTA Region, there are equity-related multimodal access (walk/bike/local bus/shuttle service) needs for all demographic groups. |
| N.23 | Within the NVTA Region, there are bicycle and pedestrian infrastructure needs, missing links in the network, and safety needs for those modes. |
| N.24 | Within the NVTA Region and cross-District, I-95/I-395 and US 1 from Stafford County to Washington D.C, has congestion, reliability and safety needs. |

| Funded Projects | |
|---|---|
| **Need(s)** | **Project Name** |
| N.1 | Interim Widening of Route 659 Bridge over Dulles Greenway |
| N.1, N.3, N.11, N.17, N.22 | Metrorail Silver Line Phase II in Dulles Corridor |
| N.1 | New Interchanges: Route 7 & Route 659 and Route 28 & Innovation Avenue |
| N.1 | Route 28 widenings: between Godwin Drive and Manassas City Limits, between Vint Hill Road and Fitzwater Drive, between Linton Hall Road and Pennsylvania Road |
| N.1 | Spot Improvements on Route 28 in Loudoun County (reconstruction with added capacity) |
| N.1 | Sudley Road Third Lane between Godwin Drive and Dorsey Circle (SMART SCALE 2015) |
| N.3 | Extension of Government Center Parkway from Fairfax County Boundary to Jermantown Road (SMART SCALE 2015) |
| N.3 | I-66 Corridor (outside the Beltway) Enhanced Bus Service |
| N.3 | I-66 Inside Beltway: Transform 66 - Multimodal Improvements, Tolling Systems Integration, Reconstruction between George Mason Drive and Dulles Access Road |
| N.3 | I-66 Non-Capacity improvements: I-495 Access Improvements and flyover for HOT lanes, Spot Operations Improvements on I-66 |
| N.3 | TDM Strategies Serving I-66 Corridor (SMART SCALE 2015) |
| N.3, N.17 | Transform 66 Outside the Beltway (SMART SCALE 2015) |
| N.3 | Upgrade Traveler Information Systems on I-95 and I-66 Corridors |
| N.5 | Atlantic Gateway Third Track Improvements |
| N.5, N.22, N.24 | Construct new Potomac Yard Metrorail Station on the Blue and Yellow lines |
| N.5, N.22, N.24 | Crystal City Transitway Northern Extension |
| N.5, N.11 | Metrorail Blue Line Traction Power Upgrades |
| N.11 | Herndon Metrorail Intermodal Access Improvements and intersection improvements at Herndon Parkway and Van Buren Street |
| N.11 | Implement ITS Safety Improvements in I-66 Rosslyn Tunnel |
| N.11, N.17 | Loudoun County Metrorail Station Bicycle and Pedestrian Improvements |
| N.17 | Widen US 29 from four to six lanes between Union Mill Road and Buckley's Gate Drive |
| N.21 | Ballston-MU Metrorail Station West Entrance (SMART SCALE 2015) |
| N.21 | Metrorail Bus Access Improvements: I-66 Vienna Metrorail Accessibility and Capacity Improvements, Eisenhower Metrorail Station Bus Loop |
| N.22 | ART Service Restructuring and Expansion between North Glebe Road to Pentagon (SMART SCALE 2015) |
| N.23 | Bikeshare support: Capital Bikeshare Expansion on George Washington Memorial Parkway and Bikeshare Infrastructure in Reston, Falls Church |
| N.23 | Falls Church: Pedestrian Crossings and Downtown Planning Opportunity Area (SMART SCALE 2015) |
| N.23 | Middleburg Downtown Pedestrian Improvements |

| Funded Projects | |
|---|---|
| **Need(s)** | **Project Name** |
| N.23 | Pedestrian and Bicycle Access for Loudoun County Metrorail Stations |
| N.23 | Pedestrian and Bicycle Facilities on Route 123, Cinder Bed Road, Van Buren Street, McKinley Road, Dumfries Road, Horner Road, Opitz Boulevard, Army Navy Drive, Van Dorn Street, and Route 7 |
| N.23 | Trail Connections and Construction: between Potomac Yard and Four Mile Run Trail, Mount Vernon Trail, Potomac Heritage Trail at Featherstone Wildlife Refuge, Old Cameron Run Trail (SMART SCALE 2015) |
| N.24 | Adaptive Traffic Signal Controls (SMART SCALE 2015) |
| N.24 | Crystal City Streets: 12th Street Transitway (South Eads-South Clark), Clark/Bell Realignment, Intersection Improvements on 23rd Street. |
| N.24 | I-395 improvements: Widen southbound between Duke Street and Edsall Road, reconstruction of Boundary Channel Drive at I-395, HOT Lanes, HOV Ramps at Eads Street, Widen I-395 Express Lanes southbound between Turkeycock Run and Eads Street |
| N.24 | Widen Neabsco Mills Road between US 1 and Smoke Court (SMART SCALE 2016) |
| N.24 | Widen US 1 between Marys Way and Featherstone Road (SMART SCALE 2015) |
| N.24 | Widening of Harry Nice Route 301 bridge |

| Project Recommendations | | | | | | |
|---|---|---|---|---|---|---|
| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Type | Cost ($M) | Page |
| NOVA1 | N.24 | Investments in projects, programs, and technologies that catalyze a shift to nonpeak period highway travel for freight | Multiple | Highway, TDM | TBD | 2 |
| NOVA2 | N.3, N.5, N.17, N.21, N.24 | VRE System Plan 2040 Phase 1 Improvements | Multiple | Rail Transit | $311.42 | 4 |
| NOVA3 | N.3, N.5, N.11, N.21, N.22, N.23 | Implementation of Planned Pedestrian and Bicycle Projects near Metrorail Stations | Multiple | Bike/Ped | $12.60 | 6 |
| NOVA4 | N.11 | WMATA Core Station Improvements | Multiple | Rail Transit | $1,000 | 8 |
| NOVA5 | N.11 | Peak Period Bus Transit Service Supplementing Metrorail Blue Line Service | Multiple | Bus Transit | $4.70 | 10 |
| NOVA6 | N.3, N.17 | Implementation of Fairfax Connector Route 610 and Service Improvements to I-66 Express Routes | Multiple | Bus Transit | $7.40 | 12 |
| NOVA7 | N.3, N.11 | Improved Bus Service Frequency along the Rosslyn-Ballston Corridor into the District | Multiple | Bus Transit | $0.25 | 14 |
| NOVA8 | N.1, N.3, N.17 | Improved Bus Service Frequency between Northern Virginia Jurisdictions | Multiple | Bus Transit | TBD | 16 |
| NOVA9 | N.17 | Park-and-Ride/Slug Line Centers along I-66 Corridor | Multiple | Highway, TDM | TBD | 18 |
| NOVA10 | N.3, N.17 | Access Management Study on Route 50 | Multiple | Highway, TDM | $0.50 | 20 |
| NOVA12 | N.1 | Implementation of New Fairfax Connector Routes Serving Dulles Airport and Vicinity | Multiple | Bus Transit | $3.50 | 22 |
| NOVA13 | N.1, N.22, N.23 | Implementation of Priority Bicycle and Trail Projects | Multiple | Bike/Ped | TBD | 24 |
| NOVA14 | N.1 | Managed Lane Study on Route 28 | Multiple | Highway, TDM | $0.50 | 26 |

| Project Recommendations | | | | | | |
|---|---|---|---|---|---|---|
| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Type | Cost ($M) | Page |
| NOVA15 | N.1 | Transit Study on Route 28 (south of I-66) | Multiple | Bus Transit, Rail Transit | $0.50 | 28 |
| NOVA16 | N.5 | US 1 BRT Richmond Highway Phase 1 | Fairfax County | Bus Transit | $324.60 | 30 |
| NOVA19 | N.22 | Transit Priority Corridor: Leesburg Pike | Multiple | Bus Transit | $27.20 | 32 |
| NOVA20 | N.22 | Transit Priority Corridor: Little River Turnpike/Duke Street | Multiple | Bus Transit | $20.52 | 34 |
| NOVA21 | N.22 | Transit Priority Corridor: Richmond Highway Express | Multiple | Bus Transit | $36.86 | 36 |
| NOVA22 | N.22 | Transit Study in Low Income and Minority Areas | Multiple | Bike/ Ped, Bus Transit, Rail Transit | $0.50 | 38 |
| NOVA24 | N.5, N.24 | Commuter Bus Services from Fredericksburg and Stafford County to DC | Multiple | Bus Transit | TBD | 40 |
| NOVA25 | N.21 | Street Grid Study: TODs and Activity Centers | Multiple | Bike/Ped | $0.50 | 42 |
| NOVA26 | N.5 | Additional Park-and-Ride Spaces | Multiple | Bus Transit, Rail Transit, TDM | $44.80 | 44 |
| NOVA28 | N.22 | Route 7 BRT Service | Fairfax County | Bus Transit | $250.00 | 46 |
| NOVA29 | N.5 | Long Bridge Improvements | Multiple | Rail Transit, Freight Rail | $800.00 | 48 |
| NOVA30 | N.5 | DC2RVA: Speed and Reliability Improvements to VRE and Amtrak Facilities | Multiple | Rail Transit, Freight Rail | $5,100 | 50 |
| NOVA31 | N.3, N.5, N.11 | All Eight-Car Trains | Multiple | Rail Transit | $500.00 | 52 |
| NOVA32 | N.21 | Implement Planned Street Grid Improvements | Fairfax County | Highway, Bike/Ped | TBD | 54 |

| Project Recommendations | | | | | | |
|---|---|---|---|---|---|---|
| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Type | Cost ($M) | Page |
| NOVA33 | N.21 | Prentice Drive Extension | Loudoun County | Highway, Bike/Ped | $90.60 | 56 |
| NOVA34 | N.21 | Frontier Drive Extension | Fairfax County | Highway, Bike/ Ped, Bus Transit | $88.81 | 58 |
| NOVA36 | N.17 | Widen (Braddock Road to Tall Cedars Parkway) and Extend Northstar Boulevard (Tall Cedars Parkway to Shreveport Drive) | Loudoun County | Highway, Bike/Ped | $117.68 | 60 |
| NOVA37 | N.17 | New Interchange on US 50 at Loudoun County Parkway | Loudoun County | Highway | TBD | 62 |
| NOVA40 | N.1 | University Boulevard Extension | Multiple | Highway, Bike/Ped | $47.00 | 64 |
| NOVA41 | N.1 | Route 234 Bypass Interchange at Balls Ford Road and Balls Ford Road Widening | Prince William County | Highway, Bike/Ped | $145.00 | 66 |
| NOVA42 | N.1 | Wellington Road Improvements | Prince William County | Highway | $87.14 | 68 |
| NOVA43 | N.1 | Route 234 Arterial Operations Improvements | Manassas City | Highway | $1.36 | 70 |
| NOVA45 | N.1 | Route 28 Widening between Sterling Boulevard and Route 7 | Multiple | Highway | TBD | 72 |
| NOVA46 | N.3 | Seven Corners Ring Road | Multiple | Highway | $71.90 | 74 |
| NOVA49 | N.3 | I-66 Integrated Corridor Management Program: Parallel Arterial Operations Improvements | Multiple | Highway | $2.58 | 76 |
| NOVA50 | N.3 | US 29 Arterial Operations Improvements between Prince William/Fauquier County Line and Washington, DC | Multiple | Highway | $0.47 | 79 |
| NOVA51 | N.17 | Widen US 29 to six lanes between US 15 and Virginia Oaks Drive | Prince William County | Highway | TBD | 80 |
| NOVA53 | N.21, N.22, N.23 | East Falls Church Multimodal Safety and Access Project | Multiple | Bus Transit, Bike/Ped | $8.50 | 82 |
| NOVA54 | N.22 | Paratransit Vehicles (Transit Operational Program) | Multiple | Bus Transit | $0.41 | 84 |
| NOVA55 | N.24 | US 1 Improvements | Multiple | Highway | $700.00 | 86 |
| NOVA56 | N.24 | Richmond Highway Widening (Mount Vernon Highway to Napper Road) | Fairfax County | Highway | $214.77 | 88 |

| Project Recommendations | | | | | | |
|---|---|---|---|---|---|---|
| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Type | Cost ($M) | Page |
| NOVA58 | N.24 | I-95/I-395 Integrated Corridor Management Initiative | Multiple | Highway | $7.45 | 90 |
| NOVA59 | N.24 | Flyover Ramps: I-95 from General to Express Lanes at Joplin Road and I-395 from General to Express Lanes at Duke Street | Multiple | Highway | TBD | 92 |
| NOVA61 | N.24 | I-395 and Boundary Channel Drive Interchange Improvements | Arlington County | Highway | TBD | 94 |
| NOVA62 | N.24 | I-95/Route 286 Northbound Flyover | Fairfax County | Highway | $76.16 | 96 |
| NOVA63 | N.5, N.22, N.24 | West End Transitway | Alexandria City | Bus Transit | $142.41 | 98 |
| NOVA64 | N.5, N.22, N.24 | West End Transitway - Southern Towers Transit Facilities | Alexandria City | Bus Transit | $10.00 | 100 |
| NOVA65 | N.5, N.22 | Duke Street Transitway | Alexandria City | Bus Transit | $100.00 | 102 |

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# Northern Virginia District

# Project Sheets

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA01

Short Description

Investments in projects, programs, and technologies that catalyze a shift to nonpeak period highway travel for freight

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need C; CoSS Need K3:C

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

## Recommendation Features

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [X] Travel Demand Managemen

*Detailed Description of Improvements*

Investment strategy to increase freight system performance; strategy can minimize effects on goods movement and increase system performance. Strategy found in the Virginia Multimodal Freight Plan (2014).

Once specific improvements have been identified, projects and programs to improve freight system performance would be eligible for SMART SCALE and are reviewed below as a SmartScale-ready project.

## Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FASTLANE

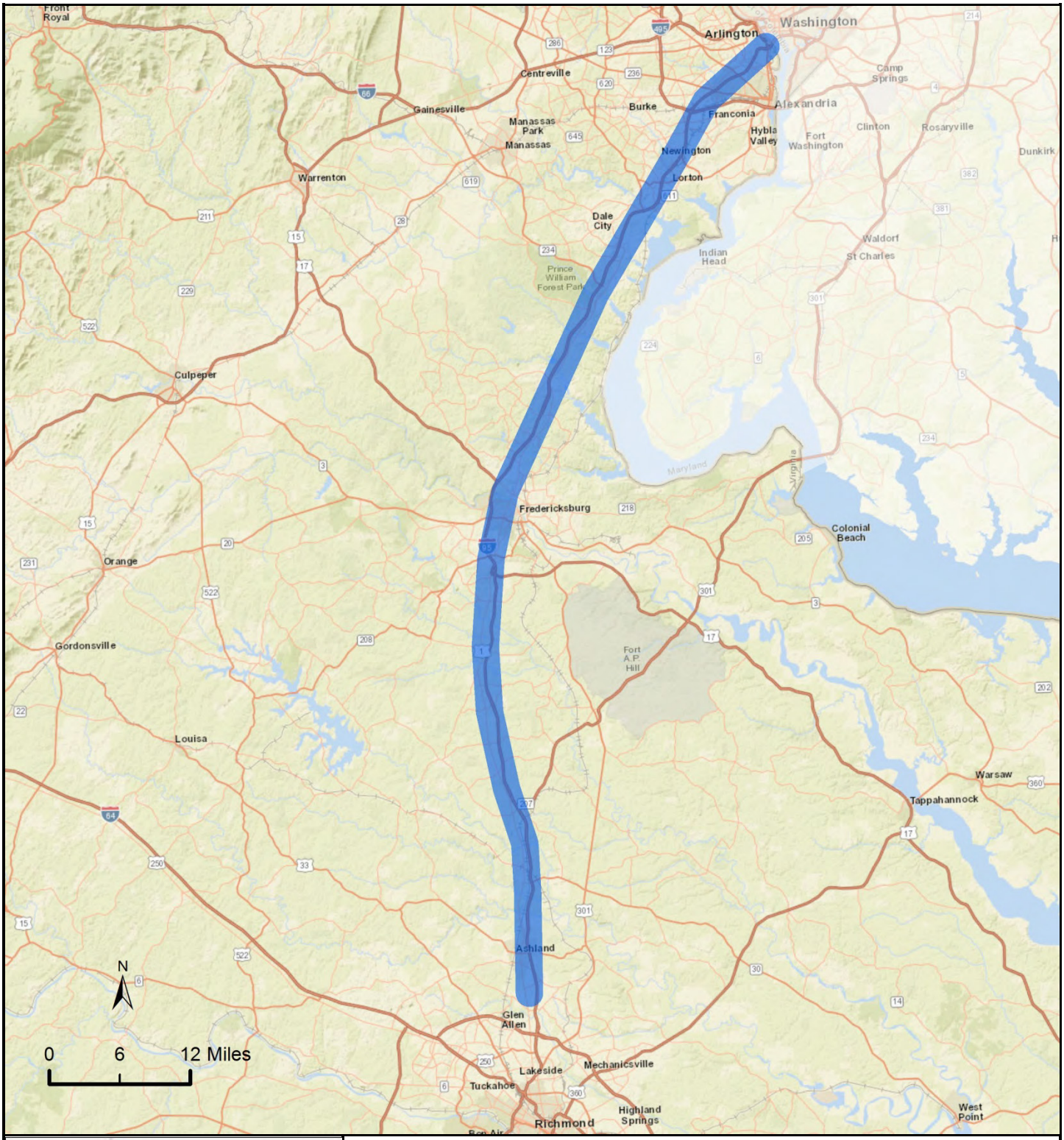
Estimated Project Cost (in $M): TBD

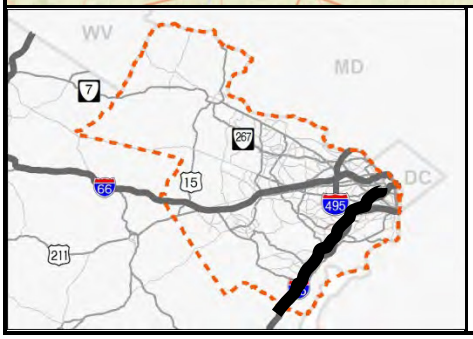
Right of Way Required for Project [ ]

## If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Would remove truck traffic from roadways with high crash rates. |
| Congestion Mitigation | Could relieve congested roadways through removal of freight traffic. |
| Accessibility | Not likely to significantly impact accessibility. |
| Land Use | Would relieve capacity constraints on local roads in areas near mixed use development |
| Environment | Reduction in truck VMT and congestion relief could improve air quality. |
| Economic Development | Would relieve capacity constraints on local roads in areas designated for development. |




**Project Reference Number:** NOVA01

**Short Project Description:** Investments in projects, programs, and technologies that catalyze a shift to nonpeak period highway travel for freight

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA02

Short Description
VRE System Plan 2040 Phase 1 Improvements

District
Northern Virginia

Local Jurisdiction
Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C; CoSS Needs G1:A, G1:G, K3:A, K3:C, H2:G; UDAs 41, 82

Project Status: Partially funded in 2017-2022 SYIP (e.g. PE or ROW only, but not complete construction)

## Recommendation Features

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [ ] Bus Transit [X] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Phase 1 improvements from the VRE System Plan 2040 (2013) include additional rail cars, platform extensions, parking expansion, enhancements of storage facilities, and triple-tracking on the Fredericksburg Line. These improvements are located on both the Fredericksburg and Manassas lines and are anticipated to take place by 2020.

## Potential Funding Sources

(Place X in all applicable boxes)

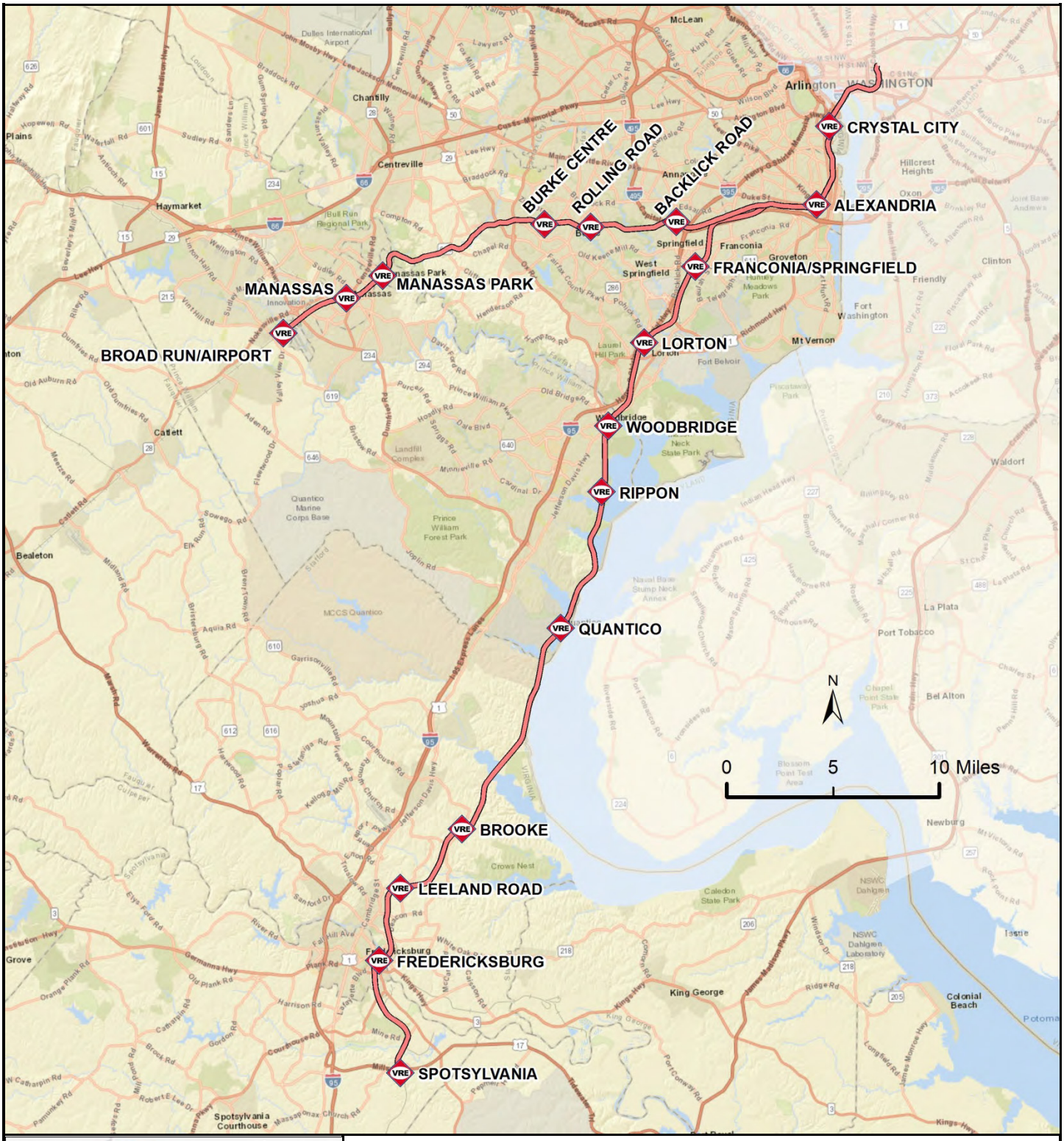
[X] SMART SCALE [X] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

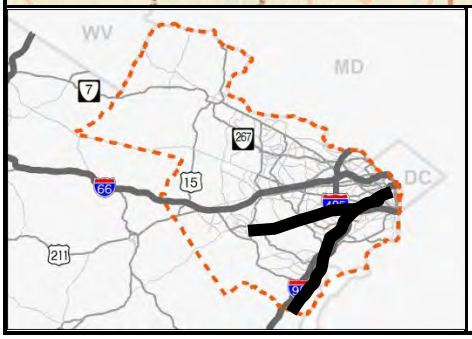
Estimated Project Cost (in $M) $ 311.42 Right of Way Required for Project [ ]

## If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could result in large reduction in VMT in areas with high crash rates. |
| Congestion Mitigation | Could reduce VMT and congestion through increased rail ridership. |
| Accessibility | Station improvements include improved access for pedestrians/bicyclists. |
| Land Use | Could promote transportation efficient land uses. |
| Environment | Reduced VMT and congestion could improve air quality. |
| Economic Development | Supports local and regional plans for development near stations. |




**Project Reference Number:** NOVA02

**Short Project Description:** VRE System Plan 2040 Phase 1 Improvements

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA03

Short Description
Implementation of Planned Pedestrian and Bicycle Projects near Metrorail Stations

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need A; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Locally planned bicycle and pedestrian projects can address first-mile/last-mile accessibility for Metrorail stations and promote multimodal mobility. WMATA has identified planned bicycle and pedestrian projects that will increase walkability and bikeability at Metrorail stations in the WMATA Metrorail Station Investment Strategy (2016). In addition to these projects, local jurisdictions across Northern Virginia have developed plans for bicycle and pedestrian infrastructure that will best connect their local communities to Metrorail stations. The estimated project cost below reflects only the priority projects identified in the Metrorail Station Investment Strategy.

**Potential Funding Sources**

(Place X in all applicable boxes)

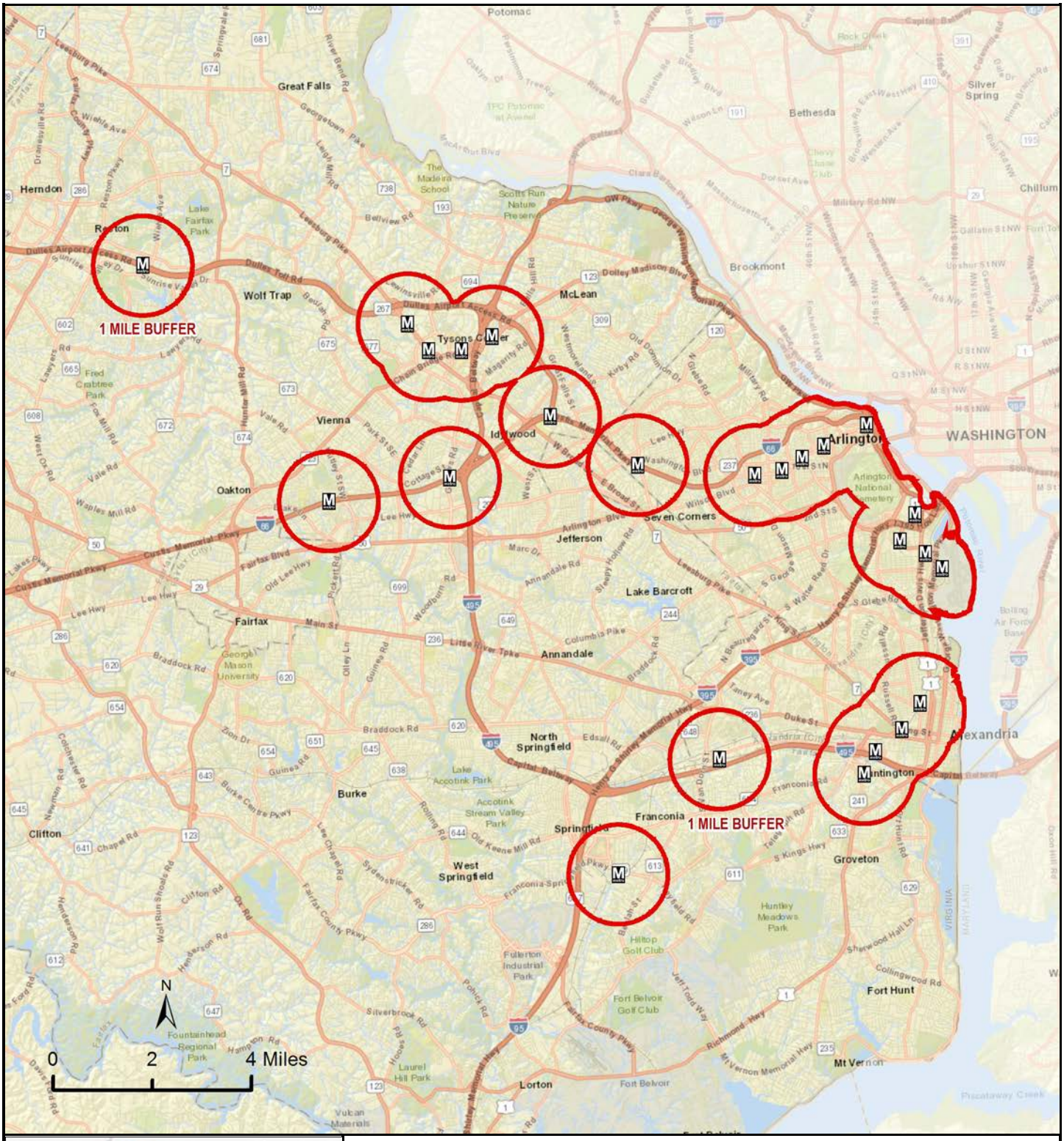
[X] SMART SCALE [X] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

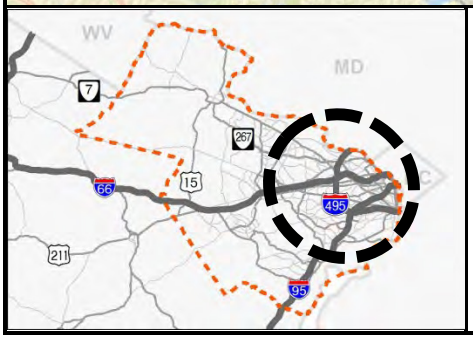
Estimated Project Cost (in $M): $ 12.60 | Right of Way Required for Project: [X]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Improve safety around stations |
| Congestion Mitigation | Would reduce amount of short trips to station; localized impacts to congestion |
| Accessibility | Improve accessibility to Metrorail stations |
| Land Use | Additional access to services and facilities around Metrorail stations. |
| Environment | Improve non-motorized facilities |
| Economic Development | Increased walksheds can promote economic development |




**Project Reference Number:** NOVA03

**Short Project Description:** Implementation of Planned Pedestrian and Bicycle Projects near Metrorail Stations

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA04

Short Description: WMATA Core Station Improvements

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Needs C, D, G; CoSS Needs K3:AG, H2:A, I4:A UDA IDs 14, 23, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [ ] Bus Transit [X] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

The WMATA 2025 plan for core station improvements proposes improvements such as adding escalators, stairs, building passageways, and connecting platforms. The plan would eliminate congestion bottlenecks and support 8-car operations. Includes only the Virginia portion of funding, while remainder would be funded by other WMATA jurisdictions. Metrorail core stations in Virginia are Rosslyn, Arlington Cemetery, Pentagon, Pentagon City, Crystal City, and Ronald Reagan Washington National Airport.

**Potential Funding Sources**

(Place X in all applicable boxes)

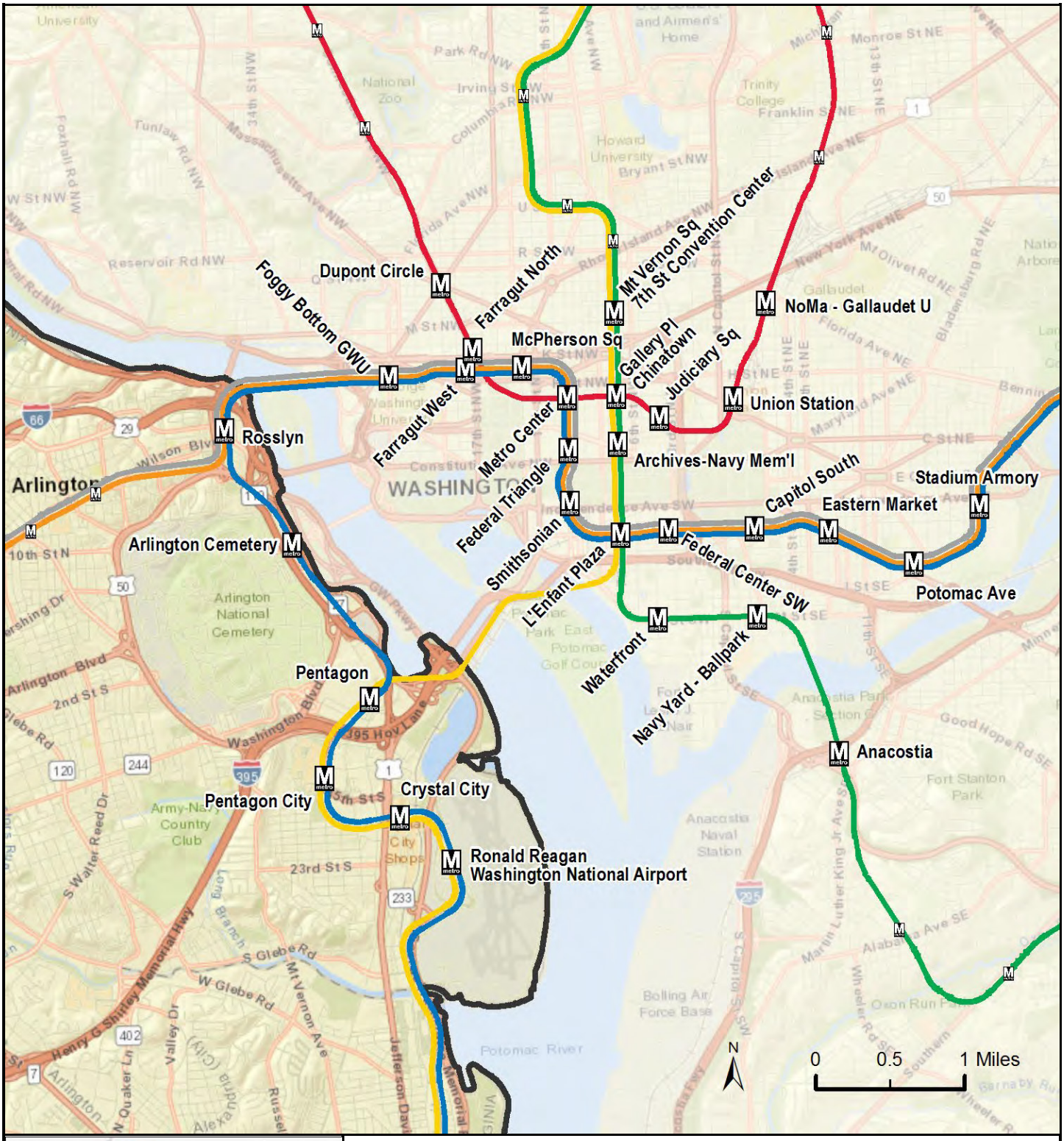
[ ] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other: WMATA/Other Jurisidictions

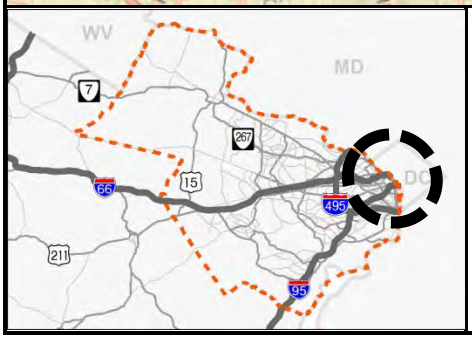
Estimated Project Cost (in $M): $ 1,000.00 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Not eligible (no preferred alternatives identified) |
| Congestion Mitigation | Not eligible (no preferred alternatives identified) |
| Accessibility | Not eligible (no preferred alternatives identified) |
| Land Use | Not eligible (no preferred alternatives identified) |
| Environment | Not eligible (no preferred alternatives identified) |
| Economic Development | Not eligible (no preferred alternatives identified) |




**Project Reference Number:** NOVA04

**Short Project Description:** WMATA Core Station Improvements (Virginia portion only)

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA05

Short Description
Peak Period Bus Transit Service Supplementing Metrorail Blue Line Service

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Needs C, D, G; UDA IDs 14, 23, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Arlington County TDP (2016) recommends adding midday service and increasing the span of service as an alternative to Metrorail Blue Line service. This service could be extended into the District to alleviate congestion in the Rosslyn tunnel. Improvements include Columbia Pike Premium Transit (estimated annual operating cost : $0.5M) and changes to Metrobus16, with 16X providing service between Glen Carlyn and the Pentagon to Downtown DC (estimated annual operating cost: $4.2M).

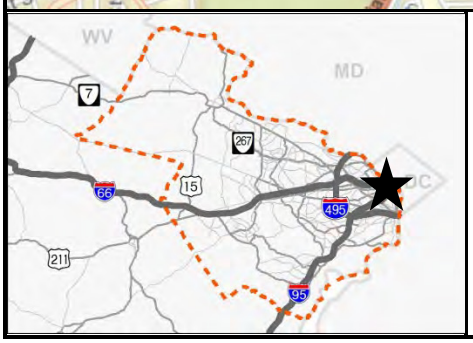
**Potential Funding Sources**
(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M): $ 4.70 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Not eligible (no preferred alternatives identified) |
| Congestion Mitigation | Not eligible (no preferred alternatives identified) |
| Accessibility | Not eligible (no preferred alternatives identified) |
| Land Use | Not eligible (no preferred alternatives identified) |
| Environment | Not eligible (no preferred alternatives identified) |
| Economic Development | Not eligible (no preferred alternatives identified) |


**Project Reference Number:** NOVA05

**Short Project Description:** Peak Period Bus Transit Service Supplementing Metrorail Blue Line Service between Crystal City and Rosslyn into DC

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA06

Short Description

Implementation of Fairfax Connector Route 610 and Service Improvements to I-66 Express Routes

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Needs C; CoSS Needs H2:A, H2:H, I4:A, I4:I; UDA IDs 41, 82

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Implementation of Fairfax Connector Route 610 and Service Improvements to I-66 Express Routes were identified in Fairfax County Transit Development Plan. Cost is based on annualized capital needs and net operating cost.

**Potential Funding Sources**

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

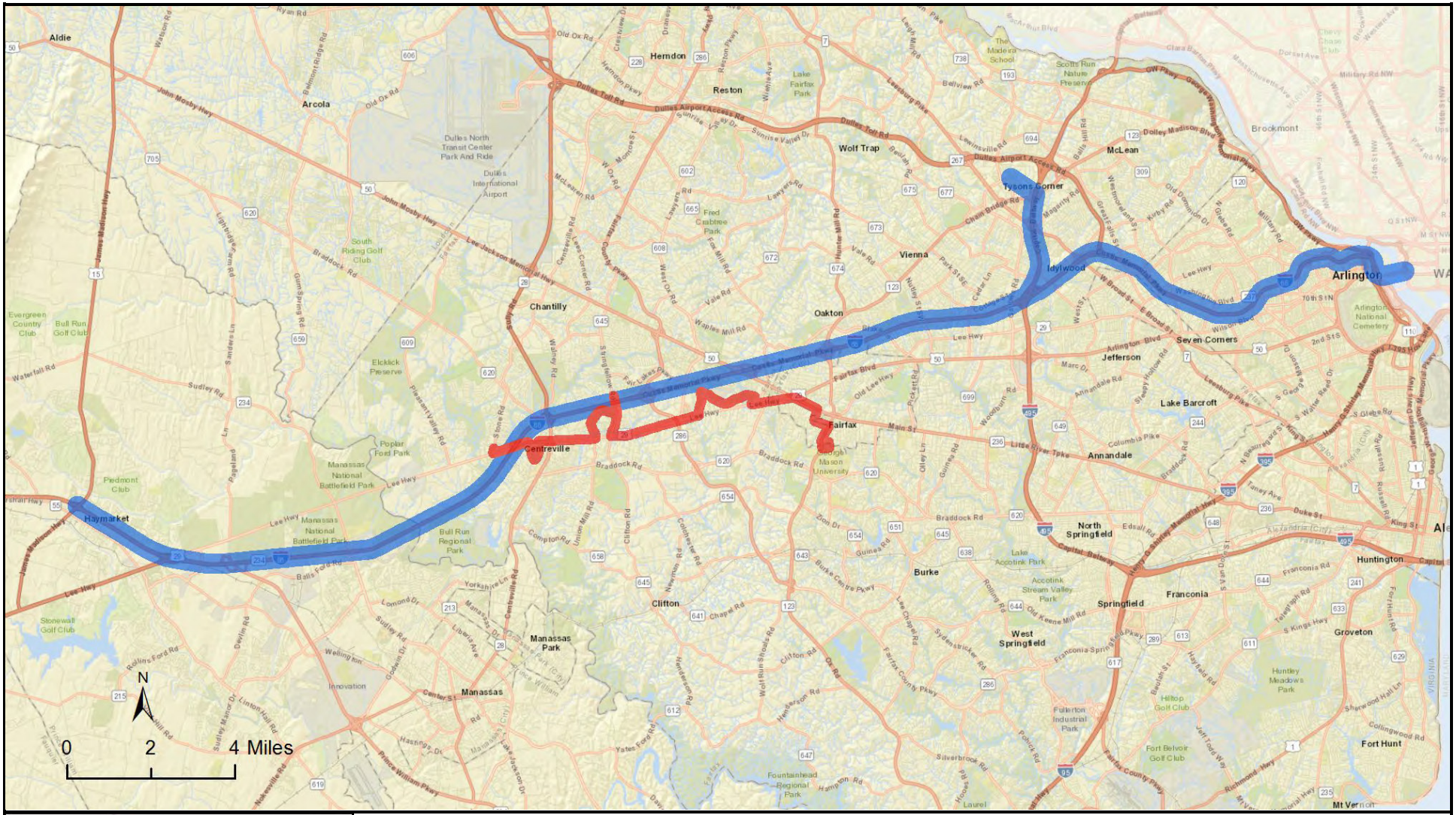
Estimated Project Cost (in $M): $ 7.40

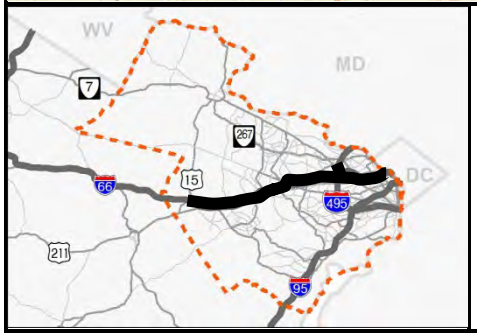
Right of Way Required for Project: [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Additional bus service will not have significant impact on safety |
| Congestion Mitigation | Additional routes and improvements will help with congestion on I-66 |
| Accessibility | Could provide additional access to jobs and multimodal access |
| Land Use | Promotes transportation-efficient land use |
| Environment | Shift from personal vehicles to buses will impact air quality |
| Economic Development | Promote access and supports economic development |




**Project Reference Number:** NOVA06

**Short Project Description:** Implementation of Fairfax Connector Route 610 and Service Improvements to I-66 Express Routes

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA07

Short Description

Improved Bus Service Frequency along the Rosslyn-Ballston Corridor into the District

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Needs C; CoSS Needs H2:A, H2:H, I4:A, I4:I; UDA IDs 41, 82

Project Status: Modified recommendation from existing planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Improved bus service frequency between Rosslyn-Ballston, as identified in the 2010 Arlington County Transit Development Plan. This recommendation is also presented in the I-66 Multimodal Report from 2010 as increased frequency of the Metrobus 38B from Ballston-Farragut Square, which would increase transit capacity into the District and provide a Metrorail alternative between the jurisdictions. Cost provided is estimated increase in annual operating costs.

**Potential Funding Sources**

(Place X in all applicable boxes)

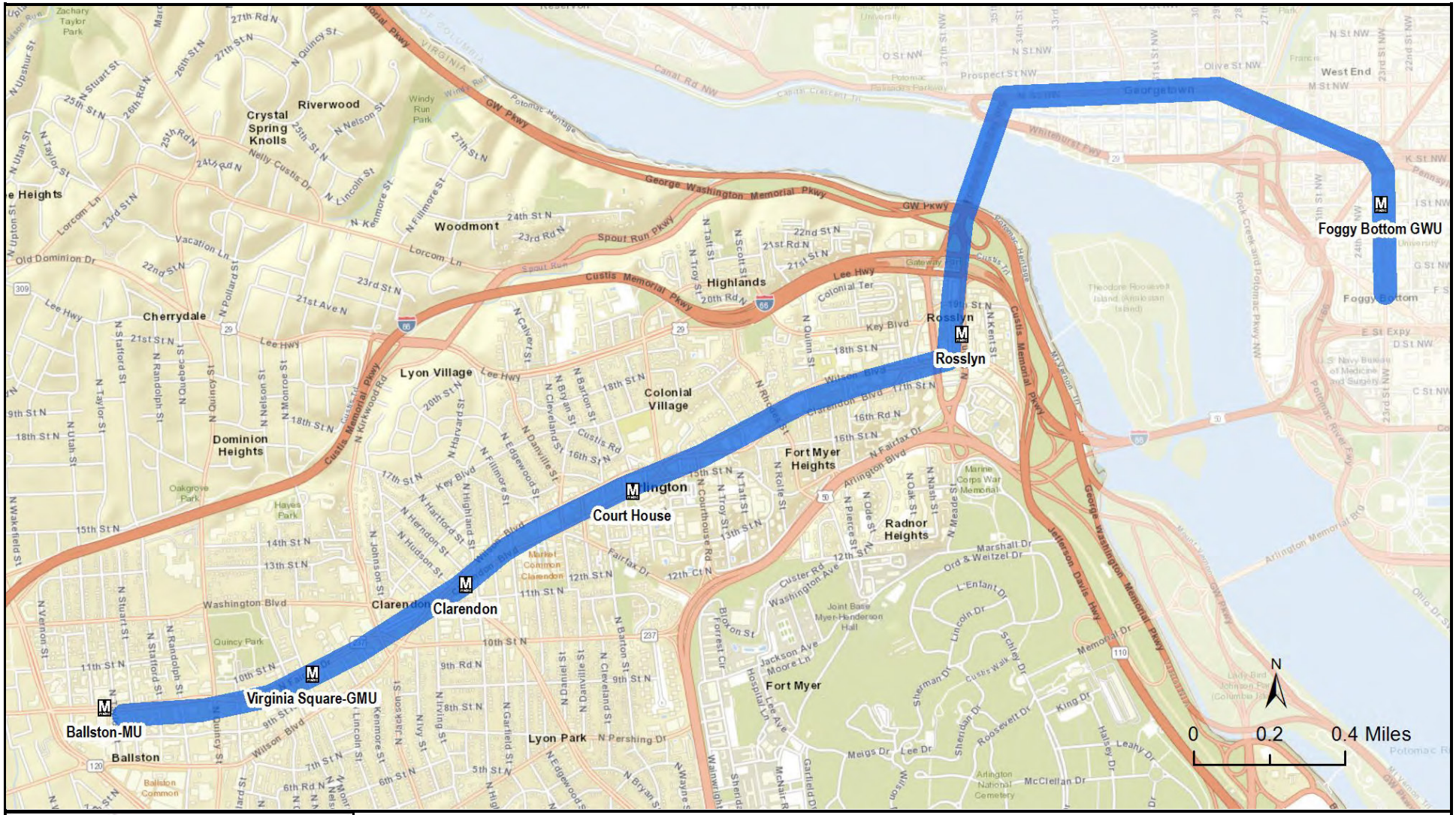
[ ] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

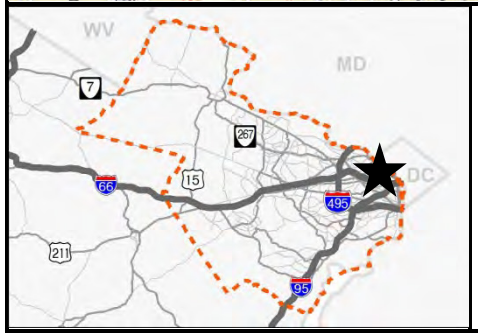
Estimated Project Cost (in $M) $ 0.25 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Not eligible (no preferred alternatives identified) |
| Congestion Mitigation | Not eligible (no preferred alternatives identified) |
| Accessibility | Not eligible (no preferred alternatives identified) |
| Land Use | Not eligible (no preferred alternatives identified) |
| Environment | Not eligible (no preferred alternatives identified) |
| Economic Development | Not eligible (no preferred alternatives identified) |




**Project Reference Number:** NOVA07

**Short Project Description:** Increased Bus Service Frequency along Rosslyn-Ballston Corridor into DC

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA08

Short Description: Improved Bus Service Frequency between Northern Virginia Jurisdictions

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports): Northern Virginia Needs C; CoSS Needs H2:H, I4:I; UDA IDs 41, 82

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

### Recommendation Features

*Type (Place X in all applicable boxes)*

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Improved bus service frequency between Northern Virginia jurisdictions, as recommended by the Virginia Department of Rail and Public Transportation. Service improvements could include bus rapid transit corridors connecting Northern Virginia jurisdictions, as identified in the Northern Virginia Transportation Authority's long-range transportation planning effort, TransAction. Any required bus purchases for improved service frequency would be eligible for SMART SCALE.

### Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [X] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [ ] Other:

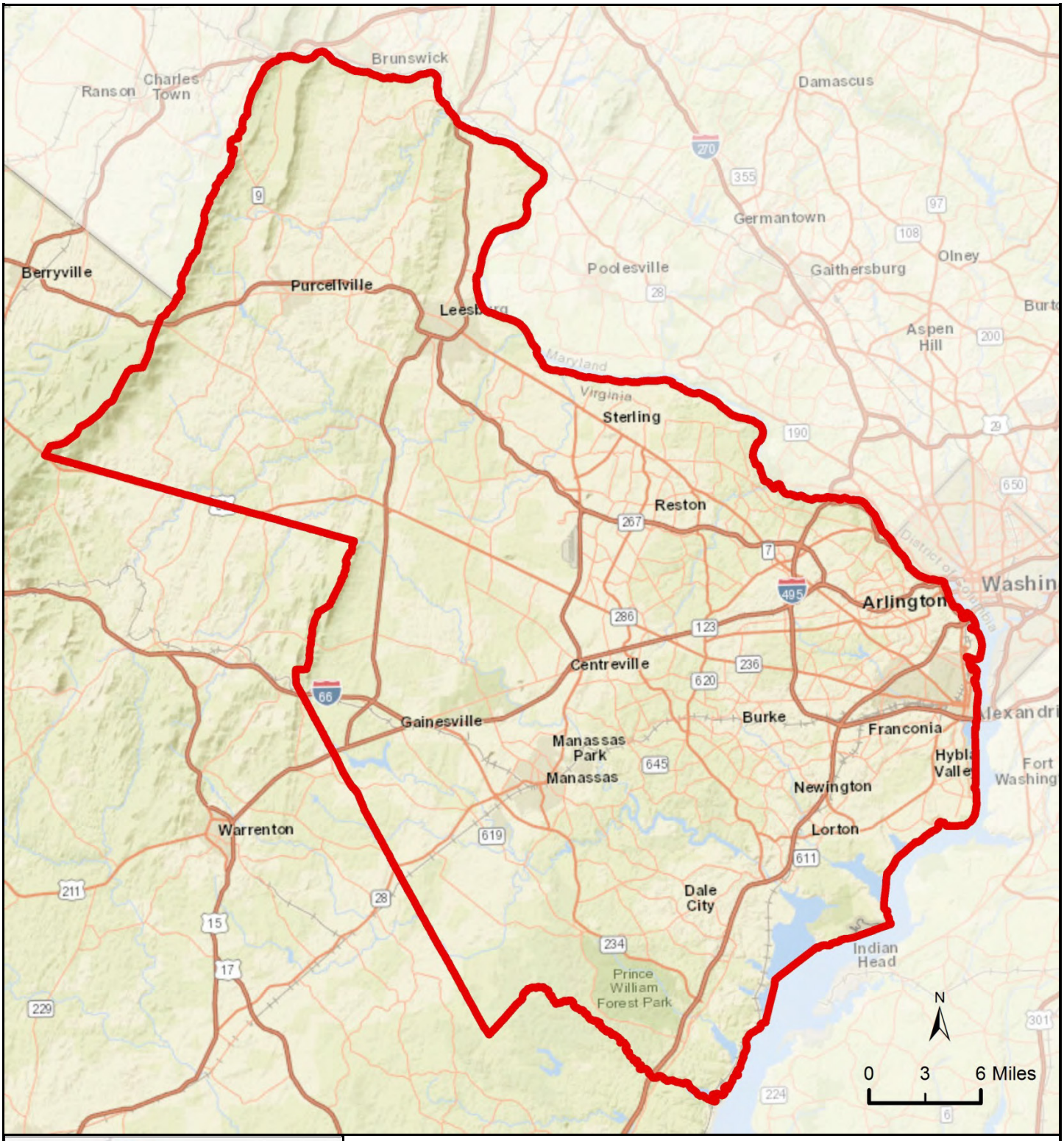
Estimated Project Cost (in $M): TBD

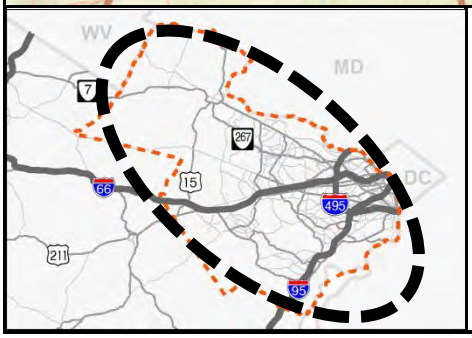
Right of Way Required for Project: [ ]

### If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could induce more transit ridership, fewer SOVs in areas with high crash rates. |
| Congestion Mitigation | Could induce more transit ridership, fewer SOVs in areas with congestion issues. |
| Accessibility | Improves access between Northern Virginia communities for transit dependent populations. |
| Land Use | Could promote transit oriented development and efficient land uses. |
| Environment | Shift from SOVs to transit could reduce VMT and congestion and improve air quality. |
| Economic Development | Promotes economic activity in areas designated for future development. |




**Project Reference Number:** NOVA08

**Short Project Description:** Improved Bus Service Frequency between Northern Virginia Jurisdictions

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA09

Short Description: Park-and-Ride/Slug Line Centers along I-66 Corridor

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports): Northern Virginia Needs C; CoSS Needs H2:B, H2:D; UDA IDs 41, 82

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

- [X] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Managemen

*Detailed Description of Improvements*

Development of additional Park-and-Ride facilities and slug line centers along the I-66 corridor, including signs and designated drop-off locations, as recommended by the Virginia Department of Rail and Public Transportation.

Once specific improvements have been identified, new park-and-rides would be eligible for SmartScale and are reviewed below as a SmartScale-ready project.

**Potential Funding Sources**

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [X] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [ ] Other:

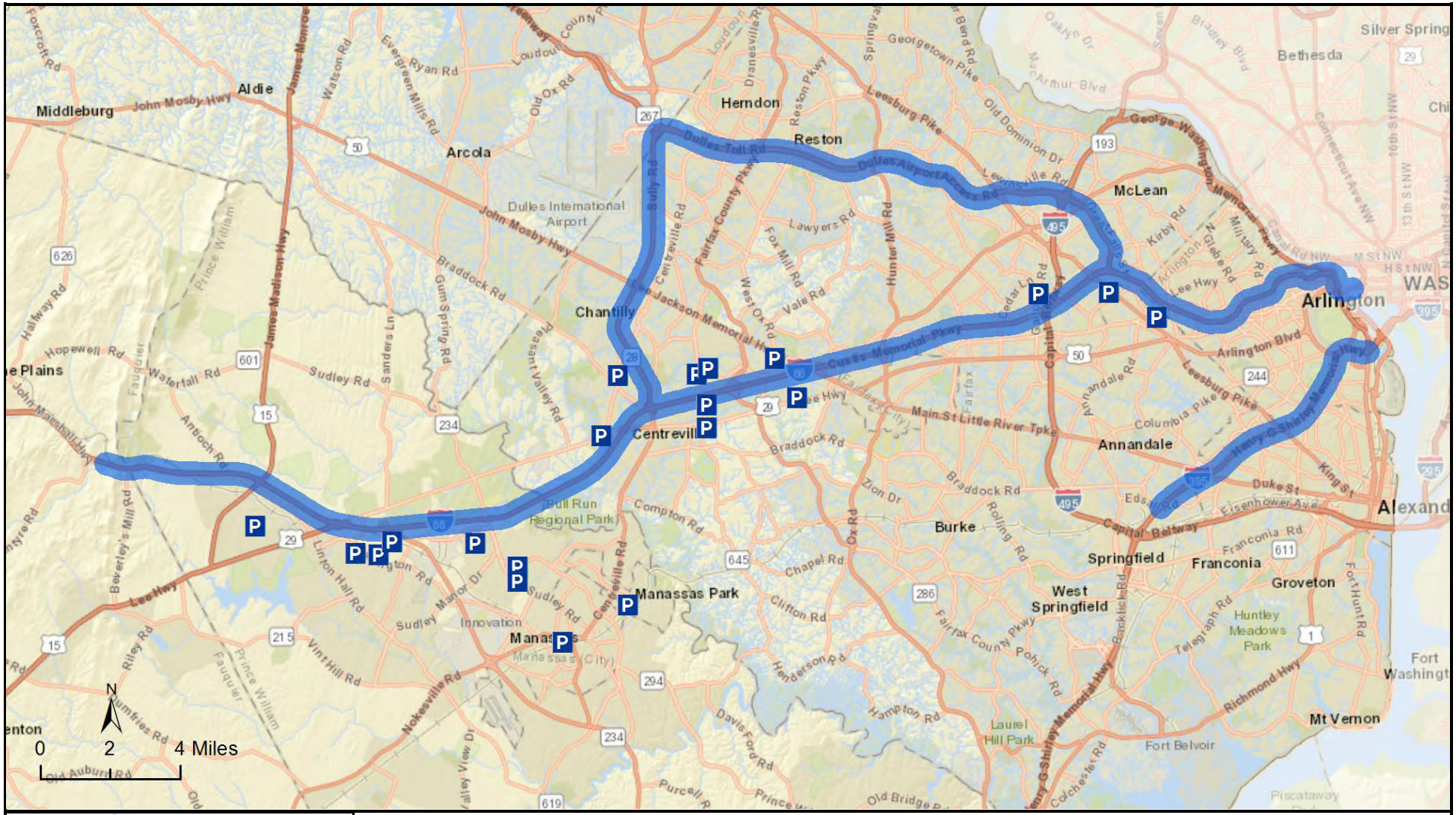
Estimated Project Cost (in $M): TBD

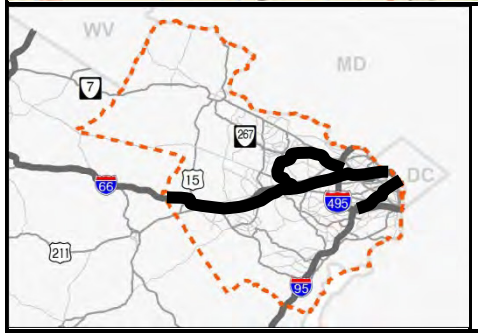
Right of Way Required for Project: [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce VMT in areas with high crash rates. |
| Congestion Mitigation | Could reduce number of SOVs and associated congestion. |
| Accessibility | Could provide facilities for carpooling that are more accessible to local communities. |
| Land Use | Could be implemented near sites approved for mixed use development. |
| Environment | Reduction in VMT and congestion could improve air quality. |
| Economic Development | Could be implemented in areas designated for high growth. |




**Project Reference Number:** NOVA09

**Short Project Description:** Park-and-Ride/Slug Line Centers along I-66 Corridor

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA10

Short Description

Access Management Study on Route 50

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Needs C; CoSS Needs G2:F, H2:E, H2:I, H2:K, H2:L, H2:O, I4:G, I4:J, I4:N, I4:R; UDA IDs 41, 82

Project Status: New, unique recommendation

## Recommendation Features

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [X] Travel Demand Managemen

*Detailed Description of Improvements*

Study of Route 50 to identify most critical areas for road widening and/or access management. Loudoun County's Comprehensive Plan supports Route 50 as a limited access roadway; other areas to pay particular attention to include in Fairfax County, particularly between Stringfellow Road and Route 28.

## Potential Funding Sources

(Place X in all applicable boxes)

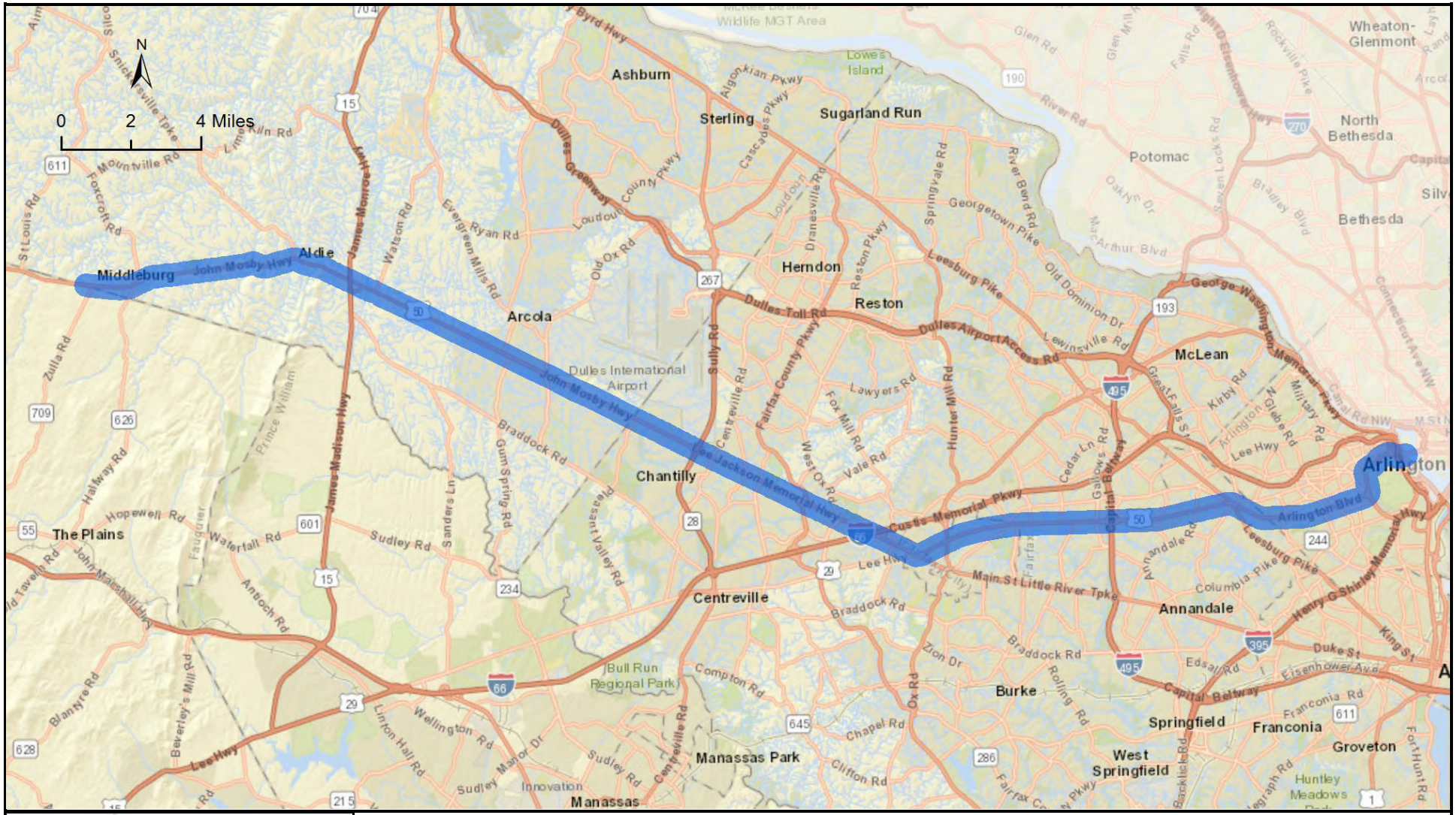
[ ] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 0.50 Right of Way Required for Project [ ]

## If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Study/plan not eligible |
| Congestion Mitigation | Study/plan not eligible |
| Accessibility | Study/plan not eligible |
| Land Use | Study/plan not eligible |
| Environment | Study/plan not eligible |
| Economic Development | Study/plan not eligible |




**Project Reference Number:** NOVA10

**Short Project Description:** Access Management Study on Route 50

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA12

Short Description

Implementation of New Fairfax Connector Routes Serving Dulles Airport and Vicinity

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need C; CoSS Need G2:J; UDA IDs 41, 71

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemer

*Detailed Description of Improvements*

Implementation of new Fairfax Connector routes (607 and 901) servicing Dulles Airport and vicinity. Routes are identified in the Fairfax County Transit Development Plan; cost is displayed as annualized net operating cost.

**Potential Funding Sources**

(Place X in all applicable boxes)

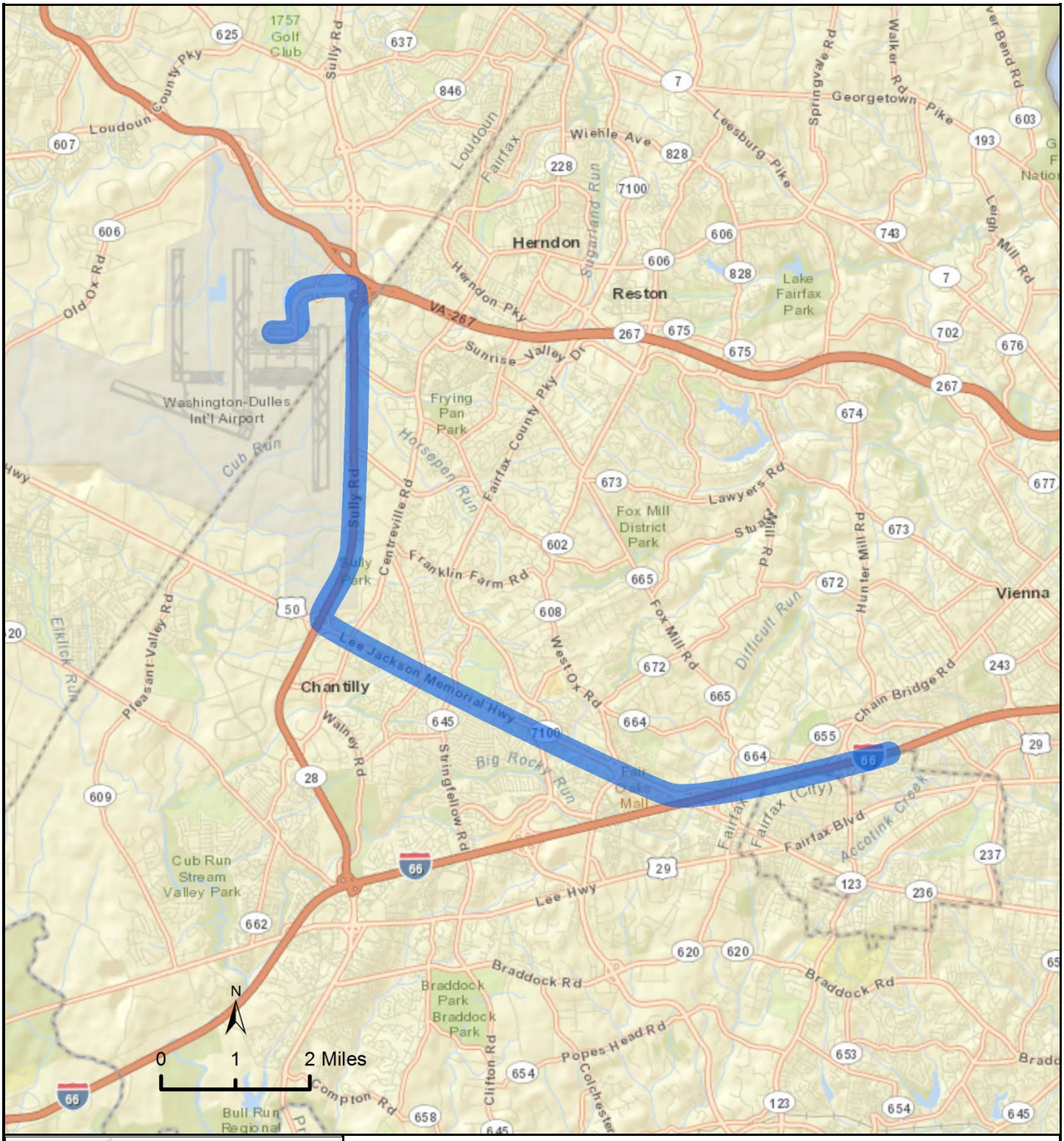
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

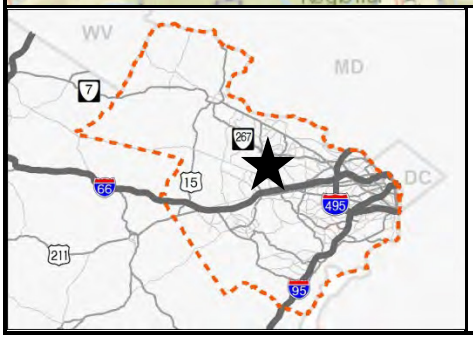
Estimated Project Cost (in $M) $ 3.50 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce VMT in area with high crash rates. |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. |
| Accessibility | Routes will provide additional access to Herndon Metrorail Station. |
| Land Use | Promotes transportation-efficient land use. |
| Environment | Shift to buses takes personal vehicles off road, helping air quality. |
| Economic Development | Additional transit supports economic development and access. |




**Project Reference Number:** NOVA12

**Short Project Description:** Implementation of New Fairfax Connector Routes Serving Dulles Airport and Vicinity

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA13

Short Description: Implementation of Priority Bicycle and Trail Projects

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Needs B, C, E, F; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Identify and implement high-priority projects in the Northern Virginia region from local and regional plans. The 2015 update of the Northern Virginia Regional Bikeway and Trail Network Study identified 530 miles of proposed bicycle corridors. Local jurisdictions have also developed their own plans to complete bicycle and trail networks within their communities, which should also be considered.
Once specific improvements have been identified, priority bicycle facilities would be eligible for SmartScale and are reviewed below as a SMART SCALE-ready project.

**Potential Funding Sources**

(Place X in all applicable boxes)

[X] SMART SCALE [X] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

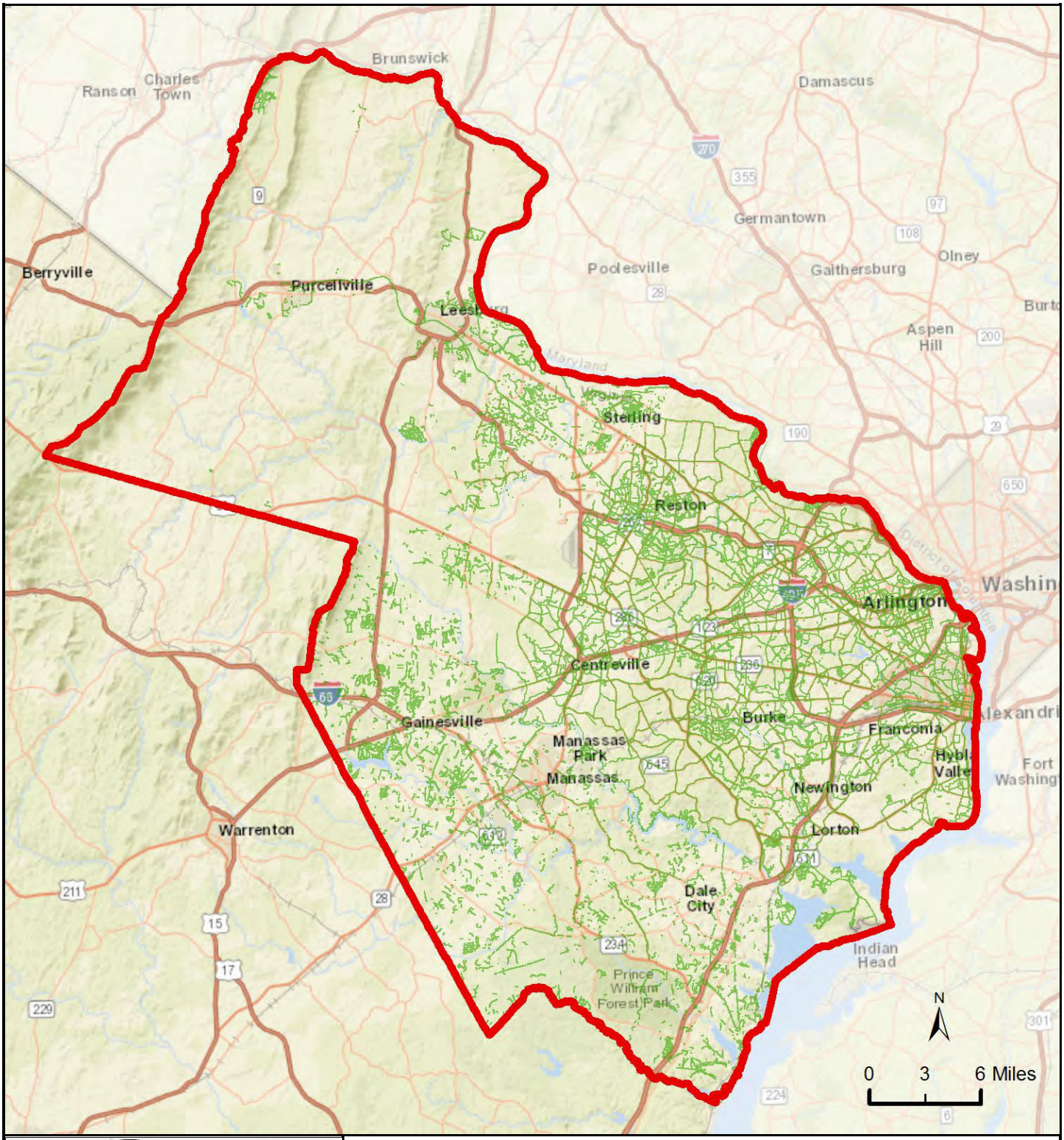
Estimated Project Cost (in $M): TBD

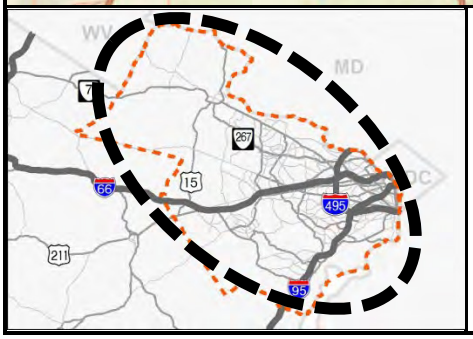
Right of Way Required for Projec: [X]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce VMT in areas with high crash rates. |
| Congestion Mitigation | Could reduce roadway congestion by providing alternative modes. |
| Accessibility | Provides multimodal access between communities. |
| Land Use | Could provide access to mixed use and transit-oriented development. |
| Environment | Reduction in VMT and congestion could improve air qualtiy. |
| Economic Development | Could provide access to areas desginated for high growth. |



**Project Reference Number:** NOVA13

**Short Project Description:** Implementation of Priority Bicycle and Trail Projects

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA14

Short Description: Managed Lane Study on Route 28

District: Northern Virginia | Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports): Northern Virginia Need C; CoSS Needs G2:J, G2:K; UDA IDs 41, 71

Project Status: New, unique recommendation

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [X] Travel Demand Management

*Detailed Description of Improvements*

Study to investigate feasibility of adding managed lanes on Route 28 to alleviate congestion.

**Potential Funding Sources**
(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M): $ 0.50 | Right of Way Required for Project: [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Study/plan not eligible |
| Congestion Mitigation | Study/plan not eligible |
| Accessibility | Study/plan not eligible |
| Land Use | Study/plan not eligible |
| Environment | Study/plan not eligible |
| Economic Development | Study/plan not eligible |


**Project Reference Number:** NOVA14

**Short Project Description:** Managed Lane Study on Route 28

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA15

Short Description
Transit Study on Route 28 (south of I-66)

District: Northern Virginia | Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C; CoSS Needs G2:I, I4:F, I4:L, I4:O; UDA IDs 41, 71

Project Status: New, unique recommendation

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [X] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Study to identify opportunities for improved transit services on Route 28 south of I-66. Existing plans for high capacity transit are focused on Route 28 north of I-66 to Dulles Town Center.

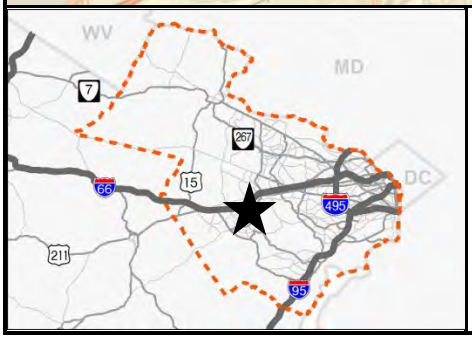
**Potential Funding Sources**
(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 0.50 | Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Study/plan not eligible |
| Congestion Mitigation | Study/plan not eligible |
| Accessibility | Study/plan not eligible |
| Land Use | Study/plan not eligible |
| Environment | Study/plan not eligible |
| Economic Development | Study/plan not eligible |


**Project Reference Number:** NOVA15

**Short Project Description:** Transit Study on Route 28 (south of I-66)

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA16

Short Description
US 1 BRT Richmond Highway Phase 1

District: Northern Virginia | Local Jurisdiction: Fairfax County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need D; CoSS Needs K3:V, K3:Y

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Implementation of bus rapid transit (BRT) on US 1 (Richmond Highway) between Huntington and Hybla Valley in Fairfax County.

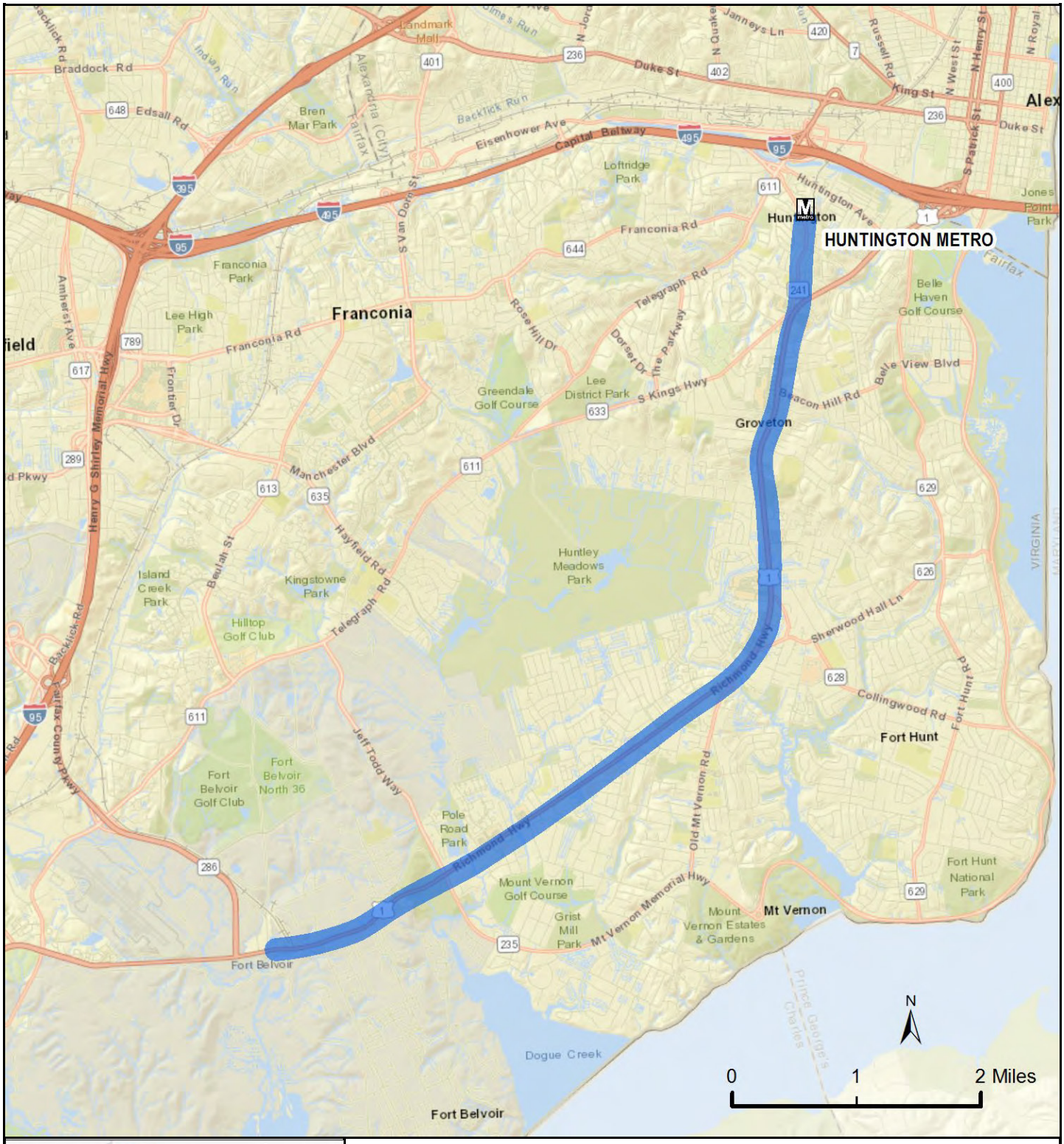
**Potential Funding Sources**
(Place X in all applicable boxes)

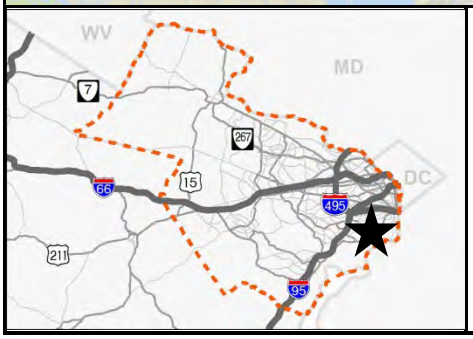
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 324.60 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Reduces modal conflicts and improves pedestrian crossings. |
| Congestion Mitigation | Has the potential to reduce congestion along Route 1. |
| Accessibility | Improves multimodal accessibility along Route 1. |
| Land Use | Will encourage planned commercial areas and housing growth. |
| Environment | May lower carbon emissions per capita given efficiencies of bus service. |
| Economic Development | Support mixed-use commercial and residential growth and development. |




**Project Reference Number:** NOVA16

**Short Project Description:** US 1 BRT Richmond Highway Phase 1

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Fairfax County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA19

Short Description: Transit Priority Corridor: Leesburg Pike

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need B; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

WMATA's Priority Corridor Network Plan (2010) identifies Leesburg Pike as a priority bus corridor, along with four other bus corridors in Northern Virginia. Partial implementation of bus service improvements has been achieved on all corridors to date.

Capital costs of implementing the priority bus corridor would be eligible for SMART SCALE.

**Potential Funding Sources**

(Place X in all applicable boxes)

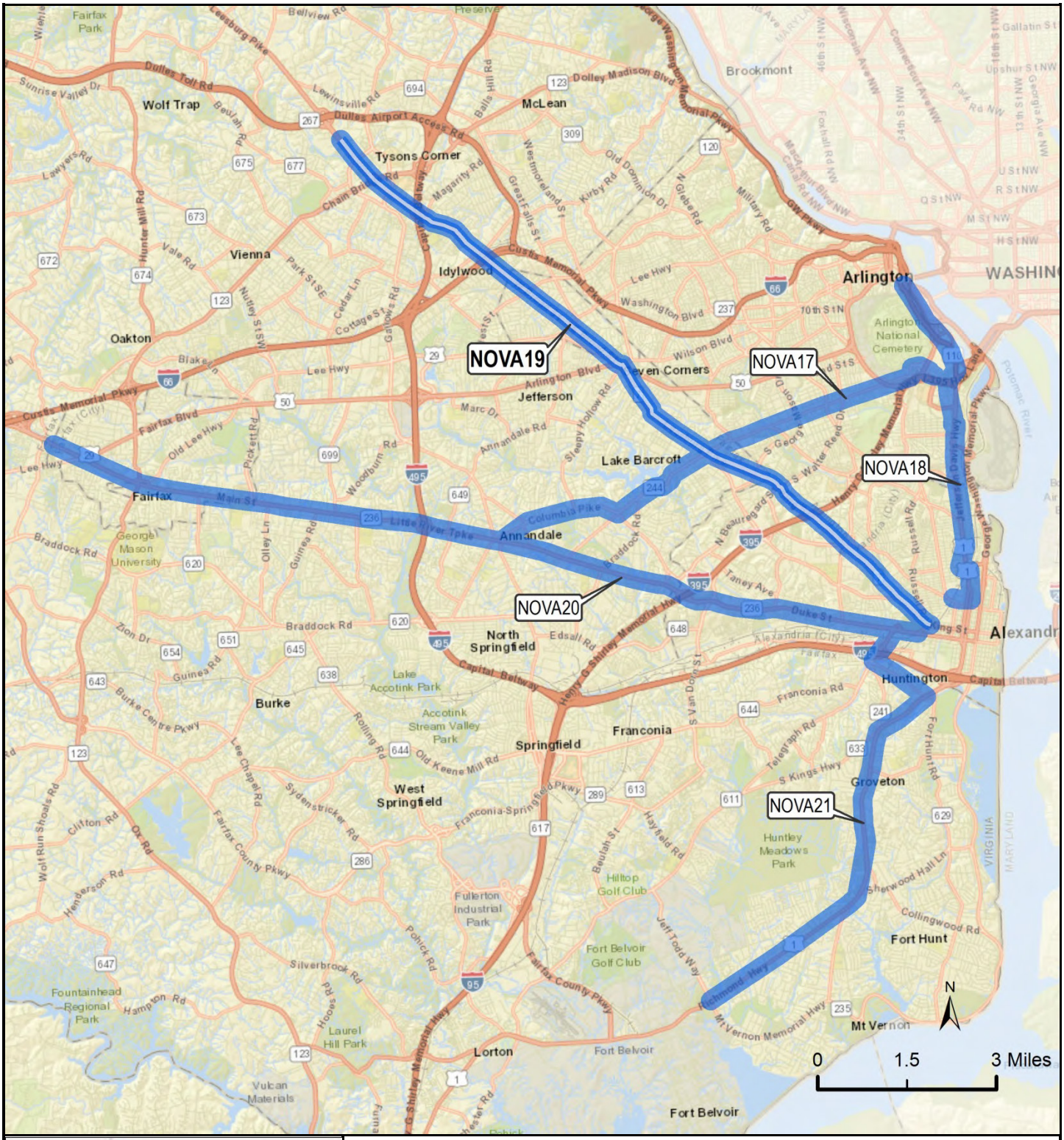
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: RSTP

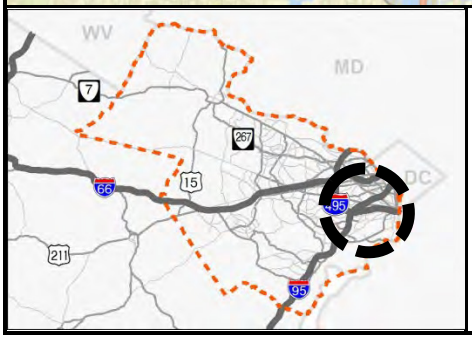
Estimated Project Cost (in $M): $ 27.20 Right of Way Required for Projec [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce VMT along a corridor with high crash rates. |
| Congestion Mitigation | Could reduce roadway congestion through provision of alternative mode. |
| Accessibility | Provides multimodal access between communities. |
| Land Use | Improves access to mixed use development. |
| Environment | Reduced VMT and congestion could improve air quality. |
| Economic Development | Corridor development supported by local and regional development plans. |




**Project Reference Number:** NOVA19

**Short Project Description:** Transit Priority Corridor: Leesburg Pike

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA20

Short Description
Transit Priority Corridor: Little River Turnpike/Duke Street

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need B; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

WMATA's Priority Corridor Network Plan (2010) identifies Little River Turnpike/Duke Street as a priority bus corridor, along with four other bus corridors in Northern Virginia. Partial implementation of bus service improvements has been achieved on all corridors to date.

Capital costs of implementing the priority bus corridor would be eligible for SMART SCALE.

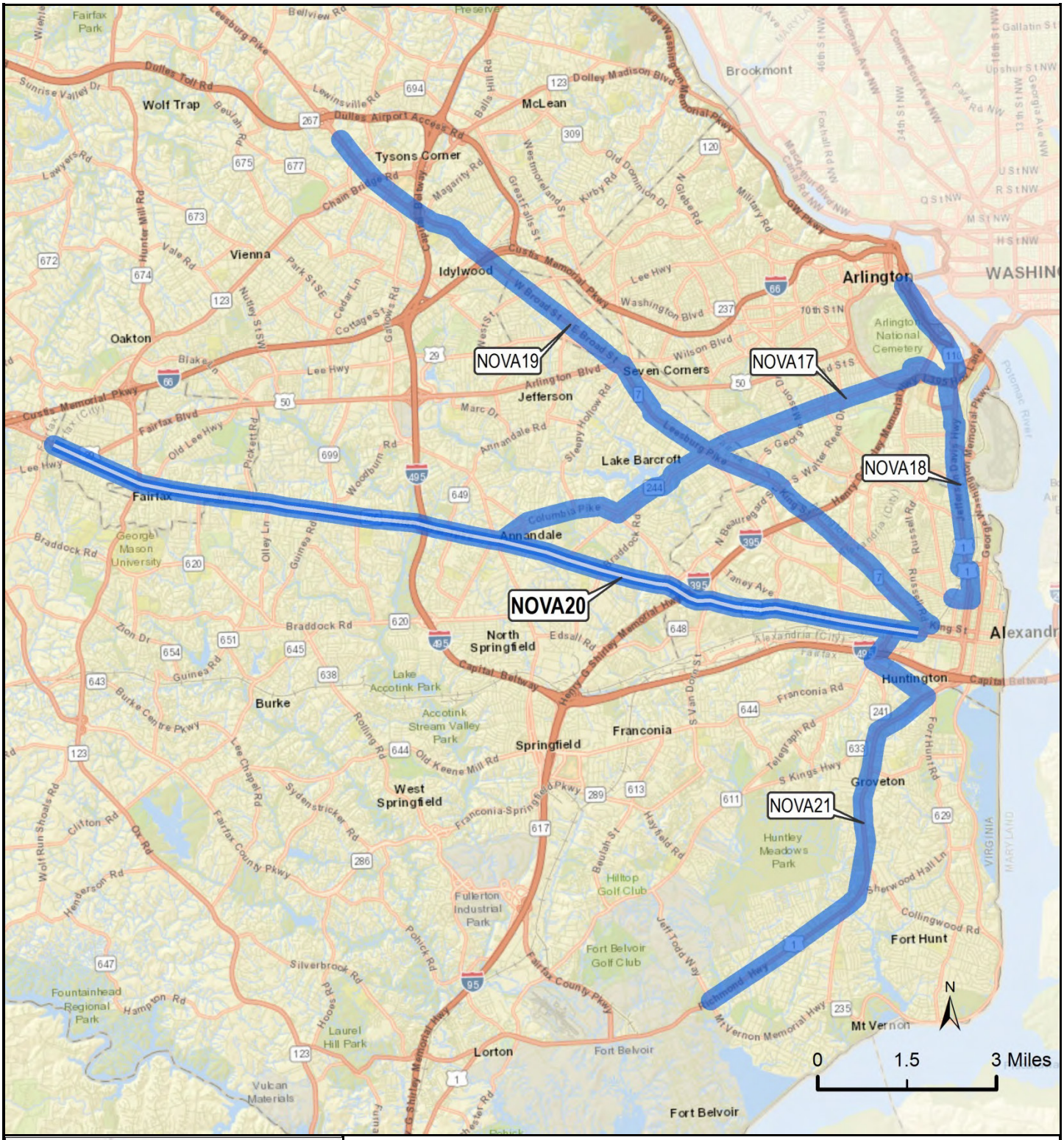
**Potential Funding Sources**
(Place X in all applicable boxes)

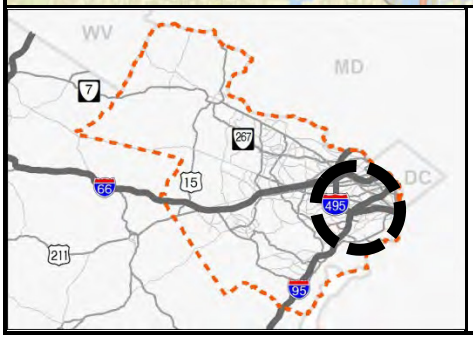
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: RSTP

Estimated Project Cost (in $M): $ 20.52 Right of Way Required for Projec [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce VMT along a corridor with high crash rates. |
| Congestion Mitigation | Could reduce roadway congestion through provision of alternative mode. |
| Accessibility | Provides multimodal access between communities. |
| Land Use | Improves access to mixed use development. |
| Environment | Reduced VMT and congestion could improve air quality. |
| Economic Development | Corridor development supported by local and regional development plans. |




**Project Reference Number:** NOVA20

**Short Project Description:** Transit Priority Corridor: Little River Turnpike/Duke Street

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA21

Short Description: Transit Priority Corridor: Richmond Highway Express

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need B; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

WMATA's Priority Corridor Network Plan (2010) identifies Richmond Highway Express as a priority bus corridor, along with four other bus corridors in Northern Virginia. Partial implementation of bus service improvements has been achieved on all corridors to date.

Capital costs of implementing the priority bus corridor would be eligible for SMART SCALE.

**Potential Funding Sources**

(Place X in all applicable boxes)

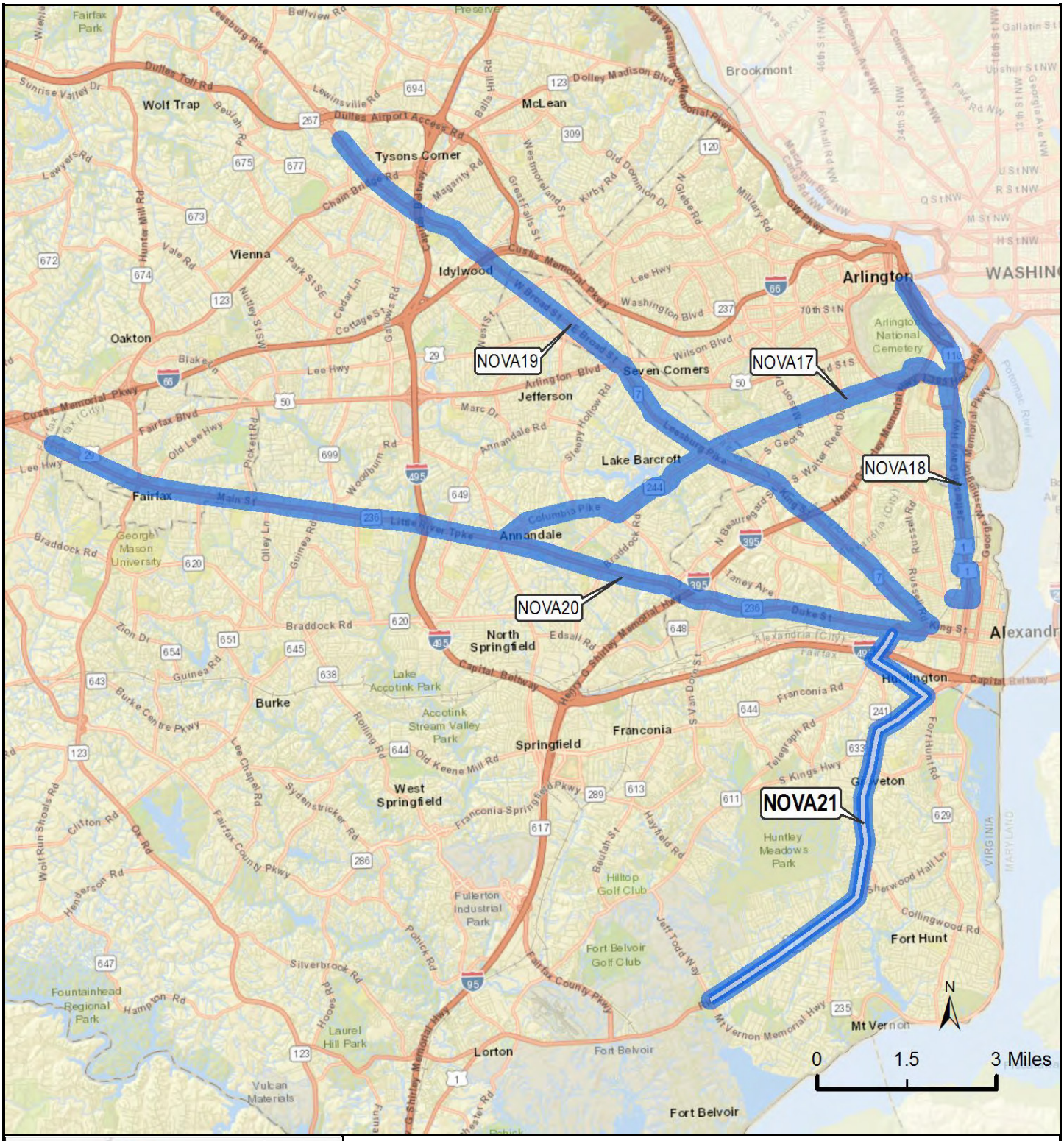
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: RSTP

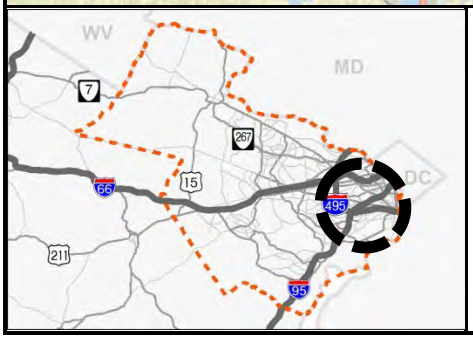
Estimated Project Cost (in $M): $ 36.86 Right of Way Required for Projec [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce VMT along a corridor with high crash rates. |
| Congestion Mitigation | Could reduce roadway congestion through provision of alternative mode. |
| Accessibility | Provides multimodal access between communities. |
| Land Use | Improves access to mixed use development. |
| Environment | Reduced VMT and congestion could improve air quality. |
| Economic Development | Corridor development supported by local and regional development plans. |




**Project Reference Number:** NOVA21

**Short Project Description:** Transit Priority Corridor: Richmond Highway Express

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA22

Short Description
Transit Study in Low Income and Minority Areas

District: Northern Virginia | Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need B; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: New, unique recommendation

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [X] Bike/Pedestrian [X] Bus Transit [X] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Study to examine existing transit service in low income and minority areas to determine accessibility to work and non-work locations; recommend improvements to increase access to transit.

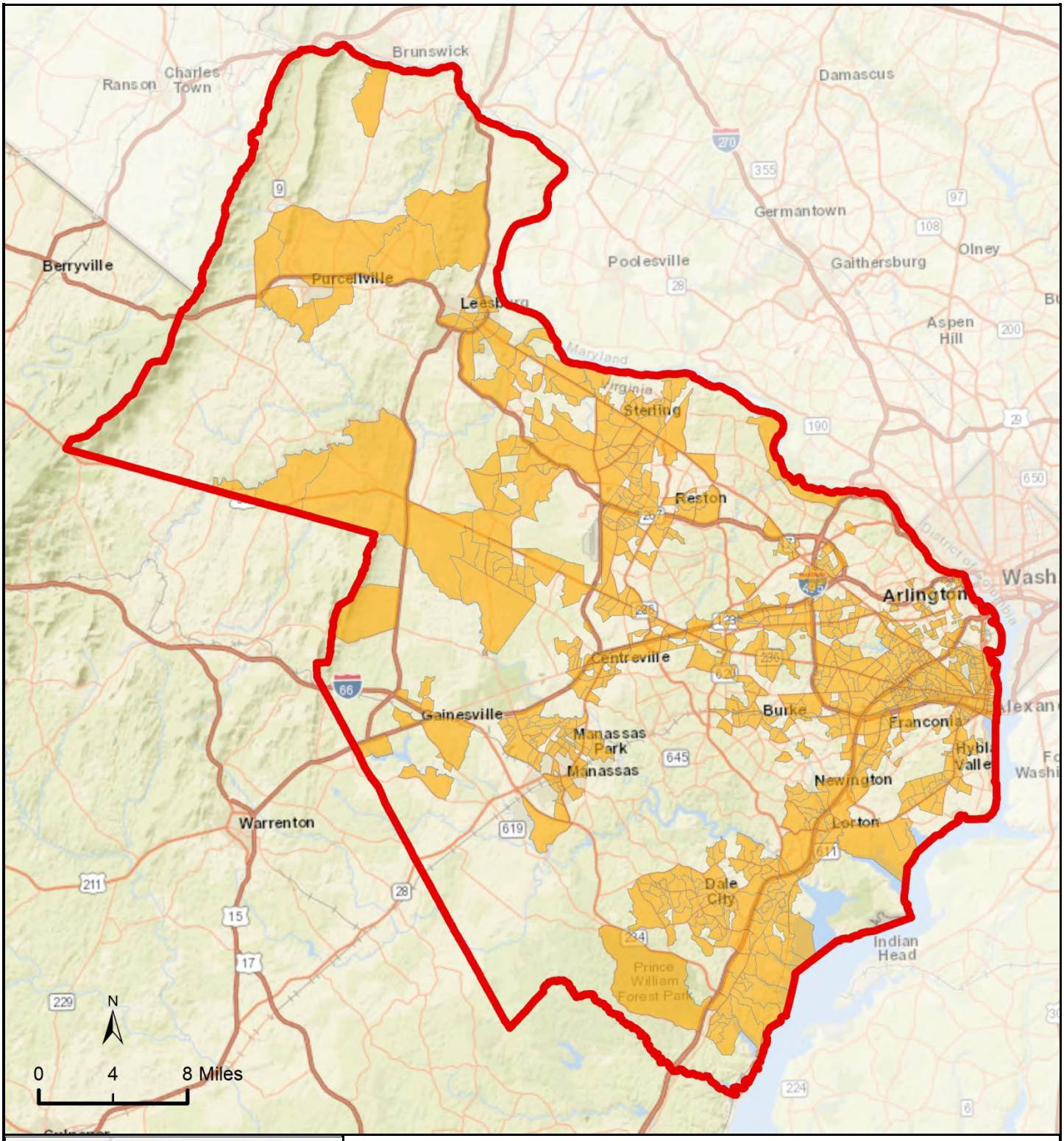
**Potential Funding Sources**
(Place X in all applicable boxes)

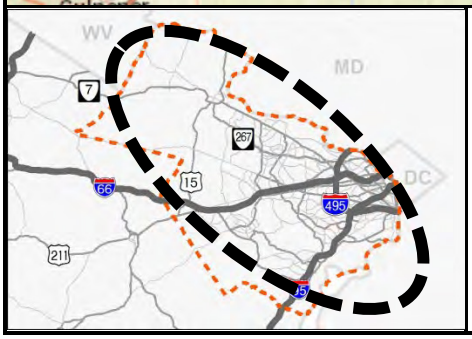
[ ] SMART SCALE [X] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: RSTP

Estimated Project Cost (in $M) $ 0.50 | Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Study/plan not eligible |
| Congestion Mitigation | Study/plan not eligible |
| Accessibility | Study/plan not eligible |
| Land Use | Study/plan not eligible |
| Environment | Study/plan not eligible |
| Economic Development | Study/plan not eligible |




**Project Reference Number:** NOVA22

**Short Project Description:** Transit Study in Low Income and Minority Areas

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA24

Short Description: Commuter Bus Services from Fredericksburg and Stafford County to DC

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need D; CoSS Needs K3:D, K3:N, K3:O, K3:P, K3:X, K3:Y

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Provide additional commuter bus service between Fredericksburg and Stafford County to Washington, DC, as recommended by the Virginia Department of Rail and Public Transportation.

**Potential Funding Sources**

(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: RSTP

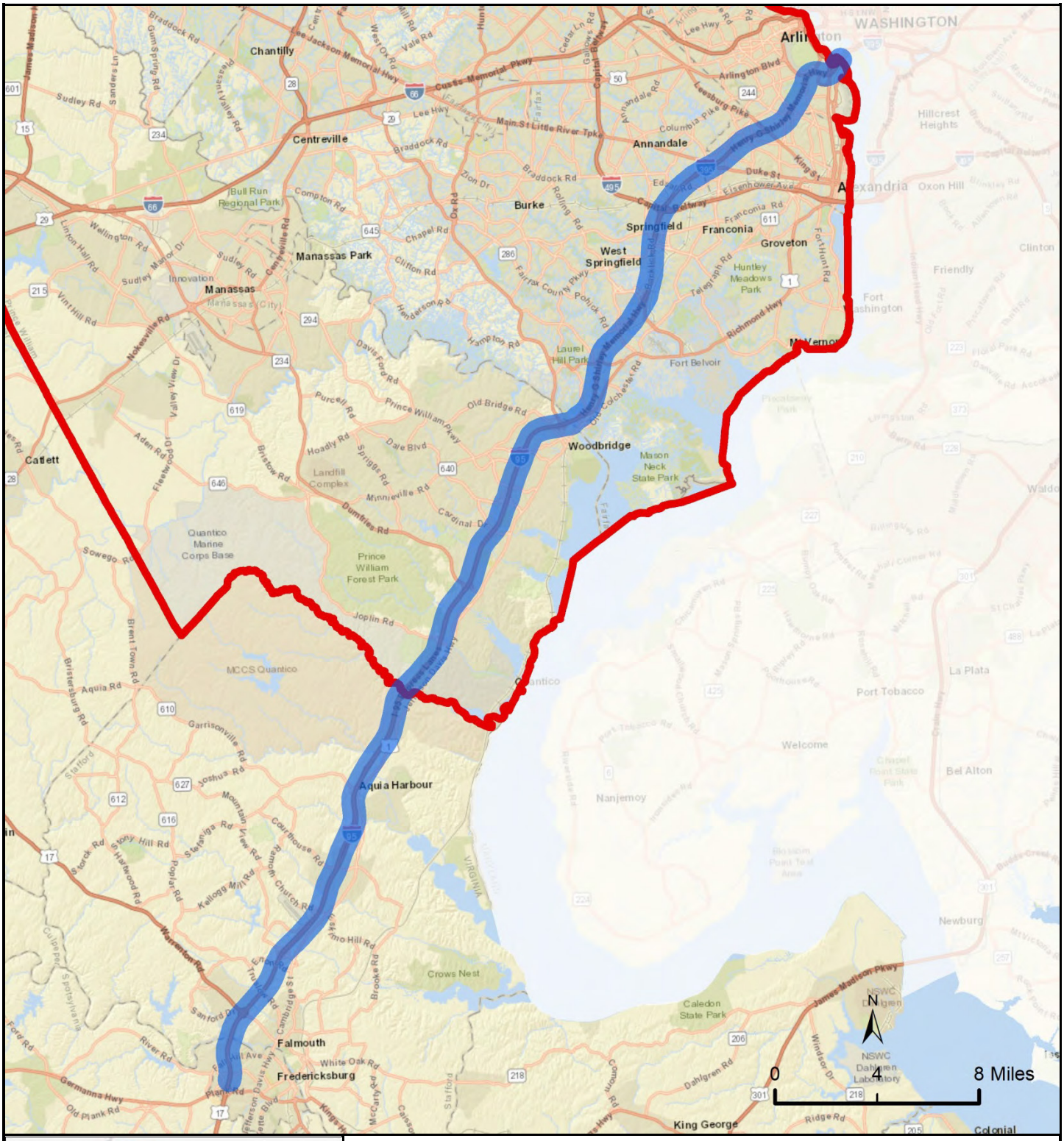
Estimated Project Cost (in $M): TBD

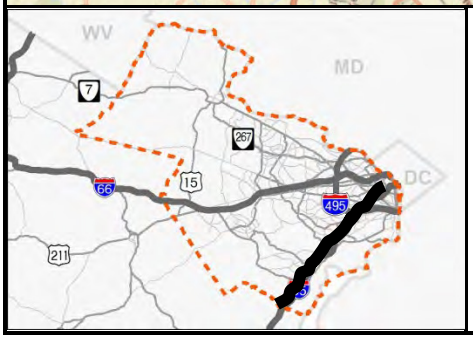
Right of Way Required for Project: [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Not eligible (no preferred alternatives identified) |
| Congestion Mitigation | Not eligible (no preferred alternatives identified) |
| Accessibility | Not eligible (no preferred alternatives identified) |
| Land Use | Not eligible (no preferred alternatives identified) |
| Environment | Not eligible (no preferred alternatives identified) |
| Economic Development | Not eligible (no preferred alternatives identified) |




**Project Reference Number:** NOVA24

**Short Project Description:** Commuter Bus Services from Fredericksburg and Stafford County to DC

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA25

Short Description

Street Grid Study: TODs and Activity Centers

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need A; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: New, unique recommendation

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Study to identify street grid improvements to enhance walkability and bikeability of transit-oriented development (TODs) and activity centers.

**Potential Funding Sources**

(Place X in all applicable boxes)

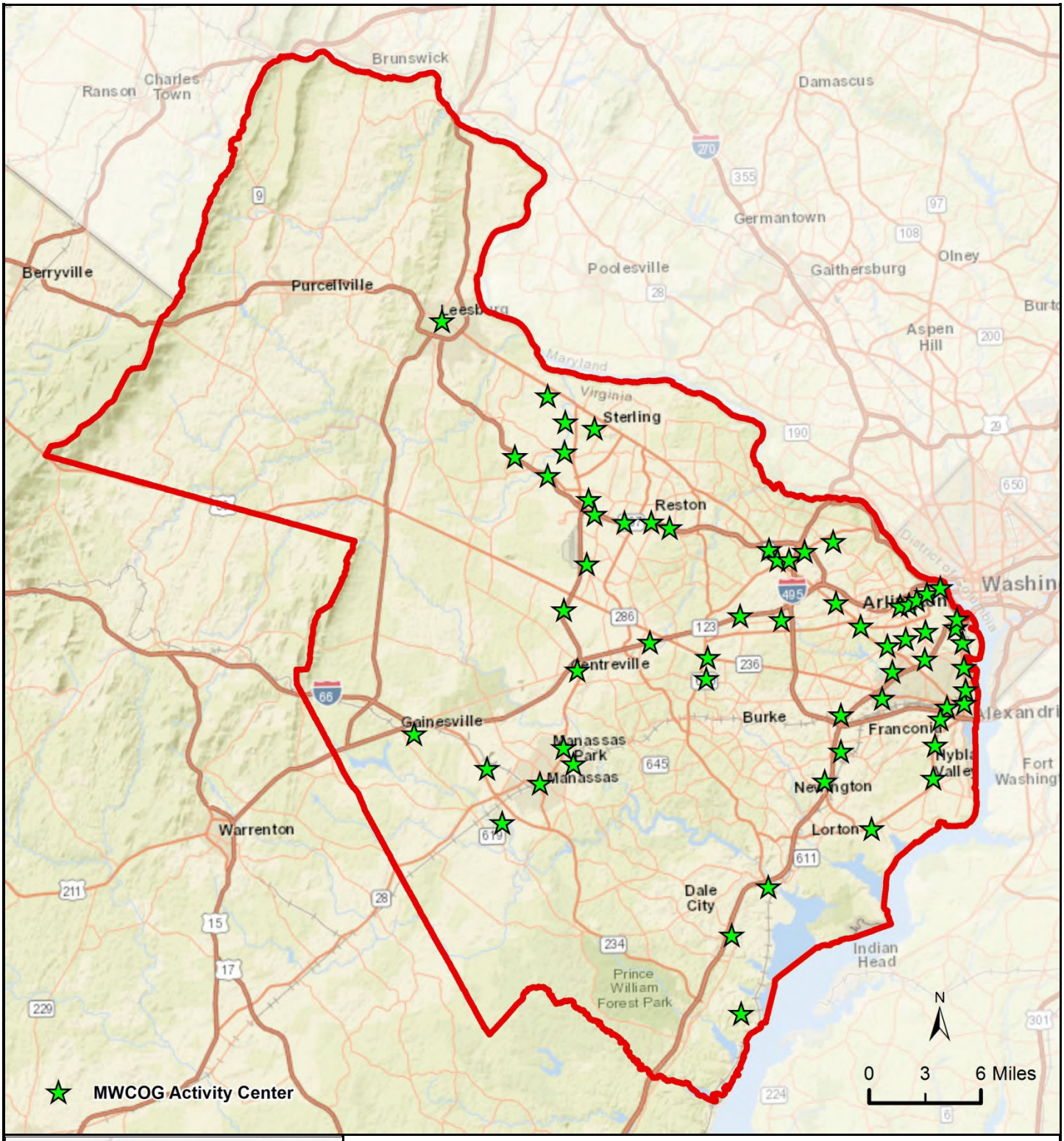
[ ] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

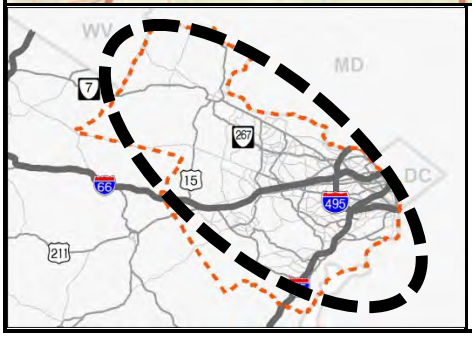
Estimated Project Cost (in $M) $ 0.50 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Study/plan not eligible |
| Congestion Mitigation | Study/plan not eligible |
| Accessibility | Study/plan not eligible |
| Land Use | Study/plan not eligible |
| Environment | Study/plan not eligible |
| Economic Development | Study/plan not eligible |




**Project Reference Number:** NOVA25

**Short Project Description:** Street Grid Study: TODs and Activity Centers

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA26

Short Description
Additional Park-and-Ride Spaces

District: Northern Virginia
Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need D; CoSS Need K3:B, K3:D, K3:N

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [X] Rail Transit [ ] Freight Rail [X] Travel Demand Managemen

*Detailed Description of Improvements*

Additional 3,000-3,750 park and ride spaces along the I-95/I-395/US1 corridor identified as critical needs in the 2008 I-95/I-395 Transit/TDM Study. Park and ride spaces will support bus and rail transit in the corridor.

Once specific improvements have been identified, park-and-ride expansions would be eligible for SmartScale and are reviewed below as a SmartScale-ready project.

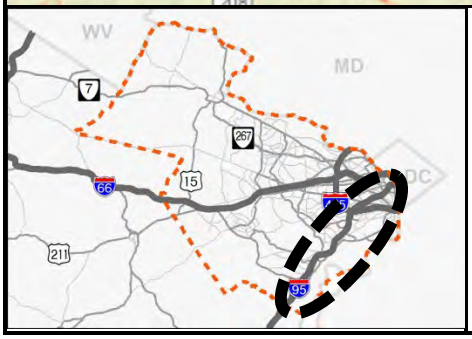
**Potential Funding Sources**
(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 44.80 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce VMT in areas with high crash rates. |
| Congestion Mitigation | Could reduce number of SOVs and associated congestion. |
| Accessibility | Could provide facilities for carpooling that are more accessible to local communities. |
| Land Use | Could be implemented near sites approved for mixed use development. |
| Environment | Reduction in VMT and congestion could improve air quality. |
| Economic Development | Could be implemented in areas designated for high growth. |


**Project Reference Number:** NOVA26

**Short Project Description:** Additional Park-and-Ride Spaces

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA28

Short Description
Route 7 BRT Service

District
Northern Virginia

Local Jurisdiction
Fairfax County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Needs B, F; UDA IDs 14, 82, 91

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemer

*Detailed Description of Improvements*

Implement bus rapid transit (BRT) on Route 7 between Tysons Corner and Alexandria, as recommended by the Virginia Department of Rail and Public Transportation.

Capital costs of implementing the Route 7 BRT service would be eligible for SmartScale.

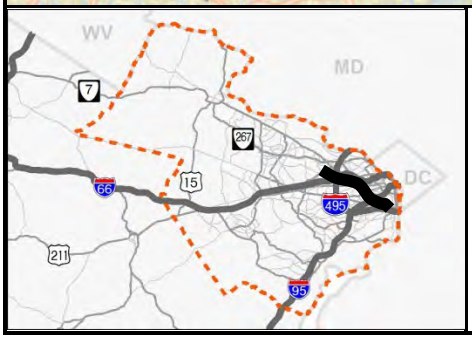
**Potential Funding Sources**
(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 250.00 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce VMT along a corridor with high crash rates. |
| Congestion Mitigation | Could reduce roadway congestion through provision of alternative mode. |
| Accessibility | Provides multimodal access between communities. |
| Land Use | Improves access to mixed use development. |
| Environment | Reduced VMT and congestion could improve air quality. |
| Economic Development | Corridor development supported by local and regional development plans. |

**Project Reference Number:** NOVA28

**Short Project Description:** Route 7 BRT Service

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Fairfax County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA29

Short Description
Long Bridge Improvements

District: Northern Virginia
Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C; CoSS Needs G1:A, G1:G, K3:A, K3:C, H2:G

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

### Recommendation Features

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [ ] Bus Transit [X] Rail Transit [X] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project would expand Long Bridge, a two-track railroad bridge across the Potomac River that serves CSX, VRE, and Amtrak, to four tracks. Project is being managed by the District of Columbia Department of Transportation (DDOT) and is currently under environmental review. Order-of-magnitude costs range from approximately $400M to $1.4B, according to the Phase 1 Long Bridge Study by DDOT. Project is partially funded by FASTLANE Grant, as part of the Atlantic Gateway project, and private funding.

### Potential Funding Sources

(Place X in all applicable boxes)

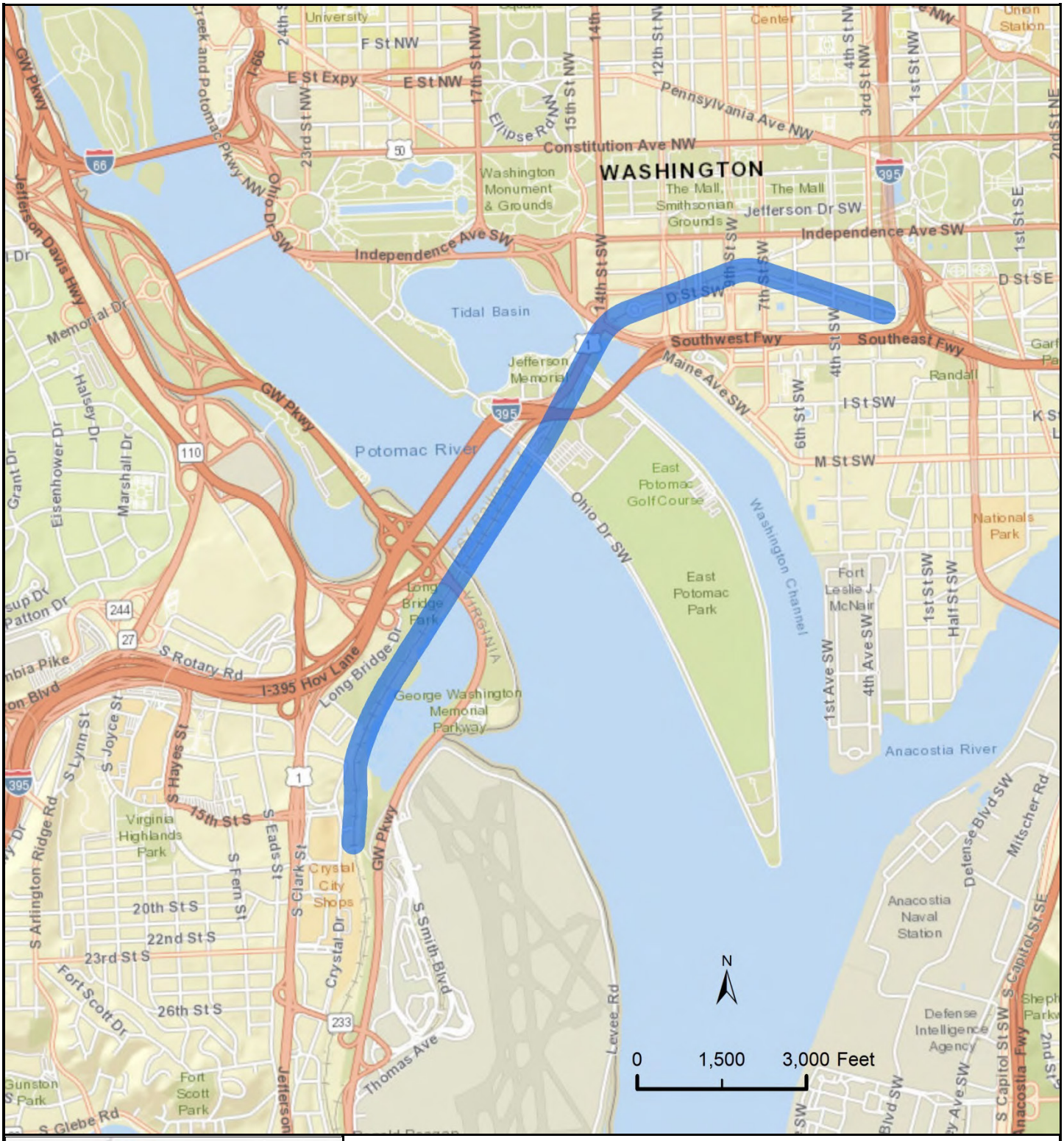
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FASTLANE Grant

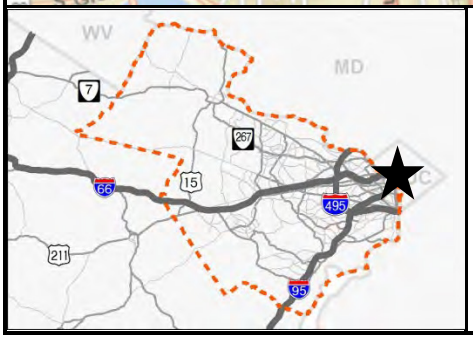
Estimated Project Cost (in $M) $ 800.00 Right of Way Required for Project [X]

### If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce roadway VMT by providing additional rail capacity. |
| Congestion Mitigation | Would eliminate a major bottleneck for rail corridor. |
| Accessibility | Provides capacity at bottleneck for passenger and freight rail services, improving access. |
| Land Use | Improves passenger rail reliability to developing areas. |
| Environment | Potential to reduce VMT and congestion could improve air quality. |
| Economic Development | Resolving bottleneck could promote economic development in the corridor. |




**Project Reference Number:** NOVA29

**Short Project Description:** Long Bridge Improvements

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA30

Short Description
DC2RVA: Speed and Reliability Improvements to VRE and Amtrak Facilities

District
Northern Virginia

Local Jurisdiction
Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C; CoSS Needs G1:A, G1:G, K3:A, K3:C, H2:G

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [ ] Bus Transit [X] Rail Transit [X] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project includes additional tracks near Long Bridge and between Alexandria and Spotsylvania, VRE station platform improvements, a new station near Fredericksburg, and potential station improvements or relocations in Ashland and Richmond. Elements of the project are partially funded through the Atlantic Gateway FASTLANE Grant. Project cost is estimated to be between $4.98B and $5.21B in 2025 dollars.

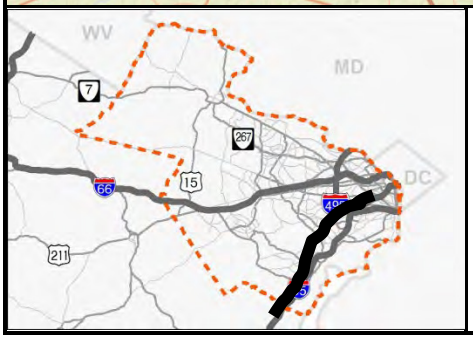
**Potential Funding Sources**
(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FASTLANE Grant

Estimated Project Cost (in $M) $ 5,100.00 Right of Way Required for Projec [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce roadway VMT by providing additional rail capacity. |
| Congestion Mitigation | Would eliminate a major bottleneck for rail corridor. |
| Accessibility | Provides capacity at bottleneck for passenger and freight rail services, improving access. |
| Land Use | Improves passenger rail reliability to developing areas. |
| Environment | Potential to reduce VMT and congestion could improve air quality. |
| Economic Development | Resolving bottleneck could promote economic development in the corridor. |


**Project Reference Number:** NOVA30

**Short Project Description:** DC2RVA: Speed and Reliability Improvements to VRE and Amtrak Facilities

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA31

Short Description
All Eight-Car Trains

District
Northern Virginia

Local Jurisdiction
Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C, D, G; CoSS Needs K3:AG, H2:A, I4:A; UDA IDs 14, 23, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

### Recommendation Features

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [ ] Bus Transit [X] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

By 2025, Metro will run 100% eight-car trains during peak period through improvements to rail car fleet, traction power substations, power cabling, third rail, train control systems and storage tracks/maintenance bays.

Cost in capital improvement budget for 2014-2019 is $100 million; total order of magnitude cost is $2 billion. Virginia is responsible for about 25% of costs. Power system upgrades are partially funded in the Virginia Department of Rail and Public Transportation's Six Year Improvement Program and would be eligible for SmartScale.

### Potential Funding Sources

(Place X in all applicable boxes)

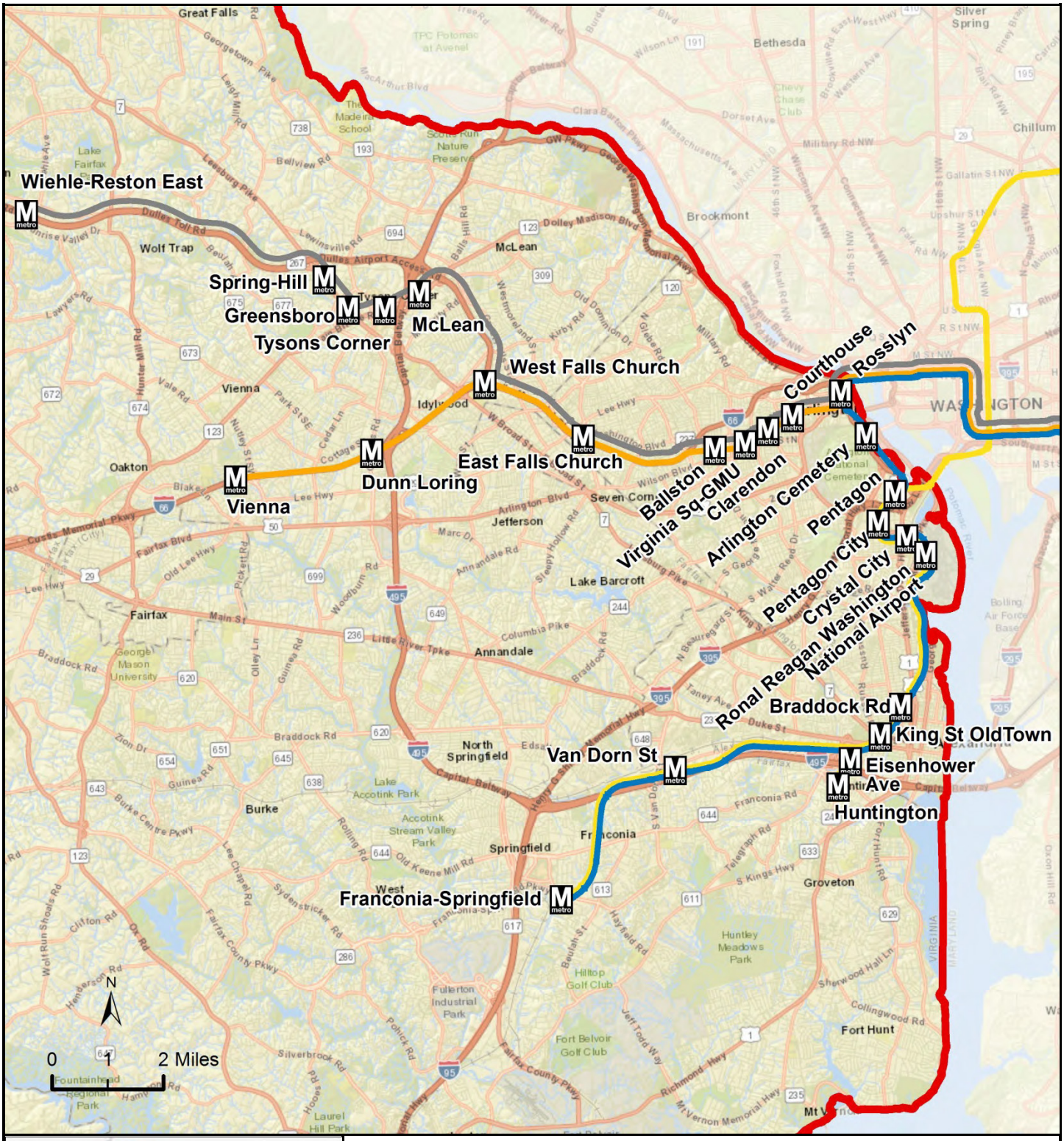
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: WMATA, Local Jurisdictions, STP

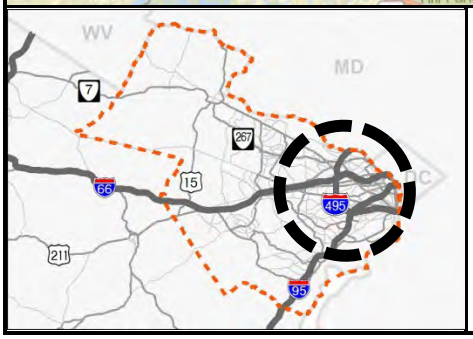
Estimated Project Cost (in $M) $ 500.00 Right of Way Required for Project [X]

### If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could reduce roadway VMT in corridors with high crash rates. |
| Congestion Mitigation | Could reduce roadway VMT in congested areas. |
| Accessibility | Provides additional capacity and improved access for transit services. |
| Land Use | Improved transit capacity would serve mixed use/TOD areas. |
| Environment | Reduced VMT and congestion could improve air quality. |
| Economic Development | Supports local and regional plans for development. |




**Project Reference Number:** NOVA31

**Short Project Description:** All Eight-Car Trains

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA32

Short Description
Implement Planned Street Grid Improvements

District
Northern Virginia

Local Jurisdiction
Fairfax County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need A; UDA IDs 14, 71, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, or other local planning document

## Recommendation Features

*Type (Place X in all applicable boxes)*

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Develop improved grids of streets with smaller block sizes. A street grid will make local communities more walkable by creating convenient and short walk distances between destinations and improve access (bicycle and pedestrian) to the Metrorail stations. Street grids have been planned or are currently being planned for Tysons, Innovation, Seven Corners, Bailey's Crossroads, Reston, and Richmond Highway. The accompanying map shows planned street grid at Tysons.
Once specific improvements have been identified, the street grid improvements would be eligible for SMART SCALE and are reviewed below as a SMART SCALE-ready project.

## Potential Funding Sources

(Place X in all applicable boxes)

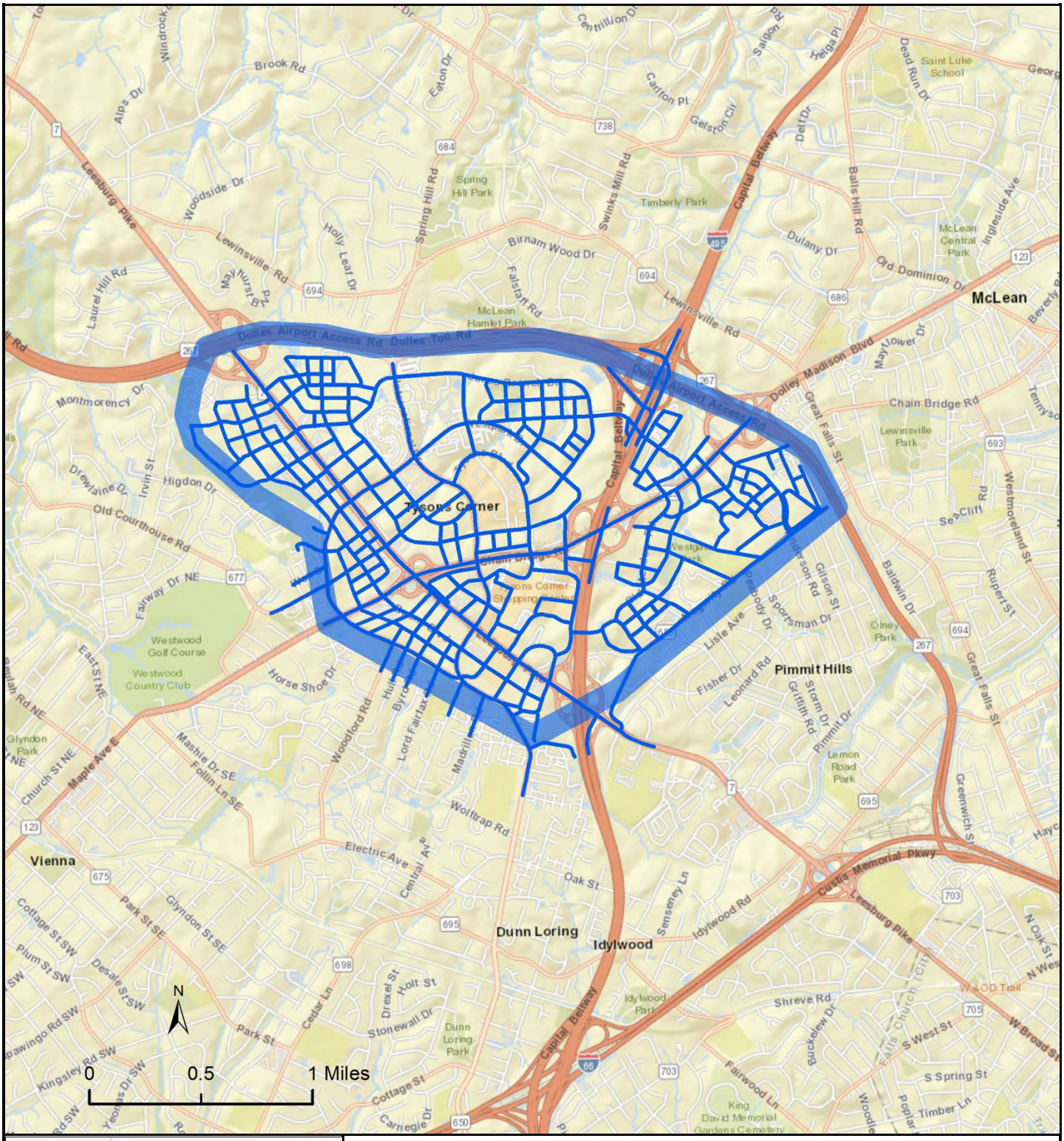
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: WMATA, Local Jurisdictions, STP

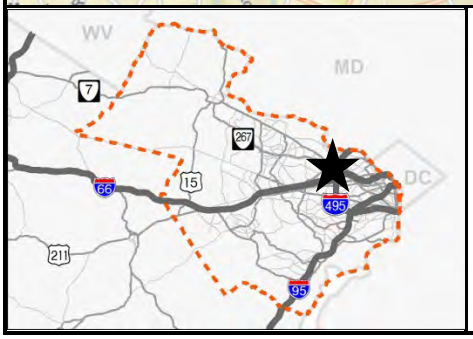
Estimated Project Cost (in $M) TBD Right of Way Required for Project [X]

## If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could provide a safer environment for bicyclists and pedestrians. |
| Congestion Mitigation | Could result in reduced roadway VMT in congested area through improvements to other modes. |
| Accessibility | Improves access to Metrorail stations for bicyclists and pedestrians. |
| Land Use | Improves access in area with mixed use development. |
| Environment | Reductions of VMT and congestion could improve air quality. |
| Economic Development | Supports local and regional plans for development growth in the area. |




**Project Reference Number:** NOVA32

**Short Project Description:** Implement Planned Street Grid Improvements (shown in map: planned Tysons street grid)

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Fairfax County

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA33

Short Description
Prentice Drive Extension

District
Northern Virginia

Local Jurisdiction
Loudoun County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need A; UDA ID 71

Project Status: Current Smart Scale Round 2 application

## Recommendation Features

*Type (Place X in all applicable boxes)*

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Prentice Drive will provide additional east-west connection across Broad Run. The extension will add approximately 1.6 miles of 4 new through lanes from Shellhorn Road to Lockridge Road and provide multimodal access between the future Loudoun Gateway and Ashburn Metrorail stations.

Project also submitted for SMART SCALE in 2015.

## Potential Funding Sources

(Place X in all applicable boxes)

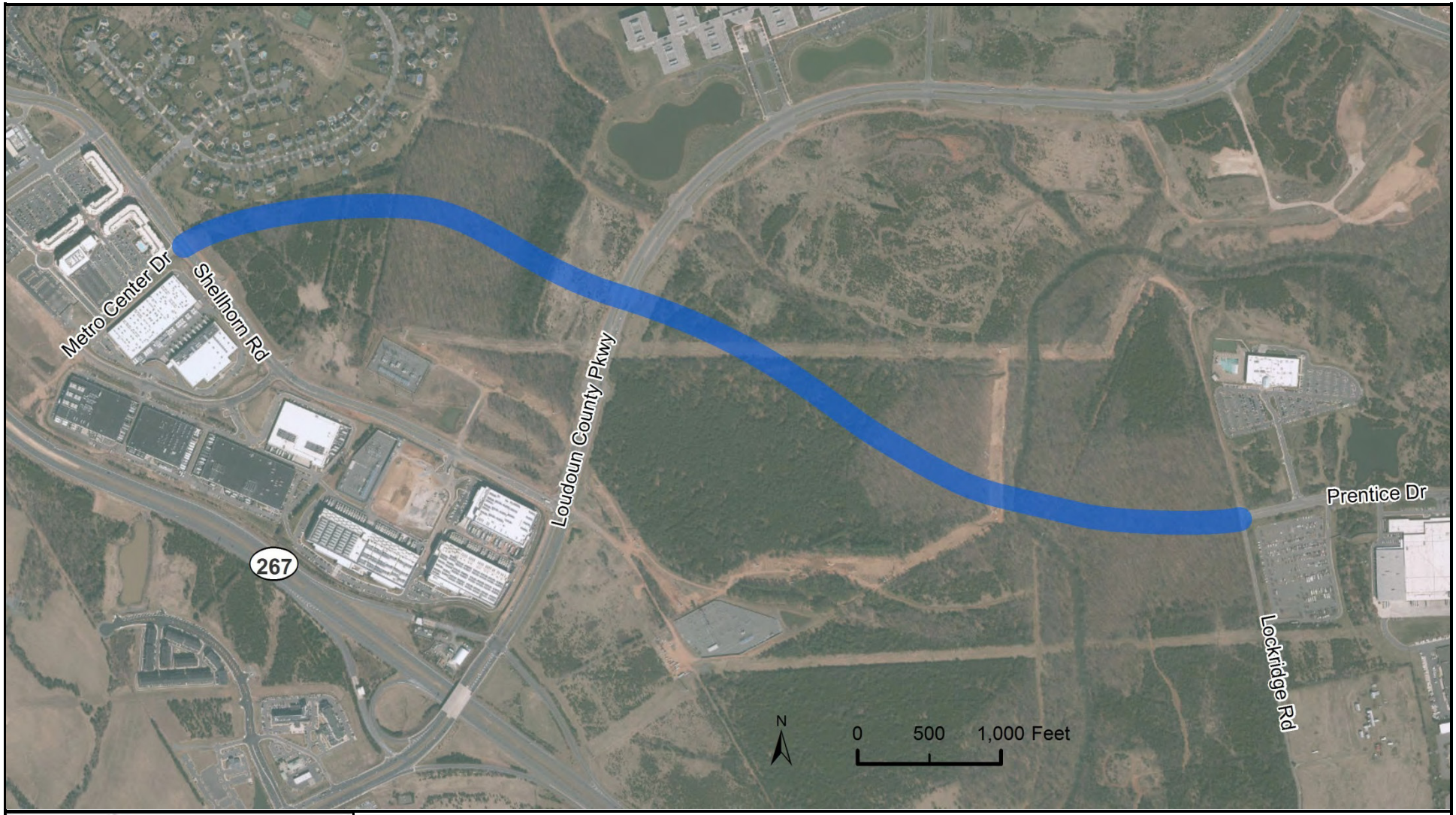
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

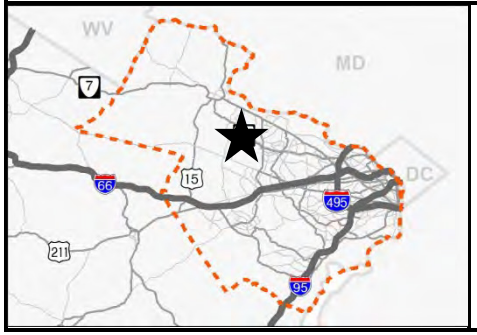
Estimated Project Cost (in $M) $ 90.60 Right of Way Required for Project [X]

## If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Project did not score any points for safety in 2015. |
| Congestion Mitigation | Additional east-west connection, relief to existing roadways. |
| Accessibility | Improvement in multimodal access to future Metrorail stations. |
| Land Use | Project includes multi-use path and sidewalk for connectivity. |
| Environment | Project includes multi-use path and sidewalk for connectivity to W&OD Trail. |
| Economic Development | Enhances access in area of planned growth. |




**Project Reference Number:** NOVA33

**Short Project Description:** Prentice Drive Extension to future Loudoun Gateway and Ashburn Metrorail Stations (SMART SCALE 2016)

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Loudoun County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA34

Short Description
Frontier Drive Extension

District
Northern Virginia

Local Jurisdiction
Fairfax County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need A, D, E, and F

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [X] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Extend Frontier Drive from its terminus south of the Franconia-Springfield Parkway to Loisdale Road. Improve access to the Franconia-Springfield Metrorail Station and add braided ramps to and from the Franconia-Springfield Parkway. Project will also add bicycle and pedestrian amenities and bus bays.

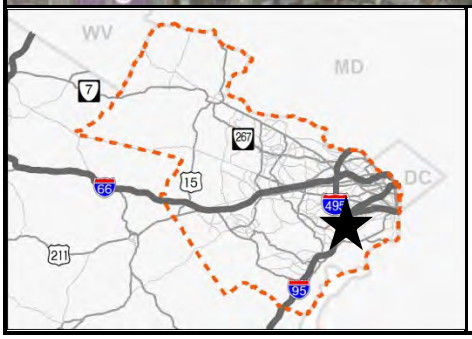
**Potential Funding Sources**
(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 88.81 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Project won't have signficant impact on safety. |
| Congestion Mitigation | New roadway will alleviate congestion on exisiting facilities. |
| Accessibility | Improved access to Franconia-Springfield Metro. |
| Land Use | Access to Metrorail promotes efficient land use. |
| Environment | Project will not have significant environmental impacts. |
| Economic Development | Project can promote economic development near Metrorail station. |


**Project Reference Number:** NOVA34

**Short Project Description:** Frontier Drive Extension

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Fairfax County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA36

Short Description

Widen (Braddock Road to Tall Cedars Parkway) and Extend Northstar Boulevard (Tall Cedars Parkway to Shreveport Drive)

District: Northern Virginia

Local Jurisdiction: Loudoun County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

CoSS Need G2:A; Northern Virginia Need C; UDA ID 71

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Widen Northstar Boulevard, a four lane controlled access divided road, and extend to Shreveport Drive. The project will include roadway widening, new construction roadway, new traffic signals, and bridge structures. The widened roadway will extend from Braddock Road to Tall Cedars Parkway and the new construction will be from Tall Cedars Parkway to Shreveport Drive. Project will include shared use path for bicycle and pedestrian improvements. The project will address Need G2:A by providing a controlled access highway facility north of I-66.

**Potential Funding Sources**

(Place X in all applicable boxes)

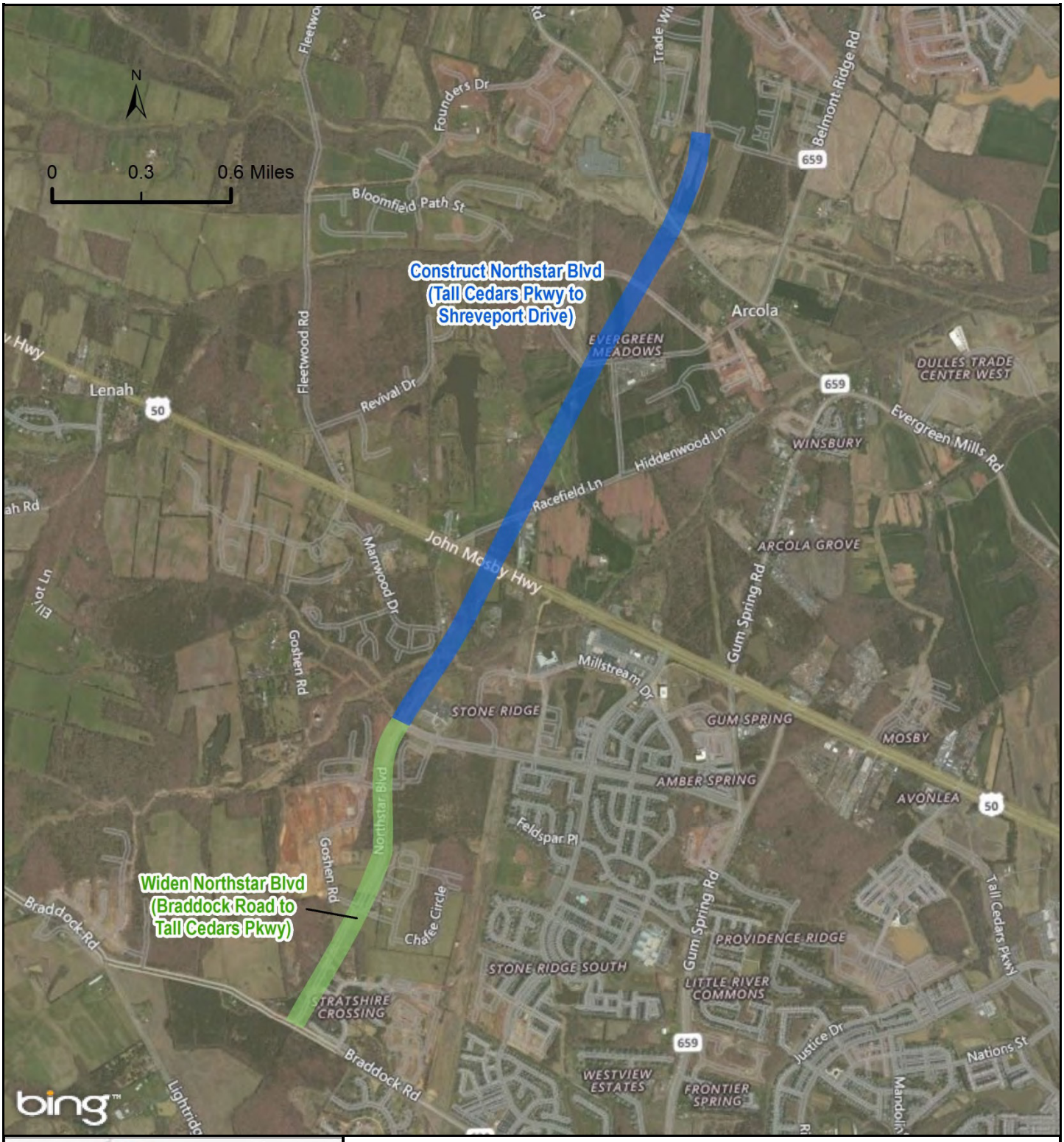
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

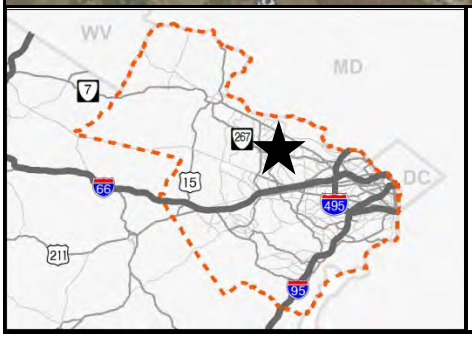
Estimated Project Cost (in $M) $ 117.68 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Project will not have significant safety impacts. |
| Congestion Mitigation | Project will alleviate congestion issues on parallel routes. |
| Accessibility | Provides access to potential high growth areas. |
| Land Use | Project located in areas with sites approved for mixed use development. |
| Environment | Project will not have significant environmental impacts. |
| Economic Development | Project will support economic development in high growth area. |




**Project Reference Number:** NOVA36

**Short Project Description:** Widen (Braddock Road to Tall Cedars Parkway) and Extend Northstar Boulevard (Tall Cedars Parkway to Shreveport Drive)

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Loudoun County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA37

Short Description
New Interchange on US 50 at Loudoun County Parkway

District: Northern Virginia
Local Jurisdiction: Loudoun County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
CoSS Needs I4:J, H2:I; Northern Virginia Need C; UDA IDs 41, 82

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

### Recommendation Features
*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Construct new interchange at US 50 at Loudoun County Parkway. Partial and full cloverleaf alternatives are being considered.

Once a preferred alternative has been identified, the new interchange at US 50 and Loudoun County Parkway would be eligible for SmartScale and are reviewed below as a SmartScale-ready project.

### Potential Funding Sources
(Place X in all applicable boxes)

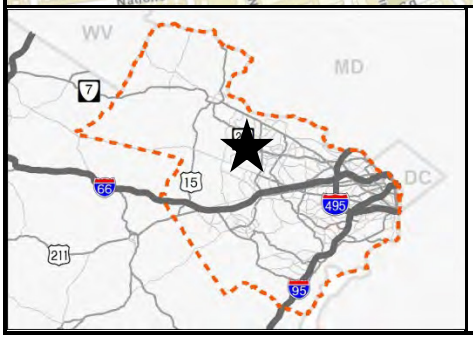
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M): TBD

Right of Way Required for Project: [ ]

### If Applicable: Smart Scale Project Feasibility
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Removes turning conflicts from a major intersection. |
| Congestion Mitigation | Provides additional capacity and removes conflicts for turning vehicles. |
| Accessibility | Improves reliability of connections to commercial centers in area. |
| Land Use | Improves reliability of connections to commercial centers in area. |
| Environment | Not anticipated to improve environmental quality. |
| Economic Development | Supports local and regional plans for growth in the area. |


**Project Reference Number:** NOVA37

**Short Project Description:** New Interchange on US 50 at Loudoun County Parkway

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Loudoun County

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA40

Short Description
University Boulevard Extension

District
Northern Virginia

Local Jurisdiction
Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
CoSS Need G2:A; Northern Virginia Need C; UDA ID 71

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Widen existing University Boulevard from two to four lanes and extend four lane University Boulevard from Huddersfield Way to Sudley Manor Drive. Cost is $47 million. Project includes shared use paths for bicycles and pedestrian improvements.

**Potential Funding Sources**
(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 47.00 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Project will not have significant safety impacts. |
| Congestion Mitigation | Project will alleviate congestion issues on parallel routes. |
| Accessibility | Provides access to potential high growth areas. |
| Land Use | Project located in areas with sites approved for mixed use development. |
| Environment | Project will not have significant environmental impacts. |
| Economic Development | Project will support economic development in high growth area. |


**Project Reference Number:** NOVA40

**Short Project Description:** University Boulevard Extension

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA41

Short Description

Route 234 Bypass Interchange at Balls Ford Road and Balls Ford Road Widening

District: Northern Virginia

Local Jurisdiction: Prince William County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

CoSS Needs G1:E,F; Northern Virginia Need C; UDA Need 71

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Construct new grade seperated interchange at the relocated intersection of Route 234 Bypass and Balls Ford Road. Widen Balls Ford Road on a new alignment to four lanes from Devlin to Doane Road. Project includes bicycle and pedestrian improvements.

**Potential Funding Sources**

(Place X in all applicable boxes)

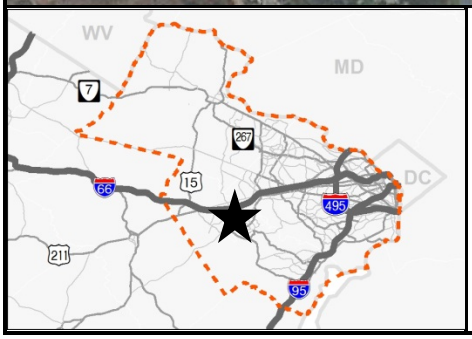
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 145.00 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Project will eliminate unsafe intersection. |
| Congestion Mitigation | Additional capacity will alleviate congestion issues. |
| Accessibility | Some bike/ped improvements; will increase access to business parks and employment. |
| Land Use | Minimal impacts on land use. |
| Environment | Project will not have significant environmental impacts. |
| Economic Development | Project will support access to industrial parks. |


**Project Reference Number:** NOVA41

**Short Project Description:** Route 234 Bypass Interchange at Balls Ford Road and Balls Ford Road Widening

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Prince William County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA42

Short Description
Wellington Road Improvements

District
Northern Virginia

Local Jurisdiction
Prince William County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
CoSS Need G1:F; Northern Virginia Need C; UDA IDs 41, 71

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Project will widen Wellington Road from two to six lanes between Devlin Road and Prince William Parkway. The project will also add a sidewalk and multi-use trail.

**Potential Funding Sources**
(Place X in all applicable boxes)

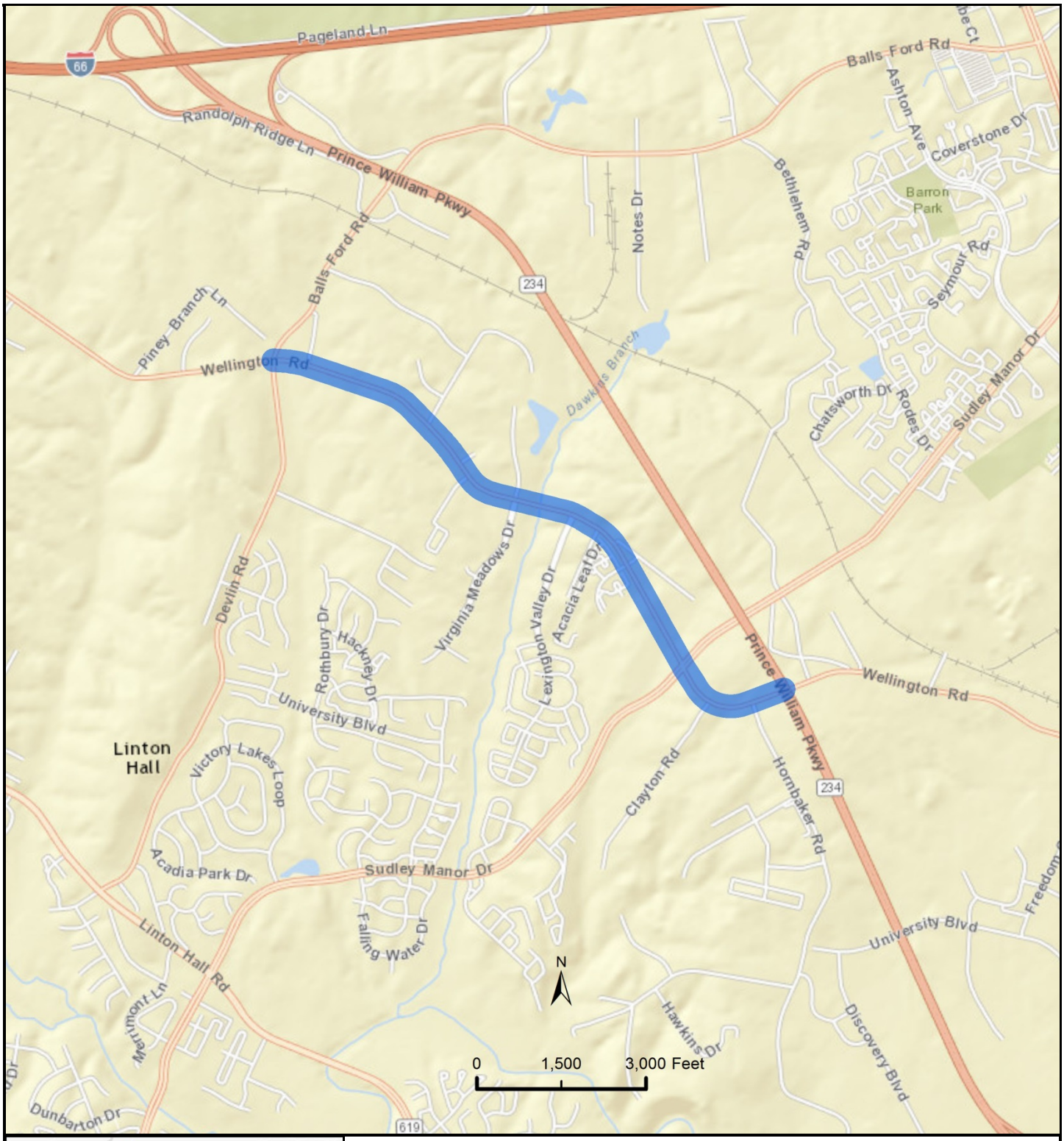
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

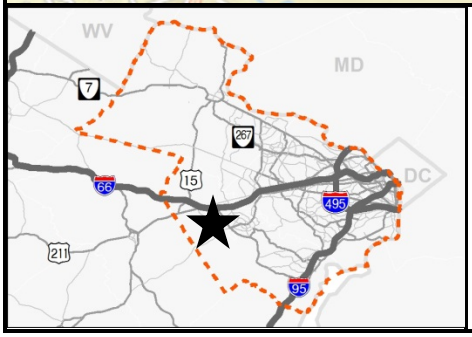
Estimated Project Cost (in $M) $ 87.14

Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Can help improve Wellington Road/VA234 intersection safety issues. |
| Congestion Mitigation | Roadway will provide alternative access to I-66, alleviating congestion on VA234. |
| Accessibility | Project will provide access to employment centers and the City of Manassas. |
| Land Use | Not near mixed use developments/would not promote transportation efficient land use. |
| Environment | Not anticipated to have significant environmental benefits. |
| Economic Development | Supports access to community sites and employment and industrial centers. |




**Project Reference Number:** NOVA42

**Short Project Description:** Wellington Road Improvements

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Prince William County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA43

Short Description
Route 234 Arterial Operations Improvements

District: Northern Virginia
Local Jurisdiction: Prince William County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
CoSS Needs G1:H, G1:I, G1:N, G1:O, G1:P, G1:Q; Northern Virginia Need C; UDA IDs 41, 71

Project Status: Prior Smart Scale Round 1 application (not funded)

### Recommendation Features
*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project would deploy signal communication, monitoring, and control technologies on Route 234 between I-95 and I-66. Previously funded by the Innovation and Technology Transportation Fund.

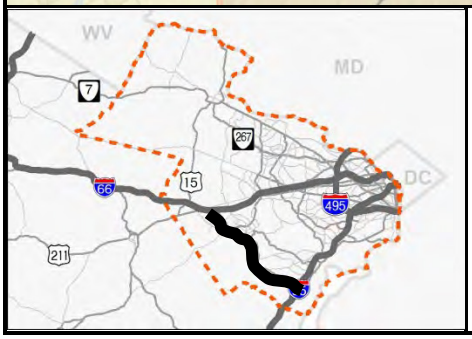
### Potential Funding Sources
(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: ITTF

Estimated Project Cost (in $M) $ 1.36 Right of Way Required for Project [ ]

### If Applicable: Smart Scale Project Feasibility
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could result in safer speeds and even traffic flow through corridor. |
| Congestion Mitigation | Improves capacity through control of traffic platoons. |
| Accessibility | Not anticipated to address accessibility issues. |
| Land Use | Addresses traffic impacts in area of rapid growth. |
| Environment | Not anticipated to address environmental conditions. |
| Economic Development | Potential improvement to travel time reliability in area of rapid growth. |


**Project Reference Number:** NOVA43

**Short Project Description:** Route 234 Arterial Operations Improvements

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Prince William County

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA45

Short Description
Route 28 Widening between Sterling Boulevard and Route 7

District: Northern Virginia
Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
CoSS Need G2:K; Northern Virginia Need C; UDA IDs 41, 71

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning document

## Recommendation Features

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project would widen Route 28 between Sterling Boulevard and Route 7, increasing it from six to eight lanes. Included in MWCOG/TPB's Constrained Long Range Plan.

## Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: NVTA

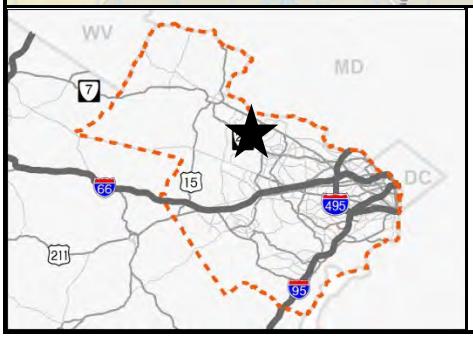
Estimated Project Cost (in $M): TBD

Right of Way Required for Project: [X]

## If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Several segments with high crash rates on corridor. |
| Congestion Mitigation | Would provide additional capacity to address congestion. |
| Accessibility | Facilitates access to Dulles International Airport from Route 7. |
| Land Use | Provides capacity in area of rapid growth. |
| Environment | Not anticipated to address environmental conditions. |
| Economic Development | Consistent with local comprehensive plans and regional economic development plans. |


**Project Reference Number:** NOVA45

**Short Project Description:** Route 28 Widening between Sterling Boulevard and Route 7

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA46

Short Description
Seven Corners Ring Road

District
Northern Virginia

Local Jurisdiction
Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C

Project Status: Prior Smart Scale Round 1 application (not funded)

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project would build a ring road around Seven Corners Interchange to address low levels of service, congestion, and safety concerns for pedestrians, bicyclists, and transit users. A portion of the funding for engineering, design, environmental work, and right-of-way acquisition has been requested from NVTA for FY2017. Phase 1 of this project was submitted for Smart Scale Round 1, but did not receive funding.

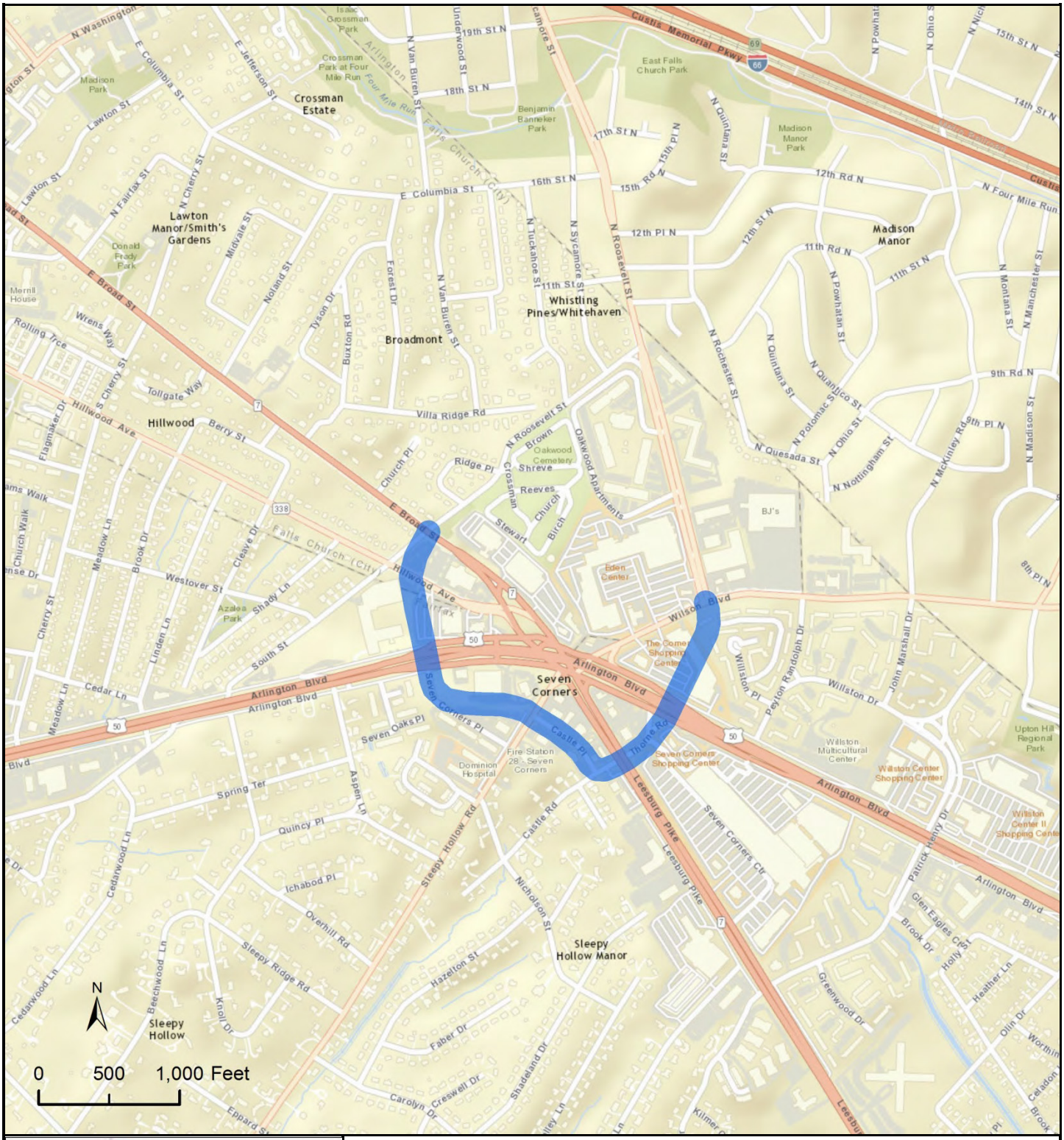
**Potential Funding Sources**
(Place X in all applicable boxes)

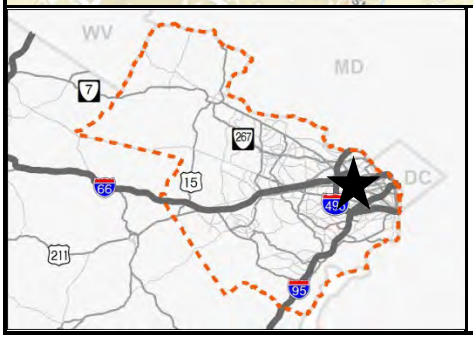
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [ ] Other: NVTA

Estimated Project Cost (in $M) $ 71.90 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Improvements would address bike/ped safety. |
| Congestion Mitigation | Previously received high scores for congestion mitigation. |
| Accessibility | Improves navigability of a confusing intersection, adds bike/ped facilities. |
| Land Use | Previously received high scores for land use. |
| Environment | Previously received high scores for environmental impacts. |
| Economic Development | Previously received low scores for economic development. |




**Project Reference Number:** NOVA46

**Short Project Description:** Seven Corners Ring Road

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA49

Short Description

I-66 Integrated Corridor Management Program: Parallel Arterial Operations Improvements

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need C; CoSS Need H2:H

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemer

*Detailed Description of Improvements*

Project would deploy intelligent signal monitoring/control technology to improve travel on routes in the I-66 corridor in an effort to improve throughput and reliability during normal and emergency conditions. Partially funded by Smart Road Technology Fund (SRT).

**Potential Funding Sources**

(Place X in all applicable boxes)

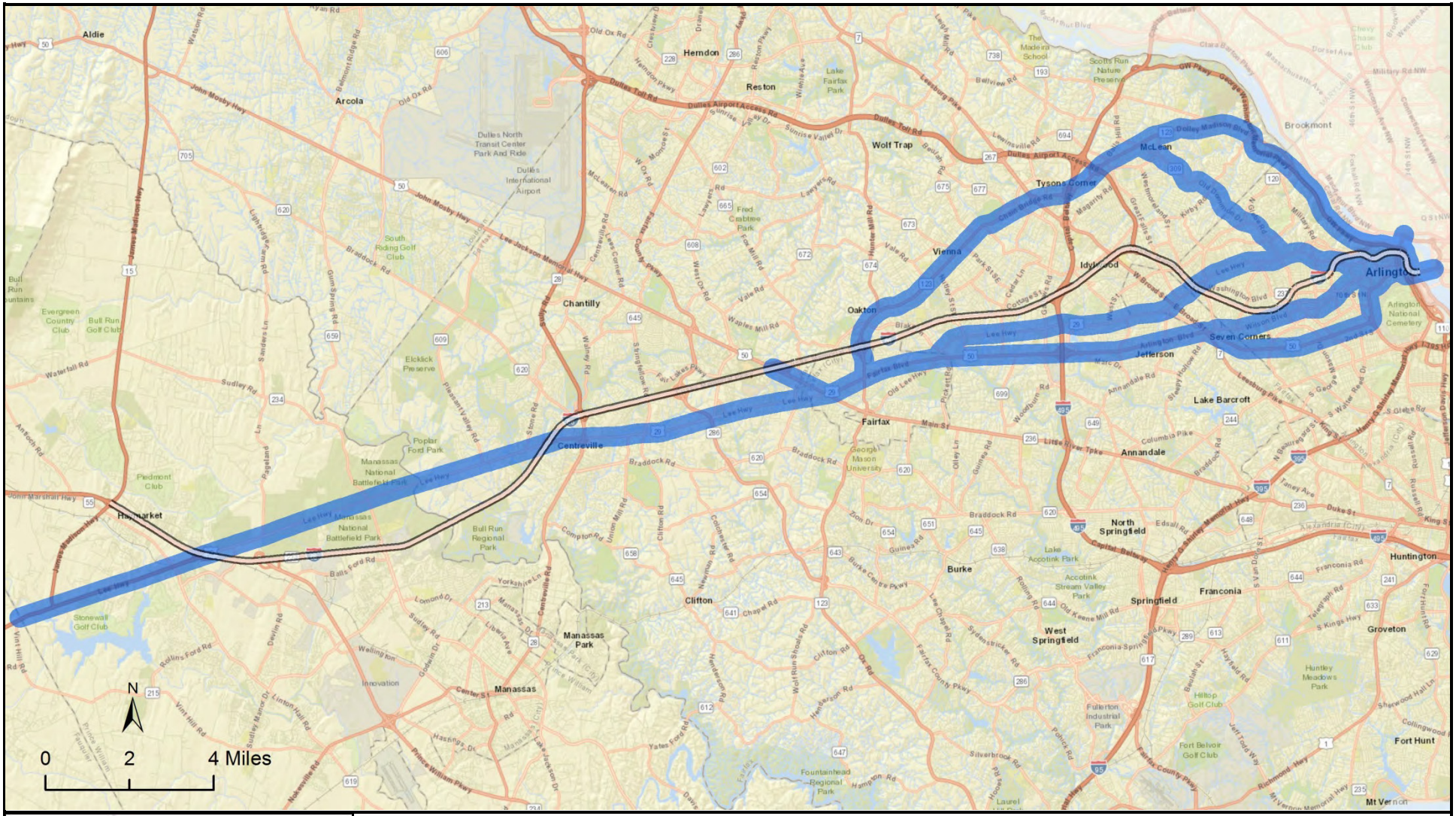
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other: SRT

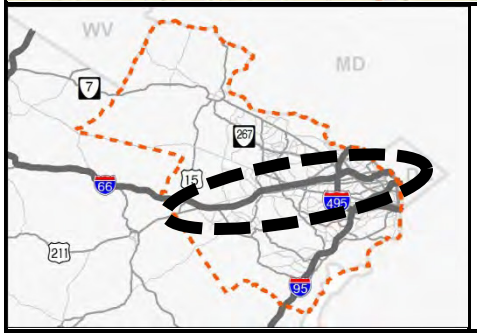
Estimated Project Cost (in $M) $ 2.58 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | ITS could improve emergency response and improve conditions contributing to crashes |
| Congestion Mitigation | Improves reliability and throughput through ITS solutions. |
| Accessibility | Improves access to locations currently inaccessible due to congestion. |
| Land Use | Improves access to land in rapidly developing area. |
| Environment | Not anticipated to improve environmental conditions. |
| Economic Development | Supported by local comprehensive plans and regional economic development plans. |




**Project Reference Number:** NOVA49

**Short Project Description:** I-66 Integrated Corridor Management Program: Parallel Arterial Operations Improvements

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA50

Short Description

US 29 Arterial Operations Improvements between Prince William/Fauquier County Line and Washington, DC

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need C; CoSS Need H2:H

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemer

*Detailed Description of Improvements*

Project would deploy intelligent signal monitoring/control technology to improve travel on the US 29 corridor in an effort to improve throughput and reliability during normal and emergency conditions. Partially funded by Innovation and Technology Transportation Fund (ITTF).

**Potential Funding Sources**

(Place X in all applicable boxes)

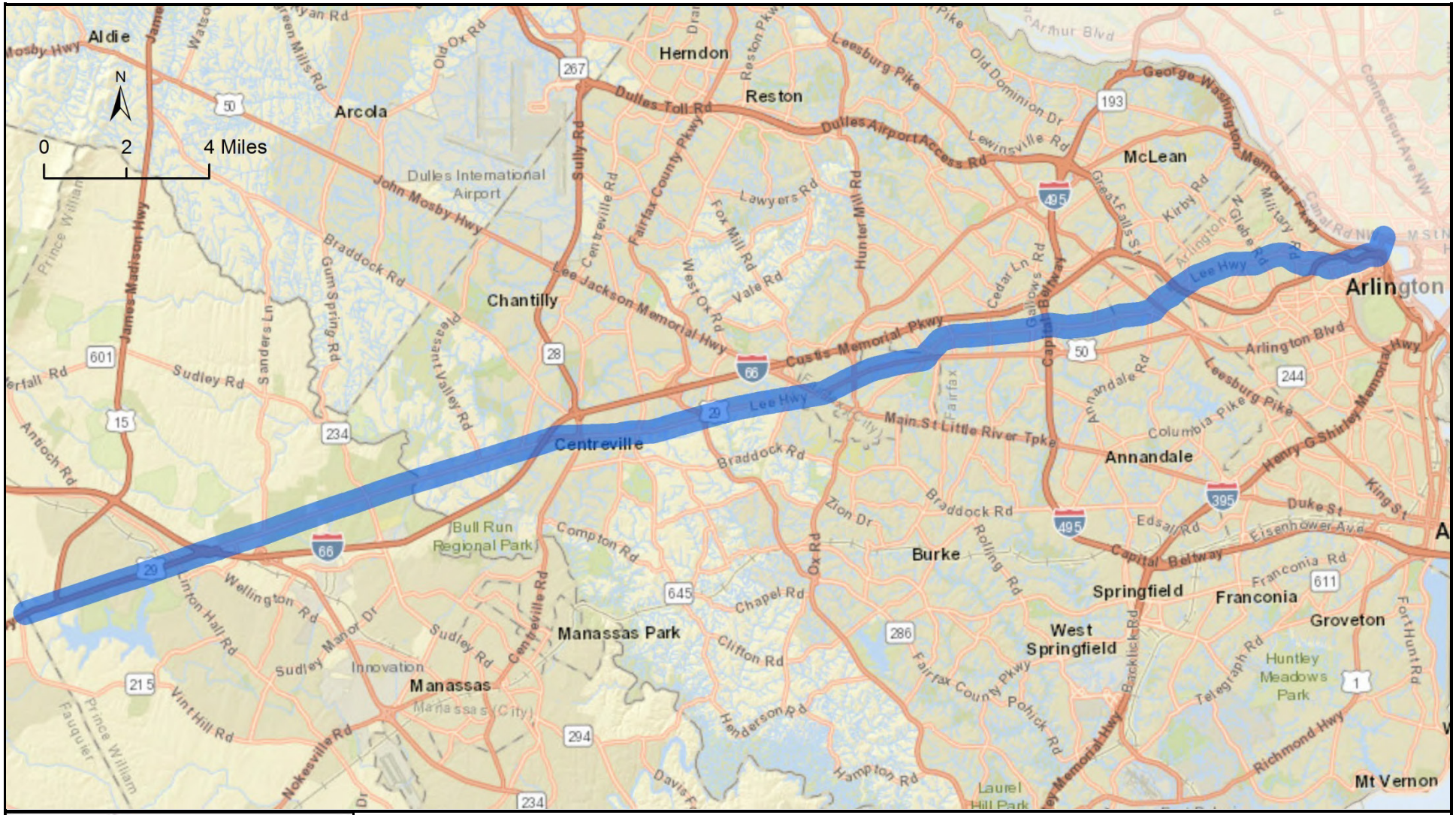
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other: ITTF

Estimated Project Cost (in $M) $ 0.47 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | ITS could improve emergency response and improve conditions contributing to crashes |
| Congestion Mitigation | Improves reliability and throughput through ITS solutions. |
| Accessibility | Improves access to locations currently inaccessible due to congestion. |
| Land Use | Improves access to land in rapidly developing area. |
| Environment | Not anticipated to improve environmental conditions. |
| Economic Development | Supported by local comprehensive plans and regional economic development plans. |




**Project Reference Number:** NOVA50

**Short Project Description:** US 29: Arterial Operations Improvements from Prince William/Fauquier CL to DC

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA51

Short Description

Widen US 29 to six lanes between US 15 and Virginia Oaks Drive

District: Northern Virginia

Local Jurisdiction: Prince William County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need C; CoSS Need I4:M

Project Status: New, unique recommendation

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project would widen US 29 from four to six lanes between US 15 and Virginia Oaks Drive. This area currently experiences congestion from traffic entering and exiting I-66 and development growth along the US 29 corridor in Gainesville. Alternatives for roadway design have not been developed, but once completed would be eligible for SMART SCALE.

**Potential Funding Sources**

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

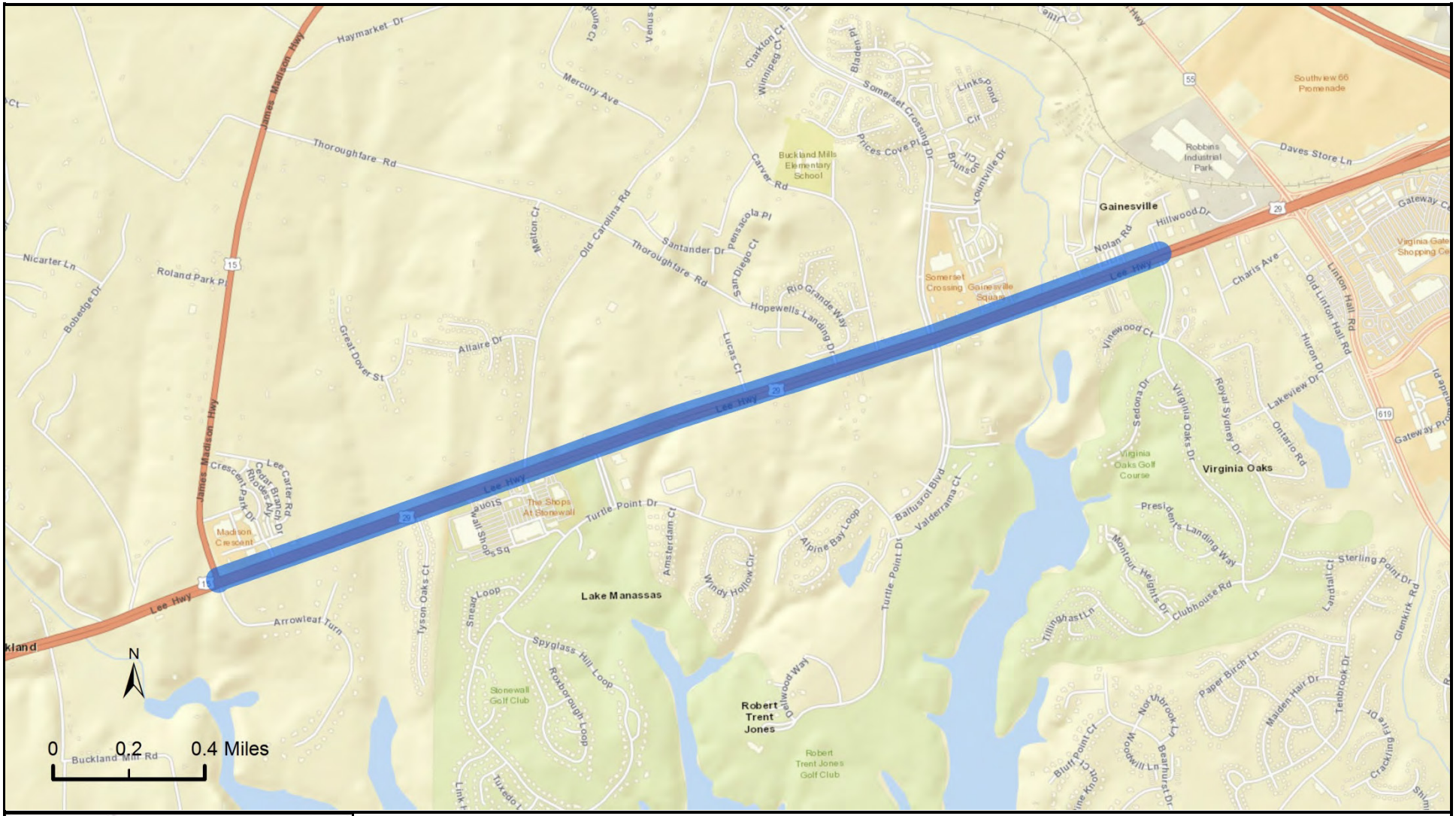
Estimated Project Cost (in $M): TBD

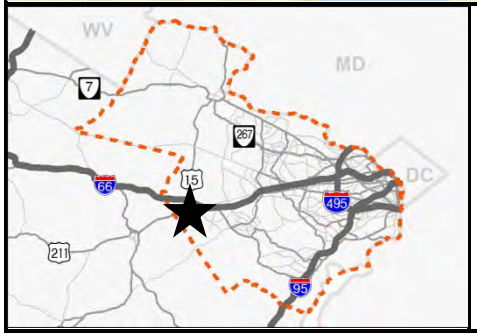
Right of Way Required for Project: [X]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could improve safety issues related to congestion. |
| Congestion Mitigation | Provides additional capacity in a congested area. |
| Accessibility | Does not improve multimodal accessibility. |
| Land Use | Accommodates increased traffic in area of rapid growth. |
| Environment | Reduced congestion could improve air quality. |
| Economic Development | Supported by local comprehensive plans and regional economic development plans. |




**Project Reference Number:** NOVA51

**Short Project Description:** Widen US 29 to six lanes between US 15 and Virginia Oaks Drive

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Prince William County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA53

Short Description: East Falls Church Multimodal Safety and Access Project

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need B; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [X] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project includes the addition of up to two bus bays at the East Falls Church Metrorail station, upgrades and expansion of bus shelters and seating at the station, the addition of a bus-only access lane from North Sycamore Street, sidewalk enhancements at the Park and Ride entrance, and the installation of six Capital Bikeshare stations within one mile of the station entrance.

**Potential Funding Sources**

(Place X in all applicable boxes)

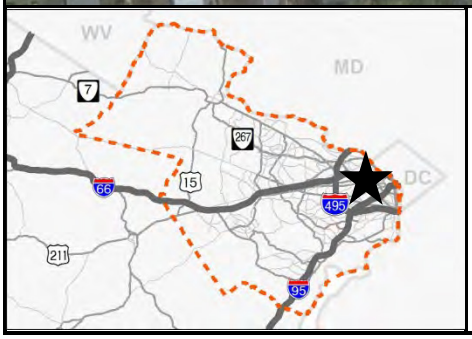
[X] SMART SCALE [X] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: NVTA

Estimated Project Cost (in $M): $ 8.50 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Sidewalk enhancements could improve safety conditions for pedestrians. |
| Congestion Mitigation | Could induce higher transit mode share and lower roadway VMT to relieve congestion. |
| Accessibility | Could improve access to Metrorail by multiple modes. |
| Land Use | Provides access in area designated for TOD. |
| Environment | Reduced VMT and congestion in station area could improve air quality. |
| Economic Development | Supports local and regional plans for growth in the area. |


**Project Reference Number:** NOVA53

**Short Project Description:** East Falls Church Multimodal Safety and Access Project

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA54

Short Description

Paratransit Vehicles (Transit Operational Program)

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need B; UDA IDs 14, 23, 41, 71, 82, 92

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Program to purchase paratransit vehicles to satisfy operational requirements of the WMATA ADA Paratransit Plan.

**Potential Funding Sources**

(Place X in all applicable boxes)

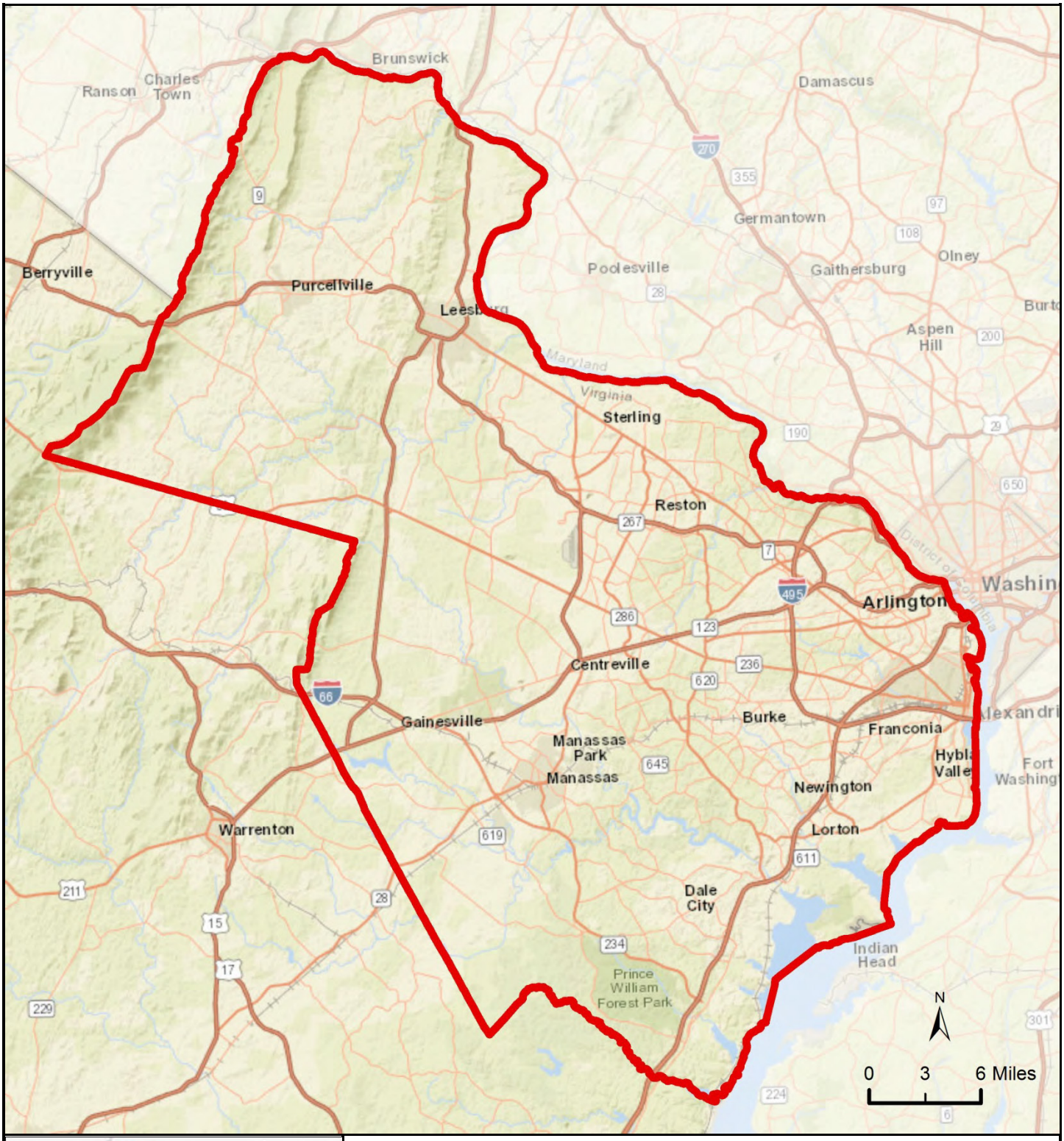
[ ] SMART SCALE [X] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

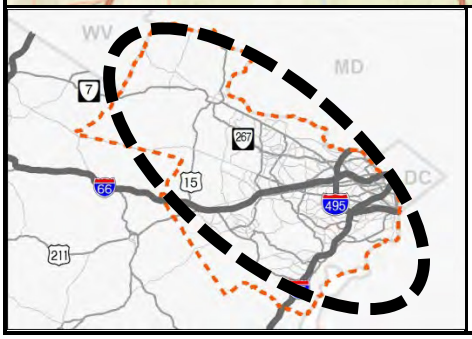
Estimated Project Cost (in $M) $ 0.41 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Not eligible (Lack of preferred alternatives and calculable project benefits) |
| Congestion Mitigation | Not eligible (Lack of preferred alternatives and calculable project benefits) |
| Accessibility | Not eligible (Lack of preferred alternatives and calculable project benefits) |
| Land Use | Not eligible (Lack of preferred alternatives and calculable project benefits) |
| Environment | Not eligible (Lack of preferred alternatives and calculable project benefits) |
| Economic Development | Not eligible (Lack of preferred alternatives and calculable project benefits) |




**Project Reference Number:** NOVA54

**Short Project Description:** Paratransit Vehicles (Transit Operational Program)

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA55

Short Description
US 1 Improvements

District
Northern Virginia

Local Jurisdiction
Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C; CoSS Needs K3:F, K3:X, K3:Y

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

Various widening projects on US 1: Widen/Relocate US 1 in Dumfries (SMART SCALE 2015), US 1 & Route 123 Interchange (SMART SCALE 2015), Widen US 1 between Route 234 and Neabsco Road (SMART SCALE 2016), Widen and Reconstruct US 1 between Telegraph Road and Route 235, Widen US 1 between Occoquan River Bridge and North, Widen US 1 between Possum Point Road and Brady's Hill Road (SMART SCALE 2015).

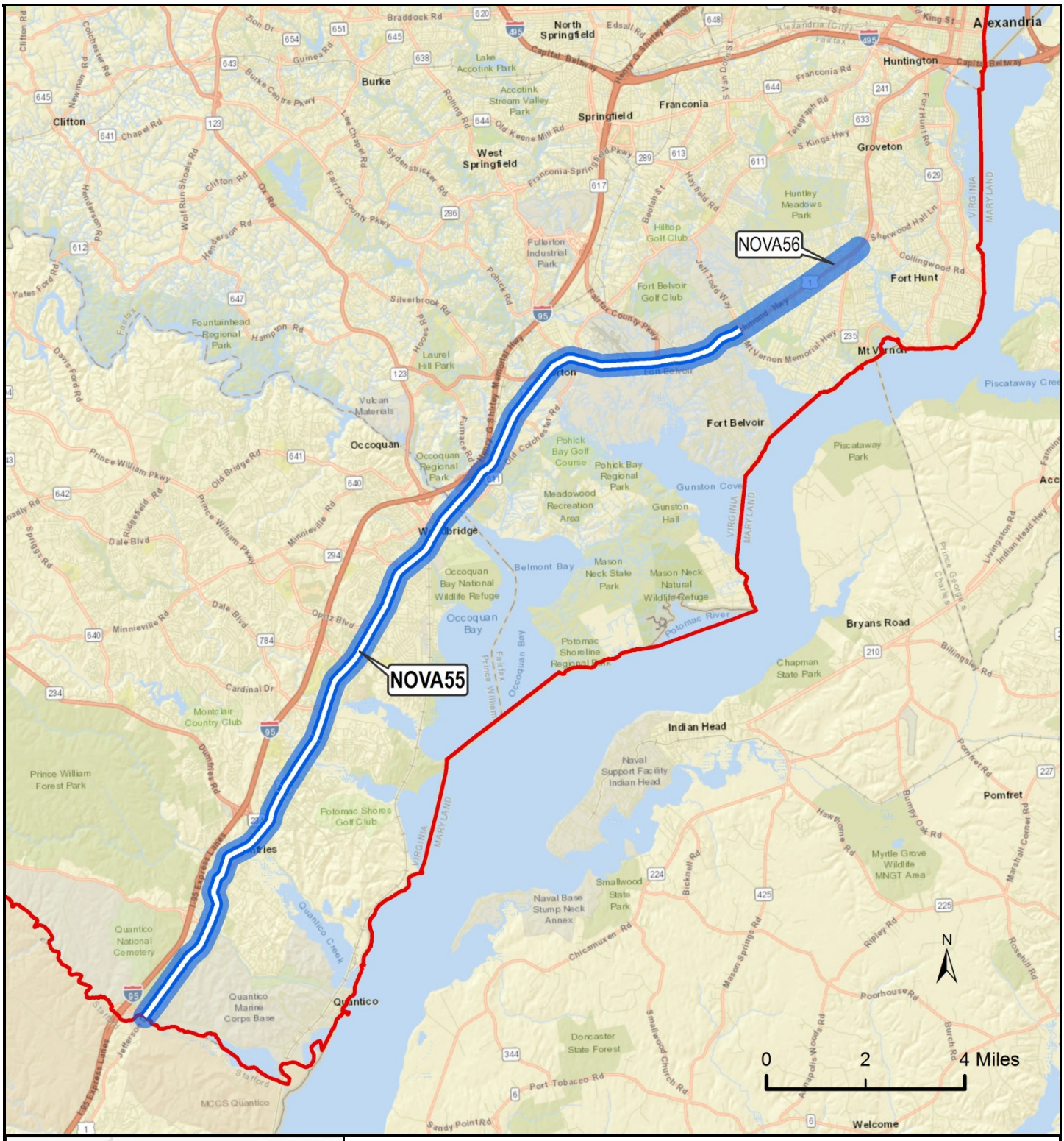
**Potential Funding Sources**
(Place X in all applicable boxes)

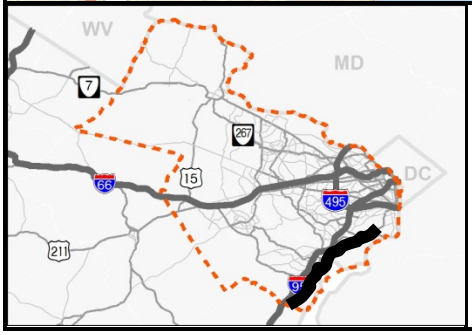
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other: NVTA Regional Funds

Estimated Project Cost (in $M) $ 700.00 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | New facilities for bike/ped and access management would create safer conditions. |
| Congestion Mitigation | Addressed through additional capacity and access management. |
| Accessibility | Provides improved access to bike/pedestrian users. |
| Land Use | Near mixed use and infill development sites. |
| Environment | Improved environmental quality through bike/ped facilities and lessened congestion. |
| Economic Development | Consistent with local plans and economic development strategies. |




**Project Reference Number:** NOVA55

**Short Project Description:** US 1 Improvements

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number**: NOVA56

Short Description: Richmond Highway Widening (Mount Vernon Highway to Napper Road)

District: Northern Virginia

Local Jurisdiction: Fairfax County

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports): Northern Virginia Need C; CoSS Needs K3:Y

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

- [X] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

*Detailed Description of Improvements*

Project would widen Richmond Highway from 4 to 6 lanes between Mount Vernon Highway and Napper Road. Additionally, the project would provide a median reservation for future bus rapid transit, 7-foot wide buffered bicycle lanes, and 6-foot wide sidewalks. The project will also consolidate driveway entrances to limit number of conflict points along the corridor.

**Potential Funding Sources**
(Place X in all applicable boxes)

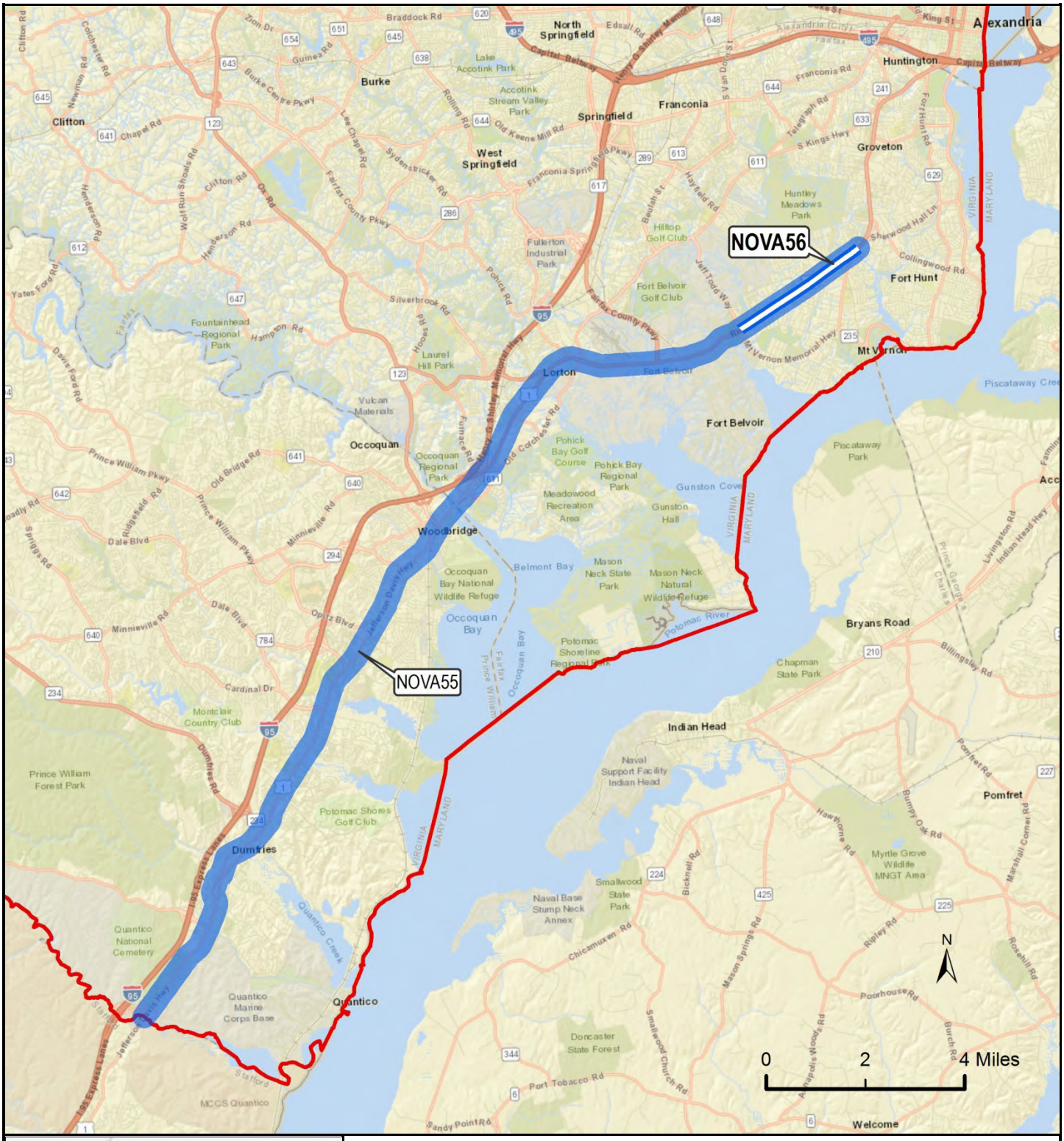
- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [ ] Prescoping
- [ ] Other: NVTA Regional Funds

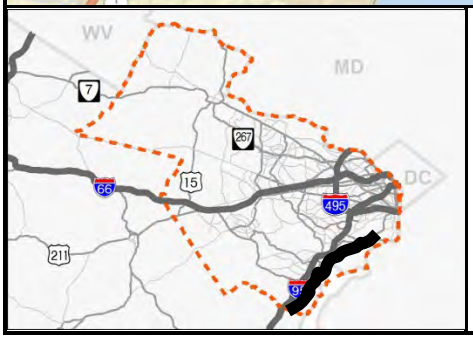
Estimated Project Cost (in $M): $ 214.77

Right of Way Required for Project: [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Safer facilities for bike/pedestrian users. Fewer conflict points related to driveways. |
| Congestion Mitigation | Provides additional capacity and a range of mode choices. |
| Accessibility | Provides improved access to bike/pedestrian users. |
| Land Use | Near mixed use and infill development sites. |
| Environment | Improved environmental quality through bike/ped facilities and anticipated transit. |
| Economic Development | Consistent with local plans and economic development strategies. |




**Project Reference Number:** NOVA56

**Short Project Description:** Richmond Highway Widening (Mount Vernon Highway to Napper Road)

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Fairfax County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA58

Short Description
I-95/I-395 Integrated Corridor Management Initiative

District
Northern Virginia

Local Jurisdiction
Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C; CoSS Needs K3:P, K3:X

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemer

*Detailed Description of Improvements*

Project would, through intelligent transportation systems (ITS), parking, and arterial improvements, holistically coordinate individual transportation subsystems in the I-95/I-395 corridor to make them operate more collaboratively. Improvements include multimodal traveler information systems, dynamic ramp metering, parking management systems, decision support systems, and arterial operations improvements parallel to the corridor. Estimated costs are for annual operation of these systems, as reported by the Virginia Center for Transportation Innovation and Research's "Identifying and Prototyping Integrated Corridor Management Strategies for Application in Virginia" (2014).

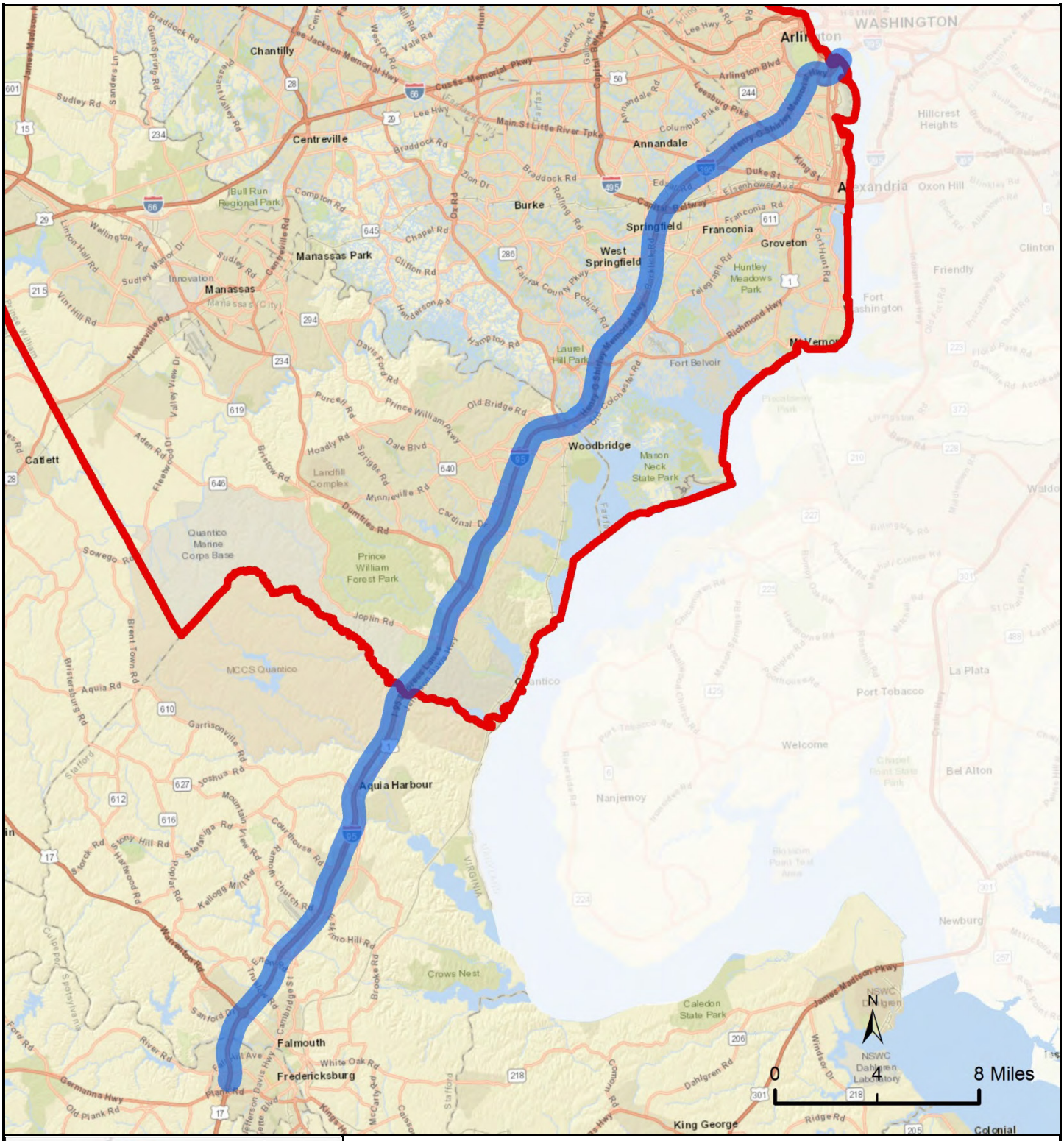
**Potential Funding Sources**
(Place X in all applicable boxes)

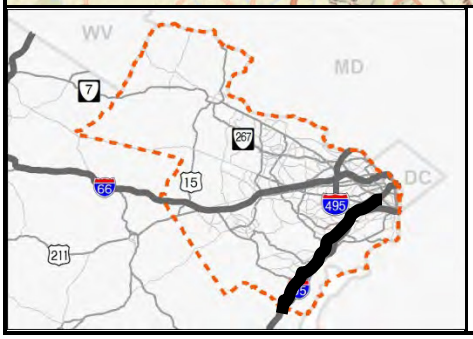
[X] SMART SCALE [X] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 7.45 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | ITS could improve emergency response and traffic conditions contributing to crashes. |
| Congestion Mitigation | Improves reliability and throughput through ITS and TDM solutions. |
| Accessibility | Improves access to locations currently inaccessible due to congestion. |
| Land Use | Improves access to land in rapidly developing area. |
| Environment | Reduced congestion could improve air quality. |
| Economic Development | Supported by local comprehensive plans and regional economic development plans. |




**Project Reference Number:** NOVA58

**Short Project Description:** I-95/I-395 Integrated Corridor Management Initiative

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA59

Short Description

Flyover Ramps: I-95 from General to Express Lanes at Joplin Road and I-395 from General to Express Lanes at Duke Street

District: Northern Virginia

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Northern Virginia Need C; CoSS Needs K3:P, K3:X

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemer

*Detailed Description of Improvements*

Project would construct flyover ramps connecting general-purpose lanes to HOV/HOT lanes on I-95 near Joplin Road in Prince William County and on I-395 south of Duke Street in Alexandria. Both sets of flyover ramps are included in MWCOG's CLRP.

Once preferred alternatives for these projects have been identified, both sets of flyover ramps would be eligible for SmartScale and are reviewed below as a SmartScale-ready project.

**Potential Funding Sources**

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

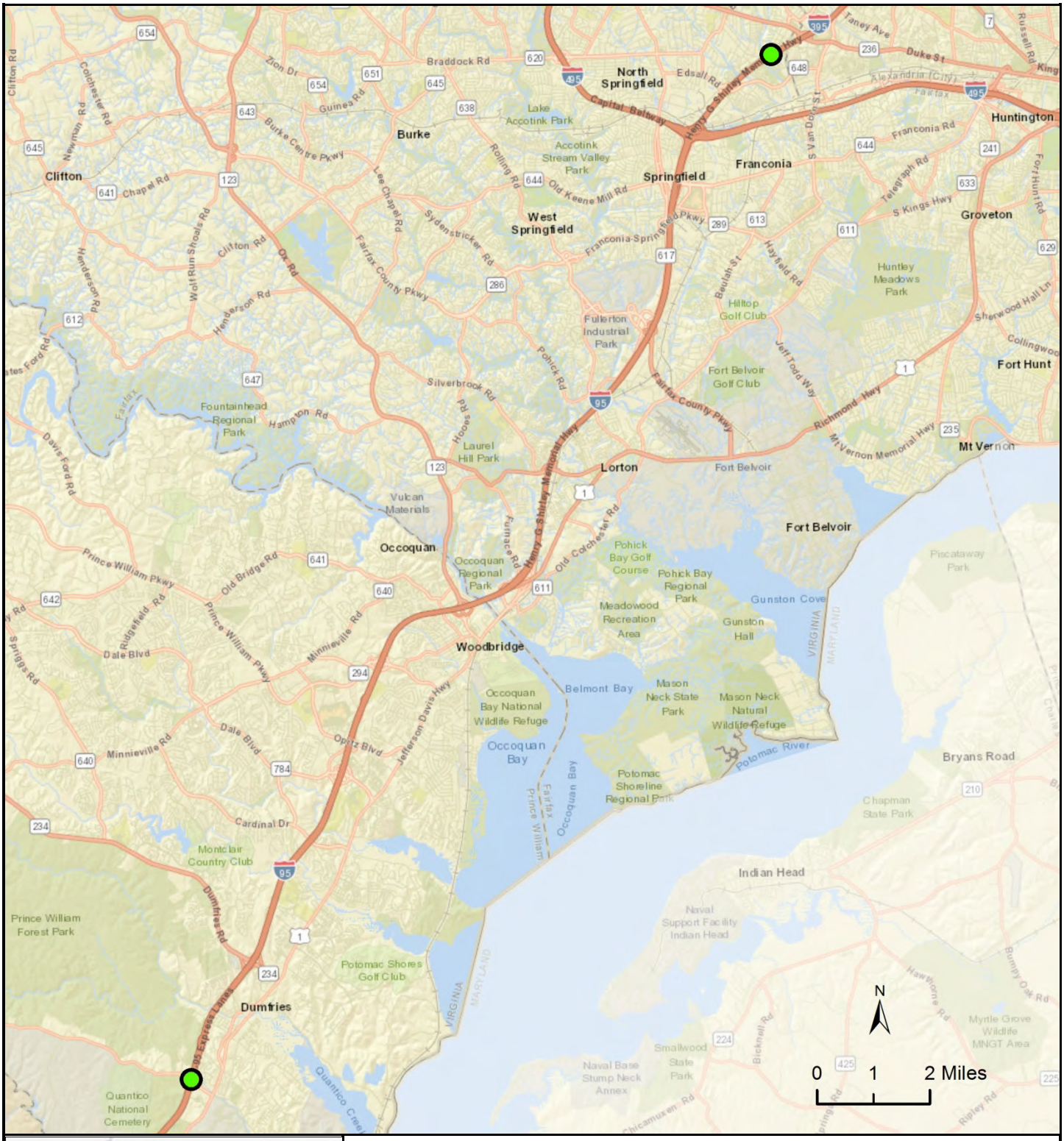
Estimated Project Cost (in $M): TBD

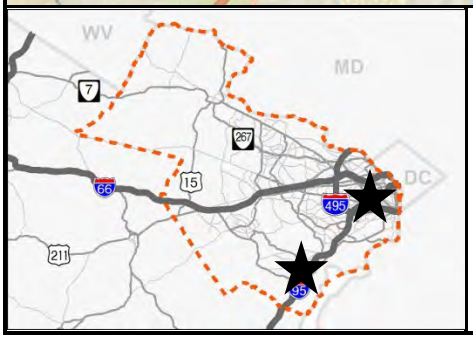
Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Added capacity could address traffic conditions contributing to crashes. |
| Congestion Mitigation | Provides additional capacity and access for non-SOVs. |
| Accessibility | Provides access to HOV/HOT lanes for non-SOVs. |
| Land Use | Not likely to change surrounding land uses. |
| Environment | Access to HOV/HOT could encourage carpooling, reduce VMT, and improve air quality |
| Economic Development | Supports local and regional development plans. |




**Project Reference Number:** NOVA59

**Short Project Description:** Flyover Ramps: I-95 from General to Express Lanes at Joplin Road and I-395 from General to Express Lanes at Duke Street

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Multiple

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA61

Short Description
I-395 and Boundary Channel Drive Interchange Improvements

District
Northern Virginia

Local Jurisdiction
Arlington County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C; CoSS Needs K3:P, K3:X

Project Status: Recommendation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning document

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemer

*Detailed Description of Improvements*

Conversion of existing cloverleaf interchange to a partial cloverleaf for southbound I-395 ramps to remove weaving segments on southbound I-395. The eastern side of the interchange will be reconfigured to better separate movements and improve connections to Long Bridge Drive and northbound I-395. This project is working through analysis for an Interchange Modification Report, which must be approved by VDOT and FHWA prior to entering the engineering design phase.

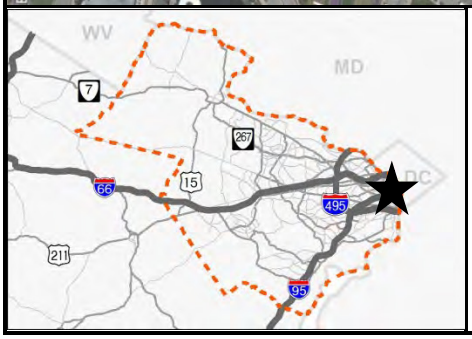
**Potential Funding Sources**
(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) TBD Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Removal of weaving movements could reduce crashes in merging areas. |
| Congestion Mitigation | Improved connections could address throughput and reliability issues. |
| Accessibility | Improves connections to Long Bridge Drive. |
| Land Use | Not likely to impact surrounding land uses. |
| Environment | Reduced congestion could improve air quality. |
| Economic Development | Supports local and regional development plans. |


**Project Reference Number:** NOVA61

**Short Project Description:** I-395 and Boundary Channel Drive Interchange Improvements

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Arlington County

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA62

Short Description
I-95/Route 286 Northbound Flyover

District
Northern Virginia

Local Jurisdiction
Fairfax County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
Northern Virginia Need C; CoSS Needs K3:P, K3:X

Project Status: Prior Smart Scale Round 1 application (not funded)

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project constructs a single-lane flyover ramp to carry traffic exiting I-95 northbound to Route 286 northbound. This project also includes a bridge widening on Route 286 over I-95.

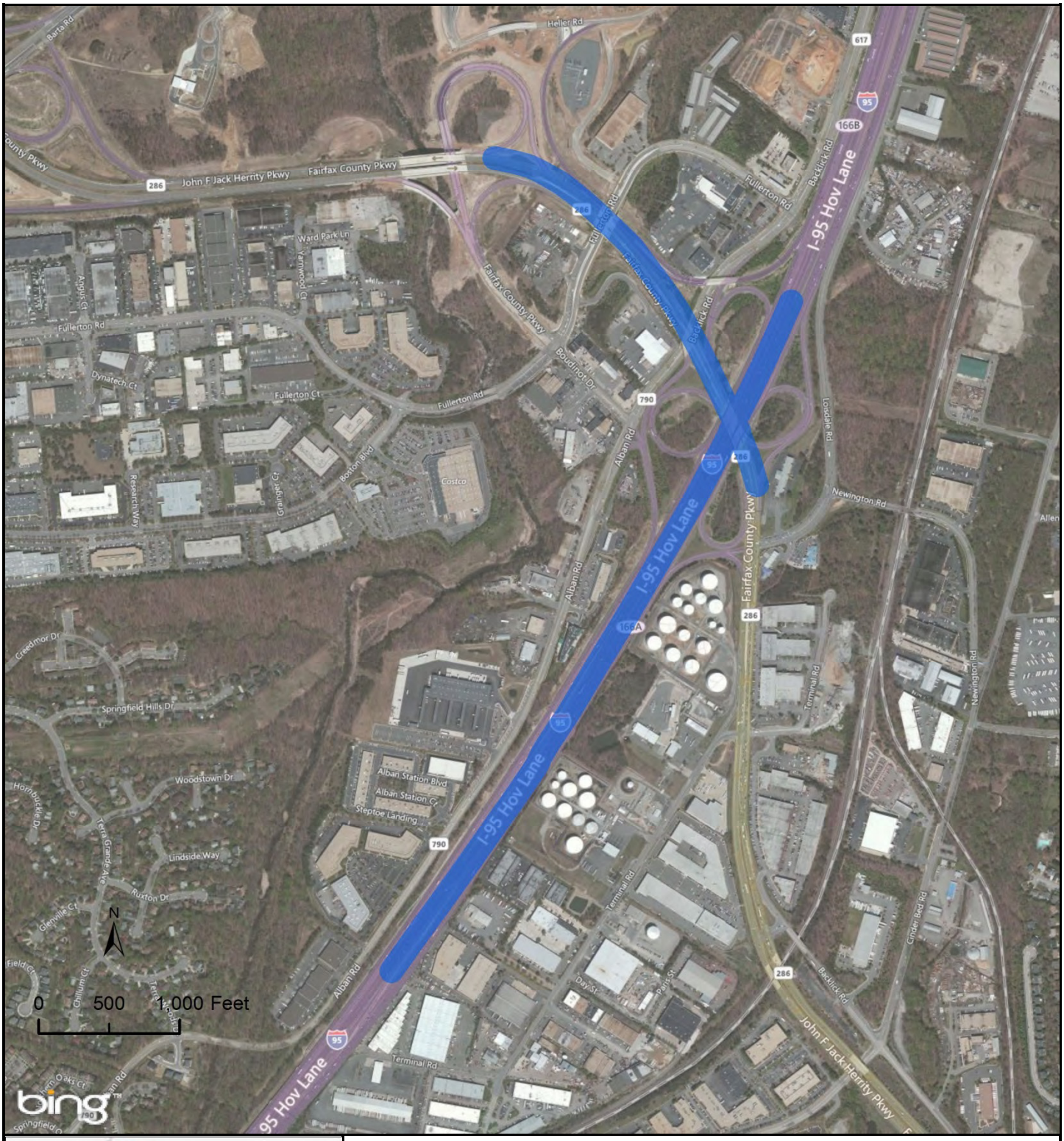
**Potential Funding Sources**
(Place X in all applicable boxes)

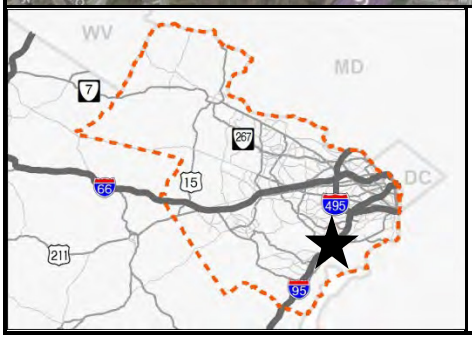
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 76.16 Right of Way Required for Project [ ]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Previously received high scores for safety in Smart Scale Round 1. |
| Congestion Mitigation | Not anticipated to result in significant improvements to congestion. |
| Accessibility | Moderate improvements to job accessibility for disadvantaged populations. |
| Land Use | Previously received moderate scores for land use in Smart Scale Round 1. |
| Environment | Not anticipated to result in significant improvements to environmental quality. |
| Economic Development | Previously received high scores for economic development in Smart Scale Round 1. |




**Project Reference Number:** NOVA62

**Short Project Description:** I-95/Route 286 Northbound Flyover

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Fairfax County

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA63

Short Description
West End Transitway

District
Northern Virginia

Local Jurisdiction
Alexandria City

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
CoSS Need K3:N; Northern Virginia Need D

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

## Recommendation Features

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Transitway running from the Van Dorn Metro station and the Pentagon along two alignments--one going through the Mark Center and along I-395, and another going through Shirlington. The project will provide frequent bus service and improvements at 18 intersections. Sections of the transitway would have dedicated bus lanes.

## Potential Funding Sources

(Place X in all applicable boxes)

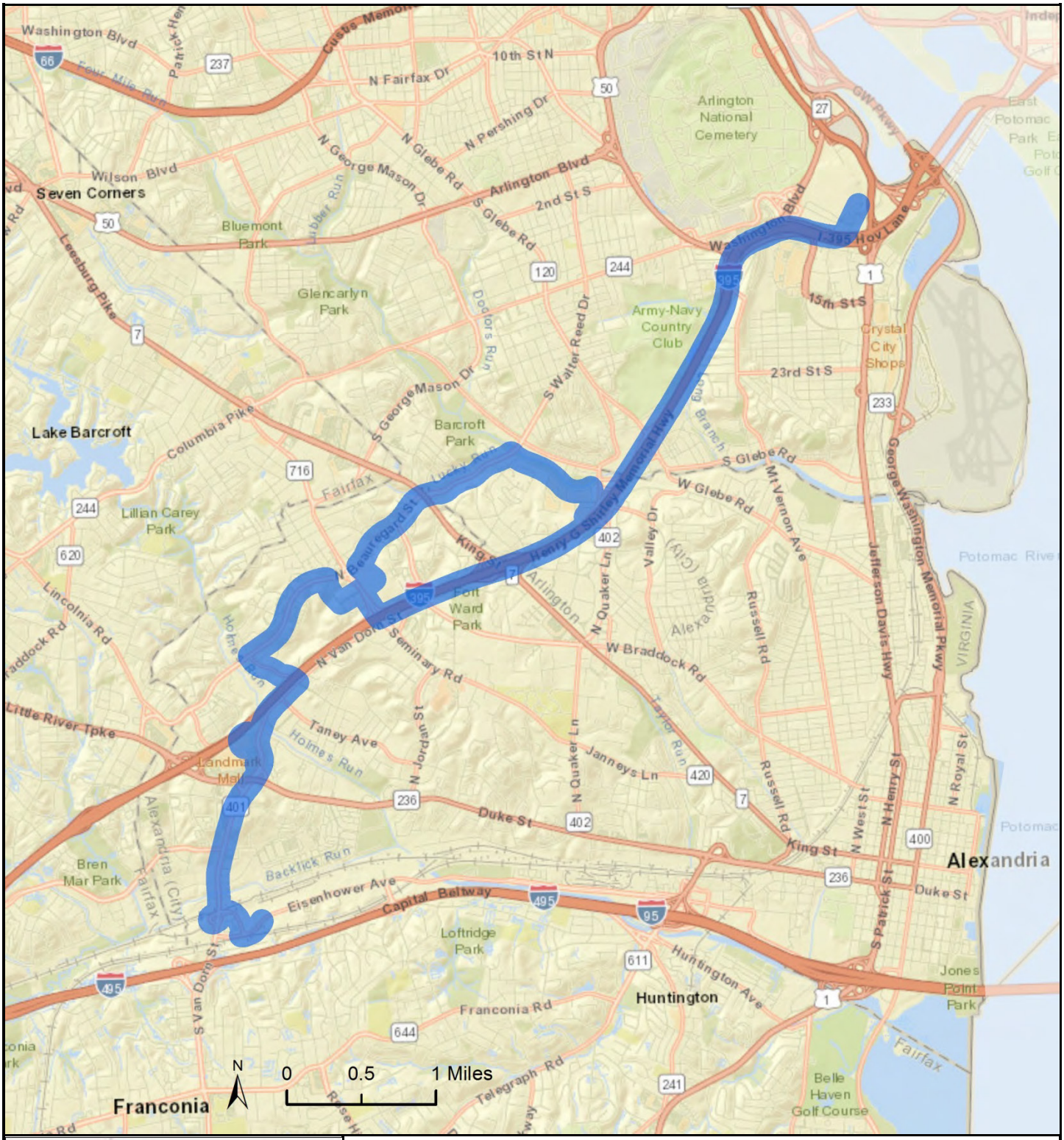
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: NVTA

Estimated Project Cost (in $M) $ 142.41 Right of Way Required for Project [X]

## If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Intersection improvements could address safety concerns in the corridor. |
| Congestion Mitigation | Could result in higher transit ridership and lower roadway VMT and congestion. |
| Accessibility | Provides more frequent transit connections to area. |
| Land Use | Connects locations being developed as mixed use. |
| Environment | Lower roadway VMT and congestion could improve air quality. |
| Economic Development | Supported planned development in high growth area. |




**Project Reference Number:** NOVA63

**Short Project Description:** West End Transitway

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Alexandria City

# VTrans2040 Multimodal Transportation Plan (VMTP)
## 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** | **Project Reference Number** NOVA64

Short Description
West End Transitway - Southern Towers Transit Facilities

District: Northern Virginia
Local Jurisdiction: Alexandria City

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
CoSS Needs K3:P, K3:X; Northern Virginia Needs A, B, C. D, F.

Project Status: Current Smart Scale Round 2 application

**Recommendation Features**

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

*Detailed Description of Improvements*

This project would construct street improvements to facilitate bus movements in Southern Towers, a large housing complex in Alexandria that will serve as a major destination on the proposed West End Transitway. The street network would support the West End Transitway as well as other bus services such as DASH and Metrobus.

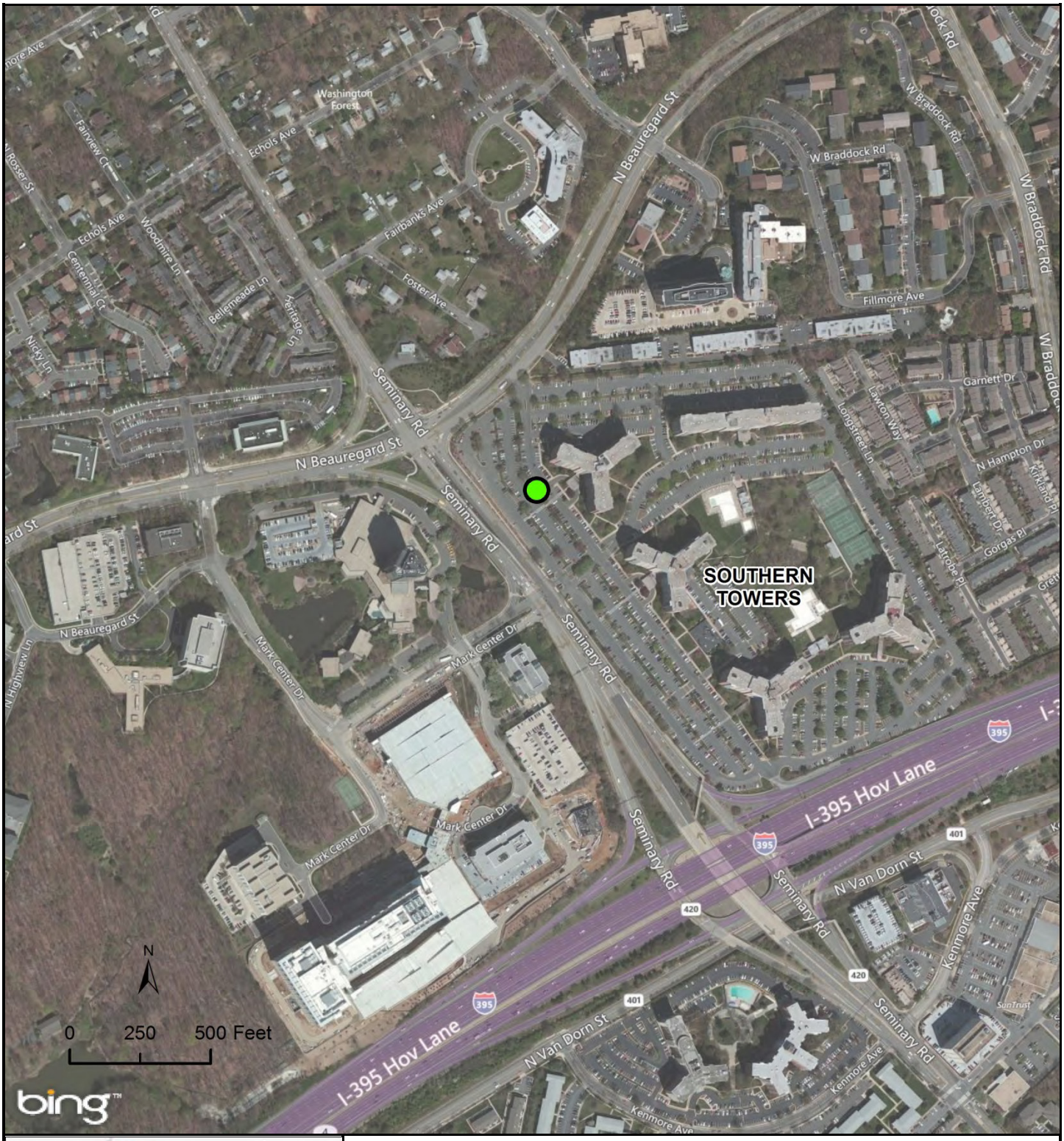
**Potential Funding Sources**
(Place X in all applicable boxes)

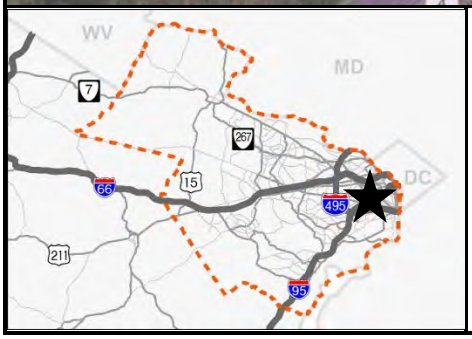
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 10.00 Right of Way Required for Project [X]

**If Applicable: Smart Scale Project Feasibility**
Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | This project will not address any safety needs. |
| Congestion Mitigation | Localized improvements to congestion. |
| Accessibility | New street network will increase transit access. |
| Land Use | Southern Towers has potential to become a mixed-use development. |
| Environment | Support for buses in the I-395 corridor will help reduce automobile trips. |
| Economic Development | Project will not have significant economic development impacts. |




**Project Reference Number:** NOVA64

**Short Project Description:** West End Transitway - Southern Towers Transit Facilities

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Alexandria City

# VTrans2040 Multimodal Transportation Plan (VMTP)
# 2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

**Recommendation Details** **Project Reference Number** NOVA65

Short Description

Duke Street Transitway

District: Northern Virginia

Local Jurisdiction: Alexandria City

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

CoSS Need K3:N; Northern Virginia Need D

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

## Recommendation Features

*Type (Place X in all applicable boxes)*

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

*Detailed Description of Improvements*

Project would construct a four-mile segment of the high-capacity transitway on Duke Street within Alexandria. Duke Street would be reconstructed from Wheeler Ave to Jordan St with a center left-turn lane. Bicycle and pedestrian improvements would be constructed along corridor. The first phase would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. Between Jordan Street and Roth Street, transit would operate in mixed flow.

## Potential Funding Sources

(Place X in all applicable boxes)

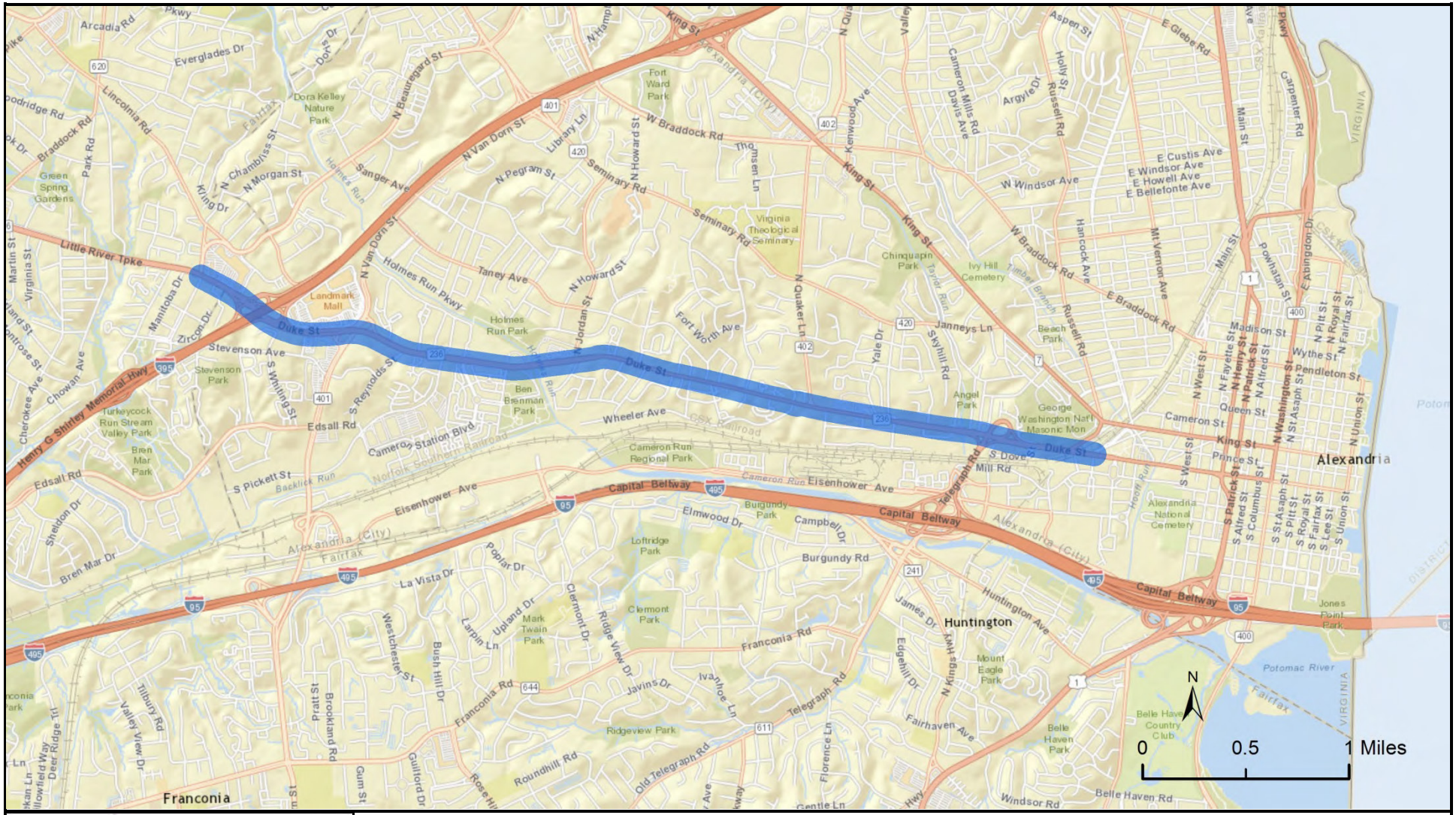
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

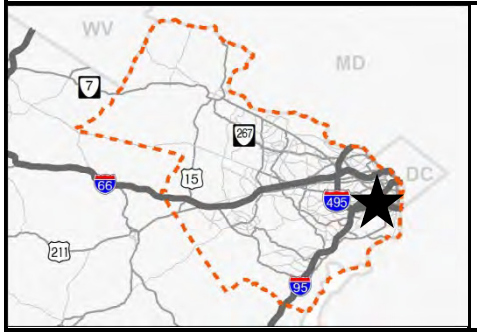
Estimated Project Cost (in $M) $ 100.00 Right of Way Required for Project [X]

## If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

| | *Comments* |
|---|---|
| Safety | Could improve safety conditions for bicyclists and pedestrians. |
| Congestion Mitigation | Could result in higher transit ridership and lower roadway VMT and congestion. |
| Accessibility | Provides more frequent transit connections to area. |
| Land Use | Connects locations being developed as mixed use. |
| Environment | Lower roadway VMT and congestion could improve air quality. |
| Economic Development | Supported planned development in high growth area. |




**Project Reference Number:** NOVA65

**Short Project Description:** Duke Street Transitway in Alexandria (between Landmark Mall and Diagonal Road)

**VDOT District:** Northern Virginia

**Local Jurisdiction:** Alexandria City