

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: February 2, 2017

SUBJECT: Authorization for Executive Director to Submit Comments on VTrans Draft
Recommendations and Draft Tier 1 Combined Summary

- 1. Purpose.** To seek authorization for the Executive Director to submit comments on the draft recommendations and draft Tier 1 combined summary for the VTrans Multimodal Transportation Plan (VMTP 2025) update.
- 2. Suggested Motion:** *I move authorization for the Executive Director to submit comments on the draft recommendations and draft Tier 1 combined summary for the VTrans plan update to the Virginia Office of Intermodal Planning and Investment.*
- 3. Background.** The Virginia Office of Intermodal Planning and Investment (OIPI) is leading the effort to develop and implement the Statewide Transportation Needs Assessment process as part of the VTrans Multimodal Transportation Plan 2025 (VMTP). The VMTP2025, along with the VTrans Vision Plan, make up the overall statewide Transportation Plan, VTrans2040. One of the key purposes of the Needs Assessment is to serve as a screen for projects applying for consideration under the Smart Scale prioritization process. All projects submitted for the Smart Scale process must pass through an initial screening process. This initial screening process is a critical component because it links the planning and programming processes to ensure the overarching transportation goals of the Commonwealth are advanced. If a project does not meet the capacity and operations needs or the safety needs under the Transportation Needs Assessment of VTrans2040, it cannot move forward in the HB2 process. The Transportation Needs Assessment will assess the State's transportation needs at three scales, and will include a statewide assessment of safety needs:
 - Corridor of Statewide Significance (COSS) - Interregional travel market
 - Regional Networks - Intraregional travel market
 - Urban Development Areas (UDA) Local activity center market

For projects to advance under the district grant program, they must meet a need on:

- A Corridor of Statewide Significance
- A Regional Network
- An Urban Development Area
- A Statewide Safety Need

For projects to advance under the high priority projects program, they must meet a need on:

- A Corridor of Statewide Significance
- A Regional Network

On Thursday, January 26, 2017, the VTrans consultant team presented VMTP2025 draft recommendations and the draft tier one combined summary, to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). The presentation was followed by an Open House held at the NVTA offices.

The OIPI has requested comments on the drafts by the end of February 2017. NVTA staff in coordination with the RJACC, will develop a set of comments and recommendations to be submitted by the Executive Director, on behalf of the NVTA.

Attachment(s):

- A.** VMTP2025 Recommendations presentation
- B.** VMTP Tier 1 Draft Recommendations for NOVA

VMTP 2025

VTRANS MULTIMODAL TRANSPORTATION PLAN

LOCAL GLOBAL MOBILE



VMTP 2025 Recommendations
Regional Meetings
January/February, 2017

Today's Agenda

Technical Meeting Presentation (10-15 minutes)

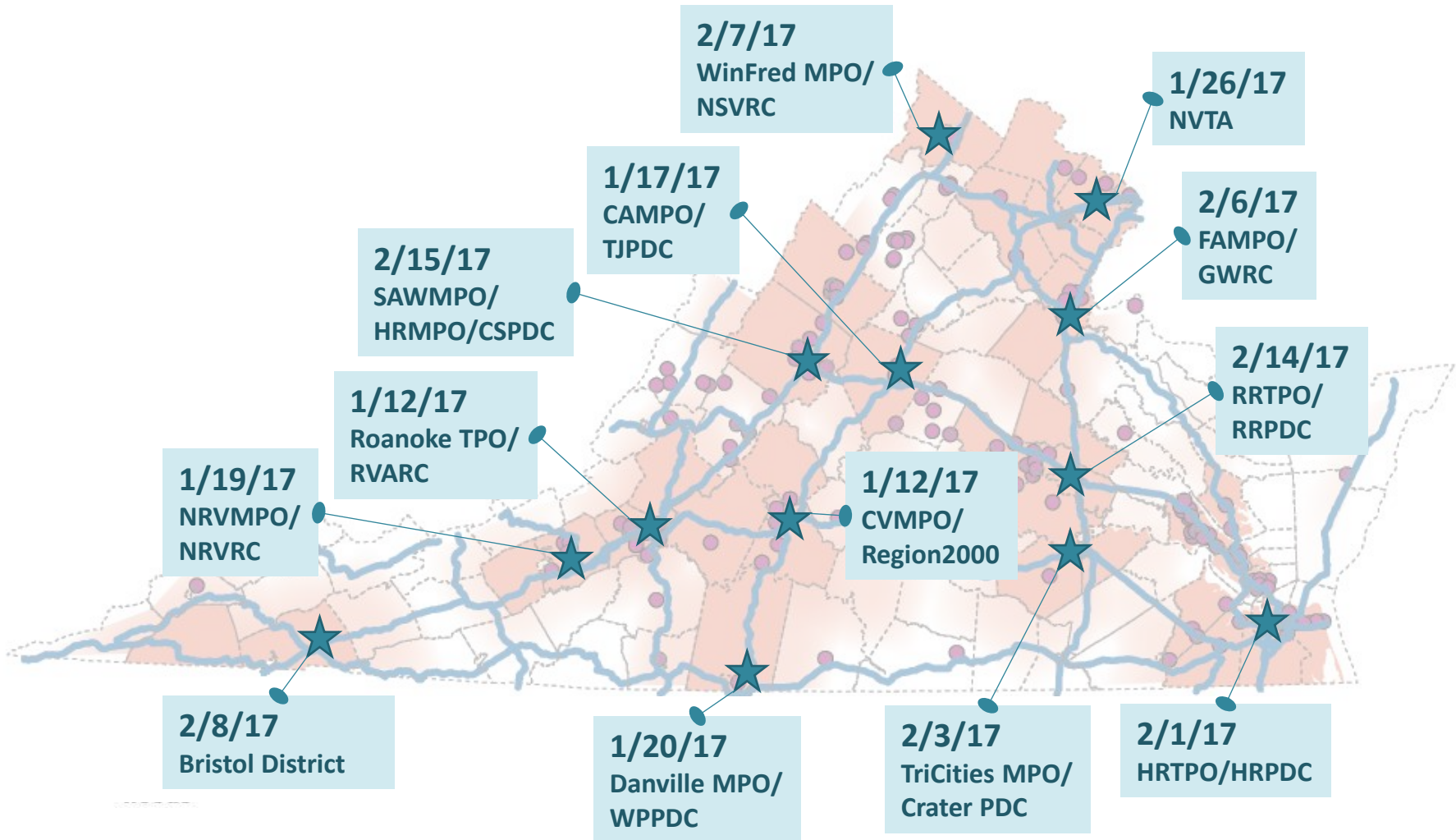
- VTrans2040 Vision, Guiding Principles, and Goals
- 2025 Needs Assessment, Consolidation, and Tiering
- 2025 Recommendations Approach & Next Steps

Stakeholder & Public Open House (1-2 hours)

- Review Draft Proposed Tier 1 Recommendations
 - Discussion and Interactive Workshop
 - Questionnaire
 - Next Steps

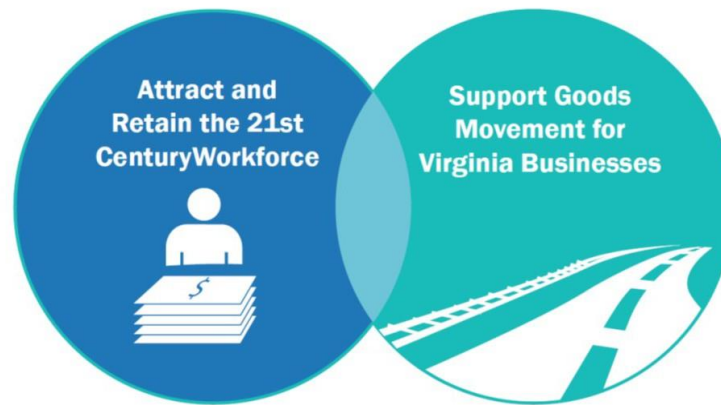


Regional Meetings





The General Assembly of Virginia directs the Commonwealth Transportation Board with assistance from the Office of Intermodal Planning and Investment (OIPI), to conduct a comprehensive review of statewide transportation needs in a **Statewide Transportation Plan – VTrans**.



Vision – Virginia’s multimodal transportation plan will be ***Good for Business, Good for Communities, and Good to Go.*** Virginians will benefit from a sustainable, reliable, transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.



Guiding Principles

- ☐ Optimize Return on Investment
- ☐ Ensure Safety, Security, and Resiliency
- ☐ Efficiently Deliver Programs
- ☐ Consider Operational Improvements and Demand Management First
- ☐ Ensure Transparency & Accountability, and Promote Performance Management
- ☐ Improve Coordination between Transportation and Land Use
- ☐ Ensure Efficient Intermodal Connections

Goals

- ☐ Economic Competitiveness & Prosperity
- ☐ Accessible & Connected Places
- ☐ Safety for All Users
- ☐ Proactive System Management
- ☐ Healthy & Sustainable Communities

How Do We Use the Vision, Guiding Principles, Goals, and Objectives?

The VTrans2040 Vision framework includes guiding principles, goals, objectives, and a data-driven trends analysis.

This framework guides development of four companion efforts:

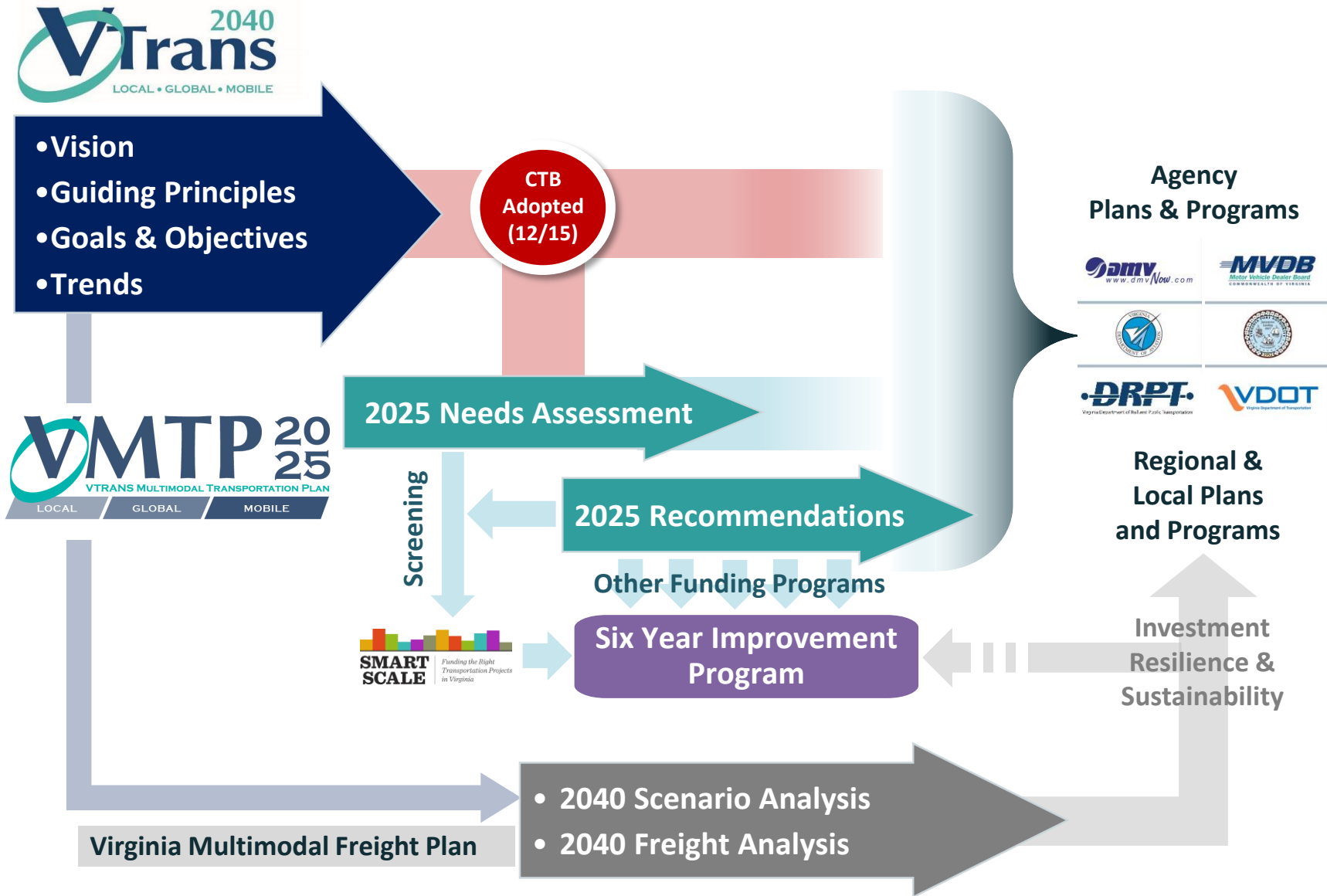


**Needs Assessment
Recommendations**

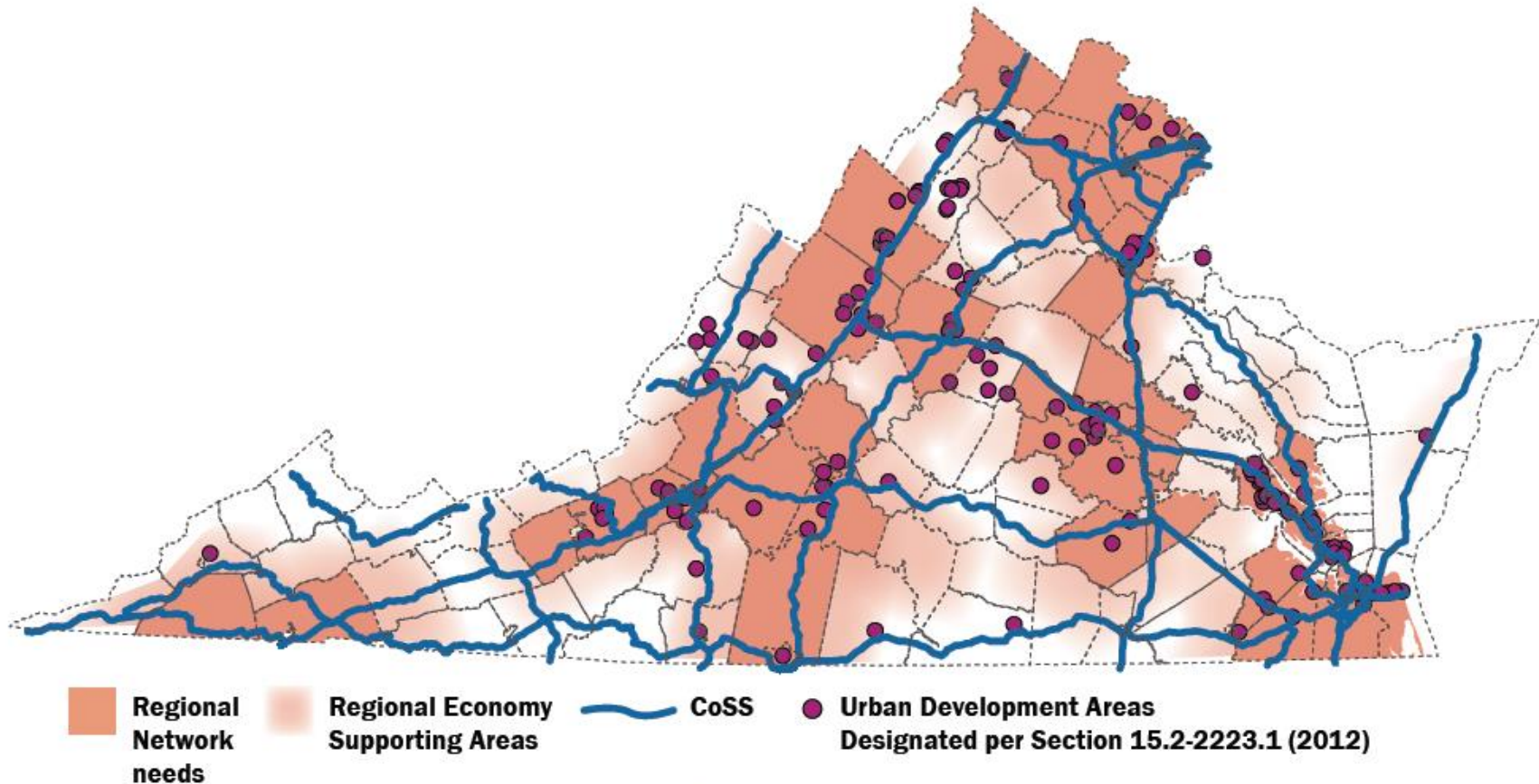
**2040 Scenarios
2040 Freight Analysis**



VTrans2040: The Big Picture



2025 Needs Assessment



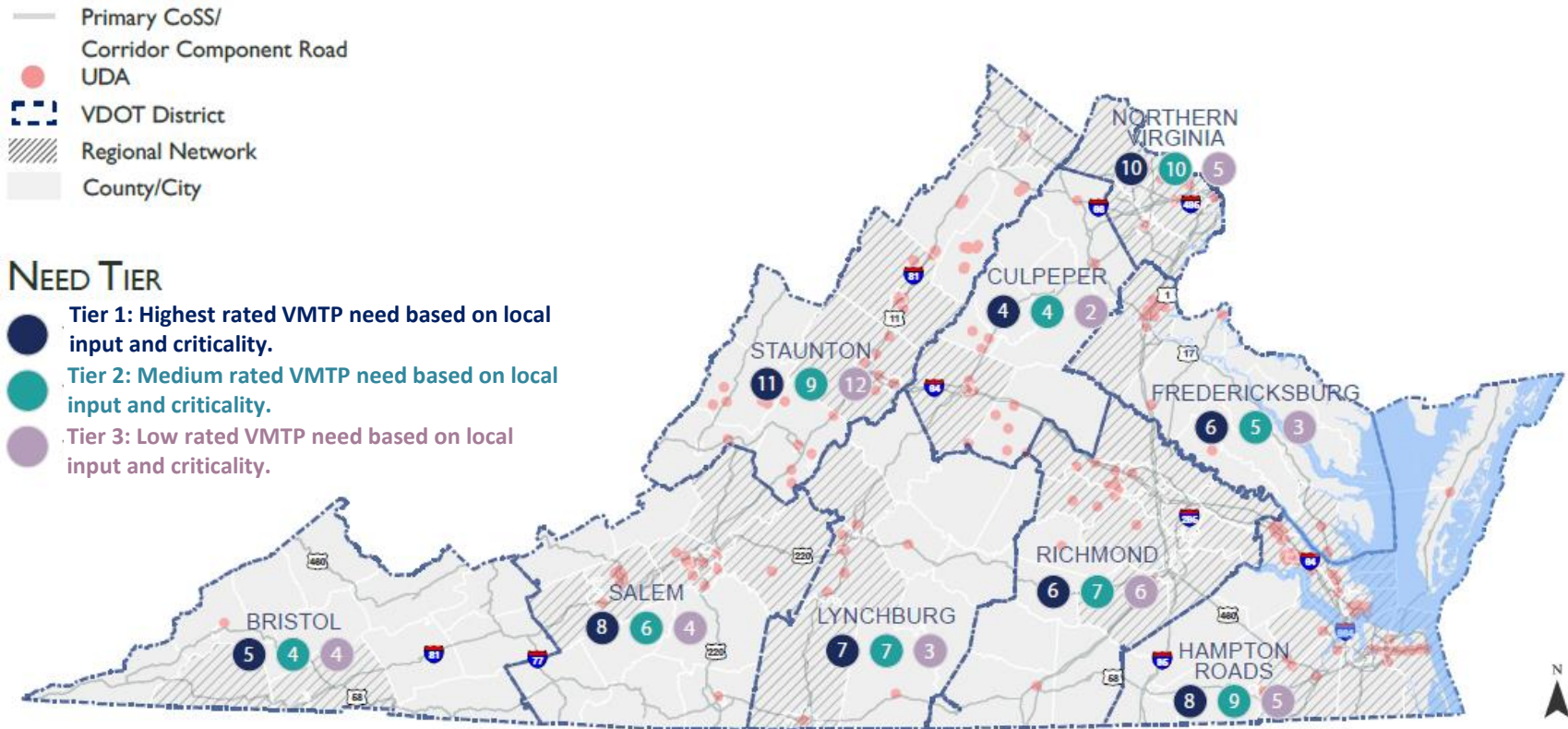
Needs Across Three Travel Markets & Statewide Safety Needs

- **12** Corridors of Statewide Significance (CoSS)
- **15** Regional Networks
- **214** Urban Development Areas (UDAs)
(or Code-Referenced Designated Growth Areas, current as of January 2017)





Consolidated & Tiered Needs

Over 800 needs identified in the needs assessment (adopted by the CTB in December 2015) were consolidated to 170 needs, then grouped into three tiers representing local and regional input on priority and a data driven needs criticality assessment.






Consolidated & Tiered Needs






NEED TYPE

-  Corridor Reliability
-  Network Connectivity
-  Transportation Demand Management
-  Redundancy & Mode Choice
-  Walkability & Bikeability
-  Safety
-  Bottlenecks
-  Congestion
-  Circulation and Access within the UDA
-  Access to Transportation Networks beyond the UDA











NEED TIER

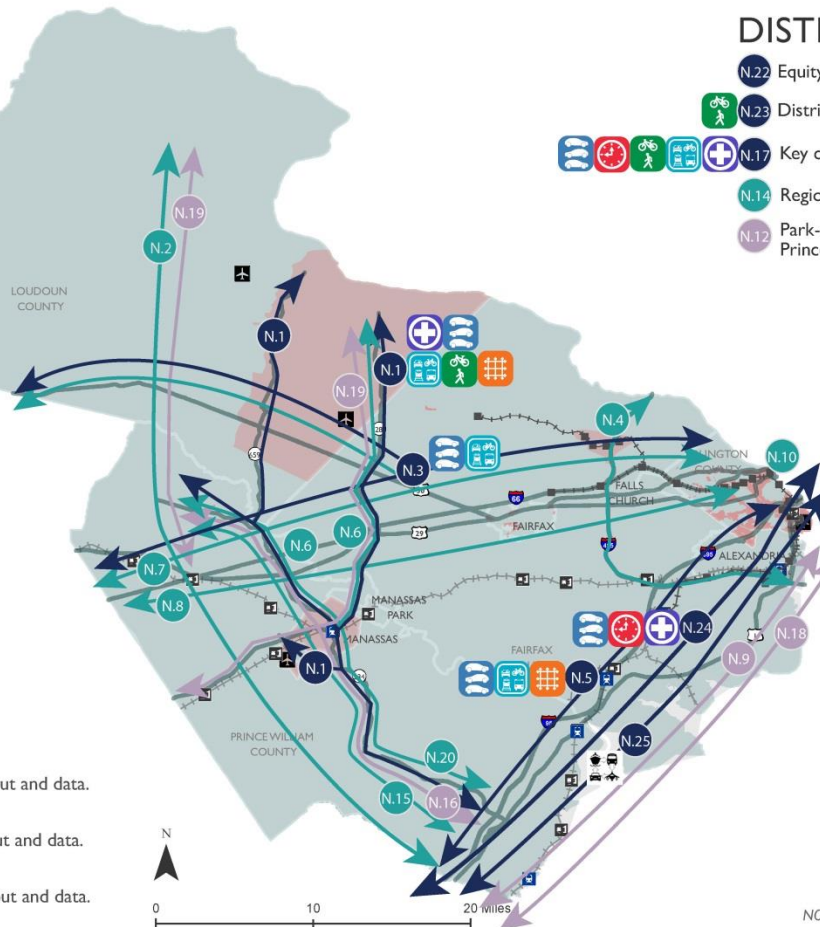
-  Tier 1: Most critical District needs based on local input and data.
-  Tier 2: Less critical District needs based on local input and data.
-  Tier 3: Least critical District needs based on local input and data.

DISTRICT-WIDE NEEDS

-  N.22 Equity-related needs for all demographic groups
-  N.23 District-wide bicycle and pedestrian infrastructure needs
-  N.17 Key corridors on US 29, US 50, VA 28, and I-66
-  N.14 Regional rail lines (passenger and freight)
-  N.12 Park-and-ride lots in Arlington, Fairfax, Loudoun, and Prince William counties.

DISTRICT-WIDE NEEDS (METRO & VRE SPECIFIC)

-  N.11 Orange Line, Blue Line, Silver Line, Rosslyn Tunnel
-  N.21 Transit Stations
-  N.13 VRE stations
-  Amtrak Station
-  VRE Station
-  Metro Stations (Virginia)
-  Airport
-  CoSS
-  UDA
-  MPO



NEED LOCATIONS ARE GENERALIZED BY REGION; THEY ARE NOT INTENDED TO BE EXACT GEOGRAPHIC REPRESENTATIONS.

Consolidated & Tiered Needs

Need ID	Need Description	Need Icons	Final Tiering
N.5	Within the NVTa Region, the I-95, I-395 and US 1 corridors have passenger and freight congestion, mode choice and connectivity needs.		1
N.11	Within the NVTa Region, the Metro Orange, Blue, and Silver lines and the Rosslyn Tunnel all have congestion, reliability, station accessibility, transit connectivity and bicycle and pedestrian needs as well as severe train throughput and passenger carrying capacity constraints.		1
N.21	Within the NVTa Region, transit stations (rail stations and bus hubs) have multimodal access needs (bicycle access, walking, driving/ carpooling/ parking, and/or shuttle services).		1
N.17	Within the NVTa Region, the US 29, US 50, VA 28, and I-66 corridors have safety, congestion, reliability, mode choice, bicycle and pedestrian needs.		1
N.1	Within the NVTa Region, the VA 28, VA 234, and VA-659 regional corridors have congestion, mode choice, safety, connectivity and bicycle and pedestrian needs, and constrained access to Dulles Airport.		1
N.3	Within the NVTa Region, the US 29, US 50, and I-66 regional corridor (Prince William, Fairfax, and Arlington) have congestion and mode choice needs.		1
N.24	Within the District and cross-District, I-95/I-395 and US 1 from Stafford County to Washington D.C., has congestion, reliability and safety needs.		1
N.23	Within the NVTa Region, there are bicycle and pedestrian infrastructure needs, missing links in the network, and safety needs for those modes.		1
N.25	Within the District and cross-District, the I-95/US 1 corridor between Fredericksburg and Washington, D.C. has multimodal accessibility and transit capacity needs.		1
N.22	Within the NVTa Region, there are equity-related multimodal access needs for all demographic groups.		1
N.2	Within the NVTa Region, the VA 234 and US 15 regional corridors have reliability, safety, mode choice, congestion, and connectivity needs.		2
N.10	Within the NVTa Region, the Long Bridge has bottleneck, mode choice and reliability needs.		2
N.7	Within the NVTa Region, the US 29, US 50 and I-66 have reliability and mode choice needs.		2
N.13	Within the NVTa Region, VRE stations have passenger and parking capacity, transit connectivity, bicycle and pedestrian access needs.		2
N.14	Within the District and cross-District, regional rail lines have passenger and freight rail congestion and reliability needs.		2
N.4	Within the NVTa Region, I-495 has congestion needs, particularly adjacent to interchanges and from Tysons Corner to the American Legion Bridge.		2
N.8	Within the NVTa Region, the I-66 and US 29 have reliability needs.		2
N.15	Within the NVTa Region, the VA 234 corridor has mode choice and network connectivity needs.		2
N.20	Within the NVTa Region, the VA 234 and VA 28 corridors have safety, reliability, congestion, and bicycle and pedestrian needs.		2
N.6	Within the NVTa Region, the US 29, VA 7, and I-66 interchanges /intersections with VA 28 and VA 234, have congestion, reliability, safety, mode choice, bicycle and pedestrian access and connectivity needs.		2
N.9	Within the NVTa Region, I-95 and US-1 have reliability needs.		3
N.16	Within the NVTa Region, the VA 234 corridor has network connectivity, mode choice and safety needs.		3
N.18	Within the NVTa Region, the I-95 and US 1 have safety needs for all users.		3
N.19	Within the NVTa Region, the US 15 and VA 28 have safety, reliability, congestion, and connectivity needs.		3
N.12	Within the NVTa Region, park-and-ride lots in Arlington, Fairfax, Loudoun and Prince William counties all have capacity, transit connectivity, bicycle and pedestrian access and travel demand management (TDM) related needs.		3

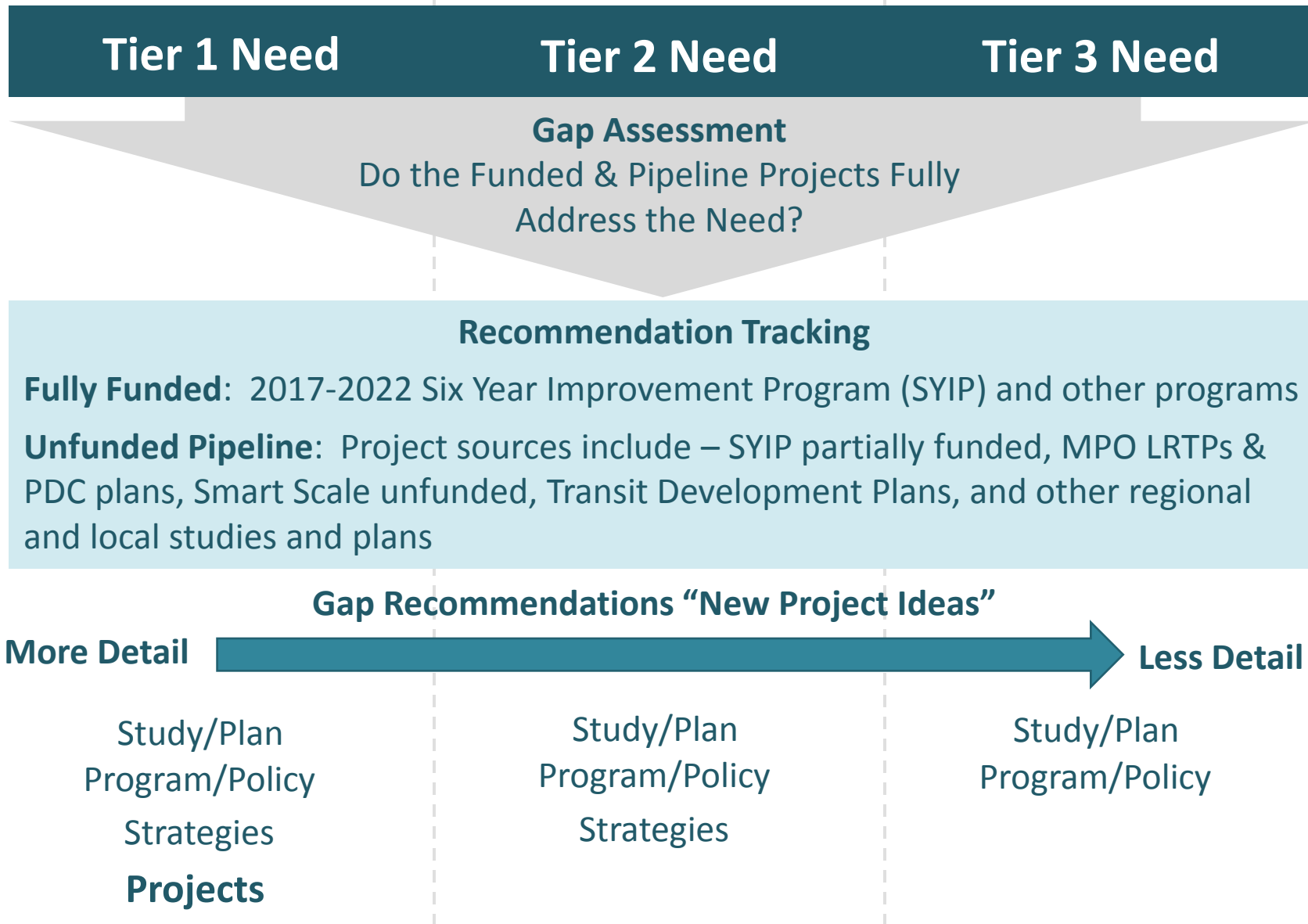


2025 Recommendations

- New concept for VTrans
 - Highlights critical projects in the next 10 years that address the VTrans vision, goals, and objectives within Virginia's most significant transportation needs
 - New Federal planning regulations associated with MAP-21 and FAST Act place more attention on performance based planning and programming
- Project-level recommendations
 - Represents one source for a potential pipeline of future projects and planning
 - Strengthens the connection between VTrans goals and short-term programming
 - Facilitate agencies, regions, and localities in developing their own priorities and recommendations



2025 Recommendations



Tier 1 Recommendations

- Focus on VTrans2040 Guiding Principles
 - Optimize Return on Investment
 - Consider Operational Strategies and Demand Management First
- **Unfunded Pipeline Projects** and **New Project Ideas** that target the need
 - New project ideas include detailed project descriptions and planning-level costs
 - New project ideas may also include recommendations for corridor management, programming strategy, or need for a new study or plan



Today's Objective & Next Steps

Meeting / Open House

- VTrans2040 and VMTP2025 summary
- Review Tier 1 Recommendations
 - Consider the recommendations included (unfunded pipeline and new ideas) and the scope of each recommendation
 - Recommendations are presented in 2 formats:
 - Summary sheet showing all project recommendations
 - A profile for every unfunded project and new project idea

Next Steps

- Review Tier 1 Recommendations and provide feedback during the open house and through an online questionnaire (link provided to attendees after meeting)



Questions / More Information

VTrans2040 Vision:

<http://www.vtrans.org/vtrans2040.asp>

Includes links to the VTrans2040 Vision and associated trend documents. Also includes a link to the new, interactive VTrans2040 website, <http://www.vtrans2040.com>, which provides access to VTrans2040 content, including an on-line map of the VMTP Needs Assessment. For a broad overview of VTrans, refer to: <http://www.vtrans.org/plans.asp>.

VTrans Multimodal Transportation Plan (VMTP) 2025 Needs Assessment

http://vtrans.org/vtrans_multimodal_transportation_plan_2025_needs_assessment.asp

Includes links to detailed needs assessments finalized in December 2015 for the Corridors of Statewide Significance, Regional Networks, Urban Development Areas, and Statewide Safety Needs.

VTrans Multimodal Transportation Plan (VMTP) Needs Synthesis and Recommendations Development

<http://www.vtrans.org/vtrans2040.asp>

Initial content is available on the VTrans2040 homepage describing the recommendations development process, including webinar presentations from March and June 2016. Refer back to this site, and the [vtrans2040.com](http://www.vtrans2040.com) page for further information on this process through winter and spring 2017.



VMTP Tier 1 DRAFT Recommendations for NoVA		
Need N.11: Within the NVTA Region, the Metro Orange, Blue, and Silver lines and the Rosslyn Tunnel all have congestion, reliability, station accessibility, transit connectivity and bicycle and pedestrian needs as well as severe train throughput and passenger carrying capacity constraints.		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Construction of the Metrorail Silver Line Phase II in Dulles Corridor</div> <div>Implement ITS Safety Improvements in I-66/Rosslyn Tunnel</div> <div>Herndon Metrorail Intermodal Access Improvements and Intersection Improvements at Herndon Parkway and Van Buren Street</div> <div>Metrorail Blue Line Traction Power Upgrades</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA31 - All 8 car Metrorail trains on Orange, Blue and Silver Lines</div>	Improvements identified are primarily for the Silver line, not the other 2 Metrorail lines. Reliability, capacity constraints and throughput are not adequately addressed by the identified projects.	<div>NOVA07 - Increased Bus Service Frequency along Rosslyn-Ballston Corridor into DC</div> <div>NOVA05 - Peak Period Bus Transit Service Supplementing Metrorail Blue Line Service between Crystal City and Rosslyn into DC</div> <div>NOVA04 - WMATA Core Station Improvements (Virginia portion only)</div> <div>NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities</div>
Need N. 21: Within the NVTA Region, transit stations (rail stations and bus hubs) have multimodal access needs (bicycle access, walking, driving/ carpooling/parking, and/ or shuttle services).		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Ballston-MJ Metrorail Station West Entrance: SmartScale 2015</div> <div>Metrorail bus access improvements: I-66 Vienna Metrorail Accessibility and Capacity Improvements, Eisenhower Metrorail Station Bus Loop</div> <div>Construct Telegraph Road Park and Ride Lot adjacent to I-95 commuter parking lot</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA53 - East Falls Church Multimodal Safety and Access Project: addition of bus facilities (bays, shelters, access lane) and installation of bikeshare stations</div> <div>NOVA32 - Implement Typens Street Grid</div> <div>NOVA33 - Prentice Drive Extension to future Loudoun Gateway and Ashburn Metrorail Stations: SmartScale Round 2 request</div> <div>NOVA34 - Frontier Drive Extension (near Franconia Springfield Metrorail Station): SmartScale Round 2 request</div>	Projects enhance roadway connections and transit service, but pedestrian and bicycle access to transit stations need to be addressed. Access to VRE and Amtrak are not addressed by the identified projects.	<div>NOVA27 - Seven Corners TOD Study</div> <div>NOVA25 - Street Grid Study: TODs and activity centers</div> <div>NOVA23 - VRE Station Improvements: parking and operational capacity</div> <div>NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities</div>
Need N.23: Within the NVTA Region, there are bicycle and pedestrian infrastructure needs, missing links in the network, and safety needs for those modes.		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Falls Church: Pedestrian Crossings, and Downtown Planning Opportunity Area: both SmartScale 2015</div> <div>Midleburg Downtown Pedestrian Improvements</div> <div>Pedestrian and Bicycle Facilities on Route 123, Cinder Bed Road, Van Buren Street, McKinley Road, Dumfries Road, Horner Road, Optz Boulevard, Army Navy Drive, Van Dorn Street, and Route 7</div> <div>Trail Connections and Construction: between Potomac Yard and Four Mile Run Trail, Mt. Vernon Trail, Potomac Heritage Trail at Featherstone Wildlife Refuge, Old Cameron Run Trail (last project is SmartScale 2015)</div> <div>Bikeshare support: Capital Bikeshare Expansion on George Washington Memorial Parkway and Bikeshare Infrastructure in Reston, Falls Church</div> <div>Pedestrian and Bicycle Access for Loudoun County Metrorail Stations</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA53 - East Falls Church Multimodal Safety and Access Project: addition of bus facilities (bays, shelters, access lane) and installation of bikeshare stations</div>	There is a need for a strategic bicycle and pedestrian plan that ties different plans together.	<div>NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities</div> <div>NOVA13 - Implementation of select/high priority projects from the Northern Virginia Regional Bikeway and Trail Network</div>
Need N.22: Within the NVTA Region, there are equity-related multimodal access needs for all demographic groups.		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Construct new Potomac Yard Metrorail Station on the blue/yellow lines</div> <div>MT Service Restructuring and Expansion between North Glebe Rd to Pentagon: SmartScale 2015</div> <div>Crystal City Transitway Northern Extension</div> <div>Construction of the Metrorail Silver Line Phase II in Dulles Corridor</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA53 - East Falls Church Multimodal Safety and Access Project: addition of bus facilities (bays, shelters, access lane) and installation of bikeshare stations</div> <div>NOVA54 - Paratransit Vehicles (Transit Operational Program for WMATA ADA Paratransit Plan)</div> <div>NOVA63 - West End Transitway: BRT line from Van Dorn to Pentagon Metrorail Stations</div> <div>NOVA64 - West End Transitway: Southern Towers street network (SmartScale Round 2 request)</div> <div>NOVA65 - Duke Street Transitway in Alexandria (between Landmark Mall and Diagonal Rd.)</div>	Infrastructure at and near transit stations to improve access and complement the additional paratransit vehicle service is desired. Also, multimodal access to other demographics. DRPT noted that paratransit is a small piece of the puzzle to address equity - expanded, more reliable local bus service is the best option.	<div>NOVA22 - Transit Study in Low Income and Minority Areas</div> <div>NOVA17 - Metrobus Priority Corridor- Columbia Pike</div> <div>NOVA18 - Metrobus Priority Corridor: Crystal City/Potomac Yard</div> <div>NOVA19 - Metrobus Priority Corridor: Leesburg Pike</div> <div>NOVA20 - Metrobus Priority Corridor: Little River Turnpike/Duke Street</div> <div>NOVA21 - Metrobus Priority Corridor- Richmond Highway Express</div> <div>NOVA28 - Route 7 BRT</div> <div>NOVA13 - Implementation of select/high priority projects from the Northern Virginia Regional Bikeway and Trail Network</div> <div>NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities</div>
Need N.5: Within the NVTA Region, the I-95, I-395 and US 1 corridors have passenger and freight congestion, mode choice and connectivity needs.		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Atlantic Gateway Third Track Improvements</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA29 - Long Bridge Improvements</div> <div>NOVA02 - VRE Fredericksburg Enhancements: station improvements including platforms and parking</div> <div>NOVA30 - DC2RVA High Speed Rail: speed/reliability improvements to VRE and Amtrak</div>	While the recent Fast Lane Grant and the proposed DC2RVA high speed rail addresses some of the rail bottlenecks, improvements to rail transit and freight capacity, accessibility and connectivity could use additional attention.	<div>NOVA23 - VRE Station Improvements: parking and operational capacity</div> <div>NOVA24 - Commuter Bus Services from Fredericksburg and Stafford County to DC</div>
Need N.24: Within the NVTA Region and cross-District, I-95/I-395 and US 1 from Stafford County to Washington D.C, has congestion, reliability and safety needs.		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Adaptive Traffic Signal Controls: SmartScale 2015</div> <div>US 1 widenings: between Marys Way and Featherstone Road and between Possum Point Road and Brady's Hill Road: both SmartScale 2015. Also widen US 1 in association with interchange project at US1 and Route 123.</div> <div>Widen Neabsco Mills Road between US 1 and Smoke Court: SmartScale 2015 (not funded)</div> <div>Construct HOV Ramps for I-95 at US 1 and Fort Belvoir, I-95 NB off ramp at Exit 166</div> <div>I-395 improvements: Widen southbound between Duke Street and Edsall Road, reconstruction of Boundary Channel Drive at I-395, operational improvements and bridge repair on I-395 at Seminary Road and Shirlington Road, HOT Lanes</div> <div>Construct I-395 ramps: HOV Ramps for I-395 at Seminary Road, Shirlington Circle, Edsall Road, and Eads Street. Metering on I-395 ramp between Edsall and Boundary Channel Dr. I-395 Reversible Lane Ramp at Seminary Road</div> <div>Widening of Harry Nice Route 301 bridge</div> <div>Transit improvements: construct Crystal City Transitway Northern Extension and Potomac Yard Metrorail Station.</div> <div>Crystal City Streets: 12th Street Transitway (South Eads-South Clark), Clark/Bell Realignment, Intersection Improvements on 23rd Street.</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA55 - US1 Improvements: Widen/Relocate US 1, Dumfries - SMART SCALE Round 2 Request, Route 1 & 123 Interchange - SMART SCALE Round 2 Request, Widen US 1 between Route 234 and Neabsco Road - SmartScale 2016 request, Widen and Reconstruct US 1 Telegraph Road and VA235 and 235 North and 235 South, Widen US 1, Occoquan River Bridge to VA 235 North</div> <div>NOVA56 - Richmond Highway Widening: Mt Vernon Hwy to Napper Rd from 4 to 6 lanes - SMART SCALE Round 2 request</div> <div>NOVA57 - Add a hard running shoulder on I-95 between Route 17 to Occoquan</div> <div>NOVA58 - I-95/I-395 ICM Program: Multimodal Traveler Information, Dynamic Ramp Metering, Parallel Arterial Operations Improvements, Parking Management, Decision Support System.</div> <div>NOVA59 - Flyover Ramps: I-95 from GP to Express Lanes and I-395 from GP to Express Lanes at Duke St.</div> <div>NOVA60 - I-395 improvements: Widen I-395 Express Lanes between Turkeycock Run and Eads Street, Southbound widening</div> <div>NOVA61 - I-395 and Boundary Channel Drive Interchange Improvements</div> <div>NOVA62 - I-95/Route 286 Northbound Flyover: SmartScale 2015 (not funded)</div> <div>NOVA63 - West End Transitway: BRT line from Van Dorn to Pentagon Metrorail Stations</div> <div>NOVA64 - West End Transitway: Southern Towers street network (SmartScale Round 2 request)</div>	Widening projects, building new ramps and improve traffic control devices can help improve reliability and relief congestion. The corridor can benefit from improved transit service and managing truck movements.	<div>NOVA01 - Investments in projects, programs and technologies that catalyze a shift to nonpeak period highway travel for freight (Virginia Multimodal Freight Plan, 2013)</div> <div>NOVA23 - VRE Station Improvements: parking and operational capacity</div> <div>NOVA24 - Commuter Bus Services from Fredericksburg and Stafford County to DC</div>
Need N.25: Within the NVTA Region and cross-District, the I-95/US 1 corridor between Fredericksburg and Washington, D.C. has multimodal accessibility and transit capacity needs.		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Construct new Potomac Yard Metrorail Station on the blue/yellow lines</div> <div>Metrorail Blue Line Traction Power Upgrades</div> <div>Crystal City Transitway Northern Extension</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA63 - West End Transitway: BRT line from Van Dorn to Pentagon Metrorail Stations</div> <div>NOVA64 - West End Transitway: Southern Towers street network (SmartScale Round 2 request)</div> <div>NOVA65 - Duke Street Transitway in Alexandria (between Landmark Mall and Diagonal Rd.)</div> <div>NOVA02 - VRE Fredericksburg Enhancements: station improvements including platforms and parking</div>	Accessibility to transit station could use additional attention. Multimodal across district projects and park and ride capacity should be addressed	<div>NOVA26 - Additional Park and Ride Spaces along I-95/I-395 corridor</div> <div>NOVA24 - Commuter Bus Services from Fredericksburg and Stafford County to DC</div> <div>NOVA16 - Route 1 BRT Richmond Highway Phase 1</div> <div>NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities</div>
Need N.3: Within the NVTA Region, the US 29, US 50, and I-66 regional corridor (Prince William, Fairfax, and Arlington) have congestion and mode choice needs.		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Transform 66 Outside the Beltway (SmartScale 2015)</div> <div>TDM Strategies Serving I-66 Corridor: SmartScale 2015</div> <div>I-66 capacity increases: Widening and HOV Lanes at Route 15, Widening between Route 267 and Sycamore St</div> <div>I-66 Inside Beltway: Transform 66 - Multimodal Improvements, Tolling Systems Integration, Reconstruction between George Mason Drive and Dulles Access Road</div> <div>I-66 Corridor (outside the Beltway) Enhanced Bus Service</div> <div>Transform 66 Congestion Mitigation Plan</div> <div>Upgrade Traveler Information Systems on I-95 and I-66 Corridors</div> <div>Extension of Government Center Parkway from FFX County Boundary to Jermantown Rd: SmartScale 2015</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA47 - Express Lanes on I-66 in Reverse Peak Direction - outside the Beltway</div> <div>NOVA49 - I-66 Integrated Corridor Management Program: Parallel Arterial Operations Improvements</div> <div>NOVA50 - US 29 Arterial Operations Improvements from Prince William/Aquiaer CL to DC</div> <div>NOVA45 - Seven Corners Ring Road (all phases, Phase 1A is SmartScale 2015)</div> <div>NOVA35 - VRE Manassas Line improvements</div>	The highway projects provide congestion relief. In addition to transit in the express lanes outside the beltway, additional transit improvements inside and outside the beltway are needed.	<div>NOVA10 - Conduct Access Management Study on Route 50</div> <div>NOVA06 - implementation of Fairfax Connector Route 610 and Service Improvements to I-66 Express Routes</div> <div>NOVA07 - Improved Bus Service Frequency along Rosslyn-Ballston Corridor into DC</div> <div>NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities</div>
Need N.17: Within the NVTA Region, the US 29, US 50, VA 28, and I-66 corridors have safety, congestion, reliability, mode choice, bicycle and pedestrian needs.		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Transform 66 Outside the Beltway (SmartScale 2015), including interchange at VA28</div> <div>Widen and Add HOV Lanes on I-66 between Route 15 and University Boulevard</div> <div>Shoulder Improvements at I-66 Exit 53B (Spot 2)</div> <div>Widen US 50 between Route 28 and Route 659</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA39 - I-66 Express Lane Ramps at Balls Ford Road, Cushing Road, Route 234 Bypass, University Boulevard and Flyover ramp from GP to Express Lanes</div> <div>NOVA38 - Widen US 29 from four to six lanes between Union Mill Road and Buckley's Gate Drive</div> <div>NOVA37 - New interchange on US 50 at Loudoun County Parkway</div> <div>NOVA36 - Construct and widen Northstar Blvd (Braddock Road to Shreveport Dr) - SMART SCALE Round 2 request</div> <div>NOVA35 - VRE Manassas Line Improvements</div>	Some of the roadway widening and interchange improvement benefits may spill over to transit; however, additional transit improvements are required. Pedestrian and bike improvement projects could use additional attention.	<div>NOVA08 - Improved Bus Service Frequency between Northern Virginia Jurisdictions</div> <div>NOVA09 - Park-and-Ride/Slug Line Centers along I-66 Corridor</div> <div>NOVA10 - Access Management Study on Route 50</div> <div>NOVA06 - Implementation of Fairfax Connector Route 610 and Service Improvements to I-66 Express Routes</div>
Need N.1: Within the NVTA Region, the VA 28, VA 234, and VA-659 regional corridors have congestion, mode choice, safety, connectivity and bicycle and pedestrian needs, and constrained access to Dulles Airport		
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
<div>FUNDED PROJECTS</div> <div>Route 28 widenings: Prince William County to Old Centreville Road, Godwin Drive and Manassas City Limits, Vint Hill Road and Fitzwater Drive</div> <div>Spot Improvements on Route 28 in Loudoun County (reconstruction with added capacity)</div> <div>Route 659 Bridge over Dulles Greenway: Interim widening</div> <div>Sudley Rd Third Lane between Godwin Dr. and Dorsey Circle - SmartScale 2015</div> <div>New Interchanges: Route 7 & Route 659 and Route 28 & Innovation Avenue.</div> <div>UNFUNDED PIPELINE PROJECTS</div> <div>NOVA45 - Route 28 Widening between Sterling Boulevard and Route 7</div> <div>NOVA11 - Bi-County Parkway between I-66 and Route 50</div> <div>NOVA43 - VA 234 Arterial Operations Improvements</div> <div>NOVA42 - Wellington Road Widening from 2 to 6 lanes - SmartScale Round 2 request</div> <div>NOVA41 - Route 234 Bypass Interchange at Balls Ford Rd and widening - SMART SCALE Round 2 Request</div> <div>NOVA40 - Roadway extensions: Northstar Boulevard Extension and widening between Braddock Road and Shreveport Drive and University Blvd. Extension (SmartScale Round 2 request)</div> <div>NOVA51 - Manassas National Battlefield Park Bypass: new 4 lane road along US29</div>	Identified projects do not address VA 234 needs. Projects are VA 28 are generally capacity improvements, which should address congestion issues, but do not necessarily improve bicycle/pedestrian and safety issues. Projects on VA 659 will have a positive impact on capacity and safety, but do not address other issues identified in the need. Lack of multimodal projects and network connectivity across all 3 roadways.	<div>NOVA14 - Managed Lanes Study along entirety of Route 28</div> <div>NOVA15 - Transit Study on Route 28 (south of I-66)</div> <div>NOVA12 - Implementation of New Fairfax Connector Routes Serving Dulles Airport and Vicinity</div> <div>NOVA13 - Implementation of Select/High priority projects from the Northern Virginia Regional Bikeway and Trail Network</div>