

# Northern Virginia Transportation Authority



## RESOLUTION

### **Adopting the Northern Virginia Transportation Authority's TransAction 2030 Long-Range Transportation Plan**

#### CERTIFICATION

The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Northern Virginia Transportation Authority on September 14, 2006.

A handwritten signature in black ink, appearing to read "G. Mark Gibb". The signature is written in a cursive, flowing style.

G. Mark Gibb, Certifying Officer

**WHEREAS**, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority Act and created the NVTa.

**WHEREAS**, the NVTa is comprised of 16 members: nine mayors or chairs, or their designees, of the four counties of Arlington, Fairfax, Loudoun, and Prince William, and the five cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park; two members of the House of Delegates; one member of the Virginia Senate; and two citizens appointed by the Governor; and the Director of Virginia's Department of Rail and Public Transportation and the Commonwealth Transportation Commissioner, or designee, serve as non-voting members; and,

**WHEREAS**, the Virginia General Assembly granted the NVTa the power and function of preparing a long-range transportation plan for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects; and,

**WHEREAS**, the NVTa desires that regional transportation policies and priorities be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner; and,

**WHEREAS**, the TransAction 2030 Plan adheres to the adopted vision that,

“In the 21<sup>st</sup> Century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.”

**WHEREAS**, the TransAction 2030 Plan is a comprehensive study that identifies multimodal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and,

**WHEREAS**, the adoption of the TransAction 2030 Plan follows proactive public outreach and extensive public input through a scientific telephone survey of 1,263 Northern Virginia respondents, the participation of hundreds of citizens at seven community events, a public open house and hearing, and information dissemination through newsletters, a project website, and telephone information line; and,

**WHEREAS**, the adoption of the TransAction 2030 Plan introduces extensive transit, bicycle, and pedestrian level of service (LOS) analyses to complement the highway LOS analysis that is the first application of these methodologies in Northern Virginia and one of the first applications in the country; and,

**WHEREAS**, the Transit LOS methodology measures transit availability and quality of service from the passenger point of view; and,

**WHEREAS**, the Multimodal LOS analyses allows the NVTA to evaluate the interactions between modes (bus, auto, bike, and pedestrian) to better understand the effects of investments on all users of the transportation system, and TransAction 2030 is the largest application to date of the Multimodal LOS analysis, placing Northern Virginia on the cutting edge of transportation planning; and,

**WHEREAS**, the NVTA adopted 19 project-based evaluation criteria, included as Attachment A to assess the degree to which specific projects are compatible with planning goals, and projects were then prioritized according to how well they performed against these evaluation criteria.

**WHEREAS**, the NVTA adopted five network-based performance evaluation criteria to measure the performance of the entire transportation system for existing 2005 conditions, and modeled conditions under the Financially Constrained Long-Range Transportation Plan (CLRP) and TransAction 2030 Plan networks. The five network-based performance evaluation criteria include:

- Provide an Integrated Multimodal Transportation System
- Improve Personal Mobility
- Improve Personal Accessibility
- Improve the Linkage between Transportation and Land Use
- Protect the Environment

**WHEREAS**, the NVTA found through this analysis that the Northern Virginia region is expected to add more than 650,000 new jobs and 918,000 more residents in the next 25 years; and,

**WHEREAS**, the Northern Virginia region accounts for 21 percent of the vehicle miles traveled on only eight percent of the Commonwealth's roadway lane miles and 75 percent of transit ridership in the Commonwealth; and,

**WHEREAS**, the NVTA documented a dramatic deterioration of the roadway system in the six years between 1999 and 2005; and,

**WHEREAS**, investments at the CLRP level are insufficient to counter this deterioration of the road network; and,

**WHEREAS**, the additional investment called for in the TransAction 2030 Plan is necessary to improve travel and quality of life in Northern Virginia.

**WHEREAS**, the NVTA has agreed to a long-range transportation plan that will improve mobility; and,

**NOW, THEREFORE, BE IT RESOLVED** that NVTA does hereby adopt the TransAction 2030 Plan, and that this resolution shall be appended to the TransAction 2030 Plan;

**BE IT FURTHER RESOLVED** that where significant differences exist among jurisdictional resolutions or comprehensive plans and the TransAction 2030 Plan, the NVTA should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

**BE IT FURTHER RESOLVED** that the following procedural stipulations shall be followed as the NVTA works to implement the transportation strategies contained in the TransAction 2030 Plan:

- The adopted resolution of each member jurisdiction shall be appended to the TransAction 2030 Plan.
- The NVTA shall continue to evaluate any highway corridor that is still projected to experience one hour or more of stop-and-go traffic in 2030, even after the implementation of the TransAction 2030 Plan in order to find ways to further reduce this congestion.
- The NVTA shall continue to evaluate Metrorail and Virginia Railway Express lines into Washington, D.C., in order to understand capacity constraints and further identify improvements that will support additional ridership growth.
- The TransAction 2030 Plan provides a balance of future investment in highway and transit projects and enhances mobility throughout the region, and retaining this balance should be a goal as the TransAction 2030 Plan is implemented.
- The TransAction 2030 Plan shall be updated and presented to the member jurisdictions at least every five years.
- Since TransAction 2030 Plan did not add or delete projects from the Northern Virginia 2020 Transportation Plan adopted by the Transportation Coordinating Council of Northern Virginia in December 1999, the next update of the Plan should include a complete review of the project list to determine if changes are necessary.

**BE IT FURTHER RESOLVED** that the NVTA should continue to review the interdependence of transportation and land use and recommend future measures for improving this linkage.

**BE IT FURTHER RESOLVED** that the project-based criteria and modal-rankings adopted by NVTA, as included in Attachment A and B, should be used by local jurisdictions, regional agencies, the Commonwealth, and federal entities when placing projects in the region's Constrained Long Range Plan.

**BE IT FURTHER RESOLVED** that since the data regarding the Base Relocation and Closure Commission's recommendations were not available for consideration in TransAction 2030, these recommendations should be incorporated into the regional planning process as soon as more details are available.



## PROJECT-BASED PERFORMANCE EVALUATION CRITERIA

These criteria are organized according to the goals of the 2020 Plan, adopted by the Transportation Coordinating Council (TCC) in December 1999, and reaffirmed by the NVTa during the TransAction 2030 Plan update. These criteria were used to prioritize TransAction 2030 Plan projects.

### ***TCC Resolution:***

***The Northern Virginia 2020 Plan provides a balance of future investment in highway and transit projects and enhances mobility throughout the region, and retaining this balance should be a goal as the 2020 Plan is implemented.***

### **ACTIVITY CENTER CONNECTIONS**

*Projects that improve connections between multiple activity centers.*

Full moon = Improves connectivity between three or more activity centers

Half moon = Improves connectivity between two activity centers

Empty moon = Improves connectivity to one activity center only.

### **MULTIMODAL CHOICES**

*Projects that create multimodal choices for travelers. Modes are methods of travel by car, train, bus, bicycle or on foot.*

Full moon = Adds new mode or extension of existing mode to corridor

Half moon = Major service improvement to existing mode in corridor

Empty moon = Minor service improvement to existing mode in corridor

***Note:** Major service improvements could include: 1) roadway widening, 2) multiple grade separations along one roadway, 3) widening of High Occupancy Vehicle (HOV lanes), 4) transit service improvements such as increased frequency and other capacity improvements to an existing line, 5) addition of park-and-ride lots, 6) enhancements to existing Intelligent Transportation Systems (ITS) and/or 7) construction of bicycle or pedestrian trails.*

*Minor service improvements could include: 1) expansion of park-and-ride lot, 2) intersection/interchange reconstruction, 3) grade separation of existing intersections and/or 4) access and parking improvements.*

## **PERSON THROUGHPUT**

*Projects that provide for increased person-capacity within a corridor, with the goal of moving the most people, rather than vehicles.*

Full moon = Project significantly increases corridor person throughput

Half moon = Project has minor effect on corridor person throughput

Empty moon = No effect on corridor person throughput

## **INTERMODAL CONNECTIONS (I.E., BETWEEN EXISTING MODES)**

*Projects that provide enhanced connections among modes (auto, bus, rail, bicycle, walking).*

Full moon = Adds new intermodal connection

Half moon = Improves existing intermodal connection

Empty moon = No effect on intermodal connection

## **MANAGEMENT AND OPERATIONS – TECHNOLOGY**

*Projects that improve the management and operation of existing facilities through technology applications.*

Full moon = Project improves technological management and operations of an existing transportation facility

Half moon = Project improves technological management and operations of an expansion of an existing transportation facility

Empty Moon = No improvement to management and operations of a facility

**TCC Resolution:**

***The transportation improvements called for by the Plan’s Year 2010 timeframe shall be designated as TCC Regional Priority projects. The annual legislative programs, Six-Year Plan Pre-Allocation Hearing testimony, and federal advocacy efforts of the TCC shall further prioritize these projects to facilitate their timely construction.***

**URGENCY**

*Projects that address existing significant Level of Service (LOS) deficiencies for all modes of transportation.*

Full moon = Project addresses existing LOS F or G condition

Half moon = Project addresses existing LOS E condition

Empty moon = Project addresses existing LOS A, B, C or D condition

**NEED FOR REHABILITATION**

*Projects that address major maintenance for aging infrastructure, whether roads, bridges, or transit facilities.*

Full moon = Facility is seriously dilapidated (e.g. weight restrictions put into effect)

Half moon = Facility is in need of more than routine maintenance

Empty moon = Facility does not need rehabilitation (maintenance inferred)

**TCC Resolution:**

***... individual projects will be evaluated based on whether they promote protection of sensitive environmental, cultural, historical and neighborhood locations.***

**RIGHT-OF-WAY (ROW)**

*Project ROW impacts on sensitive areas.*

Full moon = No additional ROW needed.

Half moon = Minimal ROW required and project does not impact sensitive area

Empty moon = Additional ROW required and project does impact sensitive area

**TCC Resolution:**

***... individual projects will be evaluated based on whether they reduce, rather than increase, vehicle miles traveled (VMT) and VMT per capita.***

**MODE SHARE**

*Projects' effects on mode share.*

- Full moon = Project will generally encourage an increase in non-Single Occupant Vehicle (SOV) travel through the addition or expansion of an HOV or transit facility.
- Half moon = Project will generally encourage an increase in non-SOV travel through addition or expansion of bicycle or pedestrian trails, park and ride lots and/or operational improvements to existing transit services.
- Empty moon = Project will result in no discernable reduction in non-SOV travel

**REDUCE VMT**

*Projects' effects on vehicle miles traveled (VMT).*

- Full moon = Project directly reduces VMT (i.e., transit project, park-and-ride lot, new high occupancy vehicle (HOV) lane(s), new pedestrian and bicycle trail)
- Half moon = Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement or expansion)
- Empty moon = Project does not reduce VMT

**TCC Resolution:**

***... individual projects will be evaluated based on whether they provide for multiple use development patterns that reduce automobile dependency, with a mix of jobs, housing, and services in a walkable environment.***

**TCC Resolution:**

***... individual projects will be evaluated based on whether they encourage development to be located where it can be served by existing infrastructure.***

**TCC Resolution:**

***... individual projects will be evaluated based on whether they***

***provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, transfer of development rights, priority infrastructure financing, and other measures.***

**TCC Resolution:**

***... individual projects will be evaluated based on whether they take advantage of supportive zoning regulations and other tools that will help promote concentration of development within walking distances of transit facilities, and generally promote a pedestrian orientation in new development.***

**COMPATIBILITY WITH LOCAL COMPREHENSIVE PLANS**

*Projects are included in transportation element of jurisdiction comprehensive plans.*

Full moon = Project is in adopted transportation plan for jurisdiction or agency strategic plan

Half moon = Project is being considered for adoption into transportation plan or agency strategic plan

Empty moon = Project is not being considered for adoption into transportation plan or agency strategic plan

**LAND-USE SUPPORTS TRANSPORTATION INVESTMENT**

*Projects within each corridor to be scored based on relative number of jobs and households within ¼ mile of investment based on jurisdictions comprehensive plan.*

Full moon = High number of jobs and households within ¼ mile of investment

Half moon = Moderate number of jobs and households within ¼ mile of investment

Empty moon = Low number of jobs and households within ¼ mile of investment

## **IMPROVED NON-MOTORIZED TRAVEL OPTIONS (BICYCLE AND PEDESTRIAN) TO AND WITHIN ACTIVITY CENTERS**

*Project supports multiple use development patterns in a walkable environment.*

Full moon = Project adds or extends non-motorized facility to and within activity center

Half moon = Project improves existing non-motorized facility to and within activity center

Empty moon = Project does not improve or provide a non-motorized facility to and within activity center

## **IMPROVED TRANSPORTATION SYSTEM OPERATIONS TO AND WITHIN ACTIVITY CENTERS**

*Project encourages development to be located where it can be served by existing infrastructure.*

Full moon = Project improves operation of existing transportation system to and within activity center

Half moon = Project improves operation of an expanded transportation system to and within activity center

Empty moon = No improvement to operations of existing transportation system to and within activity center

### **ADDITIONAL CRITERIA:**

#### **REDUCE ROADWAY CONGESTION**

*Project reduces roadway congestion.*

Full moon = Project will significantly improve traffic flow

Half moon = Project will moderately improve traffic flow

Empty moon = Project will have minimal to no effect on traffic flow

#### **SAFETY**

*Project improves the safety of the transportation system.*

Full moon = Project designed to specifically improve system safety and/or address an existing safety deficiency

Half moon = Project will generally result in a safety improvement

Empty moon = Project will have no discernable or negative effect on safety

## **COST**

*Project cost for each 2030 Plan project.*

## **COST SHARING**

*Project leverages private or other outside funding.*

Full moon = Project leverages private or other outside funding (e.g. tax districts, ROW donations, proffers, and/or Federal and State funds beyond/above normal allocations)

Half moon = Project leverages modest private or other outside funding

Empty moon = Project has no leveraged private or other outside funding

## **FREIGHT MOVEMENT**

*Projects that improve the capacity, reliability of freight - while also improving other impacted systems such as highways or passenger rail*

Full Moon = Project increases the reliability and capacity of freight and passenger rail, and improves overall highway system

Half Moon = Project improves reliability and capacity of freight rail and passenger rail but has little or no impact on the overall system

Empty Moon = Project improves freight rail capacity and reliability but has no or negative impact on passenger rail efficiencies or overall system efficiencies

## Corridor 1: Dulles/VA 7 Corridor

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Highway</b>										
VA 606 @ VA 267 (Dulles Greenway)	widen bridge	within Dulles Greenway right-of-way	4	6	1st	\$2,300,000	\$7,300			
VA 772 @ VA 267 (Dulles Greenway)	widen bridge	within Dulles Greenway right-of-way	4	6	2nd	\$2,300,000	\$7,300			
<b>Reconstruction</b>										
East Elden Street	reconstruct	Monroe St. to Herndon Pkwy. east	4	4	1st	\$4,300,000	\$0			
Elden Street (downtown Elden Street)	reconstruct	Center St. to Monroe St.	2	2	1st	\$576,000	\$0			
South Elden Street	reconstruct	Herndon Pkwy. to Sterling Rd.	4	4	1st	\$2,420,000	\$0			
<b>Transit</b>										
Light rail (VA 7 corridor)	construct	Tysons Corner to Baileys Crossroads/Skyline	-	-	1st			\$936,624,000	4,189,000	
<b>Trail</b>										
VA 7	construct	Leesburg to Alexandria			1st					\$3,830,000
Dulles Toll Road	construct	Sully Road to VA 123	-	-	2nd					\$3,441,000
VA 690	construct	Main Street to W&OD Trail			3rd					\$5,000
VA 703 (Haycock Road)	construct	Broad Street to I-66			4th					\$12,000
Potomac View Rd.	construct	Cascades Pkwy to VA 7			4th					\$23,000
<b>Cost Totals:</b>						<b>\$11,896,000</b>	<b>\$14,600</b>	<b>\$936,624,000</b>	<b>\$4,189,000</b>	<b>\$7,311,000</b>

Per VDOT policy, bicycle and pedestrian improvements are included in all highway improvement projects.

## Corridor 2: Tri-County/Loudoun County Parkway and VA 234/VA 659 Corridor

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Highway</b>										
VA 234 (Manasses Bypass)	widen/upgrade	I-66 to VA 234, south of Manassas	4	6	1st	\$201,174,000	\$468,000			
Godwin Drive	widen	Sudley Road to VA 28	4	6	2nd	\$20,000,000	\$27,300			
VA 234 Interchange	construct	@ VA 234 Bypass and Liberia Avenue VA 3000	–	–	3rd	\$66,000,000	\$19,500			
<b>Trail*</b>										
Loudoun County Parkway	construct	John Mosby Highway to Ryan Road			1st					\$955,000
Prince William Parkway	construct	Nokesville Road to Dumfries Road			1st					\$881,000
Tri-County Parkway	construct	Braddock Road to Sudley Road			3rd					\$1,273,000
Godwin Drive	construct	Nokesville Road to Sudley Road			4th					\$556,000
Claiborne Parkway	construct	VA 7 to Ryan Road			5th					\$14,000
VA 659 (Belmont Ridge Road)	construct	Harry Byrd Highway to Ryan Road			6th					\$231,000
<b>Cost Totals:</b>						<b>\$287,174,000</b>	<b>\$514,800</b>			<b>\$3,910,000</b>

### Corridor 3: VA 28 Corridor

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
			<b>Highway</b>							
Liberia Avenue	widen	VA 28 to NS Railroad	4	6	1st	\$10,100,000	\$15,600			
VA 28 Interchange	construct	@ Frying Pan road	–	–	2nd	\$66,000,000	\$19,500			
VA 28 interchange	construct	@ New Braddock Road	–	–	2nd	\$66,000,000	\$19,500			
VA 28	widen	Dulles Toll Road to Route 606	6	8	2nd	\$7,350,000	\$11,700			
VA 28	widen	I-66 to Fairfax County Line	6	6	2nd	\$7,845,000	\$39,000			
<b>Transit</b>										
VRE Service Extension	construct	Manassas to Fauquier County Line (includes full extension)			1st			\$65,000,000	\$1,000,000	
Light Rail (Route 28)	construct	Manassas to Dulles Airport			2nd			\$1,440,960,000	\$6,440,000	
<b>Trail*</b>										
VA 28 (Sully Road)	construct	Walney Road to Dulles Toll Road			1st					\$196,000
Atlantic Boulevard	construct	Harry Byrd Highway to Church Road			2nd					\$84,000
VA 636 (Shaw Road)	construct	W&OD Trail to Dulles Toll Road	–	–	2nd					\$390,000
<b>Cost Totals:</b>						<b>\$157,295,000</b>	<b>\$105,300</b>	<b>\$1,505,960,000</b>	<b>\$7,440,000</b>	<b>\$670,000</b>

### Corridor 4: Prince William Parkway (VA 3000) Corridor

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Highway</b>										
Prince William County Parkway	widen (HOV)	HOV Lanes from Hoadly Road to I-95	4	6	1st	\$62,300,000	\$220,800			
<b>Transit</b>										
Priority Bus	implement	Woodbridge to Manasses			1st			\$2,454,000	\$1,051,000	
<b>Cost Totals:</b>						<b>\$62,300,000</b>	<b>\$220,800</b>	<b>\$2,454,000</b>	<b>\$1,051,000</b>	<b>\$0</b>

### Corridor 5: Fairfax County Parkway (VA 7100) Corridor

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Transit</b>										
VA 7100 Priority Bus		Corridor-wide			1st			\$8,880,000	\$4,150,000	
<b>Trail</b>										
Hayfield Road	construct	Manchester Road to Telegraph Road			3rd					\$252,000
Manchester Road	construct	Beulah Street to Hayfield Road			3rd					\$71,000
<b>Cost Totals:</b>								<b>\$8,880,000</b>	<b>\$4,150,000</b>	<b>\$323,000</b>

### Corridor 6: I-66/US 29/US 50 Corridor

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Highway</b>										
I-66	8 lanes + 2 HOV-reversible lanes	US 29 (Gainesville) to I-495	4/6/8	10	1st	\$650,025,000	\$745,200			
US 29	widen	I-495 to VA 7	4	6	2nd	\$26,500,000	\$117,000			
US 29	widen	Fauquier/PW Line to Virginia Oaks Drive	4	6	2nd	\$27,900,000	\$132,600			
US 29 Interchange	construct	US 15	–	–	4th	\$66,000,000	\$19,500			
<b>Reconstruction</b>										
US 29 turn lanes	reconstruct	Quincy to Lexington	–	–	1st	\$2,190,000	\$0			
US 29/Lee Highway	reconstruct	North Quincy to North Kenmore	4	4	1st	\$2,180,000	\$0			
US 50 – Median Barrier	reconstruct	North Jackson to Fillmore Street	6	6	1st	\$2,500,000	\$0			
US 29 Intersections (City of Fairfax)	reconstruct	Enhance priority movement at 6 intersections			1st	\$5,200,000	\$0			
I-66 Interchange	reconstruct	@ US 29 in Centreville (possible new ramp)			1st	\$101,600,000	\$0			
US 50	reconstruct intersection	I-66 yo WCL Fairfax	–	–	6th	\$870,000	\$0			
I-66 Interchange	reconstruct	@ Route 28 (interim complete)			6th	\$144,000,000	\$0			
		@ Stringfellow Road								
		@ US 50 (interim complete)								
		@ VA 123								
		@ Nutley Street								

### Corridor 6: I-66/US 29/US 50 Corridor (continued)

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Transit</b>										
Metrorail (I-66 Corridor)	construct	Vienna to Centreville			1st			\$1,111,439,950	\$11,195,416	
VRE Service Extension	construct	Manassas to Haymarket			1st			\$280,600,000	\$4,000,000	
Express Bus Service	implement	I-66 Corridor			3rd			\$989,000	\$215,000	
Priority Bus (US 50)	implement	VA 659 relocated (Loudoun) to Glebe Road			4th			\$3,015,700	\$2,115,900	
VRE Parking Improvements	add 2,450 parking spaces	Manassas Line			5th			\$35,000,000	\$140,000	
<b>Trail</b>										
US 50 (Arlington Blvd.)	construct	Wilson Blvd. to Four Mile Run Trail	–	–	1st					\$2,231,000
US 29 (Lee Highway)	fill in two segments	Dixie Hill Rd. to Prosperity Blvd.			2nd					\$1,768,000
US 50 (Arlington Blvd.)	construct	Prosperity Blvd. to VA 7			3rd					\$143,000
<b>Cost Totals:</b>						<b>\$1,028,965,000</b>	<b>\$1,014,300</b>	<b>\$1,431,044,650</b>	<b>\$17,666,316</b>	<b>\$4,142,000</b>

## Corridor 7: I-495 (Beltway) Corridor

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year incremental	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Highway</b>										
I-495	8 lanes + 4 HOV lanes	Woodrow Wilson Bridge to American Legion Bridge	8	12	1st	\$2,037,600,000	\$1,740,000			
<b>Reconstruction</b>										
I-495 Interchange	reconstruct	@ George Washington Memorial Parkway			1st	\$115,200,000	\$0			
		@ Georgetown Pike								
		@ Dulles Toll Road								
		@ US 50								
<b>Transit</b>										
Metrorail Circumferential	construct	Dunn Loring to Bethesda (Red Line)	–	–	1st			\$1,952,219,116	\$15,673,582	
Corridor-wide Express Bus	implement	I-495/I-95-Woodrow Wilson Bridge to American Legion Bridge			2nd			\$1,266,000	\$201,000	
<b>Trail</b>										
Beltway Trail (Fairfax Co.)	construct	Dolley Madison Blvd. to Live Oak Dr.			1st					\$766,000
VA 617 (Backlick Rd.)	construct	Lee Hwy. to Capital Beltway			2nd					\$166,000
Backlick Run Trail	construct	Backlick Rd. to past Clermont Ave.			2nd					\$1,157,000
Alexandria – Local	construct	Eisenhower/Holland/Prince/Reinekers	–	–	4th					\$193,000
Potomac Heritage Trail	construct	Northern end of Beltway Trail to Chain Bridge			5th					\$1,432,000
<b>Cost Totals:</b>						<b>\$2,152,800,000</b>	<b>\$1,740,000</b>	<b>\$1,953,485,116</b>	<b>\$15,874,582</b>	<b>\$3,714,000</b>

## Corridor 8: I-95/I-395/US 1 Corridor

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Highway</b>										
US 1 Interchange	construct	Rippon Boulevard and Dale Boulevard			1st	\$66,000,000	\$19,000			
US 1 Interchange	construct	@ Fairfax County Parkway @ Huntington Avenue/Fort Hunt Road			2nd	\$132,000,000	\$39,000			
VA 236 (Little River Tpke.) Interchange	construct	@ Beauregard Street			2nd	\$66,000,000	\$19,500			
I-95 (SOV)	construct	Entrance to SOV Lanes at Franconia Springfield Pkwy.			4th	\$48,600,000	\$10,000			
<b>Transit</b>										
CC-PY Transitway	construct	Crystal City to Potomac Yard			1st			\$277,500,000	\$11,500,000	
Metrarail	extension	Springfield to Potomac Mills			2nd			\$1,500,000,000	\$13,984,000	
VRE Parking Improvements	add 3,150 parking spaces	Fredericksburg Line			3rd			\$35,000,000	\$180,000	
<b>Trail</b>										
US 1	construct	Stafford County to I-95/I-495			1st					\$2,476,000
Arlington – Local	construct	Local streets along I-95 and US 1 Corridor			2nd					\$339,000
Alexandria – Local	construct	Local streets along I-95 and US 1 Corridor			2nd					\$90,000
Fairfax County – Local	construct	Local streets along I-95 and US 1 Corridor			2nd					\$1,389,000
Trail along Metrorail	construct	Cameron Street to Crystal City			5th					\$620,000
VA 611 (Telegraph Road)	construct	S. Kings Hwy to N. Kings Hwy			6th					\$809,000
Capital Beltway Ramp	construct	I-95 to Route 1 (Richmond Highway)			7th					\$127,000
Potomac Heritage Trail	construct	Wharton Drive to Jefferson Davis Highway			8th					\$3,041,000
Potomac Parkway	construct	Old Stage Coach Road to New Cherry Hill Road Trail			8th					\$490,000
<b>Cost Totals:</b>						<b>\$312,600,000</b>	<b>\$88,000</b>	<b>\$1,812,500,000</b>	<b>\$25,664,000</b>	<b>\$9,381,000</b>

## Other Major Improvements (Outside Major Corridors)

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
<b>Highway</b>										
VA 123 Interchange	construct	@ International Drive			1st	\$66,000,000	\$19,500			
VA 123 Interchange	construct	@ Braddock Road			2nd	\$66,000,000	\$19,500			
Western Transportation Center	construct	I-95 in VA to I-270 in MD		4	4th	\$1,974,400,000	\$5,460,000			
Eastern Potomac River Crossing	construct	I-95 (Prince William/Stafford Co.) to US 301 in MD	-	6	5th	\$1,215,000,000	\$2,484,000			
<b>Reconstruction</b>										
US 15 turn lanes/roundabout	reconstruct	At US 50			1st	\$870,000				
<b>Transit</b>										
Light Rail (Columbia Pike Corridor)	construct	Baileys Crossroads/Skyline to Pentagon			1st	\$150,000,000		\$195,000,000	\$4,800,000	
Priority Bus (VA 236)	implement	City of Fairfax to Alexandria			1st			\$2,079,000	\$1,459,000	
<b>Trail</b>										
South County East-West Trail	construct	Manassas Clifton Trail to I-95			1st					\$4,439,000
James Madison Highway	construct	I-66 to New Road			2nd					\$2,083,000
John Marshall Highway	construct	I-66 to Lee Highway			2nd					\$536,000
US 50 (Lee Jackson Highway)	fill in 2 segments	Pleasant Valley Dr. to Sully Rd.			4th					\$102,000
VA 620 (Braddock Road)	construct	Guinea Rd. to Little River Turnpike			4th					\$329,000
VA 236 (Little River Tpk.)	construct	Wakefield Dr. to Van Dorn St.			4th					\$355,000
VA 123 (Ox Road)	construct	Clifton Road to Gordon Blvd.			7th					\$1,779,000
VA 784 (Dale Blvd.)	construct	Delaney Road to US 1			7th					\$1,304,000
VA 638 (Rolling Road)	construct	South County East-West Trail to I-95			7th					\$800,000
Gordon Blvd.	construct	US 1 to Commerce Street			7th					\$373,000
Holmes Run Trail	construct	Columbia Pike to Larston Drive			7th					\$308,000
Minnieville Road	construct	Dumfries Road to Spriggs Road			7th					\$215,000
George Mason Drive	construct	Old Dominion Dr. to Four Mile Run Dr.			7th					\$147,000

### Other Major Improvements (Outside Major Corridors) (continued)

Facility	Improvement	Limits	Number of Lanes		Priority within Improvement Category	Highway Capital Cost	Highway Maintenance Cost per Year (incremental)	Transit Capital Cost	Transit Operating & Maintenance Cost per Year	Trail Capital Cost
			From	To						
Arlington County	construct	Miscellaneous			14th					\$149,000
Fairfax County	construct	Miscellaneous			14th					\$729,000
Loudoun County	construct	Miscellaneous			14th					\$727,000
Prince William County	construct	Miscellaneous			14th					\$413,000
VA 234 Bypass North (VA 705)	construct	Nokesville to Evergreen Mill			18th					\$1,578,000
VA 15 (James Monroe Highway)	construct	Braddock Road to MD State line			18th					\$515,000
Charles Town Pike (VA 9)	construct	Harpers Ferry Road to Harry Byrd Hwy,			20rd					\$247,000
Lorton Road (US Bike 1)	construct	US 1 to Ox Road			20rd					\$262,000
Route 734	construct	US 50 to Harry Byrd Highway			22nd					\$366,000
VA 287 (Berlin Turnpike)	construct	W&OD Trail to Brunswike Bridge			23rd					\$815,000
Manassas Clifton Trail	construct	VA 28 to South County East-West Trail			23rd					\$498,000
Old Ox Road	construct	Loudoun Co. Pkwy to Herndon Parkway			23rd					\$189,000
VA 671 (Harpers Ferry Road)	construct	Harpers Ferry Bridge WV to Charles Town Pike			23rd					\$187,000
Fairview Avenue	construct	Center Street to PW Pkwy			27th					\$355,000
Aden Road (Bike Route 1)	construct	Fleetwood Drive to Dumfries Road			27th					\$157,000
Algonkian Parkway	construct	Harry Byrd Highway to Atlantic Blvd.			27th					\$138,000
Old Bridge Road	construct	Prince William Parkway to Poplar Lane			27th					\$128,000
Spriggs Road	construct	Hoadly Road to Dumfries Road			27th					\$117,000
Mt. Vernon Trail Ext.	construct	Potomac Heritage Trail to George Washington Memorial Parkway			32nd					\$1,199,000
US 50	construct	Fauquier County Line to Pleasant Valley Dr.			33rd					\$424,000
<b>Cost Totals:</b>						<b>3,472,270,000</b>	<b>\$7,983,000</b>	<b>\$197,079,000</b>	<b>\$6,259,000</b>	<b>\$21,870,000</b>