



Tier 1

Recommendations

October 30, 2017



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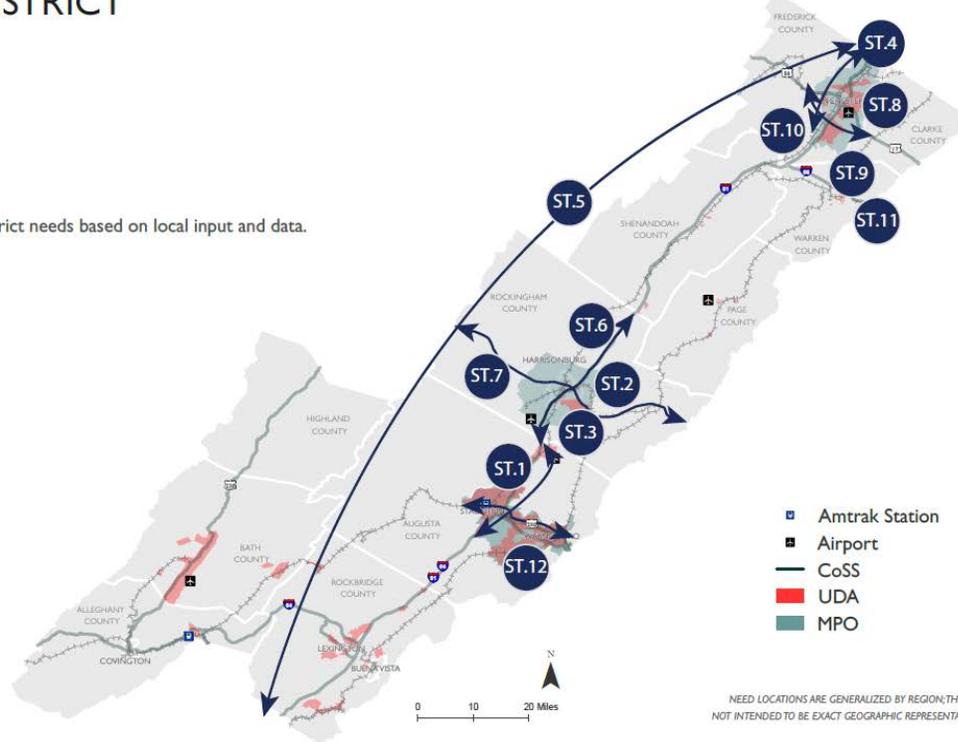
Staunton District



VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS STAUNTON DISTRICT

NEED TIER

● Tier 1: Most critical District needs based on local input and data.



Tier 1 District Needs	
Need	Need Description
ST.1	In SAWMPO, the I-64 and US 250 corridors have mode choice, safety, congestion, travel demand management, and connectivity needs.
ST.2	In Harrisonburg and Rockingham County, Downtown Harrisonburg and other activity centers including James Madison University have mode choice, congestion, connectivity, travel demand management, and walkable/bikeable place needs.
ST.3	In Harrisonburg and Rockingham County, the VA 253 corridor has mode choice, congestion, walkable/bikeable places, travel demand management, and connectivity needs.
ST.4	In WinFred MPO, the I-81 and US 11 corridors have safety, congestion, redundancy, mode choice, connectivity, and travel demand management needs.
ST.5	Across the Staunton District and neighboring Districts, the I-81 / US 11 corridors have safety, congestion, redundancy and reliability needs.
ST.6	In Harrisonburg and Rockingham County, the I-81 / US 11 corridor and interchanges have mode choice, congestion, redundancy, connectivity and travel demand management needs.
ST.7	In Harrisonburg and Rockingham County, the US 33 corridor has mode choice, congestion, connectivity, and travel demand management needs.

Tier 1 District Needs

Need	Need Description
ST.8	In WinFred MPO, the US 50/US 17/VA 7 corridors have regional corridor congestion, mode choice, and travel demand management needs.
ST.9	In the Staunton District, the Inland Port / US 522 / US 340 corridors have rail access and roadway reliability needs.
ST.10	In WinFred MPO, the VA 37 Extension and VA 277 have corridor congestion, connectivity, and mode choice needs.
ST.11	In Warren County, commuters have park-and-ride, mode choice, and travel demand management needs to/from the County.
ST.12	In SAWMPO, several activity centers and Urban Development Area / Designated Growth Areas (including Augusta County and Waynesboro) have mode choice, congestion, connectivity, travel demand management, and walkable/bikeable place needs.



Funded Projects	
Need(s)	Project Name
ST.1	Full Southern Corridor Project: New 1.6 mile roadway located south of I-64 between Exits 94 and 96 (FY2017-2022 SYIP, SMART SCALE)
ST.1, ST.12	Lifecore Shared Use Path - Project consists of an 0.61 mile segment along Lifecore Drive (Route 636) (FY2017-2022 SYIP, SMART SCALE), CST 2017
ST.1	I-64 Active Traffic Safety Management System (Waynesboro to Yancey Mills)
ST.1	Lew Dewitt - Rosser Connector (FY2018-2023 SYIP, SMART SCALE)
ST.2	South Main Street and MLK Jr. Way Improvements (FY2017-2022 SYIP, SMART SCALE), CST 2019
ST.2	Harrisonburg bike/ped projects: Northend Greenway Trail, Bluestone Dr. shared-use path, North Main Street Streetscape, and Grace Street Ext.
ST.2, ST.6, ST.7	Reconstruct East Market Street (US 33) and improve Exit 247 operations by implementing a channelized left turn strategy. (FY 2018-2023 SYIP, SMART SCALE, State of Good Repair (SGR))
ST.3, ST.6	I-81 Exit 245 Improvements - Project relocates the I-81, Exit 245 northbound off-ramp to align with the signalized intersection at Route 253 and Forest Hills Road. (FY2017- 2022 SYIP, SMART Scale), CST 2021
ST.4	I-81/US 11 (Exit 317) study to identify and evaluate feasible modifications to the interchange to accommodate projected growth (WinFred MPO)
ST.4	I-81 Exit 323 NB Accel and SB Decel Lane Ext. (2017-2022 SYIP, SMART SCALE)
ST.4	I-81 Exit 310 Interchange Modification (2017-2022 SYIP) (under construction)
ST.4, ST.8	I-81/VA 7 (Exit 315) I-81 Northbound Decel Lane Ext. (FY 2018-2023 SYIP, SMART SCALE)
ST.5	I-81 Exit 220 and Exit 221 Decel/Accel Lane Ext. (2017-2022 SYIP, SMART SCALE)
ST.5	I-81 Exit 222 NB Accel and SB Decel Lane Ext. (2017-2022 SYIP, SMART SCALE)
ST.5	I-81 Exit 213 Safety Improvements (2017-2022 SYIP, SMART SCALE)
ST.5	I-81 Northbound Truck Climbing Lane (Rockbridge County) (2017-2022 SYIP)
ST.5	Extend SB Accel lane from I-66 WB to I-81 SB (Exit 300) (FY2018-2023 SYIP, SMART SCALE)
ST.5	Interchange modification at Exit 235 (RT 256) (FY2018-2023 SYIP, SMART SCALE)
ST.6	US 11 South Valley Pike - Reconstructs a 1.3 mile segment of US 11 to a 4-lane, divided roadway. (SMART Scale, FY2017-2022 SYIP), CST 2021
ST.6	Realign Route 704 (Cecil Wampler Road) with Route 704 (Oakwood Drive) at US 11 South Valley Pike. (FY2018-2023 SYIP, SMART SCALE)
ST.7	US 33 West - Rawley Pike Safety Enhancements (FY 2017-2022 SYIP, SMART SCALE), CST 2022
ST.7	Construct right-turn lane on US 33 between Route 280 and Route 687
ST.8	Complete Green Circle Trail in Winchester, connect to county/other trails (FY2018-2023 SYIP, SMART SCALE)
ST.9	US 522 signal coordination from I-66 to RT 661 (2017-2022 SYIP, FY 2019 CST)
ST.10	Route 277 Widening and Access Management (2017-2022 SYIP, SMART SCALE)
ST.10	RT 37 safety improvements (RT 11S to RT 11N) (2017-2022 SYIP)
ST.11	Linden Park & Ride Expansion project (construction underway)
ST.11	RT 624 (Happy Creek Road) reconstruction from Front Royal east city limits to RT 645 (2017-2022 SYIP, SMART SCALE)

Project Recommendations						
ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost (\$M)	Page
StauA1	ST.5	Study transit and TDM opportunities in the I-81/US 11 corridor	Multiple	Transportation Demand Management (TDM), Transit	\$0.10 (study)	1
StauA2	ST.5,ST.6	Enhanced ITS/ATMS on I-81 and US 11 throughout the Staunton District	Multiple	Highway	TBD	2
StauA3	ST.5	I-81 corridor freight incident management	Multiple	Highway	TBD	3
StauA4	ST.5,ST.7, ST.8,ST.11	Implement District-wide park and ride lot expansion	Multiple	TDM	\$1.70	4
StauC1	ST.2,ST.7	Implement Harrisonburg's updated Bike/Ped Plan	Harrisonburg	Bicycle, Pedestrian	TBD	5
StauC2	ST.2	Develop bike lanes and shared use paths on primary corridors at JMU	Harrisonburg	Bicycle, Pedestrian	\$4.45	6
StauC3	ST.2	Additional service on Blue Ridge Community College-North Brite Bus route	Multiple	Transit	No capital cost	8
StauC4	ST.2	Develop implementation plan for Harrisonburg railroad crossing improvements	Harrisonburg	Bicycle, Pedestrian, Highway	TBD	10
StauC5	ST.2	Expand and add new park-and-ride lots in Mt. Crawford and Harrisonburg	Harrisonburg, Rockingham County	TDM	\$10.00	11
StauC6	ST.3	Implement Port Republic Road (Rt. 253) bike/ped rec's (from local plans)	Harrisonburg, Rockingham County	Bicycle, Pedestrian	\$0.83	12
StauC7	ST.3,ST.7	Study trip generation and transit use by JMU students	Harrisonburg	TDM, Transit	\$0.10 (study)	14
StauC8	ST.6	Widen South Main Street (US 11) from Harrisonburg City Limit to Pleasant Valley Road	Harrisonburg	Highway	\$24.49	16
StauC9	ST.6	Extend bike lanes on South Main Street	Harrisonburg	Bicycle	\$1.04	18
StauC10	ST.6	US 11 spot improvements from Mt. Clinton Pike to Exit 251	Rockingham County	Highway	\$2.50	20
StauC11	ST.6	Study for VA 257 - US 11 intersection in Mt. Crawford	Rockingham County	Highway	\$0.10 (study)	22
StauC12	ST.6	Study connector road corridors near Mt. Crawford	Rockingham County	Highway	\$0.10 (study)	24
StauC13	ST.7	US 33 Corridor Management Plan	Rockingham County	Highway	TBD	26



ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost (\$M)	Page
StauC14	ST.7	Implement bike/ped recommendations for Route 33	Multiple	Bicycle, Pedestrian	TBD	28
StauN1	ST.4	US 11 access management plan spot improvements	Frederick County	Highway	TBD	29
StauN2	ST.4,ST.8	New WinTran service in US 11 and US 50 corridors	Multiple	Transit	TBD	31
StauN3	ST.4,ST.8	I-81 (Exits 313 and 317) Interchange Enhancements	Multiple	Highway	\$51.25	33
StauN4	ST.4	US 11 North widening from Exit 317 to Old Charles Town Rd.	Frederick County	Highway	\$28.35	35
StauN5	ST.4,ST.8, ST.10	RideSmart TDM public marketing and outreach	Frederick County	TDM	\$0.16	37
StauN6	ST.4	Study of I-81 mainline capacity and operational needs	Multiple	Highway	\$0.25 (study)	38
StauN7	ST.4	US 11 North corridor improvement program	Frederick County	Highway	TBD	39
StauN8	ST.8	Spot improvement projects on US 17/US 50 and Rt. 7	Frederick County	Highway	TBD	41
StauN9	ST.8	Implement intercity bus service from DC to Winchester	Multiple	Transit	TBD	43
StauN10	ST.9	Commuter shuttle bus in Warren County	Warren County	Transit	\$0.20	45
StauN11	ST.9	Separated grade crossing at Rt. 658/Rockland Rd. NS Railway Bridge	Frederick County	Highway, Rail	\$12.98	47
StauN12	ST.9	Support the development of off-terminal rail infrastructure improvements	Multiple	Rail	TBD	49
StauN13	ST.10	Planning, engineering and ROW for the Rt. 37 Extension from I- 81 to US 522	Frederick County	Highway	\$90.92	50
StauN14	ST.10	Study congestion, and mode choice issues in northeast Frederick County	Frederick County	Highway, Transit, TDM	\$0.25 (study)	52
StauN15	ST.11	Park-and-ride, mode choice, and TDM strategies on Rt. 55 in Warren County	Warren County	Transit, TDM	TBD	53
StauN16	ST.11	Lord Fairfax Community College (Middletown)-Front Royal Shuttle bus service	Multiple	Transit	\$0.15	54
StauN17	ST.11	Regional park-and-ride and vanpooling study	Warren County	TDM	\$0.10 (study)	56

ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost (\$M)	Page
StauN18	ST.8	Study feasibility of commuter bus service from Winchester to Northern Virginia and DC.	Frederick County	Transit	\$0.10 (study)	57
StauN19	ST.10	Conduct a study to examine freight movement and needs on VA 37 and VA 277	Frederick County	Highway	\$0.10 (study)	58
StauS1	ST.1,ST.12	Implement recommendations from Staunton and SAWMPO Bike/Pedestrian Plans	Multiple	Bicycle, Pedestrian	TBD	59
StauS2	ST.1	Increase new hourly fixed-route Brite Bus service on US 250	Multiple	Transit	No capital cost	60
StauS3	ST.1	Access Management and Traffic Management Program on US250	Multiple	Highway	TBD	61
StauS4	ST.1,ST.2, ST.6,ST.12	Implement I-81/I-64 corridor intercity bus study recommendations	Multiple	Transit	TBD	63
StauS5	ST.1	I-64 Congestion and Safety Study implementation	Multiple	Highway	TBD	64
StauS6	ST.5	Truck climbing lanes on I-81 near Weyers Cave and I-81 ITS improvements in Lexington area	Multiple	Highway	\$54.19	66
StauS7	ST.2,ST.5, ST.12	Implement the recommendations of the Central Shenandoah Planning Commission TDM plan	Multiple	TDM	TBD	68
StauS8	ST.12	Waynesboro bicycle network and transportation demand management	Waynesboro	Bicycle, Pedestrian, TDM	\$3.45	69



Staunton 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 <input style="width: 90%;" type="text" value="StauA1"/>
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Short Description

District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
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VMTP Need Type (Place X in all applicable boxes)

<input checked="" type="checkbox"/> Corridor of Statewide Significance	<input checked="" type="checkbox"/> Regional Network	<input checked="" type="checkbox"/> UDAs	<input type="checkbox"/> Safety
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Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Project Status:

Recommendation Features

Type (Place X in all applicable boxes)

<input type="checkbox"/> Highway	<input type="checkbox"/> Bike/Pedestrian	<input checked="" type="checkbox"/> Bus Transit	<input type="checkbox"/> Rail Transit	<input type="checkbox"/> Freight Rail	<input checked="" type="checkbox"/> Travel Demand Management
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Detailed Description of Improvements

Potential Funding Sources

(Place X in all applicable boxes)

<input type="checkbox"/> SMART SCALE	<input type="checkbox"/> TAP	<input type="checkbox"/> CMAQ	<input type="checkbox"/> HSIP	<input type="checkbox"/> Prescoping	<input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="FTA/DRPT discretionary"/>
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Estimated Project Cost (in \$M) Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	<input style="width: 95%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 95%; height: 20px;" type="text"/>
Accessibility	<input style="width: 95%; height: 20px;" type="text"/>
Land Use	<input style="width: 95%; height: 20px;" type="text"/>
Environment	<input style="width: 95%; height: 20px;" type="text"/>
Economic Development	<input style="width: 95%; height: 20px;" type="text"/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 100%;" type="text" value="StauA2"/>
Short Description <input style="width: 100%;" type="text" value="Enhanced ITS/ATMS on I-81 and US 11 throughout the Staunton District"/>	
District <input style="width: 100%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 100%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 100%;" type="text" value="ST. 5 / ST. 6"/>	
Project Status: <input style="width: 100%;" type="text" value="New Project Idea"/>	
Recommendation Features	
Type (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 100%; height: 100%;" type="text" value="Enhanced ITS/ATMS on I-81 and US 11 throughout the Staunton District, particularly from US 60 (Exit 188) in Lexington to Exit 264 (New Market) and Exit 296 (Strasburg) to West Virginia State line. The ATMS should be designed to provide travel time information and route highlights when I-81 is congested or during incidents. Explore the potential for expanding the use of Integrated Corridor Management techniques in the I-81 corridor. In addition, the ITS should be linked to truck parking utilization information to provide real-time information to trucks operating on I-81."/>	
Potential Funding Sources	
(Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 100%;" type="text" value="Interstate maintenance"/>	
Estimated Project Cost (in \$M)	<input style="width: 100%;" type="text" value="TBD"/>
Right of Way Required for Project	<input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 100%;" type="text" value="Minimal impact to safety, but will reduce delays associated with incidents."/>
Congestion Mitigation	<input style="width: 100%;" type="text" value="Improved utilization of existing capacity and incident management"/>
Accessibility	<input style="width: 100%;" type="text" value="Unlikely to impact regional accessibility to jobs."/>
Land Use	<input style="width: 100%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 100%;" type="text" value="Minor environmental footprint and can help reduce emissions."/>
Economic Development	<input style="width: 100%;" type="text" value="The project will impact high-truck volumes and address reliability issues."/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauA3"/>
Short Description <input style="width: 98%;" type="text" value="I-81 corridor freight incident management for detection, response, and clearance"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 5"/>	
Project Status:	<input style="width: 95%;" type="text" value="New Project Idea"/>
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 100px;" type="text" value="I-81 corridor freight incident management for detection, response, and clearance: Provide event mitigation for non-recurring congestion along the entire corridor, including on-site incident management to reduce duration and safety impacts, and ITS strategies to reroute traffic to reduce overall delay."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="FASTLANE, other Federal"/>	
Estimated Project Cost (in \$M)	<input style="width: 80%;" type="text" value="TBD"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 98%; height: 20px;" type="text"/>
Accessibility	<input style="width: 98%; height: 20px;" type="text"/>
Land Use	<input style="width: 98%; height: 20px;" type="text"/>
Environment	<input style="width: 98%; height: 20px;" type="text"/>
Economic Development	<input style="width: 98%; height: 20px;" type="text"/>

Note: No map provided with this recommendation profile.

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

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauA4"/>
Short Description <input style="width: 98%; height: 20px;" type="text" value="Implement park and ride expansions, improvements, and new lots as presented in VDOT's Park and Ride Investment Strategy (2014)."/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 5 / ST. 7 / ST. 8 / ST. 11"/>	
Project Status: <input style="width: 98%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
<i>Type (Place X in all applicable boxes)</i> <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
<i>Detailed Description of Improvements</i> <input style="width: 98%; height: 40px;" type="text" value="Implement park and ride expansions, improvements, and new lots as presented in VDOT's Park and Ride Investment Strategy (2014). Includes Warren County (US 340/Route 522 near I-66), Shenandoah County (Route 55 near I-81), Rockingham County (Route 33 near Route 634), City of Waynesboro (Route 340 near I-64), Frederick County (Route 704 near US 50 and US 522 at Route 701), and Augusta County (Route 256 near I-81)."/>	
Potential Funding Sources (Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="FTA/DRPT discretionary"/>	
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="\$ 1.70"/> Right of Way Required for Project <input type="checkbox"/>	
If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width: 98%;" type="text" value="Projects will increase multi-modal accessibility (depending on locations)."/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Moderate surface environment impact with emission benefits anticipated."/>
Economic Development	<input style="width: 98%;" type="text" value="Program should increase attractiveness of the areas for development."/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

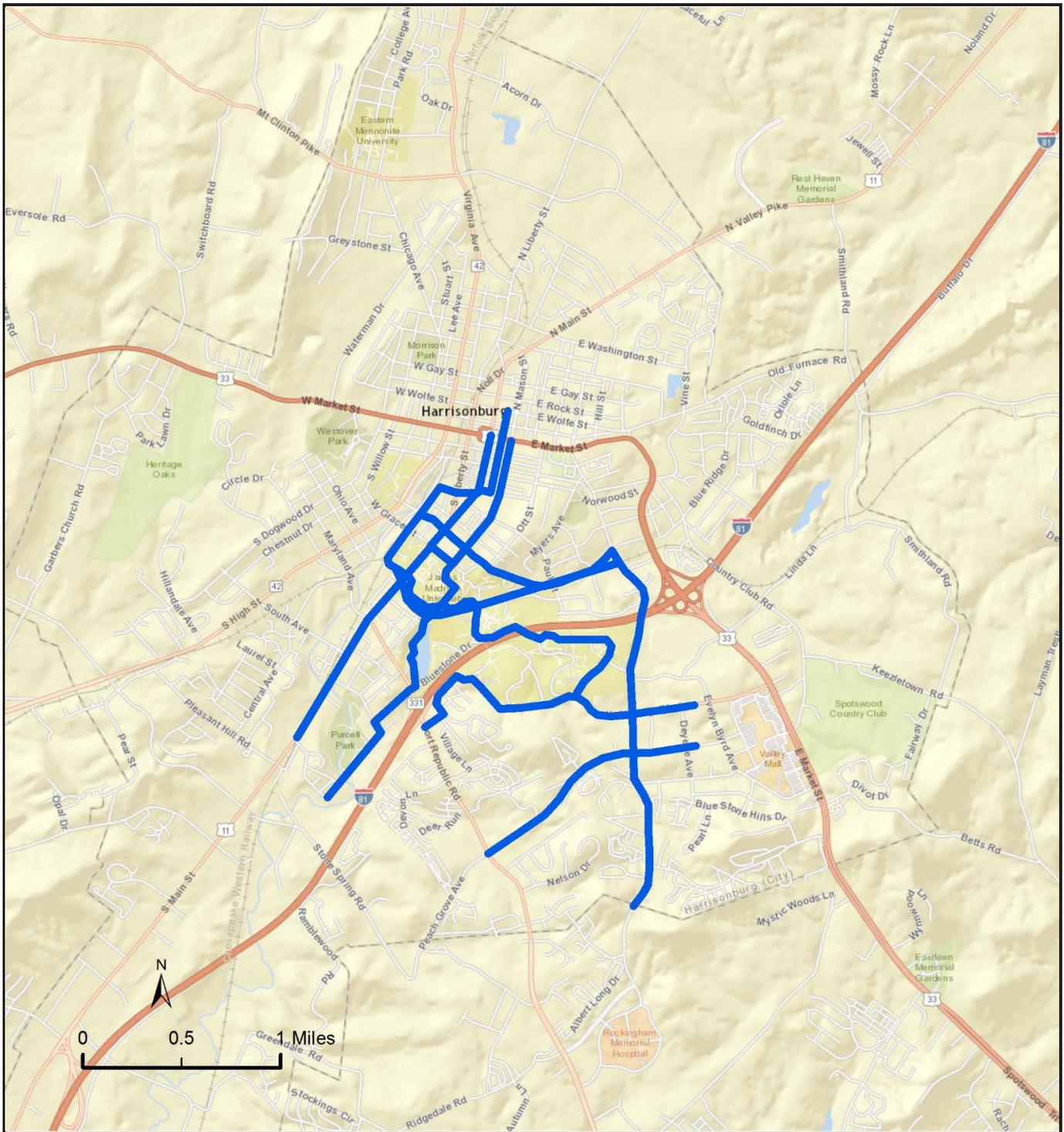
Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 80%;" type="text" value="StauC1"/>
Short Description <input style="width: 98%;" type="text" value="Implement recommendations in Harrisonburg's updated Bike/Ped Plan."/>	
District <input style="width: 90%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 90%;" type="text" value="Harrisonburg City"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 2 / ST. 7"/>	
Project Status:	<input style="width: 98%;" type="text" value="Unfunded Pipeline Project"/>
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%;" type="text" value="Implement the recommendations contained in the Harrisonburg Bicycle and Pedestrian plan to increase access within and into downtown Harrisonburg and the James Madison University Campus, including intersections, sidewalk, shared use paths, and bike lanes."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="Revenue sharing, hwy. maint."/>	
Estimated Project Cost (in \$M)	<input style="width: 80%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Will address bicycle and pedestrian safety and reduce conflicts."/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width: 98%;" type="text" value="Will increase multi-modal accessibility (depending on locations)."/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Negligible surface environment impact; emission benefits anticipated."/>
Economic Development	<input style="width: 98%;" type="text" value="Should increase attractiveness of the Harrisonburg area"/>

Note: No map provided with this recommendation profile.

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

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauC2"/>
Short Description <input style="width: 98%;" type="text" value="Develop bike lanes and shared use paths on primary corridors at JMU"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Harrisonburg City"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 2"/>	
Project Status: <input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 80px;" type="text" value="Develop bicycle lanes and shared use paths on primary corridors connecting on and off campus destinations, as detailed in the James Madison University Campus Bicycle and Pedestrian Plan (2014) and the Harrisonburg Downtown Streetscape Plan (including the Federal Street path)."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150px;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width: 100px;" type="text" value="\$ 4.45"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Will address bicycle and pedestrian safety and reduce conflicts."/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width: 98%;" type="text" value="Increase multi-modal accessibility"/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Negligible surface environment impact; emission benefits"/>
Economic Development	<input style="width: 98%;" type="text" value="Should increase attractiveness of the Harrisonburg area"/>



Project Reference Number: StauC2

Short Project Description: Develop bicycle lanes and shared use paths on primary corridors connecting on and off campus destinations, as detailed in the James Madison University Campus Bicycle and Pedestrian Plan (2014) and the Harrisonburg Downtown Streetscape Plan (including the Federal Street path).

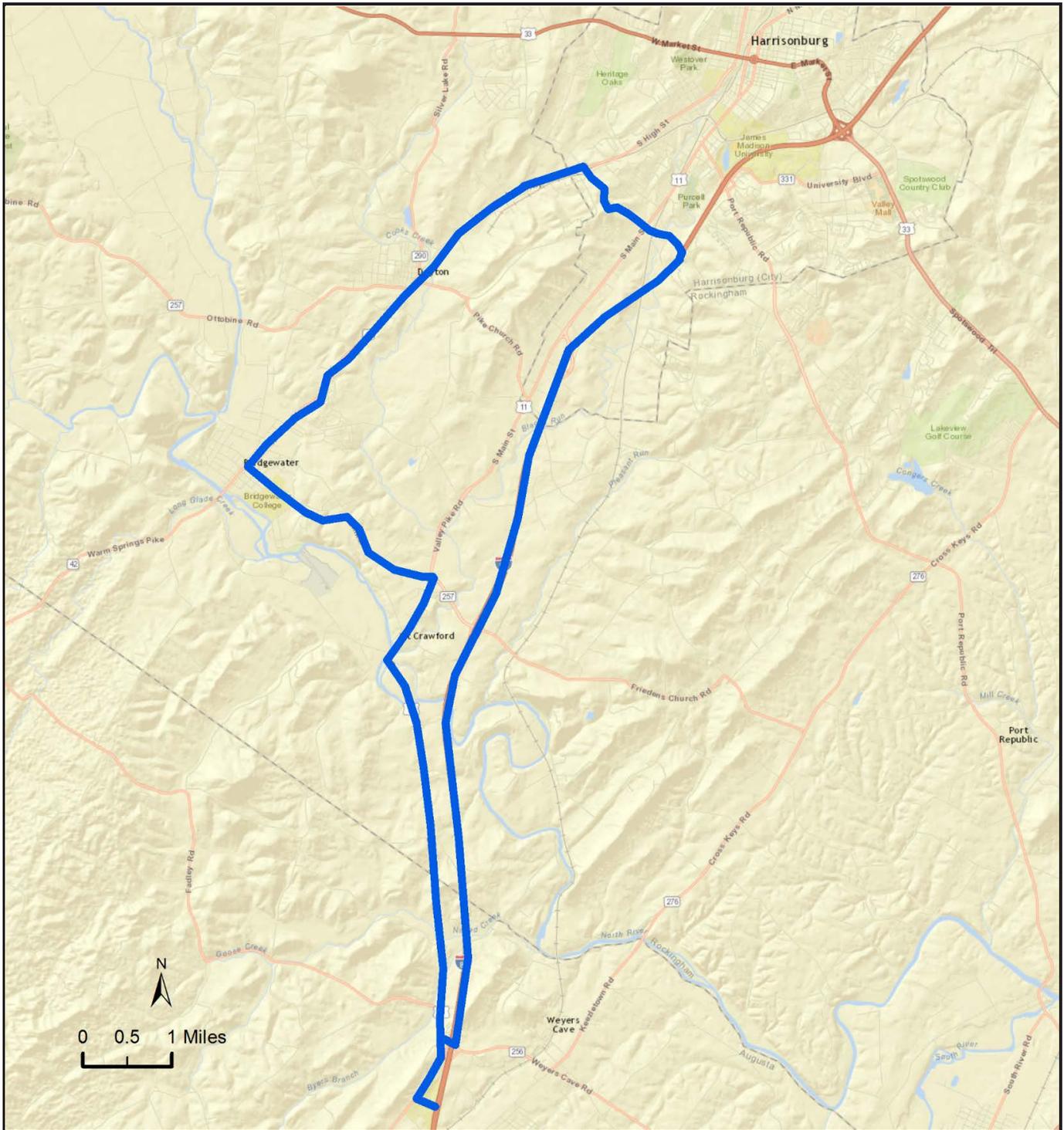
VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 80%;" type="text" value="StauC3"/>
Short Description <input style="width: 98%;" type="text" value="Additional service on Blue Ridge Community College-North Brite Bus route"/>	
District <input style="width: 90%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 90%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes)	
<input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 2"/>	
Project Status: <input style="width: 98%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
Type (Place X in all applicable boxes)	
<input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 80px;" type="text" value="Add an additional Friday trip to Blue Ridge Community College-North Brite Bus route: JMU, Dayton, Bridgewater College, and Mt. Crawford, as detailed in Harrisonburg TDP Vision List (2015). Recommendation presumes current fleet and planned expansion bus purchases can accommodate service expansion (e.g., no expansion vehicle purchase required). If an expansion vehicle is required, this may be funded through SMART Scale or other DRPT administered programs (depending on total cost)."/>	
Potential Funding Sources	
(Place X in all applicable boxes)	
<input type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="DRPT/FTA discretionary"/>	
Estimated Project Cost (in \$M) <input style="width: 80%;" type="text" value="Ops. cost only"/>	Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 98%; height: 20px;" type="text"/>
Accessibility	<input style="width: 98%; height: 20px;" type="text"/>
Land Use	<input style="width: 98%; height: 20px;" type="text"/>
Environment	<input style="width: 98%; height: 20px;" type="text"/>
Economic Development	<input style="width: 98%; height: 20px;" type="text"/>



Project Reference Number: StauC3

Short Project Description: Add an additional Friday trip to Blue Ridge Community College-North Brite Bus route: JMU, Dayton, Bridgewater College, and Mt. Crawford, as detailed in Harrisonburg TDP Vision List (2015).

VDOT District: Staunton

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 <input style="width: 100%;" type="text" value="StauC4"/>
Short Description <input style="width: 100%; height: 20px;" type="text" value="Develop concepts and implementation plan for railroad crossing improvements in Harrisonburg"/>	
District <input style="width: 90%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 90%;" type="text" value="Harrisonburg City"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 100%;" type="text" value="ST. 2"/>	
Project Status: <input style="width: 100%;" type="text" value="New Project Idea"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input checked="" type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 100%; height: 100px;" type="text" value="Develop alternative concepts and implementation plan for a program of railroad crossing improvements within Harrisonburg (US 11 - S. Main Street, Reservoir Street, and within JMU Campus). Railroad crossing improvements would consider improvements to both vehicle and bicycle and pedestrian crossings, and where appropriate consider potential grade separations. Ultimate improvements could be funded through SMART Scale, transportation alternatives, or HSIP - depending on project scope and cost."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150px;" type="text"/>	
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="TBD by study"/>	Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 100%;" type="text" value="Will address vehicle and non-motorized safety and reduce conflicts."/>
Congestion Mitigation	<input style="width: 100%;" type="text" value="Minimal impact on recurring congestion within Harrisonburg."/>
Accessibility	<input style="width: 100%;" type="text" value="Projects will have a limited benefit to multi-modal accessibility."/>
Land Use	<input style="width: 100%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 100%;" type="text" value="Negligible surface environment impact; emission benefits"/>
Economic Development	<input style="width: 100%;" type="text" value="Program will improve travel time reliability within Harrisonburg."/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 80%;" type="text" value="StauC5"/>
Short Description <input style="width: 98%;" type="text" value="Expand and add new park-and-ride lots in Mt. Crawford and Harrisonburg"/>	
District <input style="width: 90%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 90%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 2"/>	
Project Status:	<input style="width: 90%;" type="text" value="New Project Idea"/>
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 80px;" type="text" value="Develop formal Mt. Crawford Park and Ride to meet current and anticipated demand and locate a new park and ride lot within Harrisonburg with access to existing HDPT service and the I-81/I-64 corridor. SMART Scale funding or other discretionary DRPT/FTA funding could be used for the Mt. Crawford park-and-ride lot expansion and the construction of a new park-and-ride lot in Harrisonburg. The estimated project cost presumes ROW acquisition and construction for two park-and-ride lots, both with over 100 paved parking spaces, lighting, and other access requirements."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="DRPT/FTA discretionary"/>	
Estimated Project Cost (in \$M)	<input style="width: 80%;" type="text" value="\$ 10.00"/> Right of Way Required for Project <input checked="" type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width: 98%;" type="text" value="Better accessibility through mode choice and reduction in VMT"/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Negligible surface environment impact; emission benefits"/>
Economic Development	<input style="width: 98%;" type="text" value="Reduction in VMT increases reliability"/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

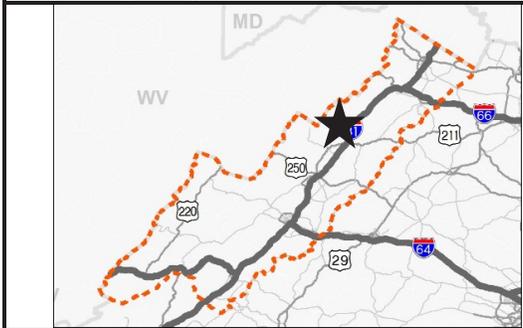
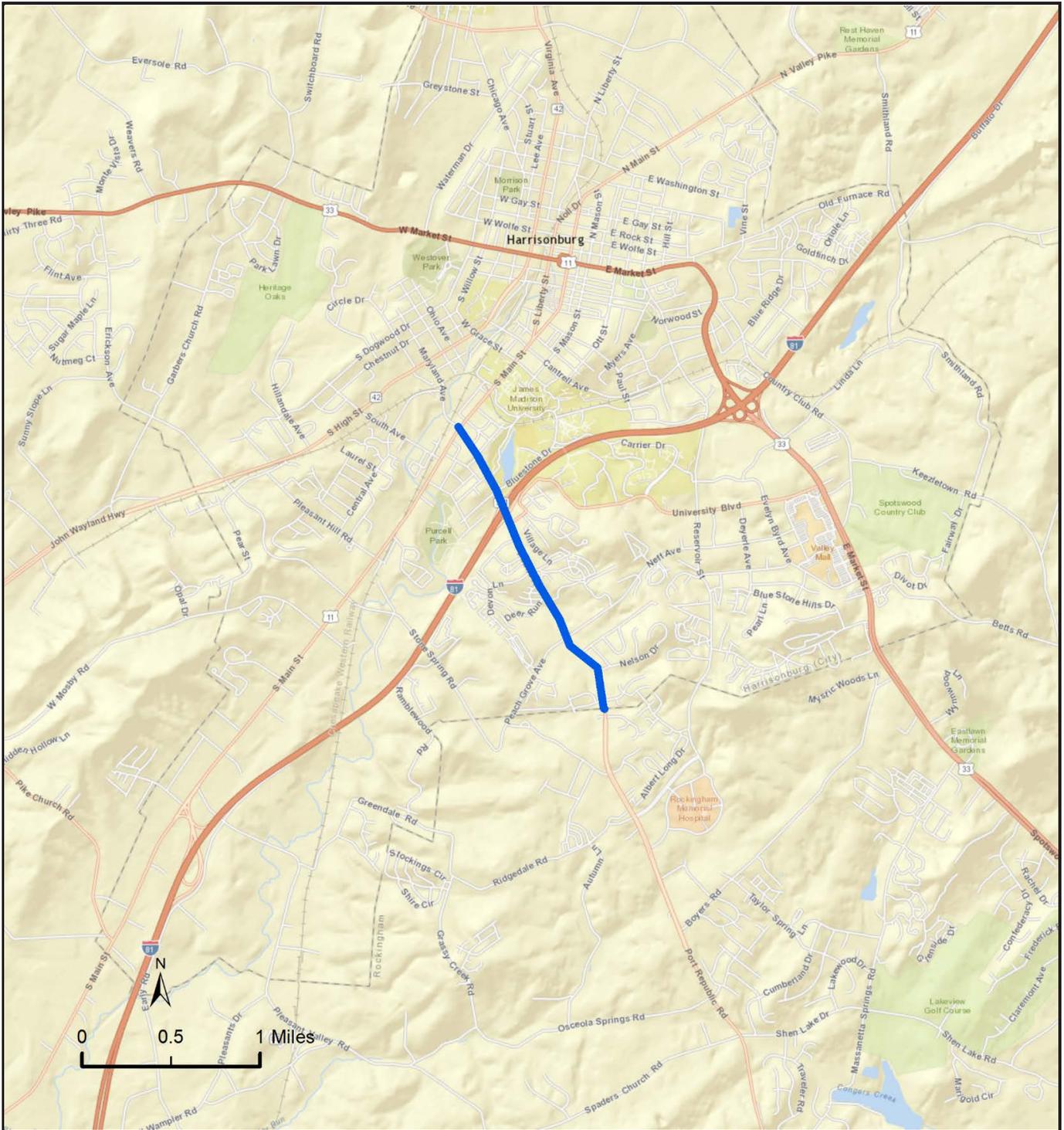
Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauC6"/>
Short Description <input style="width: 98%;" type="text" value="Implement the Port Republic Road (Rt. 253) Recommendations in multiple bike/ped plans covering the area"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Harrisonburg City"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 3"/>	
Project Status:	<input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>

Recommendation Features	
Type (Place X in all applicable boxes)	
<input type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%;" type="text" value="Implement the Port Republic Road (VA 253) recommendations from multiple bike/ped plans, including JMU, the City of Harrisonburg, and Rockingham County Bike/Ped Plans. Includes bike lanes between US 11 and I-81 (JMU), shared use path crossing over I-81 (HRMPO), and an extension of the shared use path to Shen Lake Dr (Rockingham County)"/>	

Potential Funding Sources	
(Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150px;" type="text"/>	
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="\$ 0.83"/>	Right of Way Required for Project <input type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Projects will benefit bicycle and pedestrian safety."/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width: 98%;" type="text" value="Projects will increase multi-modal accessibility within the corridor."/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Minimal surface environmental impact with potential emission benefits."/>
Economic Development	<input style="width: 98%;" type="text" value="Possible impact for new businesses in Port Republic Road corridor."/>



Project Reference Number: StauC6

Short Project Description: Implement the Port Republic Road (VA 253) recommendations from multiple bike/ped plans, including JMU, the City of Harrisonburg, and Rockingham County Bike/Ped Plans.

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

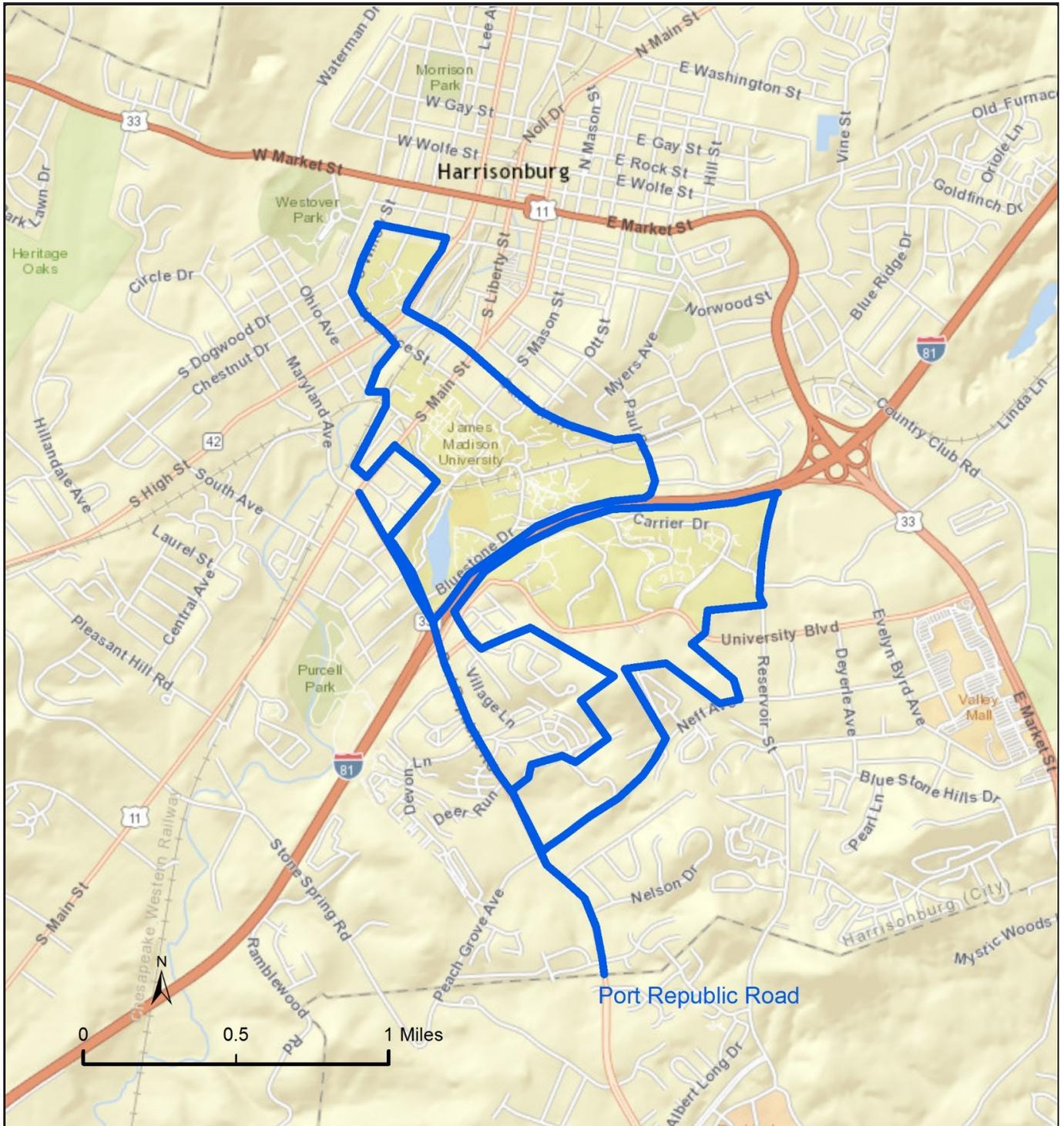
Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauC7"/>
Short Description <input style="width: 98%;" type="text" value="Study trip generation and transit use by JMU students and options to increase service/speed and promote increased service"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Harrisonburg City"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 3 / ST. 7"/>	
Project Status:	<input style="width: 95%;" type="text" value="New Project Idea"/>

Recommendation Features	
Type (Place X in all applicable boxes)	
<input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements	
<input style="width: 98%;" type="text" value="Study use of transit by James Madison University students and evaluate options to increase bus service and speed along Port Republic Road (VA 253). Recommendations may include bus-priority treatments or a dedicated transit bus-way on Port Republic Road (VA 253) as described in the City of Harrisonburg's comprehensive plan (2011). Study trip generation and transit/TDM needs associated with the James Madison University campus buildings and activities, which are situated on both sides of I-81/US 11 corridor. Following study completion, recommendations could be funded through a combination of SMART Scale, TAP, and other discretionary DRPT/FTA transit funding."/>	

Potential Funding Sources	
(Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="DRPT/FTA discretionary"/>	
Estimated Project Cost (in \$M)	<input style="width: 80%;" type="text" value="\$ 0.10"/>
Right of Way Required for Project	<input type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	Comments
Based on Qualitative Review of Project	
Safety	<input style="width: 95%;" type="text" value="Reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width: 95%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width: 95%;" type="text" value="Projects will increase multi-modal accessibility"/>
Land Use	<input style="width: 95%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 95%;" type="text" value="No surface environment impact and potential emissions benefits."/>
Economic Development	<input style="width: 95%;" type="text" value="May spur development and increase travel time reliability"/>



Project Reference Number: StauC7

Short Project Description: Study trip generation and use of transit by James Madison University students and evaluate options to increase bus service and speed along Port Republic Road (VA 253).

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

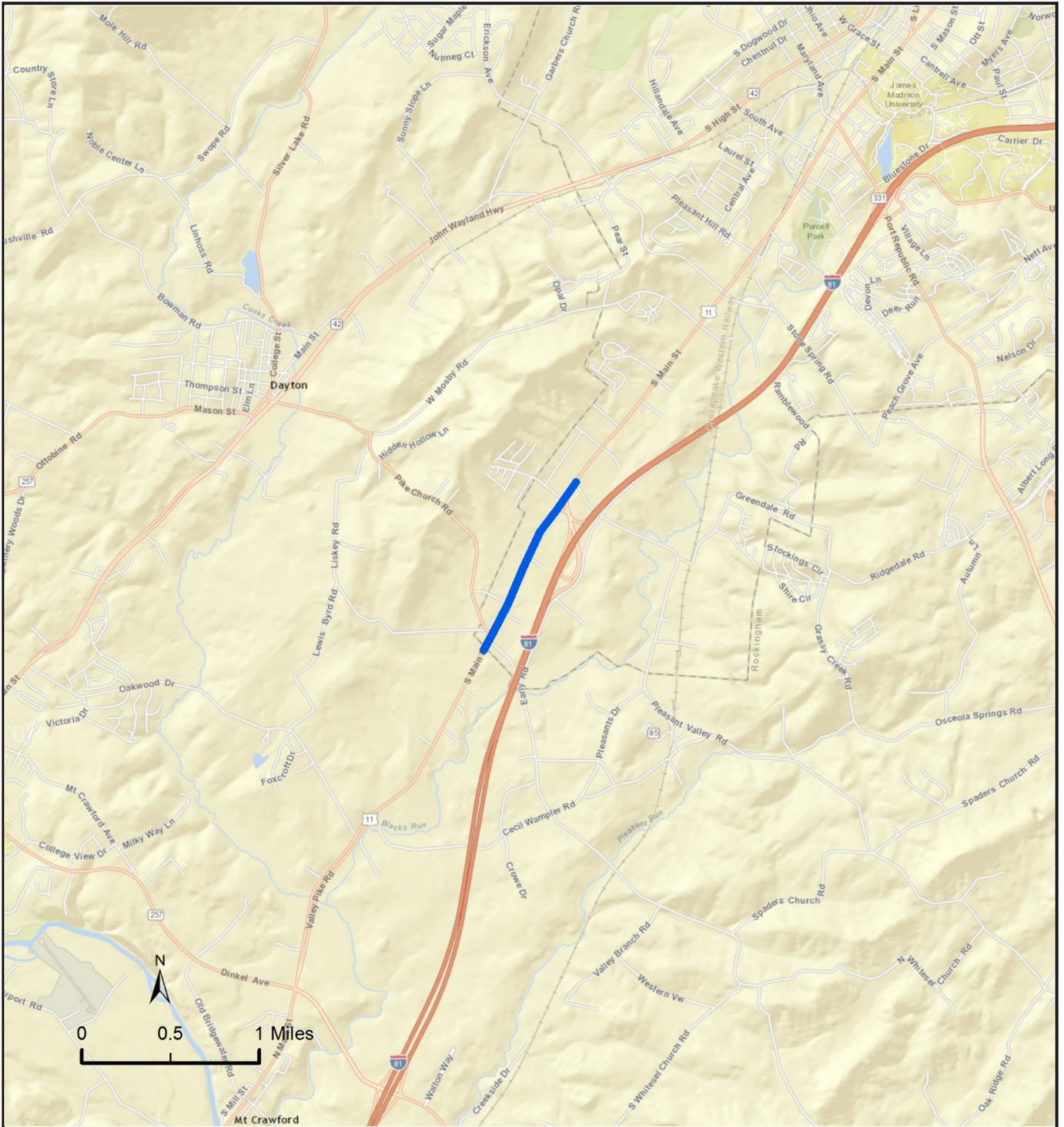
Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauC8"/>
Short Description <input style="width: 98%;" type="text" value="Widen South Main Street (US 11) from Harrisonburg City Limit to Pleasant Valley Road"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Harrisonburg City"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 6"/>	
Project Status:	<input style="width: 98%;" type="text" value="Unfunded Pipeline Project"/>

Recommendation Features	
Type (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> Highway	<input checked="" type="checkbox"/> Bike/Pedestrian
<input type="checkbox"/> Bus Transit	<input type="checkbox"/> Rail Transit
<input type="checkbox"/> Freight Rail	<input type="checkbox"/> Travel Demand Management
Detailed Description of Improvements <input style="width: 98%; height: 80px;" type="text" value="Widen South Main Street (US 11) from Harrisonburg City Limit to Pleasant Valley Road. This project fills in the gap between Harrisonburg and Mt. Crawford (RT 257) for a consistent 4-lane section with bicycle lanes. (HRMPO Updated 2040 Vision List)"/>	

Potential Funding Sources	
(Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE	<input checked="" type="checkbox"/> TAP
<input type="checkbox"/> CMAQ	<input type="checkbox"/> HSIP
<input type="checkbox"/> Prescoping	<input type="checkbox"/> Other: <input style="width: 150px;" type="text"/>
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="\$ 24.49"/>	Right of Way Required for Project <input type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Possible reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Project could reduce intersection related delay."/>
Accessibility	<input style="width: 98%;" type="text" value="Project will have a minimal impact on regional accessibility."/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Minor surface environment impact with minimal emission benefits."/>
Economic Development	<input style="width: 98%;" type="text" value="Program should improve reliability within the US 11 corridor."/>



Project Reference Number: StauC8

Short Project Description: Widen South Main Street (US 11) from Harrisonburg City Limit to Pleasant Valley Road

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number
StauC9	
Short Description	
Extend bike lanes on South Main Street	
District	Local Jurisdiction
Staunton	Harrisonburg City
VMTP Need Type (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> Corridor of Statewide Significance	<input checked="" type="checkbox"/> Regional Network
<input checked="" type="checkbox"/> UDAs	<input type="checkbox"/> Safety
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)	
ST. 6	
Project Status:	New Project Idea

Recommendation Features
Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

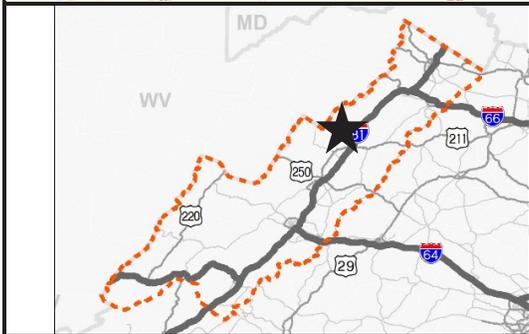
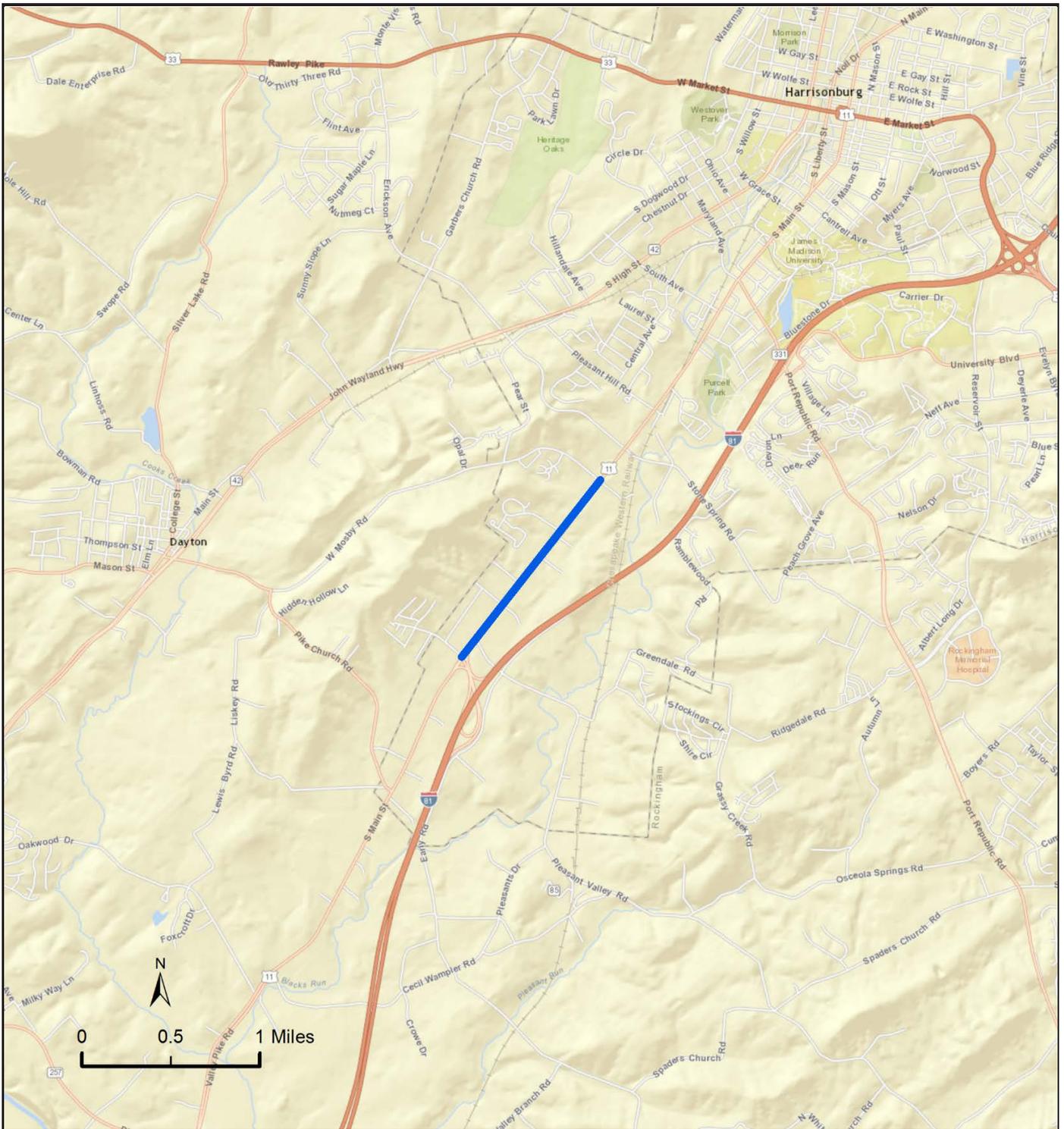
Detailed Description of Improvements

Extend bike lanes on South Main Street to development adjacent Exit 243/Pleasant Valley Road corridor. In combination with recommendation StauC8, this will create a consistent bike lane system on US 11/South Main Street from Harrisonburg to RT 704. Cost estimate assumes 4' bike lanes on shoulder, both sides of South Main Street for the 1.3 mile segment.

Potential Funding Sources (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE	<input checked="" type="checkbox"/> TAP
<input type="checkbox"/> CMAQ	<input checked="" type="checkbox"/> HSIP
<input type="checkbox"/> Prescoping	<input type="checkbox"/> Other: _____
Estimated Project Cost (in \$M)	\$ 1.04
Right of Way Required for Project	<input type="checkbox"/>

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

	Comments
Safety	Project will increase safety for bicycles on this section of US 11.
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Increase in multi-modal accessibility
Land Use	Not applicable within this region.
Environment	No surface environmental impact with potential emission benefits.
Economic Development	Minor potential benefit for existing and new corridor businesses.



Project Reference Number: StauC9

Short Project Description: Extend bike lanes on South Main Street to development adjacent Exit 243/Pleasant Valley Road corridor

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 100%;" type="text" value="StauC10"/>
Short Description <input style="width: 100%;" type="text" value="Spot improvements on US 11 from Mt. Clinton Pike to Exit 251"/>	
District <input style="width: 100%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 100%;" type="text" value="Rockingham County"/>
VMTP Need Type (Place X in all applicable boxes)	
<input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)	
<input style="width: 100%;" type="text" value="ST. 6"/>	
Project Status:	<input style="width: 100%;" type="text" value="New Project Idea"/>

Recommendation Features
Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

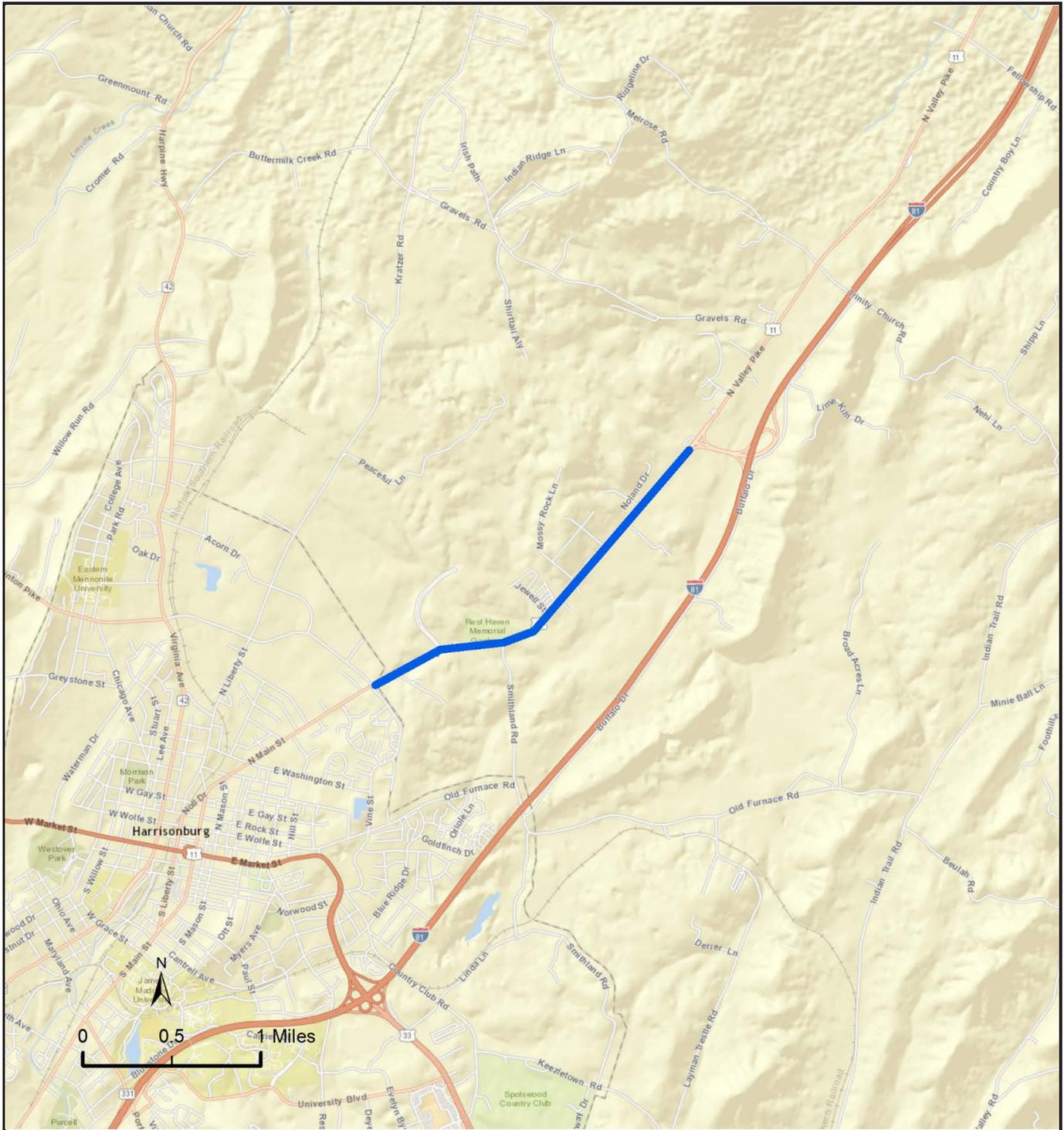
Detailed Description of Improvements

Implement access management, turn-lane extension or addition, increased turning radii for trucks, and other spot improvements to address safety issues and intersection operations on US 11 from Mt. Clinton Pike to Exit 251. Prescoping funds may be necessary to identify final scope of improvements. Estimated project cost assumes consistent paved shoulder in both directions and select right turn lane extensions/additions.

Potential Funding Sources (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 100px;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width: 100px;" type="text" value="\$ 2.50"/> Right of Way Required for Project <input type="checkbox"/>

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

	Comments
Safety	Access management and turn lanes address safety issues
Congestion Mitigation	Access management and turn lanes may address corridor congestion.
Accessibility	Minimal impact on regional accessibility.
Land Use	Not applicable within this region.
Environment	No surface environmental impact with potential emission benefits.
Economic Development	Minor potential benefit for existing and new corridor businesses.



Project Reference Number: StauC10

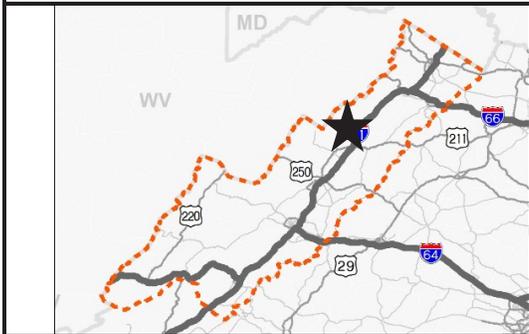
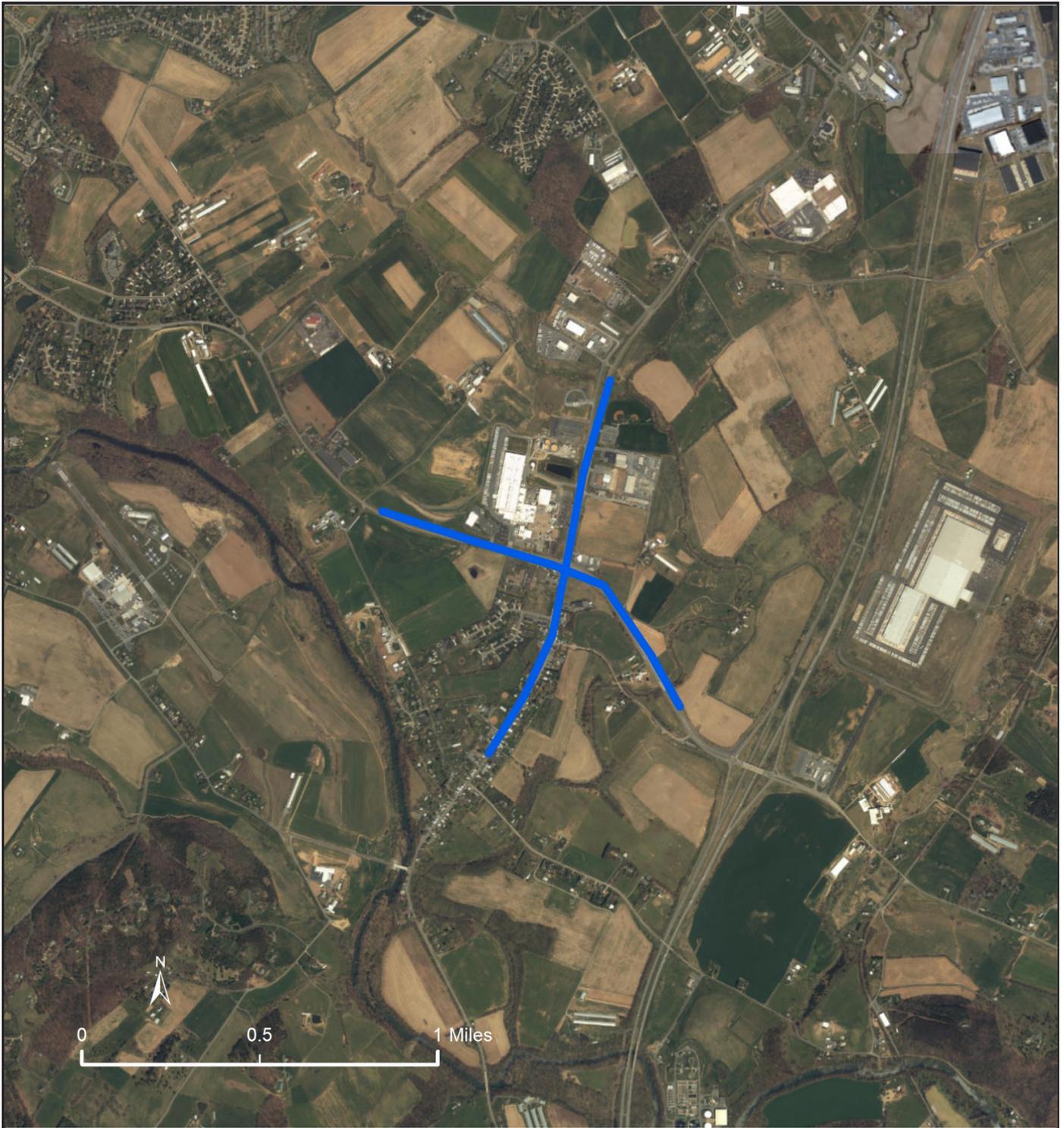
Short Project Description: Implement access management, turn-lane, and other spot improvements on US 11 from Mt. Clinton Pike to Exit 251.

VDOT District: Staunton

Local Jurisdiction: Rockingham County

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

Recommendation Details	Project Reference Number <input style="width: 100%;" type="text" value="StauC11"/>
Short Description <input style="width: 100%; height: 20px;" type="text" value="Corridor Study for VA 257 - US 11 intersection in Mt. Crawford"/>	
District <input style="width: 45%; height: 20px;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 45%; height: 20px;" type="text" value="Rockingham County"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 100%; height: 20px;" type="text" value="ST. 6"/>	
Project Status: <input style="width: 100%; height: 20px;" type="text" value="New Project Idea"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 100%; height: 100px;" type="text" value="Conduct a corridor study for the Route 257 and US-11 intersection at Mt. Crawford."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 100%; height: 20px;" type="text" value="DRPT/FTA discretionary"/>	
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="\$0.10 (study)"/> Right of Way Required for Project <input type="checkbox"/>	
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 100%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 100%; height: 20px;" type="text"/>
Accessibility	<input style="width: 100%; height: 20px;" type="text"/>
Land Use	<input style="width: 100%; height: 20px;" type="text"/>
Environment	<input style="width: 100%; height: 20px;" type="text"/>
Economic Development	<input style="width: 100%; height: 20px;" type="text"/>



Project Reference Number: StauC11

Short Project Description: Conduct a corridor study for the Route 257 and US-11 intersection at Mt. Crawford.

VDOT District: Staunton

Local Jurisdiction: Rockingham County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 80%;" type="text" value="StauC12"/>
Short Description <input style="width: 95%;" type="text" value="Study possible connector roads near Mt. Crawford"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Rockingham County"/>
VMTP Need Type (Place X in all applicable boxes)	
<input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)	
<input style="width: 95%;" type="text" value="ST. 6"/>	
Project Status:	<input style="width: 95%;" type="text" value="New Project Idea"/>

Recommendation Features
Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

Study the feasibility and potential impact of a connector road from Cecil Wampler Rd (Rt. 704) at Early Rd (Rt. 988) or Crowe Drive to Friedens Church Road (Rt. 682)

Potential Funding Sources
(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other:

Estimated Project Cost (in \$M)
 Right of Way Required for Project

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

	Comments
Safety	<input style="width: 95%;" type="text"/>
Congestion Mitigation	<input style="width: 95%;" type="text"/>
Accessibility	<input style="width: 95%;" type="text"/>
Land Use	<input style="width: 95%;" type="text"/>
Environment	<input style="width: 95%;" type="text"/>
Economic Development	<input style="width: 95%;" type="text"/>



Project Reference Number: StauC12

Short Project Description: Study the feasibility and potential impact of a connector road from Cecil Wampler Rd (Rt. 704) at Early Rd (Rt. 988) or Crowe Drive to Friedens Church Road (Rt. 682)

VDOT District: Staunton

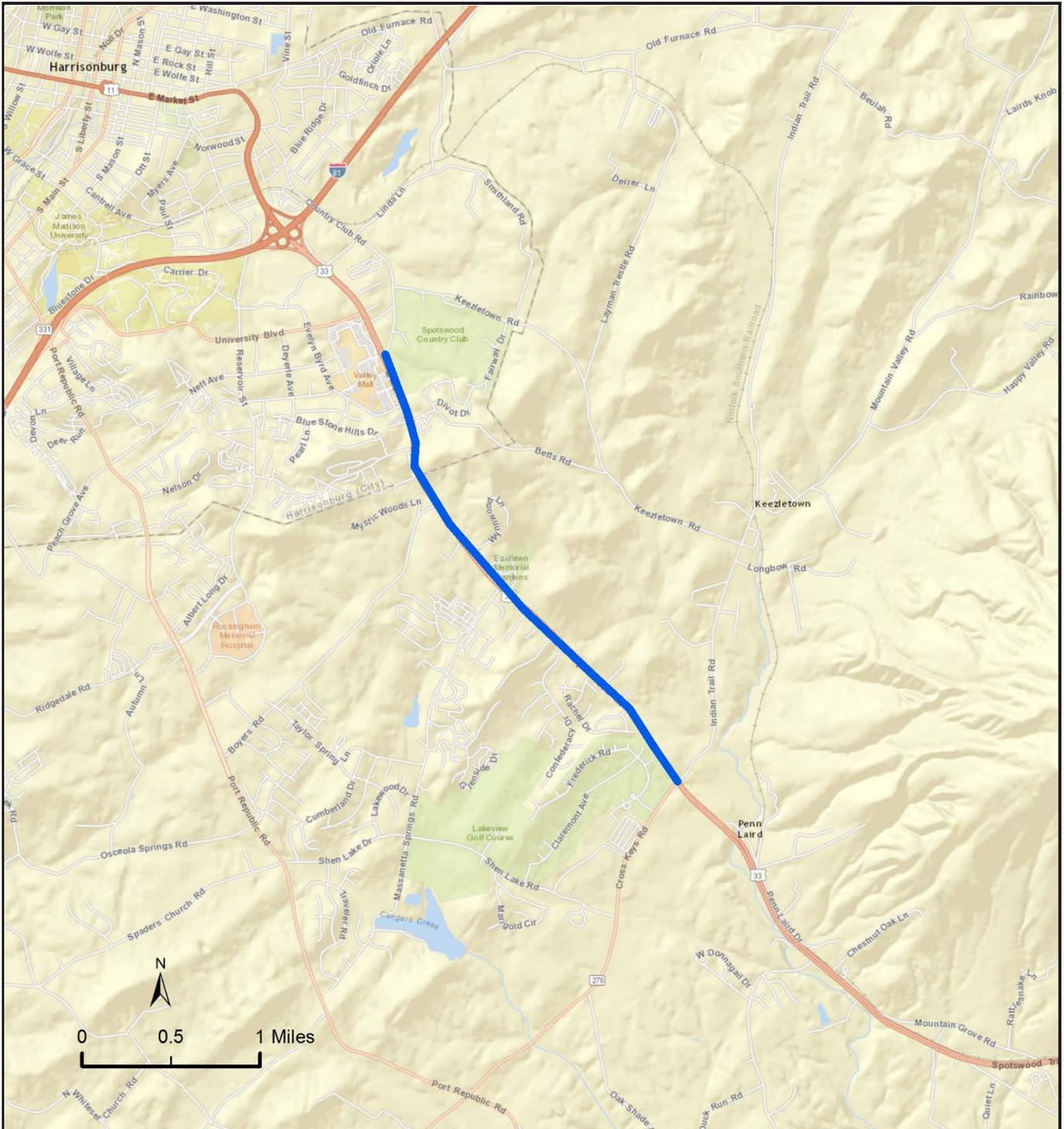
Local Jurisdiction: Rockingham County

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width:90%;" type="text" value="StauC13"/>
Short Description <input style="width:98%;" type="text" value="Corridor Management Plan for US 33 from Country Club Road to Route 620"/>	
District <input style="width:98%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width:98%;" type="text" value="Rockingham County"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width:98%;" type="text" value="ST. 7"/>	
Project Status: <input style="width:98%;" type="text" value="New Project Idea"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width:98%; height:100px;" type="text" value="Corridor Management Plan and implementation strategy/spot improvements for US 33 from Country Club Road to Route 620 (access management, intersection operations, and bicycle and pedestrian improvements). Would connect to/support ultimate design of the Exit 247 interchange improvement. Study could be conducted through VDOT STARS program. Ultimate recommendations may be funded through a combination of SMART Scale and HSIP."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width:150px;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width:100%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width:98%;" type="text" value="Will address and resolve safety issues."/>
Congestion Mitigation	<input style="width:98%;" type="text" value="Access management and turn lanes may address corridor congestion."/>
Accessibility	<input style="width:98%;" type="text" value="Increase in multi-modal accessibility"/>
Land Use	<input style="width:98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width:98%;" type="text" value="No surface environmental impact with potential emission benefits."/>
Economic Development	<input style="width:98%;" type="text" value="Minor potential benefit for existing and new corridor businesses."/>



Project Reference Number: StauC13
Short Project Description: Corridor Management Plan for US 33 from Country Club Road to Route 620
VDOT District: Staunton
Local Jurisdiction: Rockingham County

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauC14"/>
Short Description <input style="width: 98%;" type="text" value="Implement bike/ped recommendations for Route 33"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 7"/>	
Project Status: <input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 100%;" type="text" value="Implement relevant recommendations which address Route 33 corridor bike/ped needs in the Rockingham County MPO Bicycle and Pedestrian Plan (2016) and the Harrisonburg & Rockingham Metropolitan Planning Organization Bicycle and Pedestrian Plan (2016)."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150%;" type="text"/>	
Estimated Project Cost (in \$M) <input style="width: 100%;" type="text" value="TBD by study"/>	Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 95%;" type="text" value="Will address bicycle and pedestrian safety and reduce conflicts."/>
Congestion Mitigation	<input style="width: 95%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width: 95%;" type="text" value="Increase multi-modal accessibility"/>
Land Use	<input style="width: 95%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 95%;" type="text" value="No surface environmental impact with potential emission benefits."/>
Economic Development	<input style="width: 95%;" type="text" value="Increase attractiveness of Harrisonburg area"/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

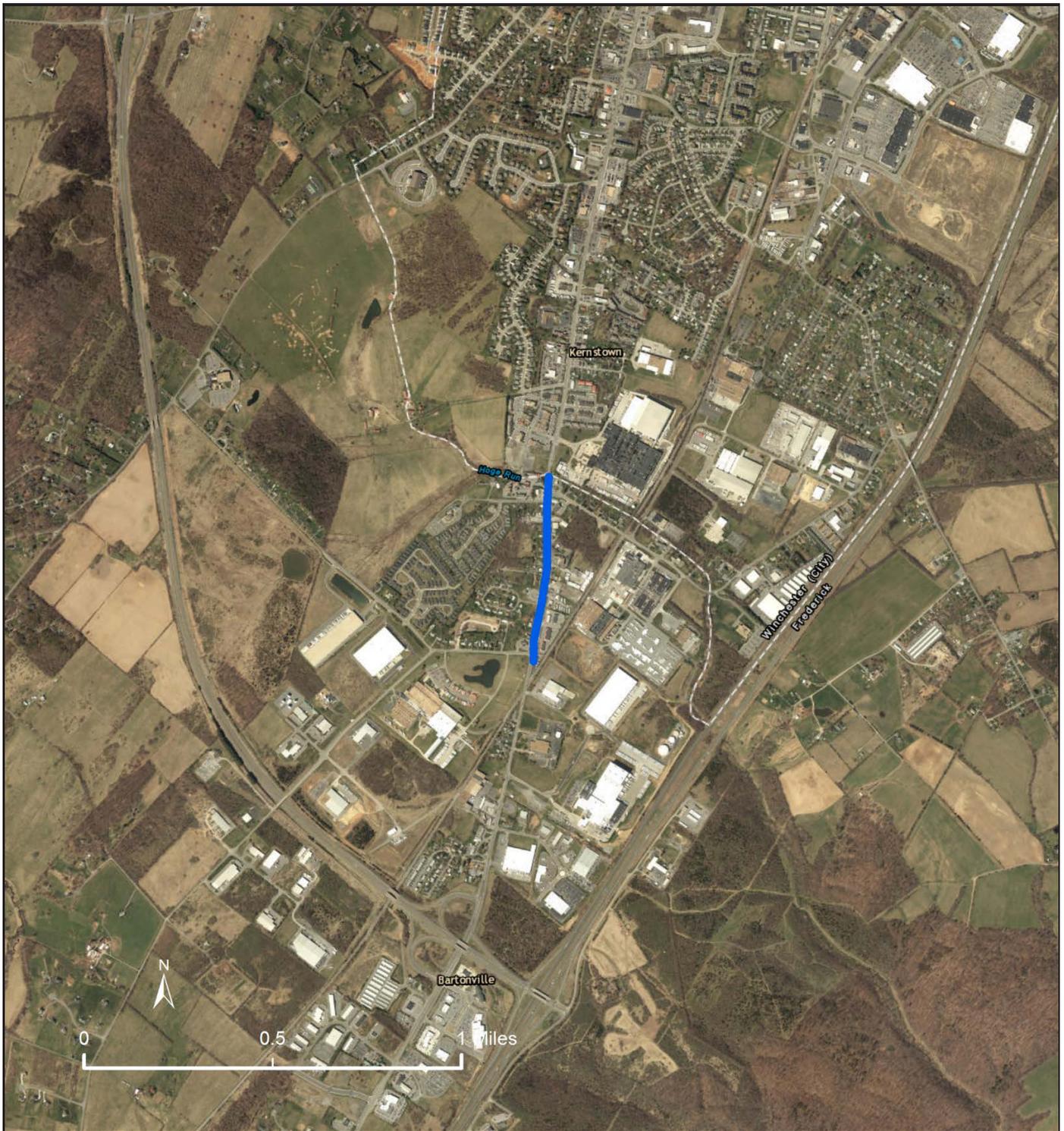
Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauN1"/>
Short Description <input style="width: 98%;" type="text" value="US 11 access management plan spot improvements"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Frederick County"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 4"/>	
Project Status: <input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>	

Recommendation Features	
Type (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 100px;" type="text" value="Develop an access management plan on Route 11 from the southern city limits of Winchester to south of Kernstown (an unincorporated community in Winchester south of Route 37). Once the access management plan is complete (through prescoping funding sources, fund and implement strategies consistent with the access management plan recommendations (many of which may be consistent with WinFred MPO LRTP Vision list projects highlighted within this corridor). These implementation strategies could be funded through SMART Scale or transportation alternatives."/>	

Potential Funding Sources	
(Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150px;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width: 100%;" type="text" value="TBD by study"/>
Right of Way Required for Project	<input type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Access management plan includes safety aspects"/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Access management plan strategies would support congestion relief."/>
Accessibility	<input style="width: 98%;" type="text" value="Minimal impact on regional accessibility to jobs."/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="No surface environmental impact; minor emissions reduction"/>
Economic Development	<input style="width: 98%;" type="text" value="Could support/enhance corridor attractiveness for development."/>



Project Reference Number: StauN1

Short Project Description: Develop an access management plan on Route 11 from the southern city limits of Winchester to south of Kernstown (an unincorporated community in Winchester south of Route 37).

VDOT District: Staunton

Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

StauN2

Short Description

Provide funding/technical assistance for new and expanding WinTran service in US 11 and US 50 corridors

District

Staunton

Local Jurisdiction

Multiple

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

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

ST. 4 / ST. 8

Project Status:

Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Provide funding and technical assistance for projects that address limited transit service from Winchester to multiple areas within Frederick County, including route expansions and changes from 2011 TDP that have not yet been implemented. These include new service between Stephens City and Lord Fairfax Community College, extension of the Amherst route west on US 50, realignment of downtown trolley route, and extending hours Monday-Saturday/starting service on Sundays. Depending on extent of new service recommendations, expansion vehicles could be funded through SMART Scale or other discretionary FTA transit funds managed by DRPT.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: FTA discretionary

Estimated Project Cost (in \$M)

TBD by study

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety

Reduction in congestion reduces crashes and increases safety

Congestion Mitigation

Taking personal vehicles off the road will help congestion issues.

Accessibility

May increase transit access to jobs.

Land Use

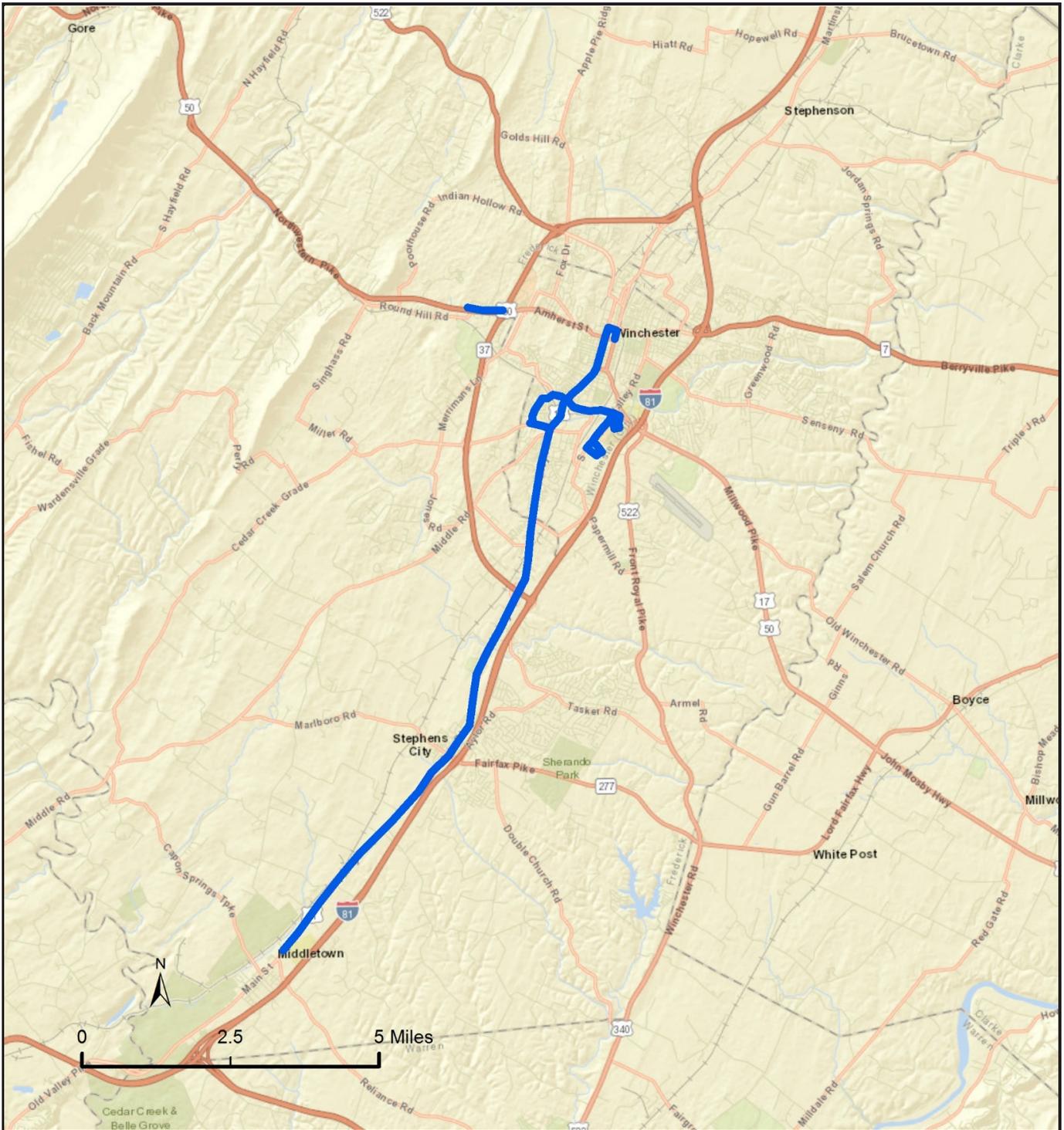
Not applicable within this region.

Environment

No surface environmental impact and will reduce emissions.

Economic Development

May support enhanced access to existing/future businesses.



Project Reference Number: StauN2

Short Project Description: Provide funding and technical assistance for projects that address limited transit service from Winchester to multiple areas within Frederick County, including route expansions and changes from 2011 TDP that have not yet been implemented. E Stephens City and Lord Fairfax Community College, extension of the Amherst route west on US 50, realignment of downtown trolley route, and extending hours Monday-Saturday/starting service on Sundays.

VDOT District: Staunton

Local Jurisdiction: Multiple

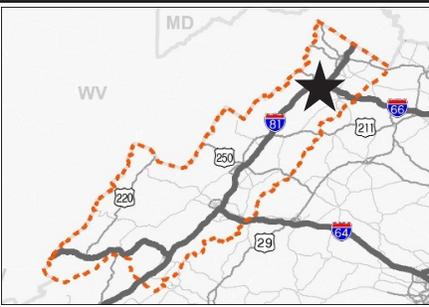
VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauN3"/>
Short Description <input style="width: 98%;" type="text" value="I-81 (Exits 313 and 317) Interchange Enhancements"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 4 / ST. 8"/>	
Project Status:	<input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>

Recommendation Features	
Type (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 80px;" type="text" value="I-81/VA 277 (Exit 313) Interchange Enhancement (preferred alternative from SYIP study).
I-81/US 11/Redbud Road (Exit 317) Interchange/Intersection Improvement (Smart Scale, Round 2 application)"/>	

Potential Funding Sources	
(Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150px;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width: 100px;" type="text" value="\$ 51.25"/> Right of Way Required for Project <input checked="" type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 95%;" type="text" value="Projects could alleviate safety issues on I-81 at each interchange."/>
Congestion Mitigation	<input style="width: 95%;" type="text" value="Projects may mitigate congestion at each interchange."/>
Accessibility	<input style="width: 95%;" type="text" value="Minor impact on regional accessibility to jobs."/>
Land Use	<input style="width: 95%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 95%;" type="text" value="Minor surface environmental impact with minor emission reductions."/>
Economic Development	<input style="width: 95%;" type="text" value="May increase reliability."/>



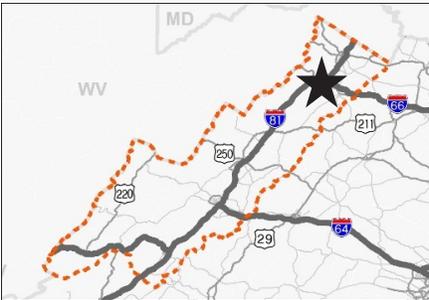
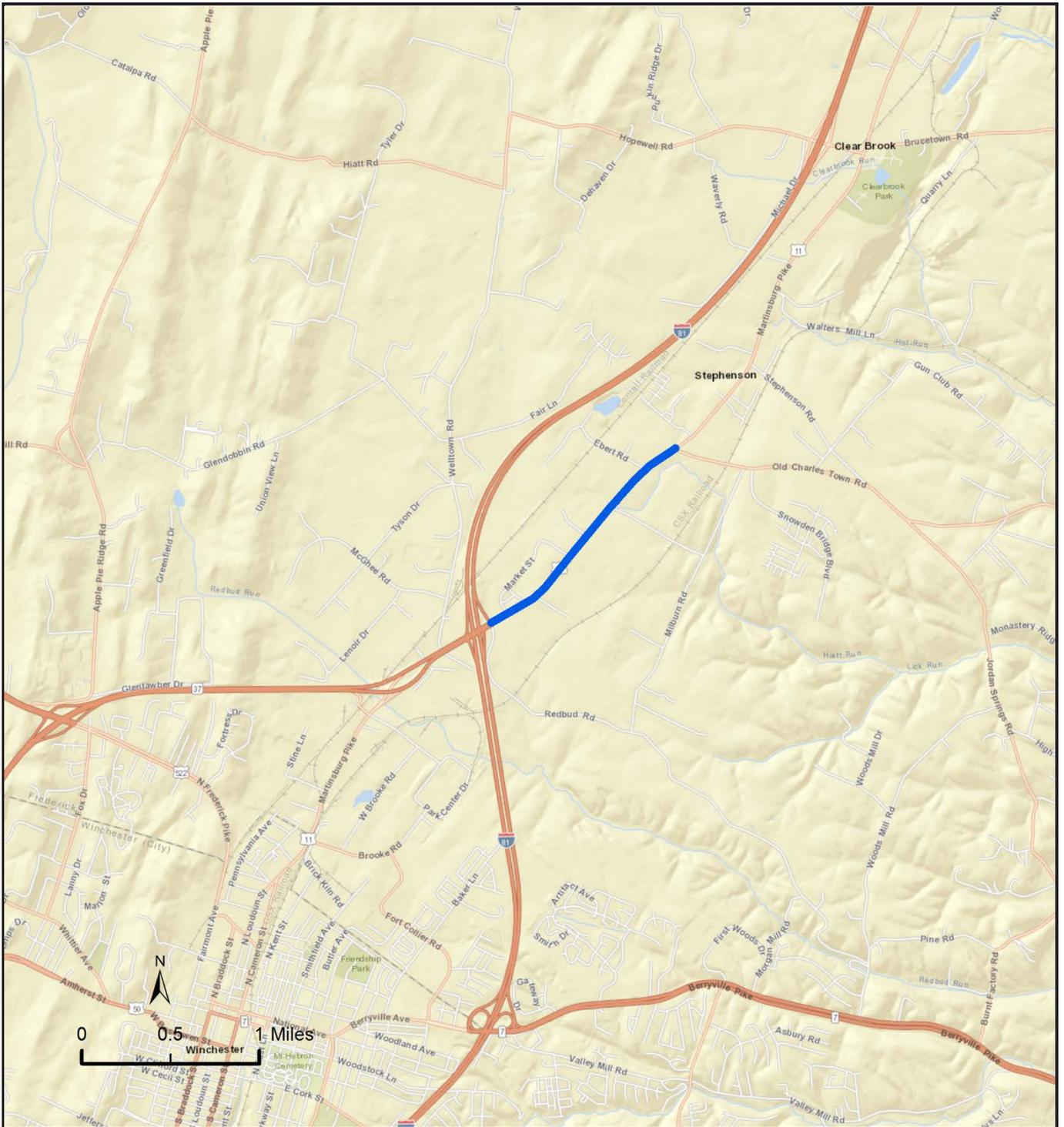
Project Reference Number: StauN3
Short Project Description: I-81 (Exits 313 and 317) Interchange Enhancements
VDOT District: Staunton
Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StaUN4"/>
Short Description <input style="width: 98%;" type="text" value="US 11 North widening from Exit 317 to Old Charles Town Rd."/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Frederick County"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 4"/>	
Project Status:	<input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%;" type="text" value="US 11 North widening from Exit 317 to Old Charles Town Road (Smart Scale, Round 2 application). Route 11 North of Snowden Bridge Blvd. is currently a two-lane roadway. This project would widen that facility to a 6 lane divided roadway with turn lanes where appropriate and a multiuse path and sidewalks with bicycle/pedestrian crossing improvements at intersections."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150%;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width: 100px;" type="text" value="\$ 28.35"/> Right of Way Required for Project <input checked="" type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Will address safety issues within cross-section and at intersections."/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Projects may mitigate congestion, particularly at intersections."/>
Accessibility	<input style="width: 98%;" type="text" value="Minor impact on regional accessibility to jobs."/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Moderate surface environmental impact with minor emission reductions."/>
Economic Development	<input style="width: 98%;" type="text" value="May support enhanced access to existing/future businesses"/>



Project Reference Number: StauN4
Short Project Description: US 11 North widening from Exit 317 to Old Charles Town Rd
VDOT District: Staunton
Local Jurisdiction: Frederick County

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

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauN5"/>
Short Description <input style="width: 98%;" type="text" value="RideSmart TDM public marketing and outreach campaign"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Frederick County"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 4 / ST. 8 / ST. 10"/>	
Project Status:	<input style="width: 95%;" type="text" value="New Project Idea"/>
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%;" type="text" value="Provide funding for RideSmart (the regional TDM provider) to conduct targeted marketing and outreach to large employers on the I-81 and US 11 corridors to support expansion of regional TDM programs, including ridesharing, vanpools, and guaranteed ride home. Provide funding for RideSmart (the regional TDM provider) to conduct targeted marketing and outreach to large employers on the US 50/US 17/VA 7 corridors. Consider developing a public marketing campaign aimed at encouraging ridesharing, telework, and travel at off-peak times to address congestion issues on VA-37."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="FTA discretionary"/>	
Estimated Project Cost (in \$M)	<input style="width: 80%;" type="text" value="\$ 0.16"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text"/>
Congestion Mitigation	<input style="width: 98%;" type="text"/>
Accessibility	<input style="width: 98%;" type="text"/>
Land Use	<input style="width: 98%;" type="text"/>
Environment	<input style="width: 98%;" type="text"/>
Economic Development	<input style="width: 98%;" type="text"/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number	StauN6
Short Description		
Evaluation/study of I-81 mainline capacity and operational needs		
District	Local Jurisdiction	
Staunton	Multiple	
VMTP Need Type (Place X in all applicable boxes)		
<input checked="" type="checkbox"/> Corridor of Statewide Significance	<input type="checkbox"/> Regional Network	<input type="checkbox"/> UDAs
		<input type="checkbox"/> Safety
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)		
ST. 4		
Project Status:	New Project Idea	

Recommendation Features					
Type (Place X in all applicable boxes)					
<input checked="" type="checkbox"/> Highway	<input type="checkbox"/> Bike/Pedestrian	<input type="checkbox"/> Bus Transit	<input type="checkbox"/> Rail Transit	<input type="checkbox"/> Freight Rail	<input type="checkbox"/> Travel Demand Management
Detailed Description of Improvements					
Perform an evaluation/study of I-81 mainline capacity and operational needs from Exit 310 to Exit 317 (within the MPO) identifying priority segments. This study would evaluate short-term options including the potential for hard-shoulder running during peak periods, and longer-term needs (10 or more years) and associated long-term capacity projects within the corridor building from the short-term improvements recommended in StauN3. Following study completion, recommendations ultimately would be eligible for competition within SMART Scale.					

Potential Funding Sources					
(Place X in all applicable boxes)					
<input checked="" type="checkbox"/> SMART SCALE	<input type="checkbox"/> TAP	<input type="checkbox"/> CMAQ	<input type="checkbox"/> HSIP	<input checked="" type="checkbox"/> Prescoping	<input type="checkbox"/> Other: _____
Estimated Project Cost (in \$M)	\$0.25 (study)	Right of Way Required for Project	<input type="checkbox"/>		

If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	Projects could alleviate safety issues on I-81 at each interchange.
Congestion Mitigation	Projects may mitigate congestion at each interchange.
Accessibility	Minor impact on regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Moderate surface environmental impact with minor emission reductions.
Economic Development	May increase reliability.

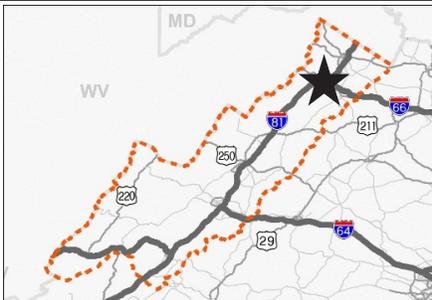
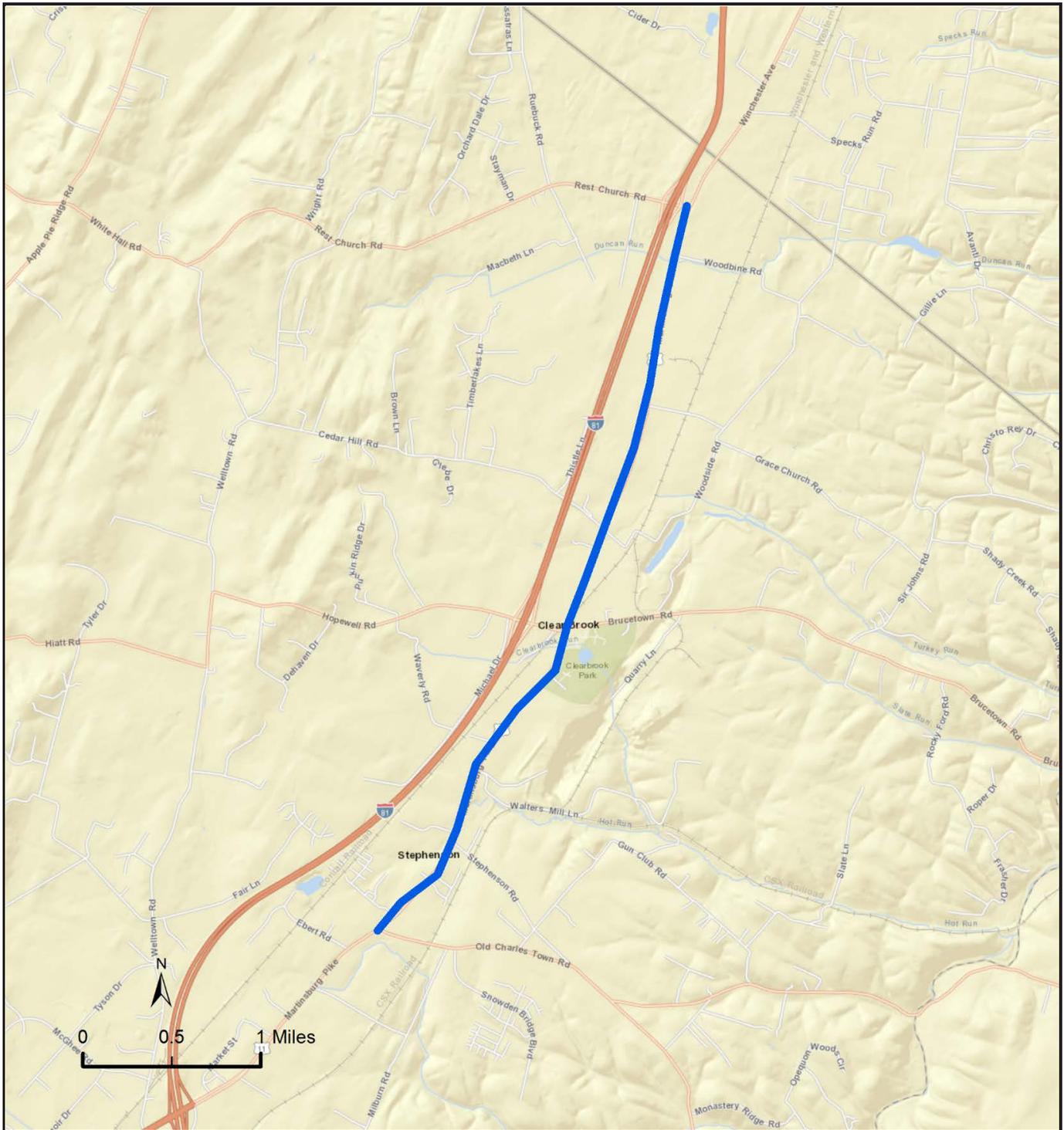
Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width:90%;" type="text" value="StauN7"/>
Short Description <input style="width:98%;" type="text" value="US 11 North corridor improvement program"/>	
District <input style="width:98%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width:98%;" type="text" value="Frederick County"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width:98%;" type="text" value="ST. 4"/>	
Project Status: <input style="width:98%;" type="text" value="New Project Idea"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width:98%; height: 100px;" type="text" value="US 11 corridor improvement program from Old Charles Town Road (RT 761) to Exit 323, including intersection improvements in Clear Brook. This recommendation would conduct a study to consider the optimal approach to expand capacity and operational conditions within this corridor, particularly related to the recommendation StauN4 which widens US 11 to a 6 lane divided section from Exit 317 to Old Charles Town Road. Implementation of study recommendations could include capacity improvements, intersection improvements, safety enhancements, bicycle/pedestrian network, and access management, and could compete for SMART Scale funding or HSIP funds."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width:150px;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width:100%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width:98%;" type="text" value="Will address safety issues within cross-section and at intersections."/>
Congestion Mitigation	<input style="width:98%;" type="text" value="Projects may mitigate congestion, particularly at intersections."/>
Accessibility	<input style="width:98%;" type="text" value="Minor impact on regional accessibility to jobs."/>
Land Use	<input style="width:98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width:98%;" type="text" value="Surface environmental impact with small potential to reduce emissions."/>
Economic Development	<input style="width:98%;" type="text" value="May support enhanced access to existing/future businesses"/>



Project Reference Number: StauN7

Short Project Description: US 11 corridor improvement program from Old Charles Town Road (RT 761) to Exit 323, including intersection improvements in Clear Brook.

VDOT District: Staunton

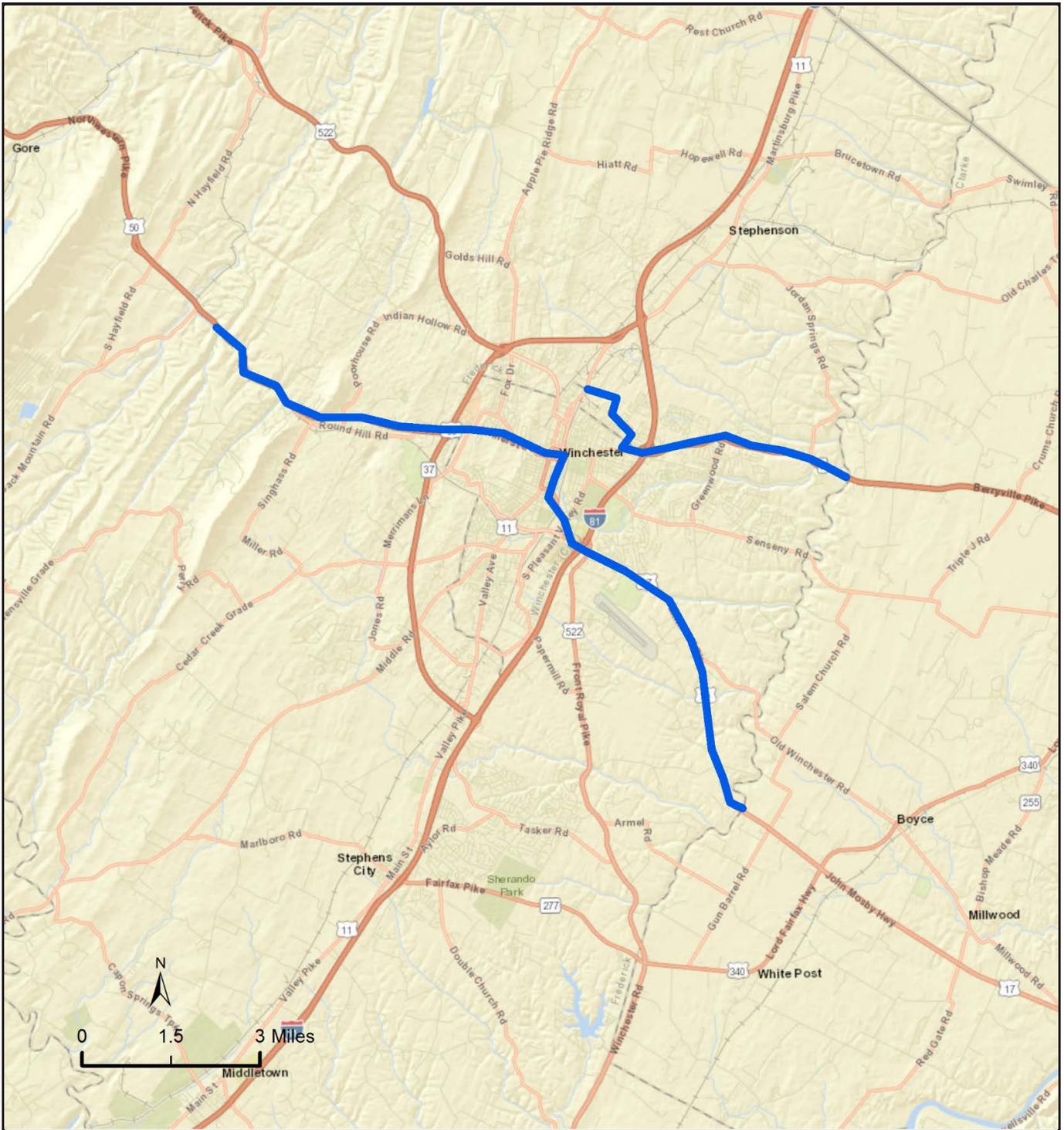
Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width:90%;" type="text" value="StauN8"/>
Short Description <input style="width:98%;" type="text" value="Implement program of spot improvement projects on US 17/US 50 and Rt. 7"/>	
District <input style="width:98%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width:98%;" type="text" value="Frederick County"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width:98%;" type="text" value="ST. 8"/>	
Project Status: <input style="width:98%;" type="text" value="New Project Idea"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width:98%;" type="text" value="Conduct analysis of operations, capacity, and safety constraints in the US 17/US 50 and Rt. 7 corridors within the WinFred MPO. Following study completion, implement comprehensive program of spot improvement projects on US 17/US 50 and RT 7 that address access management, intersection capacity and operations, and signal coordination (including the section of US 50/Jubal Early Drive from US 11 to Prince Frederick Drive). Improvements ultimately could be funded through a combination of SMART Scale and HSIP funds."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width:150%;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width:98%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width:98%;" type="text" value="Access mgmt and safety improvements will alleviate safety issues."/>
Congestion Mitigation	<input style="width:98%;" type="text" value="Access mgmt and intersection improvements may address congestion."/>
Accessibility	<input style="width:98%;" type="text" value="Minor impact on regional accessibility to jobs."/>
Land Use	<input style="width:98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width:98%;" type="text" value="Minimal surface environmental impact; emission benefits"/>
Economic Development	<input style="width:98%;" type="text" value="Will improve reliability for commercial vehicles on US 50 and RT. 7."/>



Project Reference Number: StauN8

Short Project Description: Implement program of spot improvement projects on US 17/US 50 and RT 7 that address access management, adding intersection operations and signal coordination to the scope (particularly on US 50/Jubal Early Drive from US 11 to Prince Frederick Drive).

VDOT District: Staunton

Local Jurisdiction: Frederick County

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

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauN9"/>
Short Description <input style="width: 98%;" type="text" value="Implement intercity bus service from DC to Winchester"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 8"/>	
Project Status: <input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 100%;" type="text" value="Implement planned intercity bus service connecting Winchester to Washington DC via Route 7 or service connecting DC to Winchester via 7, continuing to Blacksburg via I-81, per the recommended routes from the Virginia Intercity Bus Study (2013)."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150%;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width: 100%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="New service could remove personal car trips, improving congestion."/>
Accessibility	<input style="width: 98%;" type="text" value="New intercity service will increase regional transit accessibility"/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Minimal surface environmental impact; emission benefits"/>
Economic Development	<input style="width: 98%;" type="text" value="Will increase attractiveness of Winchester area for new businesses."/>

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

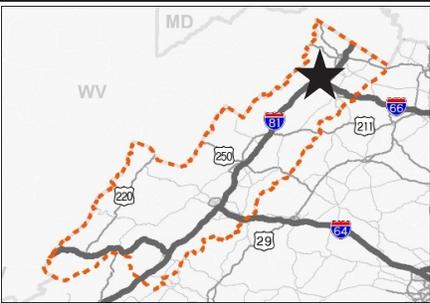
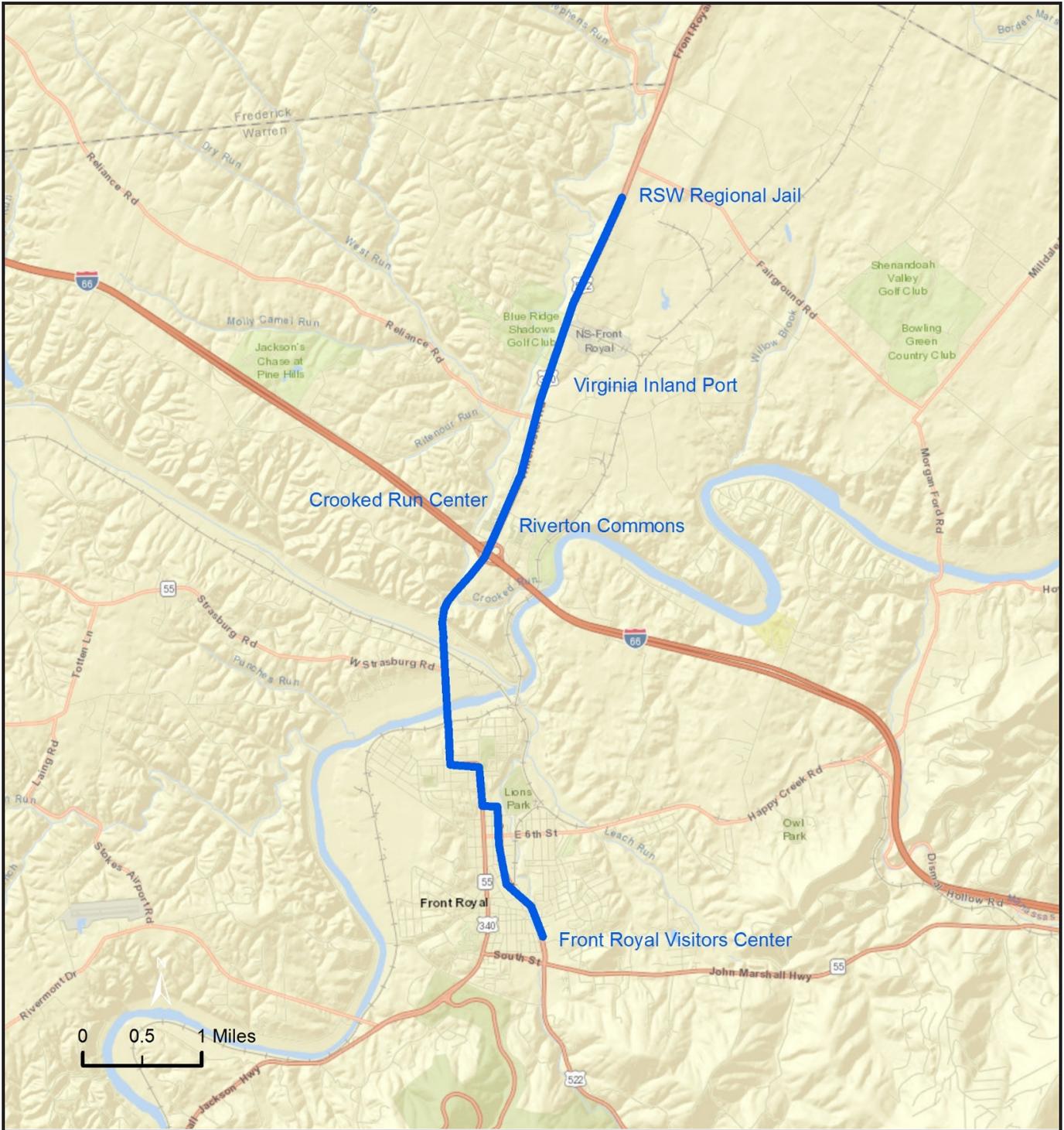
Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width:100%;" type="text" value="StauN10"/>
Short Description <input style="width:100%;" type="text" value="Commuter shuttle bus in Warren County"/>	
District <input style="width:100%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width:100%;" type="text" value="Warren County"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width:100%;" type="text" value="ST. 9"/>	
Project Status:	<input style="width:100%;" type="text" value="Unfunded Pipeline Project"/>

Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width:100%; height:100%;" type="text" value="Implement a new commuter shuttle bus to key destinations in Warren County, including the Virginia Inland Port and associated industry/logistics firms. The shuttle will also provides service to RSW Regional Jail, Riverton Commons (anchored by Wal-Mart), and Crooked Run Center (anchored by Target) (VRT, West Central TDP, 2015). SMART Scale could be used to support expansion vehicle purchases, operations would be covered through FTA formula funds administered by DRPT."/>	

Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width:100%;" type="text" value="FTA discretionary"/>	
Estimated Project Cost (in \$M)	<input style="width:100%;" type="text" value="\$ 0.20"/> Right of Way Required for Project <input type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width:100%;" type="text" value="Reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width:100%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width:100%;" type="text" value="Notable impact on regional transit accessibility to jobs."/>
Land Use	<input style="width:100%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width:100%;" type="text" value="Minimal surface environmental impact; emission benefits"/>
Economic Development	<input style="width:100%;" type="text" value="Will increase attractiveness of Warren County for new business."/>



Project Reference Number: StauN10

Short Project Description: Implement a new commuter shuttle bus to key destinations in Warren County, including the Virginia Inland Port.

VDOT District: Staunton

Local Jurisdiction: Warren County

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauN11"/>
Short Description <input style="width: 98%;" type="text" value="Separated grade crossing at Rt. 658/Rockland Rd. NS Railway Bridge"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Frederick County"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 9"/>	
Project Status:	<input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>

Recommendation Features	
Type (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input checked="" type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 100px;" type="text" value="Rte. 658/Rockland Rd. NS Railway Bridge: Rail traffic is currently restricting access to a neighborhood of 450 homes, isolating the neighborhood and preventing emergency vehicle access. This project would create a grade separated crossing (Smart Scale, Round 2 application; this project was also mentioned in the Master Rail Plan for the Port of Virginia)."/>	

Potential Funding Sources	
(Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150px;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width: 100px;" type="text" value="\$ 12.98"/> Right of Way Required for Project <input type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Increases safety by eliminating vehicle-train conflicts"/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Reduces congestion due to train crossing"/>
Accessibility	<input style="width: 98%;" type="text" value="No net increase in access to jobs."/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Minimal surface environmental impact and minor emissions benefit."/>
Economic Development	<input style="width: 98%;" type="text" value="Increase in reliability"/>



Project Reference Number: StauN11

Short Project Description: Separated grade crossing at Rte. 658/Rockland Rd. NS Railway Bridge

VDOT District: Staunton

Local Jurisdiction: Frederick County

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

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauN12"/>
Short Description <input style="width: 98%;" type="text" value="Support the development of off terminal rail infrastructure improvements"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 9"/>	
Project Status: <input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input checked="" type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 100px;" type="text" value="Support the development of off terminal rail infrastructure improvements to aid in deconflicting train arrival or departure operations at Inland Port with Norfolk Southern's mainline traffic and additional working tracks at the Port of Virginia, per growth projections at Port and the Master Rail Plan for the Port of Virginia (2015)."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 150px;" type="text"/>	
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="TBD by study"/>	Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 98%; height: 20px;" type="text"/>
Accessibility	<input style="width: 98%; height: 20px;" type="text"/>
Land Use	<input style="width: 98%; height: 20px;" type="text"/>
Environment	<input style="width: 98%; height: 20px;" type="text"/>
Economic Development	<input style="width: 98%; height: 20px;" type="text"/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

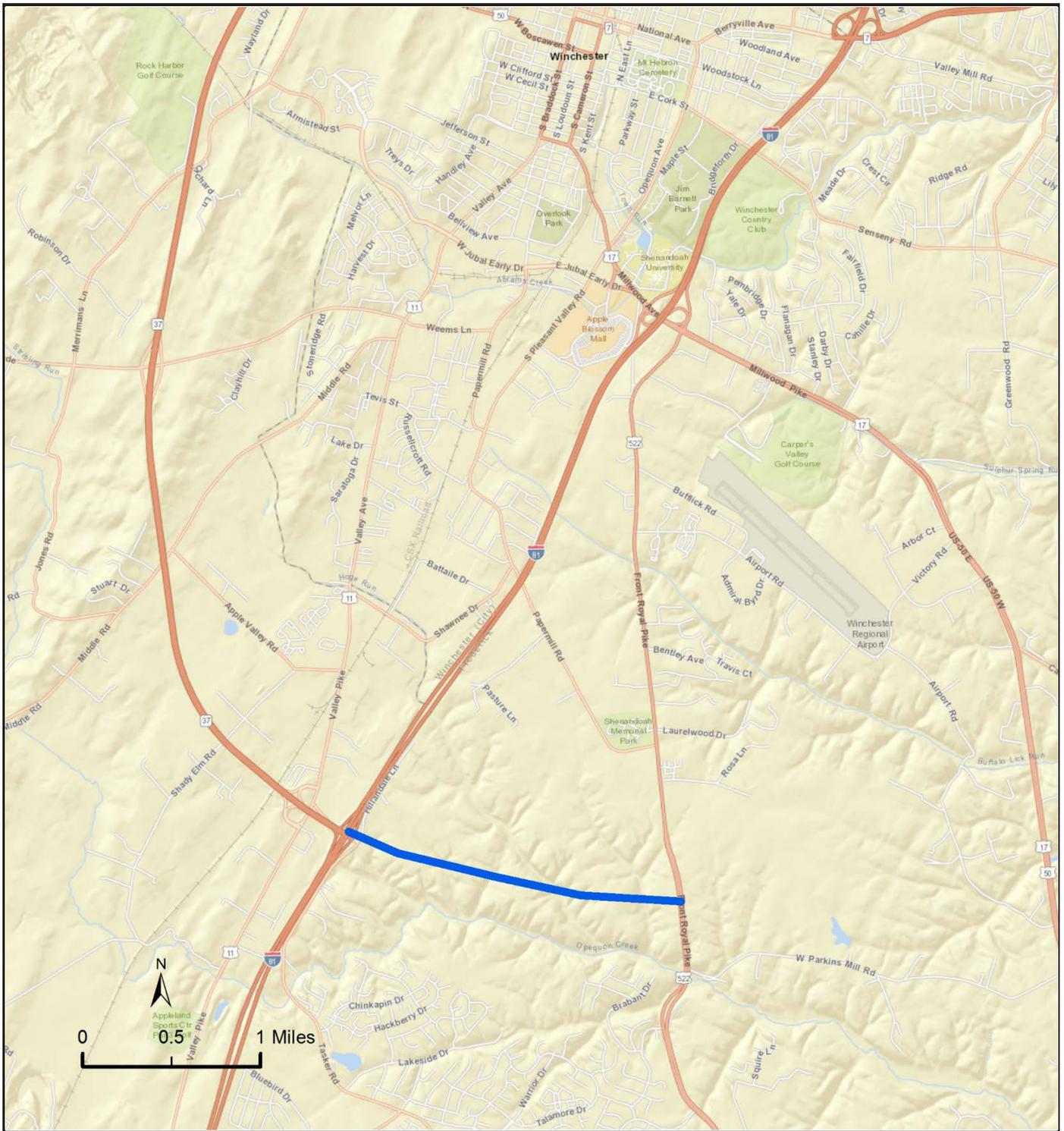
Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauN13"/>
Short Description <input style="width: 98%;" type="text" value="Planning, engineering and ROW for the Rt. 37 Extension from I-81 to US 522"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Frederick County"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 10"/>	
Project Status:	<input style="width: 95%;" type="text" value="New Project Idea"/>

Recommendation Features <i>Type (Place X in all applicable boxes)</i>
<input checked="" type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management
<i>Detailed Description of Improvements</i>
<input style="width: 98%; height: 100%;" type="text" value="Advance preliminary engineering, ROW acquisition, and construct the RT 37 Extension from I-81 to US 522 with an interchange at US 522 (WinFred MPO LRTP). This connection, located equidistant between Exits 307 and 313 offers a new network connection that will divert traffic from Exits 310 and 307 while also providing additional and more efficient access to the Virginia Inland Port."/>

Potential Funding Sources <i>(Place X in all applicable boxes)</i>
<input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 150%;" type="text" value="Potential developer proffers"/>
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="\$ 90.92"/>
Right of Way Required for Project <input checked="" type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%;" type="text" value="Reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width: 98%;" type="text" value="Congestion benefits on adjacent interchanges."/>
Accessibility	<input style="width: 98%;" type="text" value="Minor net increase in regional access to jobs."/>
Land Use	<input style="width: 98%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 98%;" type="text" value="Significant surface environmental impact and minor emissions benefit."/>
Economic Development	<input style="width: 98%;" type="text" value="Supports enhanced access near the Virginia Inland Port."/>



Project Reference Number: StauN13

Short Project Description: Preliminary engineering and ROW acquisition for the RT 37 Extension from I-81 to US 522 with interchange at US 522

VDOT District: Staunton

Local Jurisdiction: Frederick County

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

Recommendation Details	Project Reference Number StauN14
Short Description Study travel demand, congestion, and mode choice issues in northeast Frederick County	
District Staunton	Local Jurisdiction Frederick County
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) ST. 10	
Project Status:	New Project Idea
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input checked="" type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements Study and evaluate travel demand, congestion, connectivity, and mode choice issues within Frederick County within the general area connecting the Route 37 Extension (recommendation StauN13) to Route 7. Given the conceptual, needs based approach within this study, potential capital funding sources have not been identified.	
Potential Funding Sources	
(Place X in all applicable boxes) <input type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: 	
Estimated Project Cost (in \$M)	\$0.25 (study) Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 100%;" type="text" value="StauN15"/>
Short Description <input style="width: 100%;" type="text" value="Park-and-ride, mode choice, and TDM strategies on Rt. 55 in Warren County"/>	
District <input style="width: 100%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 100%;" type="text" value="Warren County"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 100%;" type="text" value="ST. 11"/>	
Project Status:	<input style="width: 100%;" type="text" value="Unfunded Pipeline Project"/>

Recommendation Features
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management
Detailed Description of Improvements <input style="width: 100%; height: 100%;" type="text" value="Implement relevant recommendations from STARS Route 55 (John Marshall Highway) Corridor Improvement Study that address park-and-ride, mode choice, and TDM needs on VA Route 55 in Warren County"/>

Potential Funding Sources
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 100%;" type="text"/>
Estimated Project Cost (in \$M) <input style="width: 100%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>

If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 100%;" type="text" value="Reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width: 100%;" type="text" value="TDM enhancements improve congestion"/>
Accessibility	<input style="width: 100%;" type="text" value="Increase multi-modal accessibility"/>
Land Use	<input style="width: 100%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 100%;" type="text" value="Air Quality/Environmental Impact"/>
Economic Development	<input style="width: 100%;" type="text" value="Increase in reliability"/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

StauN16

Short Description

Lord Fairfax Community College (Middletown)-Front Royal Shuttle bus service

District

Staunton

Local Jurisdiction

Multiple

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

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

ST. 11

Project Status:

Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Implement Lord Fairfax Community College (Middletown)-Front Royal Shuttle bus service, as detailed in the Lord Fairfax Community College Public Transit Feasibility Study (2016), and implement future expansions of the service (three trips per day) per TDP recommendations. SMART Scale could be used to support expansion vehicle purchases, operations would be covered through FTA formula funds administered through DRPT.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: FTA discretionary

Estimated Project Cost (in \$M)

\$ 0.15

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety

Reduction in congestion reduces crashes and increases safety

Congestion Mitigation

Taking personal vehicles off the road will help congestion issues.

Accessibility

Notable impact on regional transit accessibility to jobs.

Land Use

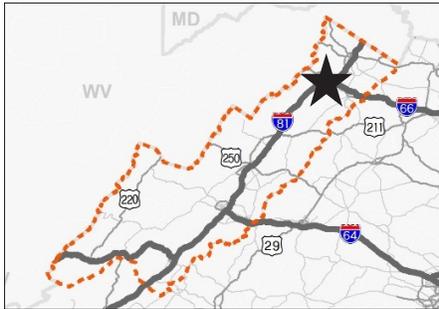
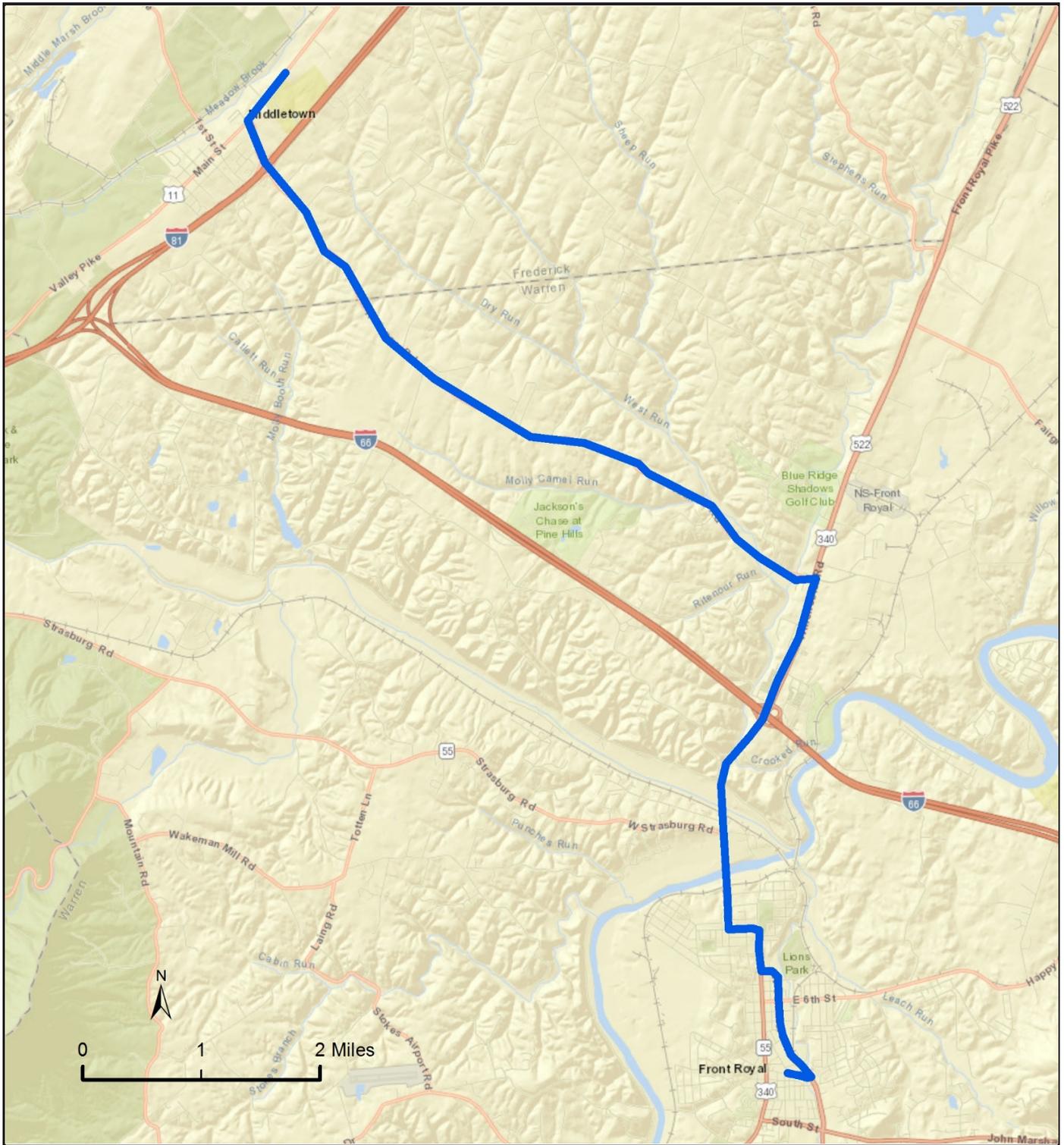
Not applicable within this region.

Environment

Minimal surface environmental impact; emission benefits

Economic Development

Will increase attractiveness of Warren County for new business.



Project Reference Number: StauN16
Short Project Description: Lord Fairfax Community College (Middletown)-Front Royal Shuttle bus service
VDOT District: Staunton
Local Jurisdiction: Frederick County

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

Recommendation Details

Project Reference Number StauN17

Short Description

Regional park-and-ride and vanpooling study and new initiatives

District

Staunton

Local Jurisdiction

Warren County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

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

ST. 11

Project Status:

New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

Provide funding and technical assistance for NSVRC TDM provider to study demand for increased park-and-ride capacity along the Rt. 55 and I-66 corridors (including at existing lots on I-66 at Exit 6 and Exit 13). Implement study solutions. Consider joining the Northern Virginia Vanpool Alliance and/or introducing incentives aimed at attracting new vanpoolers, focused on those individuals who do not have access in the workplace to employer-funded transit benefits. Encourage the developing of slugging through providing a designated space for slugs and signage at Park and Rides. Study the potential demand for higher-capacity transit, likely in the form of Commuter Bus, to serve commuters traveling to large employment sites in NoVA and DC

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other: FTA discretionary

Estimated Project Cost (in \$M)

\$0.10 (study)

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

Short Description

District

Local Jurisdiction

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

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

Project Status:

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other:

Estimated Project Cost (in \$M)

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	<input style="width: 100%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 100%; height: 20px;" type="text"/>
Accessibility	<input style="width: 100%; height: 20px;" type="text"/>
Land Use	<input style="width: 100%; height: 20px;" type="text"/>
Environment	<input style="width: 100%; height: 20px;" type="text"/>
Economic Development	<input style="width: 100%; height: 20px;" type="text"/>

Note: No map provided with this recommendation profile.

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

Recommendation Details

Project Reference Number

StauN19

Short Description

Conduct a study to examine freight movement and needs on VA 37 and VA 277

District

Staunton

Local Jurisdiction

Multiple

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

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

ST. 10

Project Status:

New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Conduct a study to examine freight movement and needs on VA 37 and VA 277.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: DRPT/FTA discretionary

Estimated Project Cost (in \$M)

\$0.10 (study)

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety

Congestion Mitigation

Accessibility

Land Use

Environment

Economic Development

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 100%;" type="text" value="StauS1"/>
Short Description <input style="width: 100%; height: 20px;" type="text" value="Implement recommendations from Staunton and SAWMPO Bike/Pedestrian Plans"/>	
District <input style="width: 100%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 100%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 100%;" type="text" value="ST. 1 / ST. 12"/>	
Project Status: <input style="width: 100%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 100%; height: 100px;" type="text" value="Implement short-term recommendations from the Staunton Bicycle and Pedestrian Plan and regional SAWMPO Bike and Pedestrian Plan (as recommended by the SAWMPO Bicycle & Pedestrian Program and Staunton Bicycle Pedestrian Advisory Committee, Annual Work Plan 2016). Study funding would be through MPO and local funds, ultimate implementation of recommendations may come through SMART Scale, transportation alternatives, or HSIP."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 100%;" type="text" value="MPO/local funding for study"/>	
Estimated Project Cost (in \$M) <input style="width: 100%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>	
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 100%;" type="text" value="Will address bicycle and pedestrian safety and reduce conflicts."/>
Congestion Mitigation	<input style="width: 100%;" type="text" value="Taking personal vehicles off the road will help congestion issues."/>
Accessibility	<input style="width: 100%;" type="text" value="Increase multi-modal accessibility"/>
Land Use	<input style="width: 100%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 100%;" type="text" value="Negligible surface environment impact; emission benefits"/>
Economic Development	<input style="width: 100%;" type="text" value="Should increase the development potential of Staunton/Waynesboro area"/>

Note: No map provided with this recommendation profile.

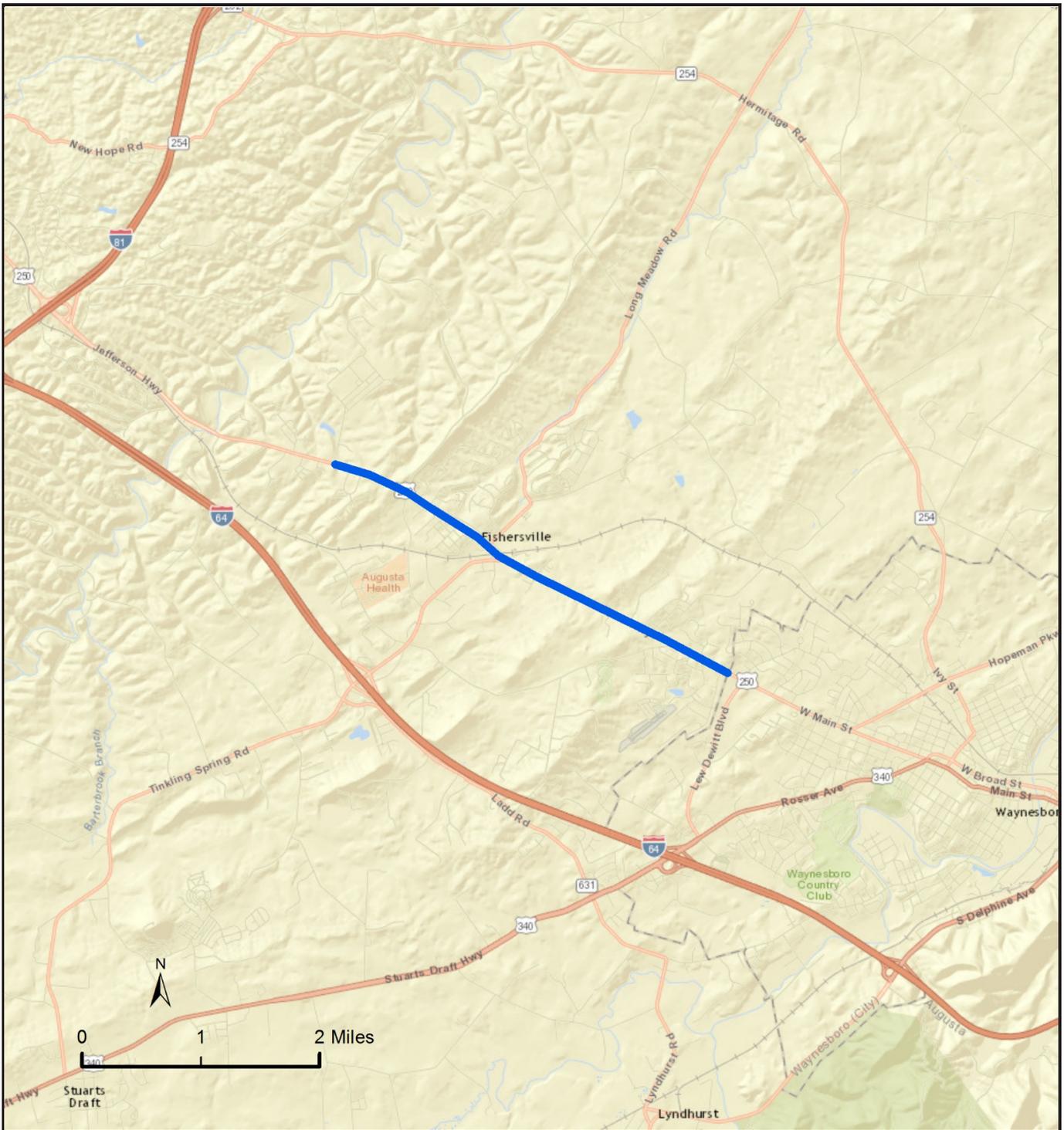
VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauS2"/>
Short Description <input style="width: 98%; height: 20px;" type="text" value="Increase new hourly fixed-route Brite Bus service on US 250"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%; height: 20px;" type="text" value="ST. 1"/>	
Project Status: <input style="width: 98%; height: 20px;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features <i>Type (Place X in all applicable boxes)</i> <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 100px;" type="text" value="Increase hourly fixed-route Brite Bus service on Route 250, providing access to Blue Ridge Community College and employment centers. Estimated project cost is to be determined at this time, pending assessment if current and planned vehicle fleet would accommodate this service expansion."/>	
Potential Funding Sources <i>(Place X in all applicable boxes)</i> <input type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="DRPT/FTA discretionary"/>	
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="No capital"/> Right of Way Required for Project <input type="checkbox"/>	
If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 98%; height: 20px;" type="text"/>
Accessibility	<input style="width: 98%; height: 20px;" type="text"/>
Land Use	<input style="width: 98%; height: 20px;" type="text"/>
Environment	<input style="width: 98%; height: 20px;" type="text"/>
Economic Development	<input style="width: 98%; height: 20px;" type="text"/>

Note: No map provided with this recommendation profile.

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

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauS3"/>
Short Description <input style="width: 98%;" type="text" value="Access Management and Traffic Management Program on US 250"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 1"/>	
Project Status: <input style="width: 95%;" type="text" value="New Project Idea"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%;" type="text" value="Access Management and Traffic Management Program on US 250 west of Waynesboro: Develop and implement an access management/traffic management program from Route 636 to Waynesboro city limits. Recommendation indicates that prescoping funds through potentially the VDOT STARS program could support establishing the access management plan and other traffic management strategies in the corridor. Ultimately, improvements within the corridor, depending on the scope could be funded through SMART Scale (if they are capacity or operational focused), HSIP, or revenue sharing."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="Revenue sharing"/>	
Estimated Project Cost (in \$M)	<input style="width: 80%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 95%;" type="text" value="Projects may address safety issues within the corridor."/>
Congestion Mitigation	<input style="width: 95%;" type="text" value="Projects may address intersection related delay."/>
Accessibility	<input style="width: 95%;" type="text" value="Projects will minimally increase regional accessibility."/>
Land Use	<input style="width: 95%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 95%;" type="text" value="Negligible surface environment impact; emission benefits"/>
Economic Development	<input style="width: 95%;" type="text" value="Program should increase the development potential of the corridor."/>



Project Reference Number: StauS3

Short Project Description: Access Management and Traffic Management Program on US 250 west of Waynesboro from Route 636 to Waynesboro city limits.

VDOT District: Staunton

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 <input style="width: 100%;" type="text" value="StauS4"/>
Short Description <input style="width: 100%;" type="text" value="Implement I-81/I-64 corridor intercity bus study recommendations"/>	
District <input style="width: 100%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 100%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 100%;" type="text" value="ST. 1 / ST. 2 / ST. 6 / ST. 12"/>	
Project Status: <input style="width: 100%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features <i>Type (Place X in all applicable boxes)</i> <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
<i>Detailed Description of Improvements</i> <input style="width: 100%;" type="text" value="Implement new I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 Inter-Regional Public Transportation Feasibility Study from HRMPO, anticipated completion in spring 2017. While the study is being finalized, the proposed transit service would connect Harrisonburg, Staunton, Waynesboro, and Charlottesville in an express manner. It would operate Monday through Friday to connect to employment centers and medical facilities in Charlottesville, plus connect to Amtrak and Greyhound to time with their departures. Funding for expansion bus purchases could come from multiple sources included DRPT/FTA discretionary/formula funding and SMART Scale. Further investigation is required to develop operations plan and estimate of capital requirements."/>	
Potential Funding Sources <i>(Place X in all applicable boxes)</i> <input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 100%;" type="text" value="DRPT/FTA discretionary"/>	
Estimated Project Cost (in \$M) <input style="width: 100%;" type="text" value="TBD by study"/> Right of Way Required for Project <input type="checkbox"/>	
If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 100%;" type="text" value="Reduction in congestion reduces crashes and increases safety"/>
Congestion Mitigation	<input style="width: 100%;" type="text" value="New service could remove personal car trips, improving congestion."/>
Accessibility	<input style="width: 100%;" type="text" value="New intercity service will increase regional transit accessibility"/>
Land Use	<input style="width: 100%;" type="text" value="Not applicable within this region."/>
Environment	<input style="width: 100%;" type="text" value="No surface environmental impact; significant emission benefits"/>
Economic Development	<input style="width: 100%;" type="text" value="Increase attractiveness of Harrisonburg area"/>

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details	Project Reference Number <input style="width: 100%;" type="text" value="StauS5"/>
Short Description <input style="width: 100%;" type="text" value="I-64 Congestion and Safety Study"/>	
District <input style="width: 100%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 100%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes)	
<input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)	
<input style="width: 100%;" type="text" value="ST. 1"/>	
Project Status:	<input style="width: 100%;" type="text" value="Unfunded Pipeline Project"/>

Recommendation Features
Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

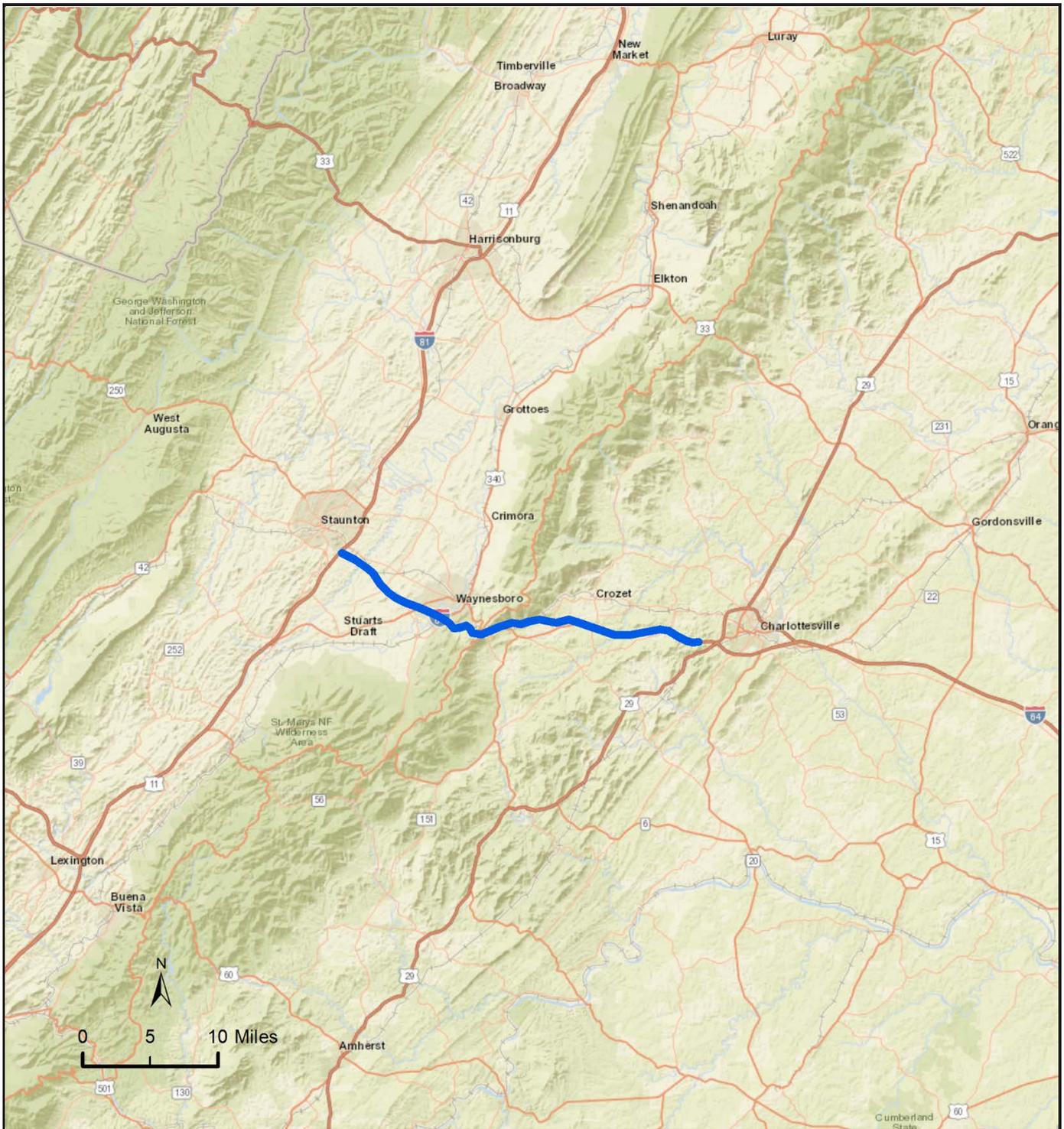
Detailed Description of Improvements

I-64 Congestion and Safety Study (SHRP2 Grant): Implement near term recommendations to alleviate congestion and crash issues on I-64 from I-81 to Charlottesville, pending the results of this study (target completion Fall 2017). Depending on final recommendations, projects could be funded through SMART Scale or HSIP.

Potential Funding Sources (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 100px;" type="text"/>	
Estimated Project Cost (in \$M)	<input style="width: 100%;" type="text" value="TBD by study"/>
Right of Way Required for Project	<input type="checkbox"/>

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

	Comments
Safety	Recommendations will address safety issues.
Congestion Mitigation	Recommendations will address corridor congestion issues.
Accessibility	Recommendations will support enhancing regional accessibility.
Land Use	Not applicable within this region.
Environment	Potential surface environmental impact and minor emission benefits,
Economic Development	May support regional economic development and I-64 reliability.



Project Reference Number: Stau55

Short Project Description: I-64 Congestion and Safety Study (SHRP2 Grant): Implement near term recommendations to alleviate congestion and crash issues on I-64 from I-81 to Charlottesville, pending the results of this study (target completion Fall 2017).

VDOT District: Staunton

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 <input style="width: 100%;" type="text" value="StauS6"/>
Short Description <input style="width: 100%; height: 20px;" type="text" value="Truck climbing lanes on I-81 near Weyers Cave and I-81 ITS improvements in Lexington area"/>	
District <input style="width: 90%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 90%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input checked="" type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input type="checkbox"/> UDAs <input checked="" type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 100%;" type="text" value="ST. 5"/>	
Project Status:	<input style="width: 100%;" type="text" value="Unfunded Pipeline Project"/>

Recommendation Features
Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

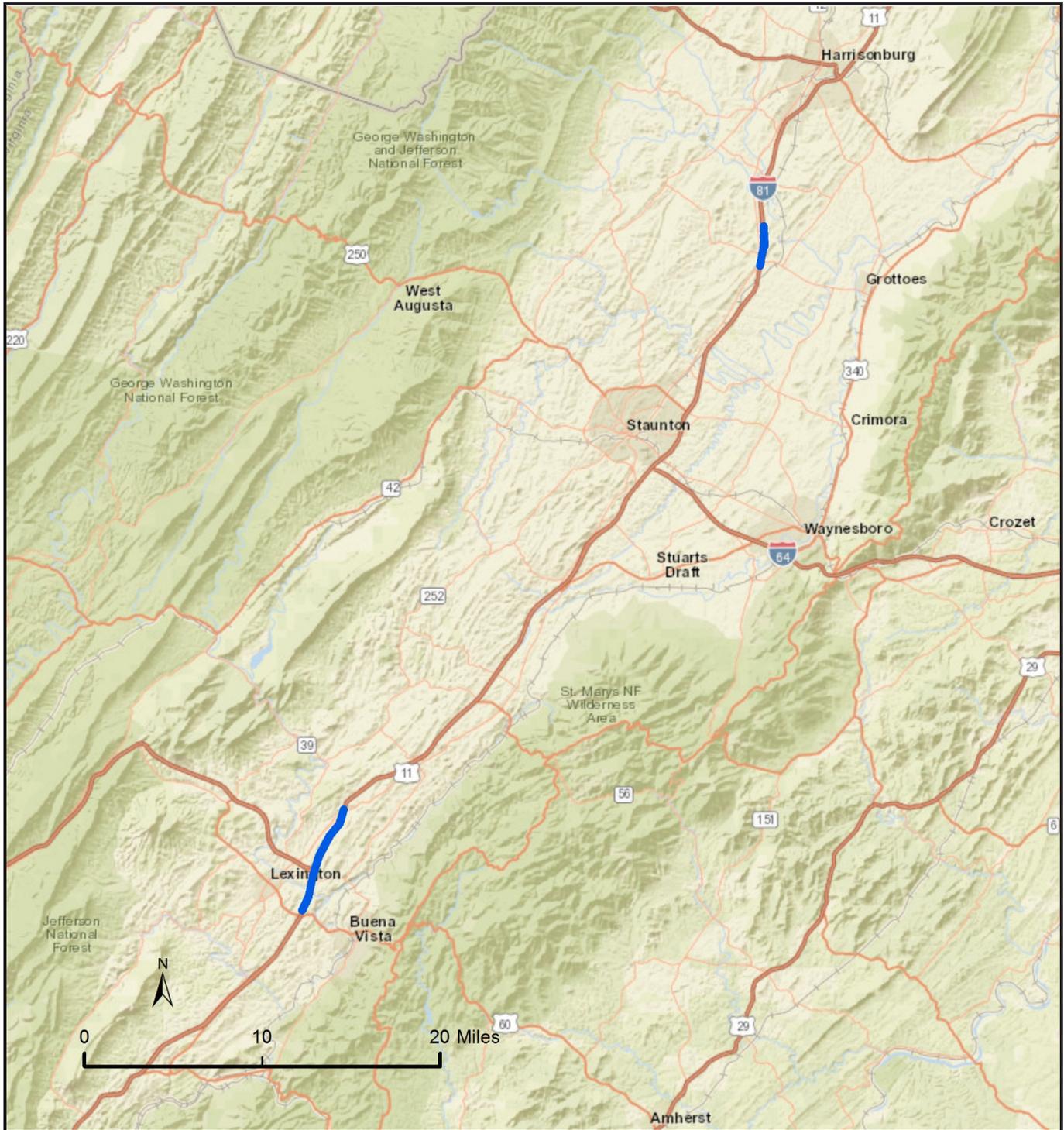
Detailed Description of Improvements

This recommendation includes multiple I-81 projects within rural areas of the Staunton District including near Weyers Cave and Lexington. The projects include: truck climbing lanes near Weyers Cave, from MP 236 to 237 NB and 236 to 234 SB, and continuation of truck climbing lanes and ITS (Exit 189 to Exit 195) in the Lexington Area.

Potential Funding Sources (Place X in all applicable boxes)	
<input checked="" type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input type="checkbox"/> Other: <input style="width: 150px;" type="text"/>	
Estimated Project Cost (in \$M)	\$ <input style="width: 100px;" type="text" value="54.19"/>
Right of Way Required for Project	<input type="checkbox"/>

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

	Comments
Safety	Truck climbing lanes will help mitigate safety issues
Congestion Mitigation	Truck climbing lanes may minimally reduce congestion.
Accessibility	Minimal impact on regional accessibility.
Land Use	Not applicable within this region.
Environment	Minor surface environmental impact, no emissions benefit.
Economic Development	Projects will support improved travel time reliability on I-81.



Project Reference Number: StauS6

Short Project Description: Truck climbing lanes near Weyers Cave, from MP 236 to 237 NB and 236 to 234 SB, and continuation of truck climbing lanes and ITS (Exit 189 to Exit 195) in the Lexington Area

VDOT District: Staunton

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 <input style="width: 80%;" type="text" value="StauS7"/>
Short Description <input style="width: 98%;" type="text" value="Implement the recommendations of the Central Shenandoah Planning Commission TDM plan"/>	
District <input style="width: 90%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 90%;" type="text" value="Multiple"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 2 / ST. 5 / ST. 12"/>	
Project Status: <input style="width: 98%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 80px;" type="text" value="Implement the recommendations of the Central Shenandoah Planning Commission TDM plan, to be updated in 2017. Draft recommendations include improving the RideShare program, creating a pilot vanpool program for rural industrial workers, transit travel training for seniors, and new signage in park-and-rides, and new employer services."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input type="checkbox"/> SMART SCALE <input type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input type="checkbox"/> HSIP <input type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="DRPT/FTA discretionary"/>	
Estimated Project Cost (in \$M) <input style="width: 80%;" type="text" value="TBD by study"/>	Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 98%; height: 20px;" type="text"/>
Accessibility	<input style="width: 98%; height: 20px;" type="text"/>
Land Use	<input style="width: 98%; height: 20px;" type="text"/>
Environment	<input style="width: 98%; height: 20px;" type="text"/>
Economic Development	<input style="width: 98%; height: 20px;" type="text"/>

Note: No map provided with this recommendation profile.

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

Recommendation Details	Project Reference Number <input style="width: 90%;" type="text" value="StauS8"/>
Short Description <input style="width: 98%;" type="text" value="Waynesboro bicycle network and transportation demand management"/>	
District <input style="width: 95%;" type="text" value="Staunton"/>	Local Jurisdiction <input style="width: 95%;" type="text" value="Waynesboro City"/>
VMTP Need Type (Place X in all applicable boxes) <input type="checkbox"/> Corridor of Statewide Significance <input checked="" type="checkbox"/> Regional Network <input checked="" type="checkbox"/> UDAs <input type="checkbox"/> Safety	
Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) <input style="width: 98%;" type="text" value="ST. 12"/>	
Project Status: <input style="width: 95%;" type="text" value="Unfunded Pipeline Project"/>	
Recommendation Features	
Type (Place X in all applicable boxes) <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Bus Transit <input type="checkbox"/> Rail Transit <input type="checkbox"/> Freight Rail <input checked="" type="checkbox"/> Travel Demand Management	
Detailed Description of Improvements <input style="width: 98%; height: 80px;" type="text" value="Implement TDM policies and projects within the City of Waynesboro Bicycle Plan and build the Bicycle Network as identified in the plan. Given the scope and cost of these projects, preferred funding sources include VDOT urban maintenance funds (for repaving/stripping projects), or transportation alternatives and HSIP funding for larger projects."/>	
Potential Funding Sources	
(Place X in all applicable boxes) <input type="checkbox"/> SMART SCALE <input checked="" type="checkbox"/> TAP <input type="checkbox"/> CMAQ <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> Prescoping <input checked="" type="checkbox"/> Other: <input style="width: 80%;" type="text" value="VDOT urban maintenance"/>	
Estimated Project Cost (in \$M) <input style="width: 100px;" type="text" value="\$ 3.45"/>	Right of Way Required for Project <input type="checkbox"/>
If Applicable: Smart Scale Project Feasibility	
Based on Qualitative Review of Project	
	<i>Comments</i>
Safety	<input style="width: 98%; height: 20px;" type="text"/>
Congestion Mitigation	<input style="width: 98%; height: 20px;" type="text"/>
Accessibility	<input style="width: 98%; height: 20px;" type="text"/>
Land Use	<input style="width: 98%; height: 20px;" type="text"/>
Environment	<input style="width: 98%; height: 20px;" type="text"/>
Economic Development	<input style="width: 98%; height: 20px;" type="text"/>

Note: No map provided with this recommendation profile.

