



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE
Wednesday, October 4, 2017, 10:00am

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

AGENDA

- I. Call to Order/Welcome** Chairman Nohe

Action

- II. Approve Summary Notes of September 8, 2017 PPC Meeting**
*Recommended Action: Approval [with abstentions
from those who were not present]*
- III. Approve the Recommendation to Adopt the TransAction Update**
Ms. Backmon, Executive Director
*Recommended Action: Approval of recommendation to the Authority
to adopt the TransAction Plan and associated Project List*
- IV. Approve the Recommendation of the Issuance of the Call for Regional
Transportation Projects for the FY 2018-2023 Six Year Program**
Mr. Jasper
*Recommended Action: Approval of recommendation to the Authority
to approve the Call for Regional Transportation Projects
for the FY2018-23 Six Year Program*

Discussion/Information

- V. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- VI. Adjourn**

Next Meeting: TBD



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Friday, September 8, 2017, 10:00am

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

MEETING SUMMARY

I. Call to Order/Welcome

Chairman Nohe

- Chairman Nohe called the meeting to order at 10:07am.
- Attendees:
 - **PPC Members:** Chairman Nohe (Prince William County); Chairman Bulova (Fairfax County); Chair Randall (arrived 10:20am) (Loudoun County); Chair Fisette (Arlington County); Mayor Rishell (City of Manassas Park).
 - **Authority Members and other Elected Officials:** Mayor Parrish (City of Manassas).
 - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal); Carl Hampton (Investment & Debt Manager); Michael Longhi (CFO); Peggy Teal (Assistant Finance Officer); Harun Rashid (Transportation Planner); Sarah Camille Hipp (Communications & Public Affairs Manager); Camela Speer (Clerk).
 - **Staff:** Sarah Crawford (Arlington County); Kristin Calkins, Karyn Moreland (Fairfax County); Ric Canizales, Brittany Martin (Prince William County); Wendy Sanford (City of Fairfax); Maria Sinner (VDOT); Todd Horsley, Ciara Williams (DRPT); Dan Goldfarb (NVTC).

Action

II. Approve Summary Notes of July 7, 2017 PPC Meeting

- Mayor Rishell moved approval of the July 7, 2017 meeting summary; seconded by Chairman Bulova. Motion carried unanimously, with abstentions from those not present at the July meeting.

Discussion/Information

III. Summary of TransAction Comments

Ms. Backmon, Executive Director

- Ms. Backmon stated the TransAction Update process is nearing its conclusion. She reviewed the various public engagement and public comment opportunities in the TransAction process to this point.
- Mr. Jasper stated the Authority received 663 public comments and added that they will be available on the TransAction website. He noted the importance of public comment in shaping the Draft TransAction Plan.
- Mr. Jasper summarized the highlights of the public comments for the Committee. He stated the bulk of the public comments on the Draft Plan were related to three candidate highway projects, which received strong opposition, with limited support:
 - ✓ Bi-County Parkway (ID# 226), between western Prince William County and eastern Loudoun County;
 - ✓ Outer Potomac River Crossing (ID# 24) between eastern Loudoun County and Maryland;
 - ✓ East Potomac River Crossing (ID# 87) between southern Prince William County and Maryland.
- Mr. Jasper summarized the remaining public comments received.
 - ✓ There were 16 general comments on the process used in the development of the Draft TransAction Plan. These comments generally expressed appreciation for the performance-based approach and the detailed planning followed in the process, while some expressed concern regarding the lack of details provided for the proposed projects and that the Draft Plan may not reach linguistic minorities. In response to these comments, NVTA staff is working to provide the final Draft Plan in multiple language translations. Following a brief discussion, there was consensus from the Committee that providing the document in English and Spanish would be acceptable.
 - ✓ Additional Draft Plan comments expressed concern regarding the density of the Draft Plan document. NVTA staff plans to address this in the final Draft Plan.
 - ✓ A third category of comments expressed concern that while many of the road projects may have multimodal components, the focus of the Draft Plan leans more toward roadway solutions. A segment of these comments also supported the Hillsboro traffic calming project. It was noted that this project is included in the Draft Plan.
 - ✓ There were additional project specific comments, but only a few per project and they expressed mixed support and opposition.
 - ✓ Generally, comments received regarding transit were supportive, recognizing and appreciating that transit projects were included in the Draft Plan.
 - ✓ There were 225 comments on bike-pedestrian projects, expressing wide support.

- ✓ A few comments supported Travel Demand Management programs, such as telecommuting and carpools.
- ✓ Additional comments expressed the need for more safety improvements.
- ✓ There were 12 comments regarding the ongoing Route 28 Study and these comments will be shared with and addressed through the study team.
- ✓ Other comments received were very general in nature and have been acknowledged.

(Chair Randall arrived.)

- Mr. Jasper stated that in addition to reviewing and analyzing the public comments received, the Draft Project List is also under review. He noted that a few project additions and clarifications had been requested and were being reviewed, including:
 - ✓ The Town of Herndon requested two additional projects be added. The projects were included in the original TransAction analysis, but were not included in the final project list. In response to Chairman Nohe's question, Mr. Jasper stated that the TransAction process was both top down and bottom up. While these two projects were part of the initial process, the list was then narrowed to projects that made the most impact, causing several projects to be dropped from the list prior to additional model runs.
 - ✓ Some jurisdictions have made additional requests to clarify the wording of various project descriptions.
 - ✓ In addition, the TransAction consultant has suggested some changes arising from consistency corrections. These will be addressed in final Draft List.
 - ✓ Some project duplications have been found and will be removed.
 - ✓ None of the requested changes have any meaningful impact on the technical analysis of the Draft Plan.
- Mr. Jasper concluded that the update to TransAction satisfies the legal threshold of HB 2313, and that TransAction does not commit the Authority to fund any of these projects. Mr. Jasper stated that NVTA staff recommends the inclusion of all projects in the Draft Plan. Mr. Jasper explained that TransAction has a 2040 horizon and that if only current fully funded projects are built, travel conditions are forecast to considerably worsen by 2040. He added that Northern Virginians consider the region's travel conditions to be the greatest factor influencing their quality of life. Mr. Jasper stated that the inclusion of all projects in TransAction provides the Authority with funding options until the next update in five years. He added that the Draft Plan intentionally includes more projects than can be funded, as TransAction is fiscally unconstrained.
- Mr. Jasper reviewed the Authority's process for approving projects for funding. He noted that the Six Year Program would be updated every two years. Ms. Backmon added that this timing has been established to synchronize with the Commonwealth's Smart Scale funding cycle.
- Ms. Backmon reviewed the application process for the Six Year Program.

- Chair Fisette recommended the NVTa explore all opportunities to further enhance coordination with the Transportation Planning Board (TPB). Ms. Backmon acknowledged this and responded that she coordinates regularly with Mr. Srikanth and the TPB.
- Ms. Sinner asked if a new model run would be required if a significant project were to be removed from or added to the Plan. Ms. Backmon responded yes.. Chairman Nohe added that if a significant project was removed from TransAction, a new model run would be required, adding that there would need to be a threshold as to what would require this.
- Chairman Nohe stated that the project description included in the Draft Plan for the Bi-County Parkway is inaccurate, adding that the definition of the project has been broadened. Mr. Jasper responded that there has been a request from Prince William County staff to review what was in the model run with regard to this project. He added that the project was correctly modeled and the description in the project list needs to be reviewed to ensure consistency with what was modeled. Ms. Backmon stated this would be handled as part of the “clean up” of the Draft List. Chair Randall noted that this project is also in Loudoun’s Comprehensive Plan. Mr. Jasper responded that Loudoun County staff would be included in the verbiage discussion.
- Chairman Nohe noted that the VRE Broad Run Station expansion is in the Draft Plan and is now likely to be advanced more quickly as a result of the I-66 Outside the Beltway Concessionaire Payment. He stated that the implementation of this project will likely require additional roadway work to support the project. He asked NVTa staff to review and consider whether the project description can be changed to include access improvements. It was suggested this change not name specific roads, but just note access improvements. Ms. Backmon supported this suggestion and confirmed that NVTa staff will review this request.
- Chair Fisette suggested this approach could apply to other VRE Manassas Line stations as well.
- Mayor Parrish asked for clarity regarding the project description for the Bi-County Parkway and whether this may affect the requirement to eliminate the Route 29/Sudley Road intersection. Chairman Nohe responded that the original definition of the Bi-County Parkway in the Corridor of Statewide Significance simply defines a two-mile stretch of land through which a future road might go.

IV. NVTa Update

Ms. Backmon, Executive Director

- Ms. Backmon stated that the next Authority meeting will be Thursday, September 14, 2017. She informed the Committee that the meeting would include a recommendation on draft comments regarding the proposed Smart Scale modifications and an overview of the Authority’s draft Strategic Plan.

Adjournment

V. Adjourn

- The meeting adjourned at 11:07am.

DRAFT

TransAction Plan

October 2017



TransAction is the multimodal transportation master plan for Northern Virginia. It is a long range plan addressing regional transportation needs through 2040. The Plan focuses on eleven major travel corridors in Northern Virginia, and identifies over 350 candidate regional projects for future transportation investments to improve travel throughout the region. TransAction is not bound to any budget, and proposes more projects than can realistically be funded. The results of TransAction are used to inform the NVTA's Six Year Program for capital funding, guiding decisions about which transportation improvements the NVTA should prioritize for investment.

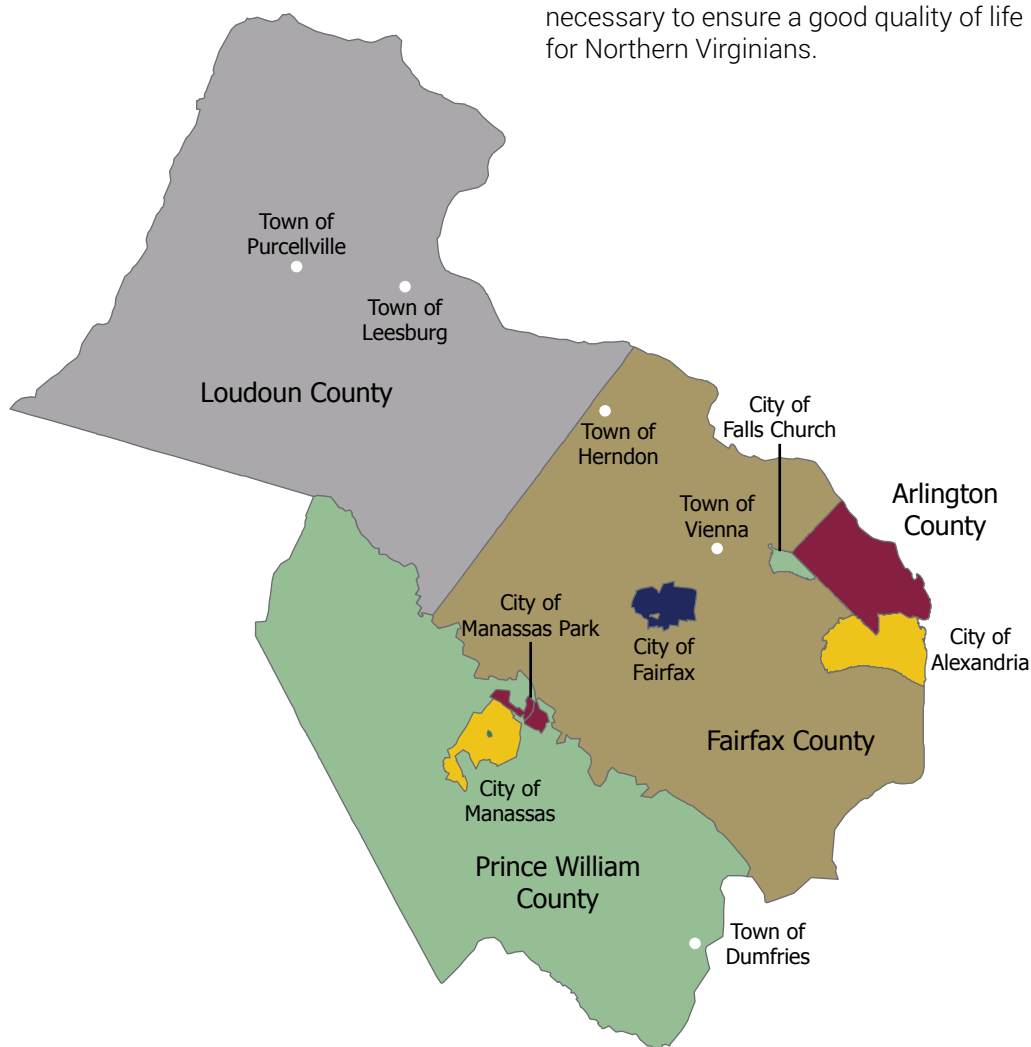
By 2040, population in Northern Virginia is forecast to increase by 24 percent, and employment by 37 percent. While this is great for the region's economic vitality,

this growth is expected to increase traffic congestion and crowding on bus and rail services. Transportation investments, such as those included in TransAction, are necessary to ensure a good quality of life for Northern Virginians.

TransAction is developed and maintained by the Northern Virginia Transportation Authority ("NVTA" or "the Authority"). The NVTA is a regional body that is focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions.



For more info about the TransAction Plan including the TransAction Project List:
nvtatransaction.org

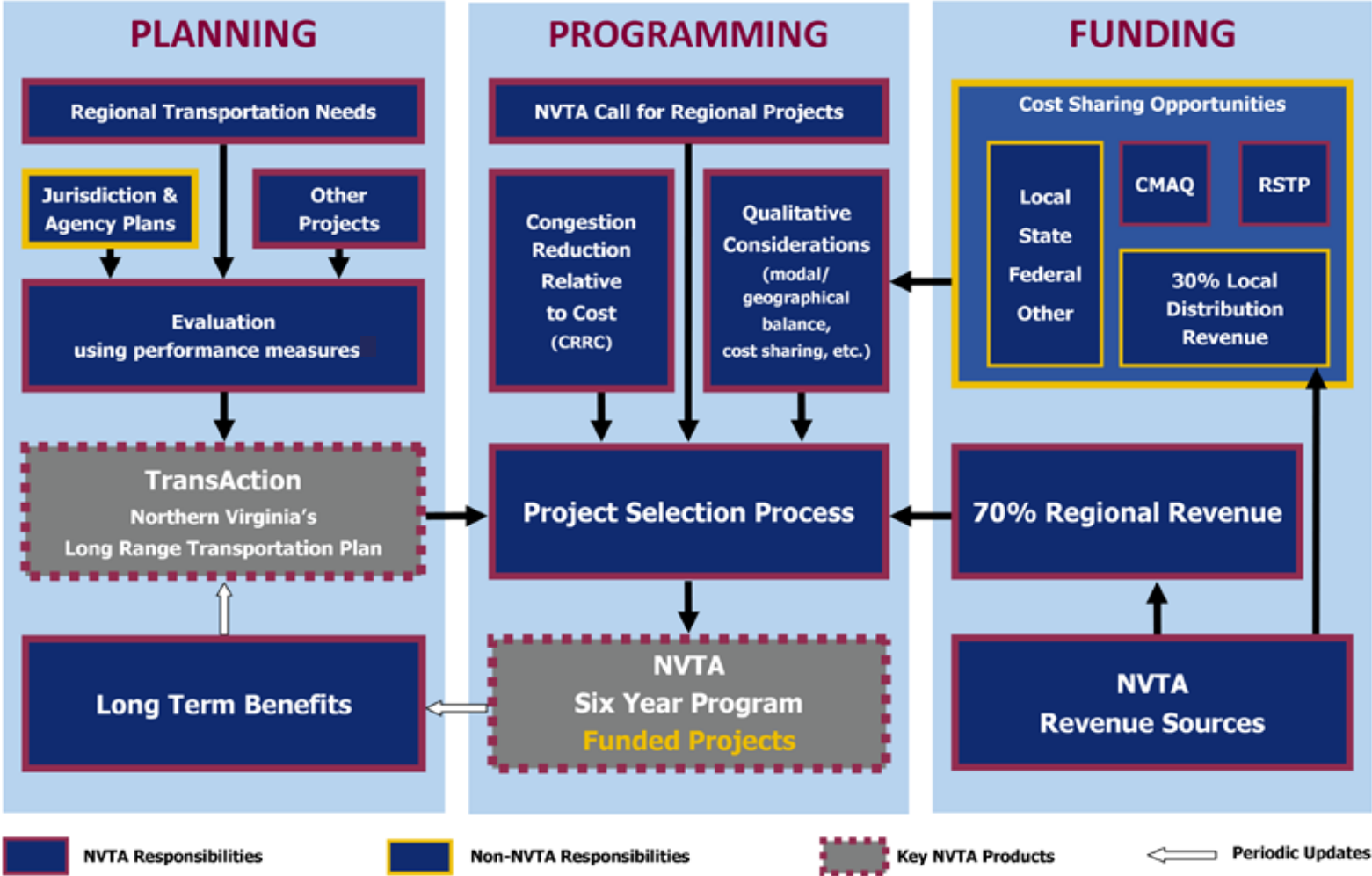




What Does The NVTA Do?

NVTA's Function

The NVTA's two key products are the TransAction Plan and the Six Year Program, which funds projects. This chart shows the many interrelated factors that go into creating those products.



TransAction is one of the NVTA's two key products. In addition to meeting various State mandates*, TransAction is an important input to the NVTA's other key product – the Six Year Program of funded projects. Subject to available revenues, the NVTA will decide in Spring 2018 which of the more than 350 projects included in TransAction will be selected for inclusion in the Six Year Program.

** Virginia Code mandates that the NVTA is responsible for developing and maintaining the long range transportation plan for Northern Virginia. Any project to be included in the NVTA Six Year Program must be evaluated in accordance with a state-mandated process referred to as HB 599, which takes its name from legislation enacted by the Virginia Assembly in 2012.*

How Was Performance Measured In TransAction?

"In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth. Investments in the system will provide effective transportation benefits, 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 that is fiscally sustainable."

- TransAction Vision Statement

Robust Process

TransAction uses a performance-based planning approach that allows policies and goals to be expressed in quantifiable terms, and creates an analytical framework to determine the degree to which different investment packages meet the goals. This approach is intended to lead to a more systematic and analytical selection process for investment priorities.

The table below outlines the goals, objectives, and performance measures that were developed to provide this analytical framework to guide the TransAction Plan.

Evaluation Using Performance Measures

In order to account for all 15 performance measures, an overall performance rating was developed. Each performance measure was assigned a weight of either five or ten percent, together totaling 100 percent. The score for each performance measure is multiplied by these weights to generate a total rating. These calculations were performed at a fine-level of geographic detail for comparisons between existing conditions and 2040 conditions with and without the TransAction Plan.

Vision: The vision statement articulates a preferred idealized state.



Goals focus on priorities and outcomes the region desires to move toward.



Objectives are measurable and targeted actions that result in incremental but tangible advancement toward the stated goals.



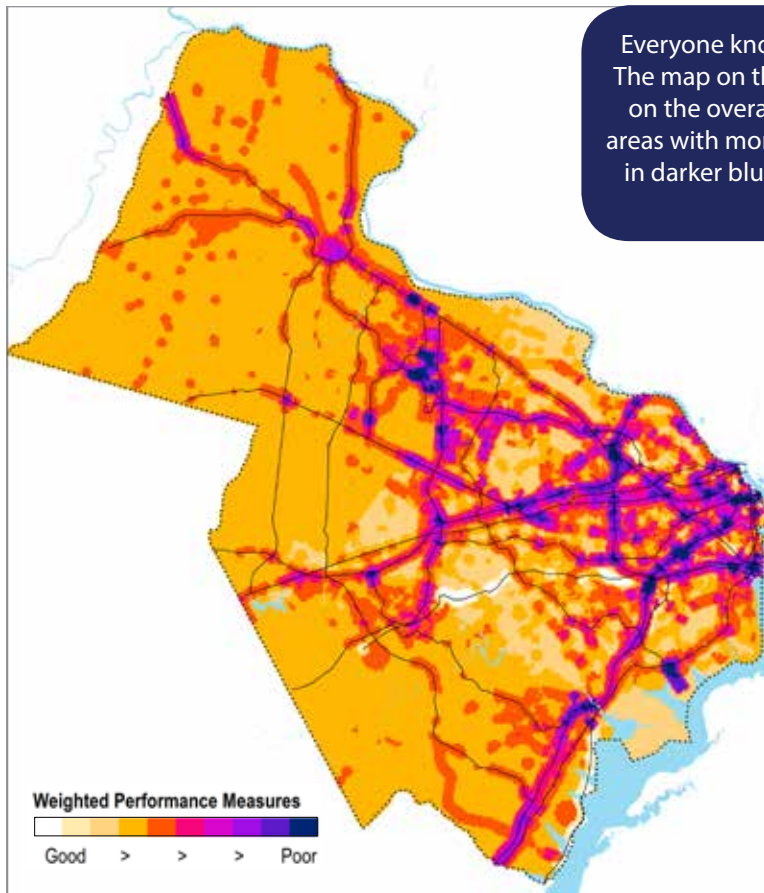
Performance Measures are used to evaluate potential performance of the transportation network. They derive from the stated objectives.

| Goal | Objective | Performance Measure | Weight |
|--|---|--|--------|
| Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation | Reduce congestion and crowding experienced by travelers in the region | Total person hours of delay* | 10% |
| | | Transit crowding* | 5% |
| | | Person hours of congested travel in automobiles* | 5% |
| | | Person hours of congested travel in transit vehicles* | 5% |
| | Improve travel time reliability | Congestion severity: maximum travel time ratio | 5% |
| | | Congestion duration* | 10% |
| | Increase access to jobs, employees, markets, and destinations | Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit | 5% |
| | | Access to jobs within 45 minutes by auto or within 60 minutes by transit* | 5% |
| | Improve connections among and within areas of concentrated growth | Average travel time per motorized trip between Regional Activity Centers | 5% |
| | | Walkable/bikeable environment within a Regional Activity Center | 5% |
| Goal 2: Enable optimal use of the transportation network and leverage the existing network | Improve the safety of transportation network | Safety of the transportation system | 5% |
| | Increase integration between modes and systems | First and last mile connections | 10% |
| | Provide more route and mode options to expand travel choices and improve resiliency of the system | Share of travel by non-SOV modes | 10% |
| | Sustain and improve operation of the regional system | Person hours of travel caused by 10% increase in PM peak hour demand* | 5% |
| Goal 3: Reduce negative impacts of transportation on communities and the environment | Reduce transportation related emissions | Vehicle miles traveled (VMT) by speed | 10% |

* Measure included in HB 599 rating process.

What Are Today's Transportation Conditions?

2016 Overall Performance Rating Map

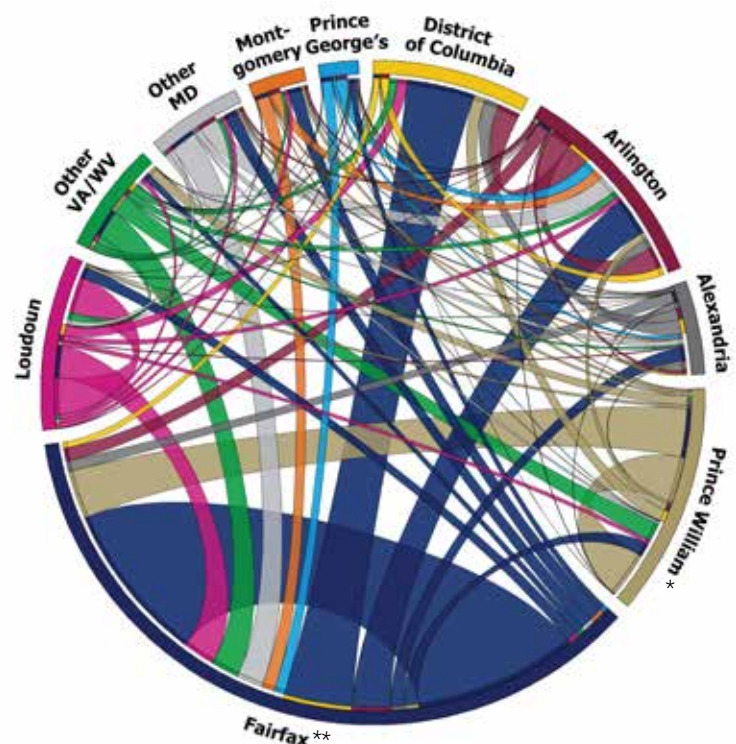


Everyone knows that transportation is a major concern in Northern Virginia today. The map on this page highlights some of the existing problems in the region based on the overall weighted performance rating. As expected, the analysis highlights areas with more severe issues along all of the major corridors in the region, as shown in darker blue. These locations correspond with areas of concern identified by the public during TransAction's outreach efforts.

2016 Origin-Destination Commute Travel Patterns

The focus of TransAction is on accommodating regional travel. The circular diagram to the right shows the proportion of people commuting between the jurisdictions in Northern Virginia each day. The graphic illustrates that the majority of regional travel in Northern Virginia tends to stay within the same jurisdiction. Travel for non-commute purposes is even more likely to stay within a single jurisdiction, as the average trip length for these types of trips is much shorter.

In order to address regional traffic problems, Northern Virginia must address both short and long-distance travel needs.



Average Trip Length

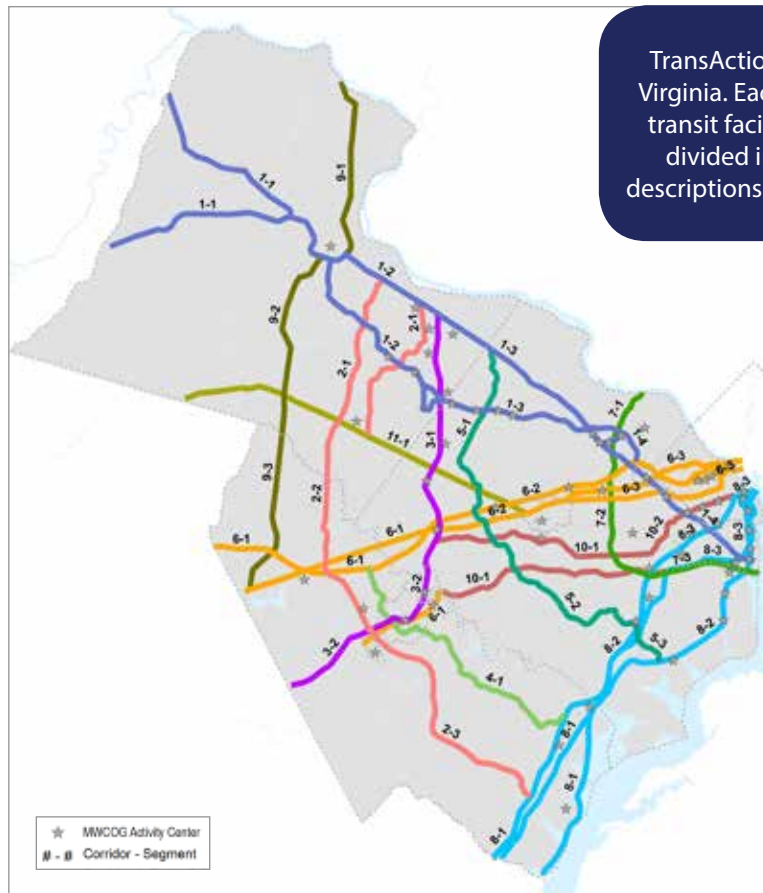


* Includes trips for the independent cities of Manassas and Manassas Park.

** Includes trips for the independent cities of Fairfax and Falls Church.

What Is Included In The Plan?

TransAction Corridor Segments



TransAction focuses much of its analysis on eleven major corridors in Northern Virginia. Each corridor is multimodal in nature and includes roadway and parallel transit facilities. Because conditions vary along these corridors, they are further divided into 28 Corridor Segments as shown in the map to the left. Detailed descriptions of the boundaries of each segment can be found in the table on page 10.

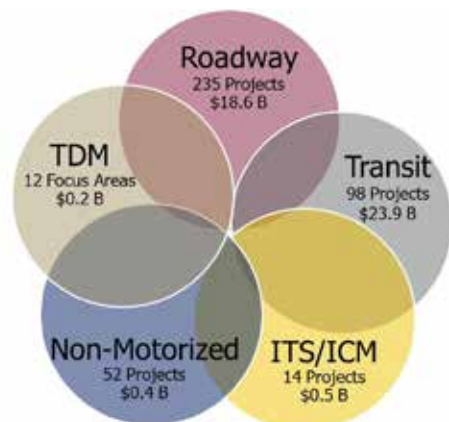
- Corridor 1: Route 7/Dulles Toll Road/Silver Line
- Corridor 2: Loudoun County Pkwy/Bi-County Pkwy/Route 234
- Corridor 3: Route 28
- Corridor 4: Prince William Pkwy
- Corridor 5: Fairfax County Pkwy
- Corridor 6: I-66/US 29/US 50 Inner/Orange-Silver Line/VRE Manassas
- Corridor 7: I-495 Beltway
- Corridor 8: I-95/I-395/US 1/VRE Fredericksburg/Blue-Yellow Line
- Corridor 9: US 15
- Corridor 10: Columbia Pike/Braddock Rd/VRE Manassas
- Corridor 11: US 50 Outer

TransAction: 352 projects
Estimated Cost: \$43.2 billion

The Plan

A balanced set of projects, programs, and policies will be needed to achieve the region's goals. The Plan includes 352 regionally significant transportation projects and programs, at an estimated cost of \$43.2 billion. However, \$10-13 billion of this cost estimate is associated with project components outside of Northern Virginia, and can only be funded and implemented in partnership with neighboring jurisdictions.

The projects vary in scope from targeted intersection and sidewalk improvements at specific locations to mega-projects involving the expansion of freeway facilities and extension of heavy rail transit lines. Transportation projects included in the Plan comprise a variety of multimodal elements including roadway, transit, TDM, non-motorized, ITS, and ICM improvements. The diagram above recognizes that some projects encompass more than one multimodal element.



Roadway: Includes the construction of new roads, capacity improvements on existing roads, and/or reconfiguration of existing roads.

Transit: Includes Metrorail extensions, capacity and service enhancements for Virginia Railway Express (VRE), new Light Rail Transit (LRT) and Bus Rapid Transit (BRT) lines, improvements to existing bus and rail services, and station access improvements.

Transportation Demand Management (TDM): A set of services designed to provide commuters with alternative options to driving alone by providing information, programs, and incentives to encourage a shift in traveler mode.

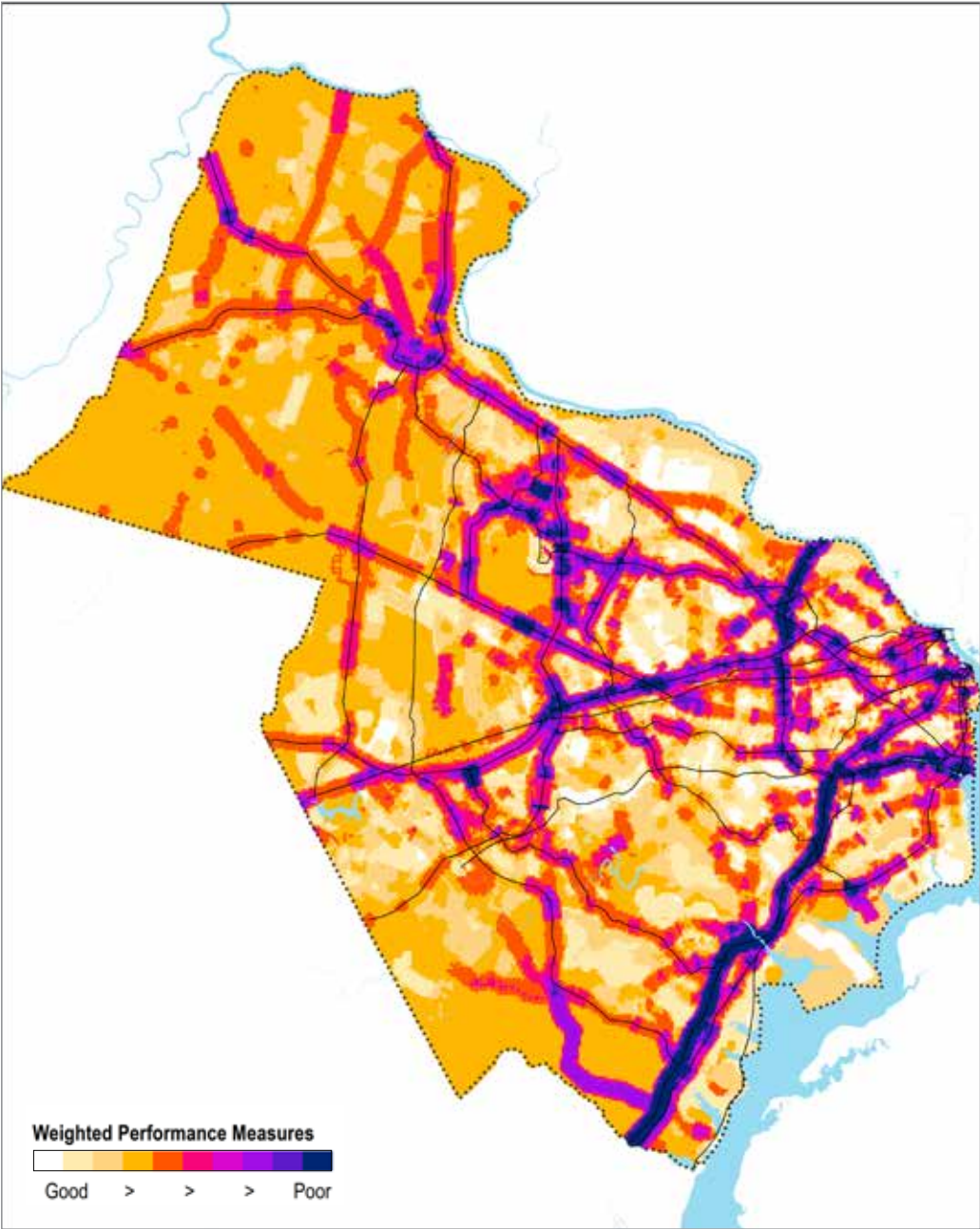
Non-Motorized: Includes bicycle and pedestrian improvements that address key connectivity in the region.

Intelligent Transportation Systems (ITS): Includes information and communication technologies to share traffic data, optimize system management and operations, provide information to travelers in real-time, and improve safety.

Integrated Corridor Management (ICM): Addresses congestion and mobility along a corridor by making more thorough use of all the available facilities in a corridor, including parallel roadways and transit.

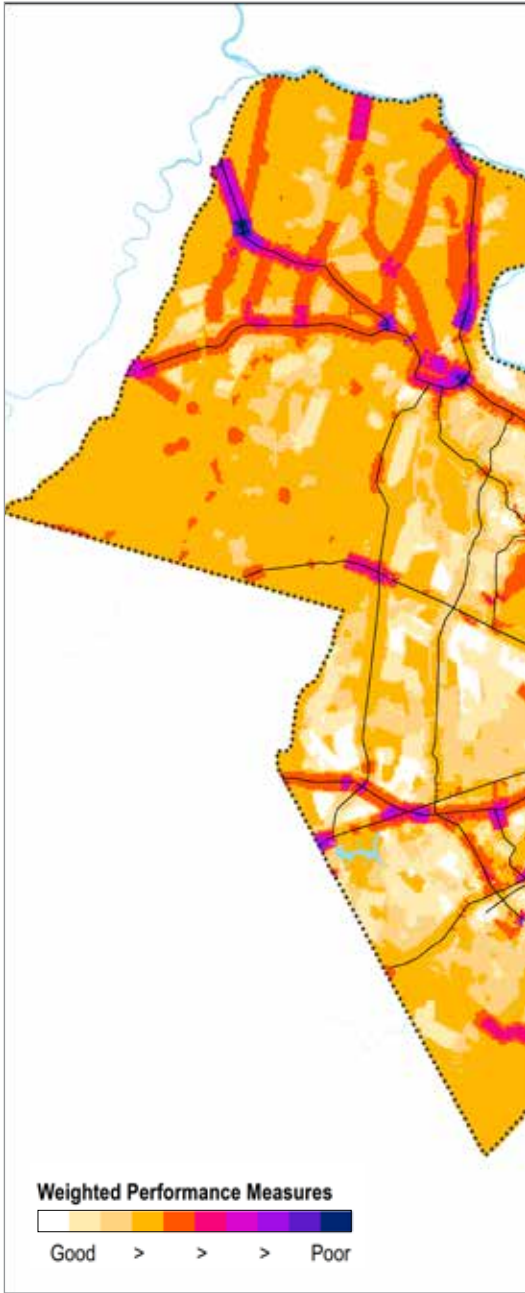
What Are The Benefits Of The Plan?

2040 'No Build' Overall Performance Rating



This map shows the overall performance rating for the Northern Virginia region under the 2040 'No Build' conditions. Areas shown in darker blue perform worse based on this rating, which combines the 15 performance measures. The 2040 'No Build' includes only projects that are already fully funded.

Plan Overall Performance Rating



This map shows the overall performance rating for the Northern Virginia region under the implementation of the 352 candidate projects. As shown, many of the major corridors in Northern Virginia show significant improvement in transportation conditions.

Performance of the regional transportation system, measured across the 15 TransAction measures, shows significant improvement across most of Northern Virginia. These benefits are most apparent along I-66, I-495, I-95, Loudoun County Parkway, Route 28, and portions of Route 7.

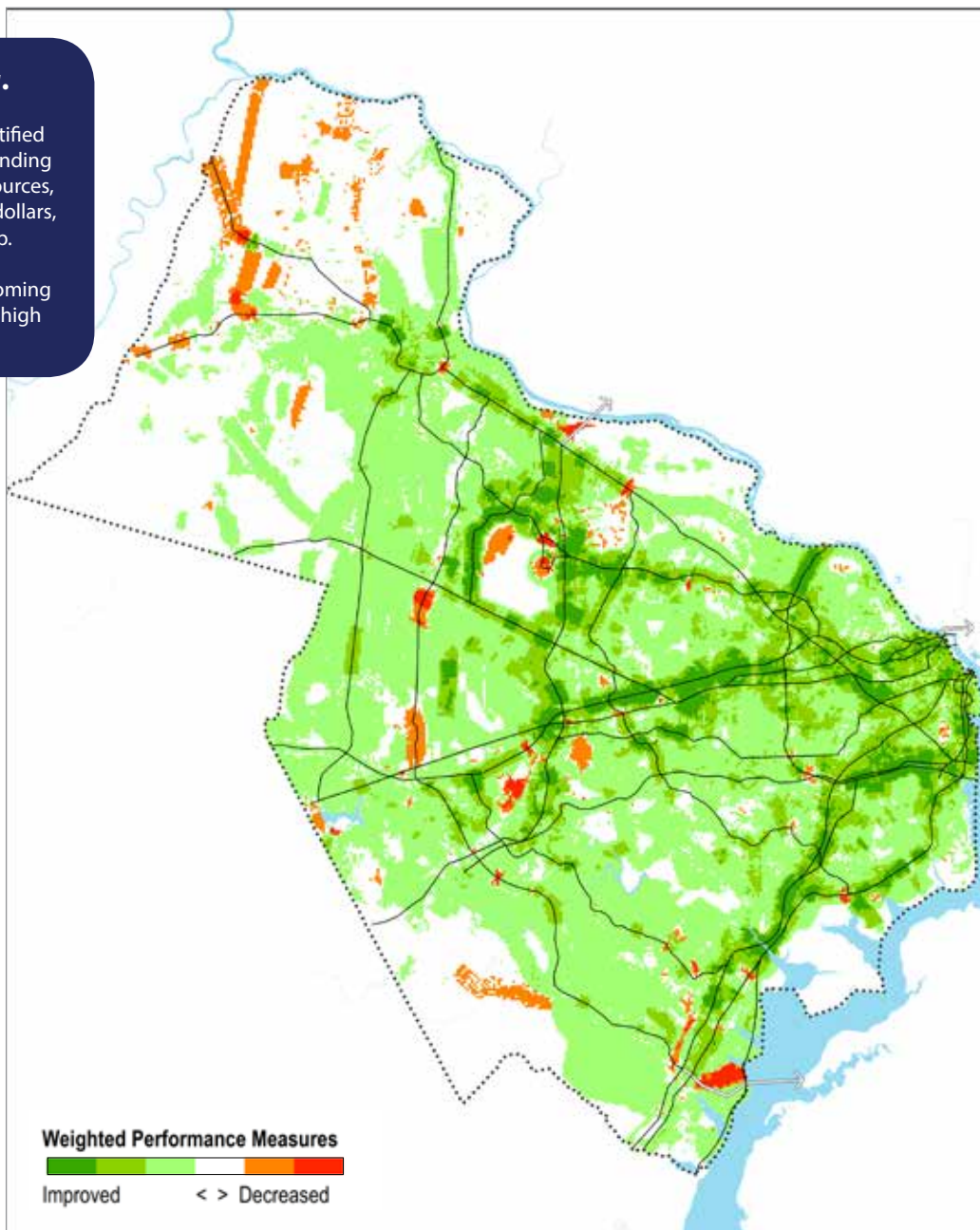
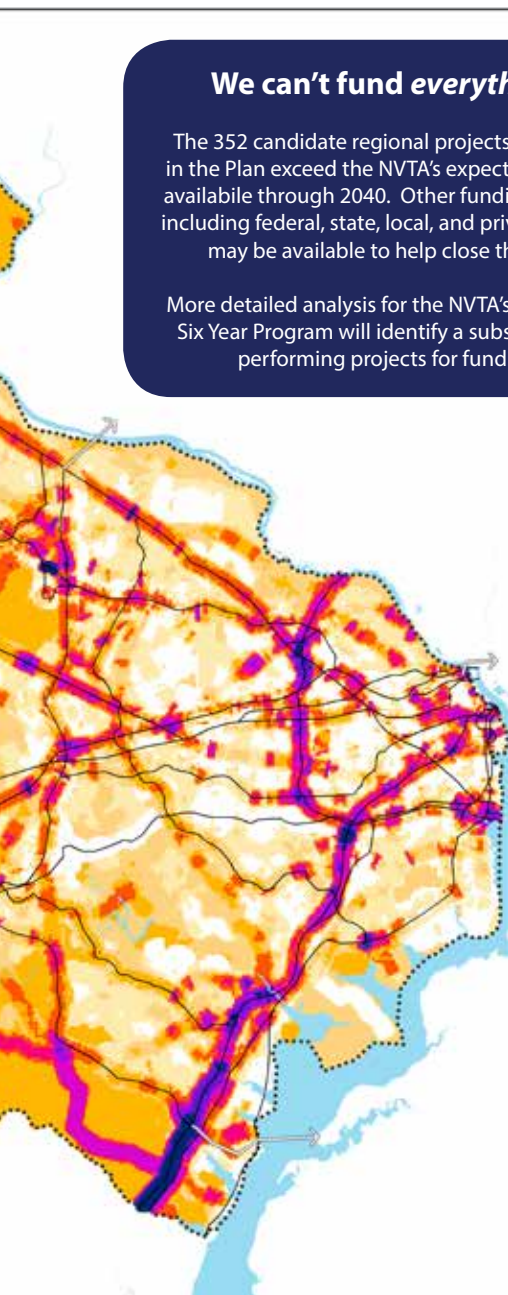


Plan Compared to 2040 'No Build' - Overall Performance Rating

We can't fund *everything*.

The 352 candidate regional projects identified in the Plan exceed the NVTa's expected funding available through 2040. Other funding sources, including federal, state, local, and private dollars, may be available to help close the gap.

More detailed analysis for the NVTa's upcoming Six Year Program will identify a subset of high performing projects for funding.



ating for the Northern Virginia region with regional projects of the TransAction Plan. Northern Virginia will experience significant s with the implementation of TransAction.

This map shows the change in the overall performance rating caused by the implementation of the Plan. Areas shown in green are forecast to experience an improvement in conditions with implementation of the Plan, while areas shown in orange are forecast to perform worse than without the Plan.

There are several locations where conditions get worse with the Plan. One reason for this is that new facilities carry no traffic and therefore experience no congestion before their construction, but do experience some afterwards. Another reason is the diversion of traffic onto facilities that cannot be widened for various reasons (designated scenic byways, right-of-way limitations, etc.). This is particularly the case in some of the outer suburbs, especially in western Loudoun County where increases in congestion are causing decreases in performance.

What Are The Benefits Of The Plan?

Plan - Northern Virginia Statistics

| Daily Measures | 2016 | 2040 'No Build' | Plan | Change from 'No Build' |
|------------------------------------|--------|-----------------|--------|------------------------|
| Transit Boardings | 1.0 M | 1.4 M | 1.6 M | 14% increase |
| Person Trips in Motorized Vehicles | 8.74 M | 10.5 M | 10.6 M | 1% increase |
| Person-Miles of Travel | 105 M | 125 M | 125 M | 0.4% decrease |
| Person-Hours of Travel | 3.30 M | 5.81 M | 4.45 M | 24% decrease |
| Person-Hours of Delay | 1.01 M | 3.03 M | 1.70 M | 44% decrease |
| Person-Hours of Delay per Capita | 0.42 | 1.01 | 0.57 | 44% decrease |
| Service Hours of Crowded Transit | 10,800 | 20,100 | 7,200 | 64% decrease |

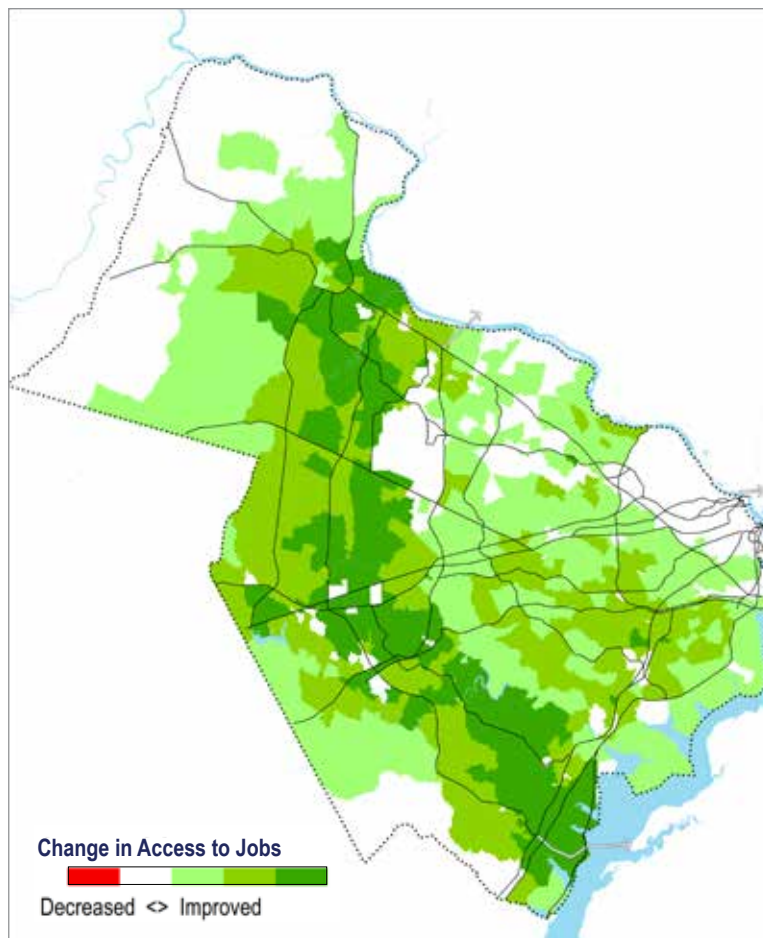
Overall, the results of this analysis show that the improvements included in the Plan benefit the entire Northern Virginia region and improve travel conditions in all corridors when compared to the 2040 'No Build' conditions.

The Plan will save each Northern Virginian an average of **27 minutes** each day.

Some of the major improvements noted on a regional level include:

- Improved travel conditions on all corridors.
- Noticeable reductions in person-hours of travel (24 percent) and person-hours of delay (44 percent), despite a slight increase in motorized trips in the region.
- Significant decrease in transit crowding (64 percent) to below 2016 levels, in part due to the inclusion of expansions to the regional transit network such as BRT and Metrorail expansions. This improvement is achieved with a simultaneous 14 percent increase in transit ridership.
- Marginal decrease in person-miles traveled.
- Job accessibility is noticeably improved for residents in a broad corridor from Leesburg to Dumfries because of improvements in the Plan. This means that more people will have access to more jobs.
- Improvements in walkability and bikeability in areas of high residential and employment density throughout Northern Virginia.
- Residual problem areas include I-95 and I-495.

Plan Compared to 'No Build' - 2040 Job Accessibility



| Regional Totals | 2016 | 2040 | Change |
|-----------------|--------|--------|--------|
| Population | 2.41 M | 2.99 M | 24% |
| Employment | 1.36 M | 1.87 M | 37% |

Benefits vary across the region, with different areas seeing varying levels of improvements in different performance measures. The improvements caused by the Plan are significant, but in most cases are not enough to bring the region back to 2016 conditions. This is primarily due to the 24 percent increase in population and the 37 percent increase in employment that are forecast for the region by 2040.

Improved Access to Jobs

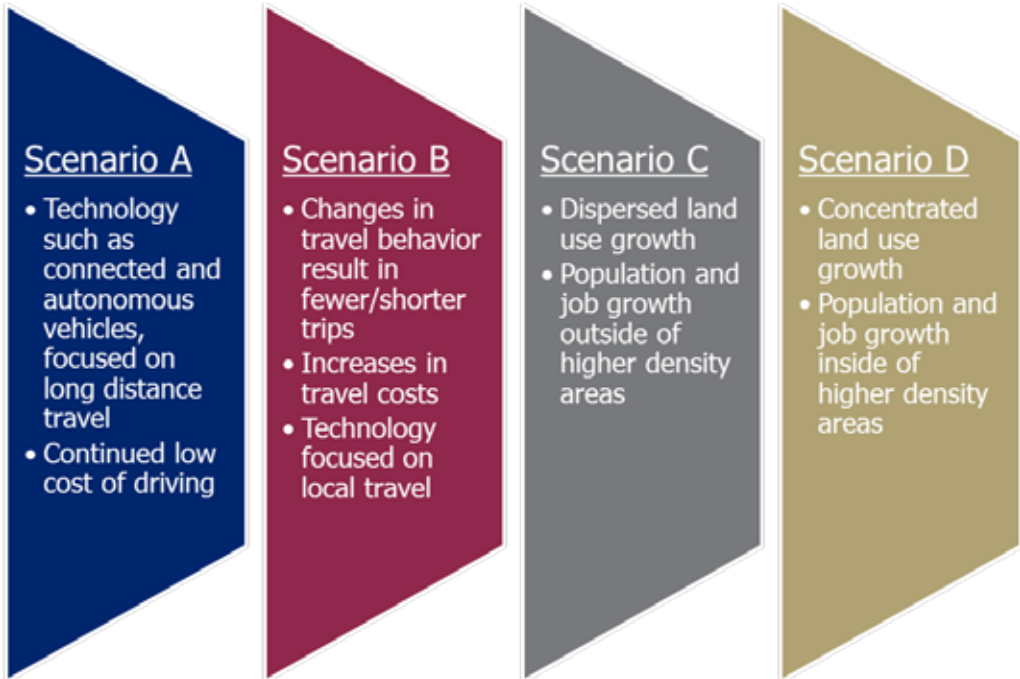
Accessibility is an important consideration in the Plan. The performance measure that looks at the increase in the average number of regional jobs that are accessible from households in Northern Virginia, assuming a 45-minute commute via auto or a 60-minute commute via transit is shown in this graphic. The Plan results in widespread improvements in accessibility to jobs throughout the region with the greatest improvements in a wide swath of suburban communities in Loudoun and Prince William Counties, stretching from Leesburg in the north to Dumfries in the south. Improvement tends to be lower inside the Beltway, as jobs are already highly accessible in this area.

TransAction is built on standard assumptions for the region about future growth and technology. But what if the future is different from what we've assumed? To test TransAction's resiliency against an unpredictable future, four Stress Tests were performed, each analyzing TransAction's performance against significantly different assumptions about land use, technology, and travel behavior.

Transportation is in the midst of a series of quiet but profound revolutions. Travelers in the future will have choices that go beyond private cars or bus and rail transit. Many of these changes will take advantage of new technology, with some of the most dramatic changes yet to come. Some of the factors that present a high degree of uncertainty in the long-term include:

- Demographic characteristics and preferences;
- Development patterns;
- Activity patterns;
- Connected and autonomous vehicles;
- Shared travel;
- Economics;
- Freight and goods movement;
- Climate change and world events;
- Information and management technologies; and
- Policy and legal evolution.

Four alternative future scenarios were analyzed as part of the TransAction planning process that investigated the impacts of these trends on transportation conditions in 2040. This range of



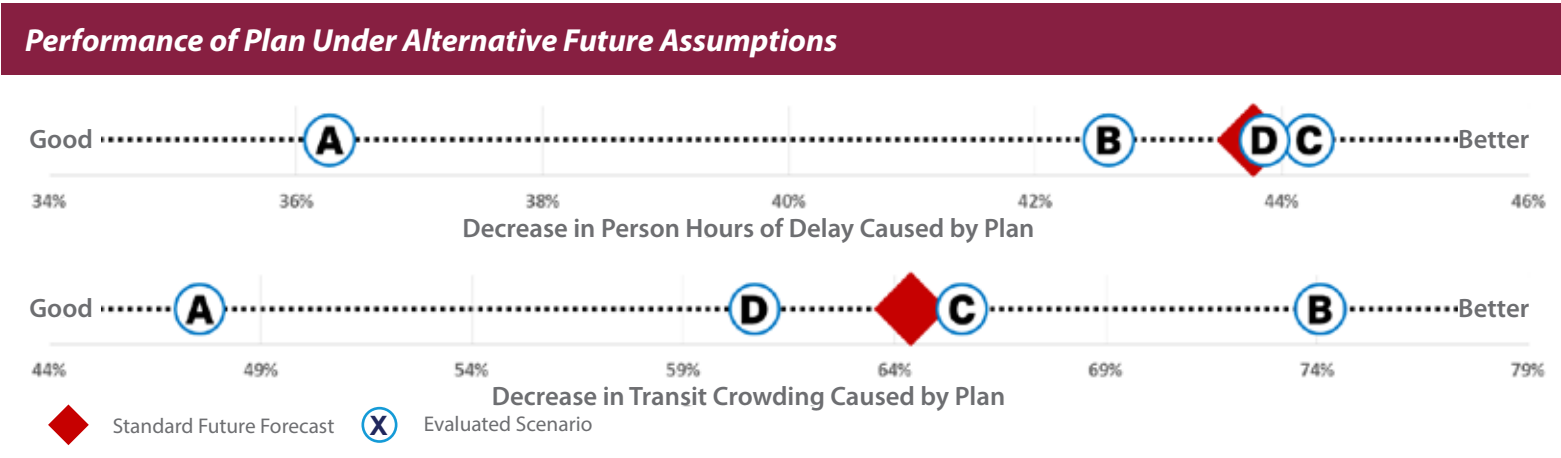
possible futures was developed to test the resiliency of improvements. It does not attempt to identify or assess every possible future, nor does it try to establish one exact picture of the future. Instead, this scenario planning effort defines a limited number of futures that — between them — encompass a wide array of potential outcomes resulting from a number of changing factors.

Sensitivity Results

The results show that the Plan does provide significant benefits under each of the potential alternate futures, although the percent improvement varies by performance measure across the scenarios. The figures below show the percent improvement achieved for two key performance measures for each of the alternative scenarios, as compared to

the standard future forecasts (as shown by the red diamond). For example, these graphics show that the Plan achieves a larger reduction in transit crowding under Scenarios C and B, than the standard future forecast. Benefits are forecast for most areas across the region under each of the alternate future scenarios tested.

These results indicate that the Plan is likely to provide benefits to Northern Virginia regardless of any of the major trends highlighted, but these trends should be monitored to identify potential future impacts.



What Did We Learn?

The impact of the 352 projects included in the Plan was analyzed for each Corridor Segment. The overall performance rating for each Corridor Segment is shown in the table to the right. These performance ratings combine the 15 performance measures detailed on page 3, summed for each of the Corridor Segments. These scores quantify the improvement across these measures caused by the Plan, relative to each other. Therefore, the Corridor Segment with the highest rating will see the greatest improvement for the most travelers.

Findings

The major findings from this analysis include:

- Northern Virginia faces unprecedented levels of travel demand, delay, and transit crowding in 2040.
- No single project, program, or policy will address all of the region's transportation needs.
- Projected regional revenues through 2040 would only fund less than a quarter of the total estimated cost of the 352 candidate regional projects in the Plan.
- Emerging trends in technology and travel preferences may improve travel conditions in 2040.
- Segments with the highest performance ratings are generally those that include a combination of acute travel issues, high volumes, and major candidate regional projects. Segments with the lowest performance ratings generally have less acute travel conditions and/or serve fewer travelers.



| Segment | Description | Performance Rating |
|---------|--|--------------------|
| 8-3 | I-395/US 1/VRE Fredericksburg/Blue Yellow Line — I-495 to Potomac River | 65.8 |
| 7-3 | I-495 — I-95 to Woodrow Wilson Bridge | 59.2 |
| 6-2 | I-66/US 29/US 50/Orange Silver Line — Rt. 28 to I-495 | 58.1 |
| 1-4 | Rt. 7/Dulles Toll Road/Silver Line — Tysons to US 1 | 54.7 |
| 8-2 | I-95/US 1/VRE Fredericksburg — Prince William County Line to I-495 | 54.6 |
| 6-3 | I-66/US 29/US 50/Orange Silver Line — I-495 to Potomac River | 49.5 |
| 8-1 | I-95/US 1/VRE Fredericksburg — Stafford County Line to Fairfax County Line | 48.5 |
| 10-1 | Braddock Road/VRE Manassas — Rt. 28 to I-495 | 45.4 |
| 2-1 | Loudoun County Parkway/Belmont Ridge Road — Rt. 7 to US 50 | 43.9 |
| 11-1 | US 50 — Fauquier County Line to City of Fairfax | 42.3 |
| 3-1 | Rt. 28 — Rt. 7 to I-66 | 40.7 |
| 6-1 | I-66/US 29/VRE Manassas — Prince William County Line to Rt. 28 | 40.5 |
| 1-3 | Rt. 7/Dulles Toll Road/Silver Line — Rt. 28 to Tysons | 39.9 |
| 7-1 | I-495 — American Legion Bridge to I-66 | 39.6 |
| 10-2 | Columbia Pike/Braddock Road — I-495 to Pentagon | 35.8 |
| 1-2 | Rt. 7/Dulles Greenway — Town of Leesburg to Rt. 28 | 34.5 |
| 4-1 | Prince William Parkway — I-66 to I-95 | 34.2 |
| 7-2 | I-495 — I-66 to I-395 | 33.0 |
| 5-2 | Fairfax County Parkway — US 50 to Rolling Road | 31.0 |
| 5-1 | Fairfax County Parkway — Rt. 7 to US 50 | 27.0 |
| 5-3 | Fairfax County Parkway — Rolling Road to US 1 | 26.4 |
| 3-2 | Rt. 28 — I-66 to Fauquier County Line | 24.9 |
| 2-3 | Rt. 234 — I-66 to I-95 | 21.0 |
| 1-1 | Rt. 7/Rt. 9 — West Virginia state line to Town of Leesburg | 15.8 |
| 9-2 | US 15 — Rt. 7 to I-66 | 13.6 |
| 9-1 | US 15 — Potomac River to Rt. 7 | 11.8 |
| 2-2 | North-South Corridor/Bi-County Parkway — US 50 to I-66 | 7.7 |
| 9-3 | US 15 — US 50 to US 29 | 5.8 |

A larger map of the corridor segments is included on Page 5.

What Happens Next?

The NVTA will use TransAction to develop a Six Year Program, providing money to implement multimodal transportation projects across Northern Virginia.



At key decision points, the NVTA will:

Use TransAction to Develop the Six Year Program.

- > Pursue targeted, multimodal, regionally-coherent strategies to address the region's transportation needs that are consistent with the region's priorities and the varying geographies of the region.
- > Work with member jurisdictions and regional stakeholders to work across jurisdictional boundaries, wherever possible, to address the region's transportation needs.
- > Work with member jurisdictions and regional stakeholders to consider the potential for near term approaches such as:
 - New, improved, and expanded transit services;
 - New regional TDM strategies that complement existing TDM programs;
 - New and existing technology systems; and
 - Completion of ongoing construction of roadway and multimodal projects.
- > Emphasize the importance of maximizing use of additional funding sources as a factor during the development of the FY2018-23 Six Year Program.
- > Assure that each project fully captures improvements for all applicable modes and users.

Monitor Emerging Trends.

Monitor emerging trends and report significant changes on an annual basis. Based on these trends, the NVTA will:

- > Consider additional analysis to identify potential subsets of projects that complement emerging trends.
- > Explore proactive policy guidance associated with emerging trends, such as:
 - Public education regarding potential new transportation technologies.
 - Integration of human-driven and Connected/Autonomous Vehicles in different geographies across the region.
 - Development of complementary transit and shared mobility services.



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TransAction Plan Project List

October 2017

This project list includes a brief description of the 352 candidate regional transportation projects included in the TransAction Plan. The total cost of the Plan is **\$43.2 billion**.



For more info about the TransAction Plan and access to the online mapping tool featuring candidate projects, please visit: nvtatransaction.org.

Transportation projects included in the Plan comprise a variety of multimodal elements including roadway, transit, travel demand management (TDM), non-motorized, intelligent transportation systems (ITS), and integrated corridor management (ICM) improvements. These and other related terms are explained in more detail below.

Roadway Projects: Includes the construction of new roads, capacity improvements on existing roads, and/or reconfiguration of existing roads.

Managed Lanes: Highway facilities where operational strategies are proactively implemented and managed in response to changing conditions. Lane management strategies include traditional tolled lanes or variable congestion pricing, vehicle eligibility requirements including high-occupancy vehicle and truck lane use restrictions, and access control measures such as reversible lanes and time-of-day lane use restrictions.

High Occupancy Vehicle (HOV) Facility: Facility or lane(s) designated for exclusive use by vehicles meeting the defined occupancy requirement (e.g., 2+ or 3+ occupants) for all or part of a day, typically free of charge.

High Occupancy / Toll (HOT) Facility: Similar to HOV facilities, allowing exclusive use by vehicles either meeting the defined occupancy requirement (free of charge) or by other vehicles paying a toll. In Northern Virginia, HOT facilities are typically signed as Express Lanes, with tolls varying based on traffic conditions.

Intelligent Transportation Systems (ITS): Includes information and communication technologies to share traffic data, optimize system management and operations, provide information to travelers in real-time, and improve safety.

Integrated Corridor Management (ICM): Addresses congestion and mobility along

a corridor by making more thorough use of all the available facilities in a corridor, including parallel roadways and transit.

Transit Projects: Includes Metrorail extensions, capacity and service enhancements for Virginia Railway Express (VRE), new Light Rail Transit (LRT) and Bus Rapid Transit (BRT) lines, improvements to existing bus and rail services, and station access improvements.

Bus Rapid Transit (BRT): High-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

Enhanced Bus: Fixed-route bus service that provides frequent, all-day service. These services may have limited stops, bus shelter amenities, and traffic signal priority.

Express Bus: Fixed-route bus service providing longer-distance, limited-stop service. These services often serve commute markets and may operate between suburban park-and-ride lots and central urban locations during peak periods.

Transportation Demand Management (TDM): A set of services designed to provide commuters with alternative options to driving alone by providing information, programs, and incentives to encourage a shift in traveler mode.

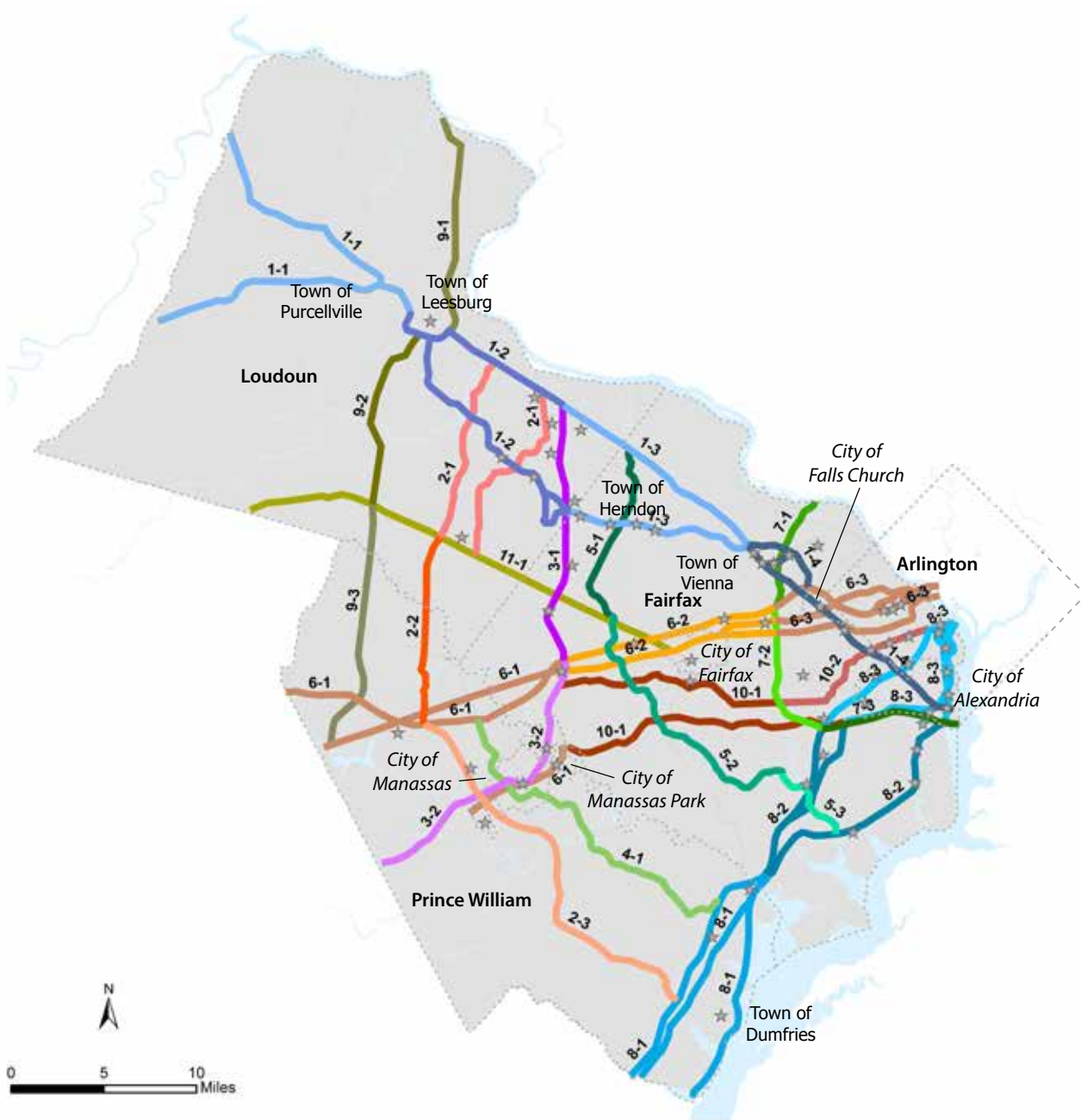
Non-Motorized Projects: Includes bicycle and pedestrian improvements that address key connectivity in the region.

Starting on page 5, The Project List provides a unique project ID, name, and a short description for each project. The project ID was also used to track each project throughout the planning process.

TransAction Plan Project List

TransAction Corridors

This map depicts the 11 TransAction Corridors and 28 TransAction Corridor Segments, and provides a geographical reference for the Project List Index on Pages 3-4, and the Project List, which begins on Page 5.



- ★ MWCOG Activity Center
- # - # Corridor - Segment
- NVTA Regional Travel Corridors**
- Corridor 1: Route 7/Dulles Toll Road/Silver Line
- Corridor 2: Loudoun County Parkway/Bi-County Parkway/Route 234
- Corridor 3: Route 28
- Corridor 4: Prince William Parkway
- Corridor 5: Fairfax County Parkway
- Corridor 6: I-66/US 29/US 50/Orange-Silver Line/VRE Manassas
- Corridor 7: I-495
- Corridor 8: I-95/I-395/US 1/VRE Fredericksburg/Blue-Yellow Line
- Corridor 9: US 15
- Corridor 10: Columbia Pike/Braddock Road/VRE Manassas
- Corridor 11: US 50

TransAction Plan Project List

TransAction Project List Index

Due to their regional nature, many of the 352 projects included in the TransAction Plan Project List affect multiple Corridors and Corridor Segments. This index identifies which projects overlap significantly with each of the 28 Corridor Segments shown in the map on the previous page. Each project is listed by its unique TransAction Project ID number, and is shown under any Corridor Segment with which it overlaps significantly. The Project List, which begins on page 5, lists each project in numerical order and provides a brief description of each.

| TransAction Corridor | TransAction Corridor Segment | TransAction Project ID |
|--|--|---|
| 1 Rt. 7/Dulles Toll Road/Silver Line | 1-1 Rt. 7/Rt. 9 – West Virginia State Line to Town of Leesburg | 10, 165, 168, 173, 306, 309, 310, 312, 327, 342 |
| | 1-2 Rt. 7/Dulles Greenway – Town of Leesburg to Rt. 28 | 9, 13, 15, 16, 19, 23, 26, 32, 47, 108, 121, 129, 130, 131, 145, 147, 148, 149, 150, 151, 154, 155, 156, 158, 159, 162, 163, 164, 167, 168, 172, 174, 175, 176, 177, 180, 181, 183, 184, 185, 186, 189, 192, 193, 201, 202, 213, 233, 234, 288, 306, 307, 311, 313, 317, 340, 342, 343, 344 |
| | 1-3 Rt. 7/Dulles Toll Road/Silver Line – Rt. 28 to Tysons | 5, 7, 9, 12, 13, 17, 19, 20, 22, 23, 28, 51, 56, 108, 124, 153, 159, 163, 167, 172, 213, 223, 226, 228, 231, 317, 330, 332, 340, 345, 351, 352 |
| | 1-4 Rt. 7/Dulles Toll Road/Silver Line – Tysons to US 1 | 1, 2, 3, 4, 6, 8, 14, 18, 21, 31, 35, 36, 37, 39, 40, 41, 42, 44, 45, 46, 60, 62, 66, 67, 70, 72, 73, 74, 77, 78, 85, 87, 90, 94, 100, 102, 103, 104, 107, 108, 113, 114, 115, 116, 118, 128, 133, 134, 194, 196, 197, 199, 200, 203, 205, 206, 207, 208, 209, 210, 212, 220, 226, 231, 232, 289, 290, 291, 292, 295, 298, 299, 300, 303, 304, 305, 322, 331, 333, 334, 335, 339, 340 |
| 2 Loudoun County Parkway/Bi-County Parkway/Rt. 234 | 2-1 Loudoun County Parkway/Belmont Ridge Road – Rt. 7 to US 50 | 9, 13, 16, 23, 108, 109, 119, 120, 121, 132, 144, 145, 149, 150, 151, 152, 153, 154, 157, 159, 160, 161, 162, 164, 166, 169, 170, 175, 176, 177, 179, 180, 182, 183, 184, 186, 187, 188, 190, 234, 288, 314, 315, 317, 340 |
| | 2-2 North-South Corridor/Bi-County Parkway – US 50 to I-66 | 119, 132, 166, 178, 188, 202, 215, 227, 254, 267, 268, 314 |
| | 2-3 Rt. 234 – I-66 to I-95 | 24, 25, 48, 91, 92, 94, 202, 221, 222, 235, 238, 240, 242, 243, 248, 251, 258, 263, 266, 267, 269, 273, 274, 276, 283, 284, 295, 300, 303, 305, 319, 320, 324, 325, 328, 338, 341 |
| 3 Rt. 28 | 3-1 Rt. 28 – Rt. 7 to I-66 | 9, 11, 19, 23, 26, 28, 32, 33, 47, 108, 120, 145, 146, 147, 148, 149, 153, 155, 159, 163, 167, 172, 174, 175, 182, 189, 192, 201, 213, 233, 308, 340, 343, 344, 349 |
| | 3-2 Rt. 28 – I-66 to Fauquier County Line | 24, 25, 27, 29, 30, 33, 48, 64, 202, 217, 230, 248, 258, 261, 263, 275, 276, 277, 278, 319, 324, 340, 350 |
| 4 Prince William Parkway | 4-1 Prince William Parkway – I-66 to I-95 | 38, 48, 49, 50, 201, 202, 238, 258, 262, 264, 269, 270, 271, 276, 277, 279, 280, 296, 300, 303, 305, 319, 320, 326, 328, 338, 350 |
| 5 Fairfax County Parkway | 5-1 Fairfax County Parkway – Rt. 7 to US 50 | 11, 12, 17, 20, 22, 28, 51, 124, 213, 223, 228, 332 |
| | 5-2 Fairfax County Parkway – US 50 to Rolling Road | 33, 45, 52, 54, 55, 56, 57, 58, 59, 99, 217, 219, 223, 224, 225, 300, 303, 305, 330, 345 |
| | 5-3 Fairfax County Parkway – Rolling Road to US 1 | 38, 39, 53, 81, 82, 94, 110, 125, 200, 295, 304, 338 |

TransAction Plan Project List

TransAction Project List Index (Cont.)

| TransAction Corridor | TransAction Corridor Segment | TransAction Project ID |
|--|---|---|
| 6 I-66/US 29/US 50/Orange-Silver Line/VRE Manassas | 6-1 I-66/US 29/VRE Manassas — Prince William County Line to Rt. 28 | 24, 27, 29, 30, 33, 47, 48, 50, 64, 202, 215, 221, 227, 230, 235, 238, 239, 240, 247, 248, 249, 250, 252, 253, 255, 260, 261, 266, 267, 268, 269, 272, 276, 277, 278, 284, 319, 329, 340, 349, 350 |
| | 6-2 I-66/US 29/US 50/Orange Silver Line — Rt. 28 to I-495 | 26, 30, 32, 33, 37, 44, 45, 46, 47, 52, 57, 58, 60, 67, 68, 99, 100, 105, 108, 127, 135, 136, 137, 138, 139, 140, 141, 142, 143, 199, 201, 211, 216, 217, 223, 289, 331, 340, 344, 345, 349 |
| | 6-3 I-66/US 29/US 50/Orange Silver Line — I-495 to Potomac River | 2, 3, 18, 21, 31, 34, 37, 40, 44, 46, 60, 61, 62, 63, 65, 66, 69, 70, 71, 72, 102, 103, 104, 105, 107, 108, 111, 114, 118, 122, 126, 128, 133, 134, 204, 211, 213, 216, 289, 290, 291, 292, 293, 331, 333, 334, 335, 340, 346, 348 |
| 7 I-495 | 7-1 I-495 — American Legion Bridge to I-66 | 1, 2, 8, 11, 14, 31, 36, 37, 40, 77, 100, 106, 107, 199, 206, 207, 208, 209, 210, 212, 213, 220, 231, 232, 331, 337 |
| | 7-2 I-495 — I-66 to I-395 | 37, 43, 44, 45, 46, 60, 67, 73, 76, 106, 108, 211, 216, 289, 300, 303, 305, 331, 336 |
| | 7-3 I-495 — I-95 to Woodrow Wilson Bridge | 11, 21, 35, 39, 41, 42, 75, 78, 85, 87, 90, 94, 108, 113, 116, 128, 194, 197, 200, 203, 229, 236, 295, 298, 299, 340, 347 |
| 8 I-95/I-395/US 1/VRE Fredericksburg/Blue-Yellow Line | 8-1 I-95/US 1/VRE Fredericksburg — Stafford County Line to Fairfax County Line | 39, 49, 79, 91, 92, 218, 237, 241, 244, 246, 251, 256, 257, 259, 262, 265, 270, 271, 273, 274, 281, 282, 286, 287, 296, 320, 325, 328, 338, 341 |
| | 8-2 I-95/US 1/VRE Fredericksburg — Prince William County Line to I-495 | 35, 38, 39, 53, 75, 78, 80, 81, 82, 84, 108, 110, 125, 128, 214, 224, 225, 229, 282, 330, 331, 340, 348 |
| | 8-3 I-395/US 1/VRE Fredericksburg/Blue Yellow Line — I-495 to Potomac River | 6, 31, 35, 40, 41, 42, 43, 72, 75, 76, 78, 83, 85, 86, 87, 88, 89, 90, 102, 103, 104, 105, 108, 112, 113, 116, 117, 122, 123, 128, 194, 195, 196, 197, 203, 229, 236, 290, 291, 294, 297, 298, 299, 321, 322, 323, 339, 340, 347, 348 |
| 9 US 15 | 9-1 US 15 — Potomac River to Rt. 7 | 10, 96, 130, 131, 158, 163, 191, 193, 285, 307, 313 |
| | 9-2 US 15 — Rt. 7 to I-66 | 129, 156, 158, 180, 181, 183, 193, 306, 307, 311, 313, 342 |
| | 9-3 US 15 — US 50 to US 29 | 95, 247, 249, 250, 252, 253, 260, 268, 272, 296, 311, 318, 319, 329 |
| 10 Columbia Pike/Braddock Road/VRE Manassas | 10-1 Braddock Road/VRE Manassas — Rt. 28 to I-495 | 27, 30, 32, 33, 42, 47, 54, 55, 57, 58, 64, 78, 85, 93, 97, 98, 99, 100, 101, 115, 137, 139, 143, 197, 200, 201, 202, 211, 217, 230, 236, 295, 300, 301, 302, 303, 304, 305, 336 |
| | 10-2 Columbia Pike/Braddock Road — I-495 to Pentagon | 3, 11, 21, 31, 40, 42, 43, 44, 46, 72, 73, 76, 83, 86, 88, 89, 102, 103, 104, 105, 112, 117, 122, 128, 200, 211, 290, 291, 321, 323, 331, 336, 339, 340 |
| 11 US 50 | 11-1 US 50 — Fauquier County Line to City of Fairfax | 26, 28, 32, 33, 47, 59, 67, 68, 100, 119, 132, 135, 136, 137, 140, 142, 157, 160, 161, 166, 169, 170, 179, 188, 201, 202, 217, 227, 311, 314, 318, 344 |

TransAction Plan Project List

TransAction Plan Project List

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 1 | Route 7 Widening: Chain Bridge Road (Route 123) to I-495 | Widen Route 7 from six to eight lanes from Chain Bridge Road (Route 123) to I-495. |
| 2 | Route 7 Widening: I-495 to I-66 | Widen Route 7 from four to six lanes from I-495 to I-66. |
| 3 | Route 7 Widening: Seven Corners to Bailey's Crossroads | Widen Route 7 from four to six lanes between Seven Corners and Bailey's Crossroads. |
| 4 | Construct Interchange at Route 267 and Greensboro Drive | Construct partial grade-separated interchange at Route 267 and Greensboro Drive / Tyco Drive. |
| 5 | Construct Interchange at Route 267 and Boone Boulevard | Construct partial grade-separated interchange at Route 267 and Boone Boulevard. |
| 6 | King Street, North Quaker Lane, and West Braddock Road Intersection Improvements | Construct intersection improvements at King Street, North Quaker Lane, and West Braddock Road. Project includes replacement of the span wire traffic signals with mast arm signals, which will allow for the placement of much needed directional signs, precise placement of signal heads and the installation of vehicle detection. These improvements will mitigate driver confusion and allow for a more efficient conveyance of vehicles and pedestrians through the intersection. Also included in this project are modifications to the slip ramp between King Street and the service road, as well as modifying the entrance to the service road at North Quaker Lane. |
| 7 | Soapstone Drive Extension | Extend Soapstone Drive over Route 267 (Dulles Toll Road) to Sunset Hills Road. |
| 8 | Tysons Circulator | Implement Tysons Circulator system. |
| 9 | East Loudoun Park-and-Ride | Construct new park-and-ride lots along Route 7 corridor at Dulles Town Center and near intersection of Route 7 and Route 659. |
| 10 | West Loudoun "Gateway" Park-and-Ride | Construct three new park-and-ride lots in western Loudoun County (Hillsboro, Round Hill, and Lucketts). |
| 11 | Leesburg-Alexandria Route 7 Trail | Construct trail along Route 7 from Leesburg to Alexandria. |
| 12 | Herndon Metrorail Multimodal Improvements | Implement roadway, bicycle, and pedestrian improvements to improve access to the Herndon Metrorail Station, including: a. Construct an extension to the Folly Lick Trail from Van Buren Street to future Herndon Metrorail Station; b. Continue improvements of the W&OD Trail on select sections within Herndon town limits; c. Construct extension of Sugarland Run Trail from existing terminus to pedestrian access pavilion at future Herndon Metrorail Station; d. Construct missing regional links in Folly Lick Regional Trail between Wiehle Avenue and connection with W&OD Trail and Herndon Metrorail Station; e. Reconstruct Herndon Parkway with 'Complete Street' improvements to include new intersection signalization, cycle tracks, wide sidewalks and bus stop enhancements (between Van Buren Street and W&OD Regional Trail) to connect with Herndon Metrorail Station; f. Reconstruct Van Buren Street between New Spring Street and Herndon town limits with 'Complete Streets' improvements to include new intersection signalization, expand and enhance on- and off-street bicycle / pedestrian facilities from the downtown area to access Herndon Metrorail Station. |
| 13 | Transit Connections to Silver Line Phase II Stations | Expand bus service and connections to Silver Line Phase II stations. Provide feeder bus service between Metrorail and park-and-ride lots. Purchase buses for new service. |
| 14 | Chain Bridge Road (Route 123) Widening: Leesburg Pike (Route 7) to Old Courthouse Road | Widen Chain Bridge Road (Route 123) from four to six lanes between Leesburg Pike (Route 7) to Old Courthouse Road. |
| 15 | Leesburg North Park-and-Ride | Construct 300-space Leesburg North park-and-ride Lot at Crosstrail Boulevard. |
| 16 | One Loudoun Park-and-Ride | Construct 200-space park-and-ride lot at One Loudoun near the corner of Route 7 and Loudoun County Parkway. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|--|
| 17 | Dulles Toll Road - Town Center Parkway Underpass | Construct four-lane divided roadway under the Dulles Toll Road from Sunrise Valley Drive to Sunset Hills Road. |
| 18 | Seven Corners Ring Road Improvements | Construct ring road and improve interchange at Seven Corners to reduce congestion on Route 7, improve access between Seven Corners, Falls Church, and Bailey's Crossroads, and facilitate redevelopment of the area. Improve safety, navigation of vehicles and cyclists/ pedestrians in and throughout the area. |
| 19 | Davis Drive Extension and Dulles Toll Road: Rock Hill Overpass | Extend Davis Drive (Route 868) from Glenn Drive (Route 864) to Fairfax County line at the future bridge over Dulles Toll Road (Route 267). Realign Rock Hill Road with Davis Drive. Construct a four-lane roadway over the Dulles Toll Road from Sunrise Valley Drive on the south side to Davis Drive extension in Loudoun County on the north side. The project would include pedestrian and bicycle facilities. |
| 20 | Hunter Mill Road and Sunset Hills Road Improvements | Widen Hunter Mill Road to four lanes between Crowell Road and Route 267 (Dulles Toll Road). Widen Sunset Hills Road to four lanes between Wiehle Avenue and Hunter Mill Road, realigned with Crowell Road. |
| 21 | Bike Lanes on Route 7: Alexandria to Seven Corners | Construct protected bike lanes on both sides of Route 7 between Alexandria and Seven Corners. Connect with City of Falls Church's bicycle network. |
| 22 | Herndon Bikesharing Services | Introduce and expand bikesharing services in Herndon in coordination with County regional system. |
| 23 | Outer Potomac River Crossing | Construct a roadway crossing the Potomac River from the VA Route 7 corridor into the state of Maryland, east of Goose Creek in Loudoun County. |
| 24 | Reconstruct Interchange at Route 28 and Prince William Parkway | Reconstruct interchange at Route 28 and Prince William Parkway. |
| 25 | Route 234 Arterial Operations Improvements | Deployment of intelligent signal monitoring/control technology to improve travel on Route 234. |
| 26 | Route 28 Widening: I-66 to Loudoun County line | Widen Route 28 to ten lanes between I-66 and Loudoun County (eight general purpose lanes and two HOV lanes). |
| 27 | Construct Interchange at Route 28 and New Braddock Road | Construct an interchange at Route 28 and New Braddock Road. |
| 28 | Centreville Road Widening: Herndon Parkway to Walney Road | Widen Route 657 (Centreville Road) to six lanes between Herndon Parkway and Walney Road.. |
| 29 | Route 28 Widening: Conner Drive to Old Centreville Road | Widen Route 28 to six lanes between Conner Drive and Old Centreville Road. |
| 30 | Route 28 Widening: Route 29 to Prince William County Line | Widen Route 28 to six lanes between Prince William County Line and Route 29. |
| 31 | Route 7 Transit: Tysons to Mark Center | Construct Bus Rapid Transit line along Route 7 between Tysons and Mark Center with a connection to East Falls Church Metrorail Station. |
| 32 | Route 28 High Capacity Transit | Construct High Capacity Transit along Route 28 corridor and implement service between Dulles Town Center and the City of Manassas. Alternative modes for further study include BRT and LRT. |
| 33 | High Capacity Transit Extension from Vienna Metrorail station to Centreville | Extend High Capacity Transit from Vienna to Centreville. Potential modes include Metrorail, LRT, BRT, or improved bus service on corridor between stations. Construction of stations and park-and-ride lots at Centreville, Stringfellow, and Government Center / Fair Oaks, and a station serving the City of Fairfax. |
| 34 | Metrorail Blue Line Core Realignment | Construct a new alignment for the Metrorail Blue Line between Rosslyn in Northern Virginia and Union Station in the District of Columbia via Georgetown and M Street. Includes construction of a second rail tunnel beneath the Potomac River and a second Rosslyn Metrorail Station with an underground passageway to transfer to the Orange and Silver lines. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 35 | Wilson Bridge High Capacity Transit | Construct High Capacity Transit service along I-495 between the Metrorail Yellow Line in the City of Alexandria and the Metrorail Green Line in Prince George's County, Maryland. Alternative High Capacity Transit modes include LRT, BRT and Enhanced Bus service. |
| 36 | American Legion Bridge High Capacity Transit | Construct High Capacity Transit service between Tysons in Fairfax County and White Flint Metrorail Station in Montgomery County, Maryland via I-495 and the American Legion Bridge. Alternative High Capacity Transit modes include LRT, BRT, and Enhanced Bus service. |
| 37 | Merrifield-Tysons High Capacity Transit | Implement High Capacity Transit service on Gallows Road and Annandale Road between Tysons and Annandale via Fairfax Hospital in Merrifield. Includes widening of Gallows Road to six lanes with two lanes dedicated for transit. Alternative High Capacity Transit modes for this corridor include LRT, BRT, or Enhanced Bus service. |
| 38 | High Capacity Transit Extension to Potomac Mills | Extend High Capacity Transit from Franconia/Springfield Metrorail Station to Potomac Mills. Construct park-and-ride lots along extension to provide commuter parking. High Capacity Transit modes for this corridor include Metrorail, LRT, BRT, or Enhanced Bus service. |
| 39 | Route 1 BRT | Implement BRT service on Route 1 between Woodbridge and Huntington Metrorail Station, with additional branch service to Pentagon City Metrorail Station via Metroway alignment. Includes widening of portions of Route 1 between Route 235 (Mt. Vernon Highway) and I-495. |
| 40 | Columbia Pike Express Transit Network (PrTN) | Provide enhanced bus transit service from Annandale to Crystal City via Pentagon City, including limited-stop bus service, improved headways, related bus fleet and facility requirements, and transit stations. |
| 41 | Alexandria Duke Street Transitway | Construct a four-mile segment of the high-capacity transitway on Duke Street within City of Alexandria. Reconstruct Duke Street from Wheeler Avenue to Jordan Street with a center left-turn lane. Construct bicycle and pedestrian improvements along corridor. The first phase would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. Between Jordan Street and Roth Street, transit would operate in mixed flow. |
| 42 | West End Transitway | Implement BRT service between the Pentagon and Kingstowne via Mark Center and Van Dorn Metrorail Station. Includes construction of a four-mile segment of dedicated bus lanes between Van Dorn Metrorail Station and King Street. The project also provides pedestrian and bicycle facilities within the corridor. |
| 43 | Route 236 Enhanced Bus Service in Fairfax County | Implement enhanced bus service on Route 236 between Fair Oaks and the Fairfax County-City of Alexandria boundary. |
| 44 | Route 50 BRT | Implement BRT Service on Route 50 in dedicated lanes. |
| 45 | Route 29 BRT | Implement BRT service on Route 29 in a dedicated lane where facility is six lanes. |
| 46 | Route 29 and Route 50 Enhanced Bus | Implement Route 29 and Route 50 Express Bus and Enhanced Bus improvements. |
| 47 | Route 28 Trail | Construct a shared used path on both sides of Route 28 from Prince William County line to Dulles Toll Road. |
| 48 | Godwin Drive Widening: Sudley Road to Route 28 | Widen Godwin Drive from four to six lanes between Sudley Road and Route 28. |
| 49 | Prince William Parkway Widening at I-95 | Widen Route 294 (Prince William Parkway) to six lanes across I-95 between the northbound and southbound on/off-ramps. |
| 50 | Sudley Road Widening: I-66 to Balls Ford Road | Widen Sudley Road from four to six lanes from I-66 to Balls Ford Road. |
| 51 | Fairfax County Parkway Widening: Dulles Toll Road to Route 7 | Widen Fairfax County Parkway to six lanes from Dulles Toll Road to Route 7. New lanes could potentially be designated as HOV lanes. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 52 | Fairfax County Parkway Widening: Franconia-Springfield Parkway to I-66 | Widen Fairfax County Parkway to six lanes from Franconia-Springfield Parkway to I-66. New lanes could potentially be designated as HOV lanes. |
| 53 | Construct Interchange at Fairfax County Parkway and Route 1 | Construct interchange at Fairfax County Parkway and Route 1. |
| 54 | Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road | Widen Rolling Road to four lanes between Hunter Village Drive and Old Keene Mill Road. |
| 55 | Fairfax County Parkway Widening: Route 123 to Sydenstricker Road | Widen Fairfax County Parkway to six lanes from Ox Road (Route 123) to Sydenstricker Road. |
| 56 | Fairfax County Parkway Priority Express Bus Service | Implement enhanced bus service on Fairfax County Parkway between Herndon Metrorail Station and Fort Belvoir. |
| 57 | Fairfax County Parkway Widening: Ox Road (Route 123) to Lee Highway (Route 29) | Widen Fairfax County Parkway from Ox Road (Route 123) to Lee Highway (Route 29) from four lanes to six lanes. Construct a grade-separated interchange at the intersection of Fairfax County Parkway and Popes Head Road, with shared used paths on both sides. |
| 58 | Shirley Gate Road Extension: Braddock Road to Fairfax County Parkway | Extend Shirley Gate Road from Braddock Road to Fairfax County Parkway. |
| 59 | Vienna Metrorail Station Feeder Bus Service Expansion | Add new routes and improve service levels on existing routes that serve the Vienna Metrorail Station. |
| 60 | Route 50 Widening: City of Fairfax to Arlington County | Widen Arlington Boulevard (Route 50) to six lanes between the City of Fairfax and Arlington County. The project would include intersection improvements, including signalization improvements, and pedestrian and bicycle facilities. |
| 61 | Clarendon Circle Multimodal Improvements | Construct multimodal improvements at the intersection of Wilson Boulevard, Washington Boulevard, and Clarendon Boulevard. Widen Washington Boulevard from three to four lanes from Wilson Boulevard to Kirkwood Road. |
| 62 | East Falls Church Metrorail Station Second Entrance | Planning, design and construction of a full second entrance to East Falls Church Metrorail Station, including new bus bays, a western mezzanine, and bicycle and pedestrian connections. |
| 63 | Ballston-MU Additional Entrance | Construct new entrance and pedestrian access on the western side of the Ballston-MU Metrorail Station. Project includes expanded bus bays and passenger facilities. |
| 64 | Stone Road Overpass over I-66: Route 29 to Route 28 | Construct four-lane divided road between Stone Road at Route 29 and New Braddock Road, including bridges over I-66 and Big Rocky Run and a shared use path. |
| 65 | Courthouse Metrorail Station Access | Improve vertical access to Courthouse Metrorail station. |
| 66 | Falls Church Multimodal Improvements | Multimodal improvements in Falls Church revitalization areas: West Broad Street, Washington Street Corridor, and East End. Improvements will include improved intersection geometry and signalization, improved pedestrian connectivity and accessibility, improved transit stops, and improved bicycle access. |
| 67 | Route 29 Trail | Construct a trail along Route 29 from Dixie Hill Road to East Falls Church Metrorail Station. |
| 68 | Route 123 Widening: City of Fairfax to Town of Vienna | Widen Chain Bridge Road (Route 123) to six lanes between City of Fairfax and Town of Vienna. |
| 69 | Ballston Multimodal Improvements | Construct improvements to bus shelters, bus bays, sidewalks, landscaping, and bicycle parking. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|---|
| 70 | East Falls Church Metrorail Station Multimodal Improvements | Construct multimodal improvements, including new or restructured bus bays at the current station, bicycle and pedestrian connections, improve access and signalization on North Sycamore Street and Washington Boulevard, and install bikesharing stations. Improvements per the East Falls Church Vision Plan. |
| 71 | Lee Highway Bus Improvements | Improved local ART bus service on Lee Highway (Route 29) between Rosslyn and East Falls Church. |
| 72 | Arlington Regional Trail Network | Provide dedicated bicycle facilities, bikesharing and key sidewalk improvements on north-south corridors in Arlington to connect major east-west corridors with each other. Example corridors includes Carlin Springs Road, Walter Reed Drive/Fillmore Street, Harrison Street, Washington Boulevard, Route 110, and others. Network also includes: a. Trail parallel to Washington Boulevard between Arlington Boulevard and Columbia Pike; b. Rehab of Custis Trail to current VDOT shared used path design and construction specifications in Rosslyn; c. Extension of Custis Trail north of I-66 between North Kennebec Street and North Quantico Street; d. Long Bridge Park Esplanade extension to Mount Vernon Trail; e. Arlington Boulevard trail; f. Theodore Roosevelt Bridge connection to Mount Vernon Trail and Marine Corps War Memorial; g. Dedicated cycling facility along the Route 50 service road (southside), between North Rhodes Street and North Meade Street; h. Expansion of Arlington bicycle commuter routes: Bluemont Junction Trail, Custis Trail, Four Mile Run Trail, Mount Vernon Trail, W&OD Trail; i. Improve connections between the County trail network and activity centers, as well as inter-jurisdictional connections. |
| 73 | East-West ICM Program: Parallel Arterial Operations Improvements | Deployment of intelligent signal monitoring/control technology to improve travel on parallel routes in the I-66 corridor, including the deployment of intelligent signal monitoring/control technology to improve travel on east-west arterial facilities, including: Route 29, Route 50, Route 7, and Route 236. |
| 74 | Connected Vehicle/Traffic Signal Integration Deployment | Traffic signal software integration to support future connected vehicle applications on multiple corridors including: I-66, I-495, Route 29, Route 50, and Route 7. |
| 75 | Construct Interchange at Van Dorn Street and Franconia Road | Construct interchange at Van Dorn Street (Route 613) and Franconia Road (Route 644). |
| 76 | Little River Turnpike Widening: City of Fairfax to I-395 | Widen Little River Turnpike (Route 236) from four to six lanes between City of Fairfax and I-395. |
| 77 | I-495 HOT Lanes: Route 267 to George Washington Memorial Parkway | Implement HOT lanes on I-495 between Route 267 and the George Washington Memorial Parkway. |
| 78 | I-95/I-495 Managed Lanes from I-395 into Maryland via Woodrow Wilson Bridge | Construct and implement Managed Lanes, including HOV or HOT lanes, on I-95/I-495 between I-395 near Springfield and a location east of I-295 near Indian Head Highway in Maryland. |
| 79 | Route 1 Widening: Joplin Road to Russell Road | Widen Route 1 from four to six lanes from Joplin Road to Russell Road. |
| 80 | I-95 Improvements at Franconia-Springfield Parkway | Build an entrance to the I-95 general purpose lanes at Franconia-Springfield Parkway. |
| 81 | I-95 Flyover Ramp at Fairfax County Parkway | Construct a flyover ramp from northbound I-95 to northbound Fairfax County Parkway and make other interchange improvements. |
| 82 | Construct Interchange at Route 1 and Telegraph Road | Construct interchange at Route 1 and Telegraph Road (Route 611). |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|--|
| 83 | Crystal City, Pentagon City, and Potomac Yard Street Grid Improvements | Construct an improved grid network of streets in Crystal City, Pentagon City, and Potomac Yard. |
| 84 | Frontier Drive Extension and Intersection Improvements | Construct Frontier Drive extension from Franconia-Springfield Parkway to Loisdale Road, included access to Franconia-Springfield Metrorail Station and braided ramps to and from the Parkway. |
| 85 | DASH Transit Service Enhancements and Expansion | DASH Transit Service Enhancements including: a. New cross-town services and funding for additional buses to expand service on existing and new routes, circulators and trolleys within and between activity centers; b. Expand bus storage and maintenance facilities; c. Transit stop improvements (bus shelters, real time information signs, bus stop benches, pads for ADA); d. Upgrade to new and/or upgraded regional fare system including new fare collection technology; e. Provide transit service connection between Eisenhower Metrorail Station and Old Town/ King Street Metrorail Station; f. Provide transit service connection between Van Dorn Metrorail Station and the Landmark Mall vicinity; and g. Provide east-west transit service between Braddock Road Metrorail Station and Old Town / King Street Metrorail Station. |
| 86 | I-395 Bus Lanes | Construct bus lanes between Pentagon Transit Center and 14th Street in DC using inside shoulders of the Rochambeau Bridge (I-395). |
| 87 | King Street Metrorail and Alexandria Union Station Improvements | Implement multimodal improvements at the King Street Metrorail station including improved access to parking lot and bus facilities, construction of new shelters, construction of additional bus bays, and a planned transit store. Construction of a new pedestrian tunnel between Alexandria Union Station and the King Street Metrorail Station to include elevators and elimination of existing at-grade crossing. Pedestrian tunnel project also includes improvements to the east platform including lengthening the platform, ADA improvements, a new canopy, and a stairway and elevator connection to the pedestrian tunnel. Improvements to the east platform will increase freight, commuter, and passenger rail operations within and through the City of Alexandria and allow for VRE to utilize the east platform for revenue service. Project also includes other improvements at Alexandria Union Station and modifications to existing tracks, modification to or additional signals, bridges, structures to support access to and operations at the station. |
| 88 | Crystal City Metrorail Station Multimodal Improvements | Enhance bus docking capacity and passenger facilities at the Crystal City Metrorail Station. |
| 89 | Crystal City Metrorail Station Second Entrance | Construct a second entrance to the Crystal City Metrorail Station (near Crystal Drive and 18th Street South) and provide connections to Crystal City VRE Station and Ronald Reagan Washington National Airport (DCA). |
| 90 | Alexandria Bike and Pedestrian Trails Construction and Reconstruction | a. Reconstruct Holmes Run Trail from North Ripley Street to I-395; b. Construct trails along local streets in the Beauregard Street and Van Dorn Street corridor. This facility will provide a north-south connection to the City's Holmes Run Trail, running east-west, and connecting bicycle users to Mark Center corridor; c. Construct pedestrian and bicycle bridge over Holmes Run at Morgan Street; d. Implement and construct projects in the City's Pedestrian/Bicycle Plan; and e. Construct bicycle improvements along Royal Street between Jones Point and Bashford Street, including signage and traffic calming. |
| 91 | East Potomac River Crossing | Construct Eastern Potomac River Crossing from I-95 to Route 301 in Maryland. |
| 92 | Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234) | Widen Route 1 (Fraley Boulevard) to six lanes between Brady's Hill Road and Dumfries Road (Route 234). Phase I includes widening to four lanes along current northbound alignment. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|--|
| 93 | Fredericksburg Line Rail Capacity Improvements | Add a third track between AF (near the junction of the VRE Fredericksburg and Manassas Lines in Alexandria) and the VRE Crossroads Yard south of Fredericksburg. Related improvements include modifications to existing tracks, modification to or additional signals, bridges, structures. |
| 94 | I-95/I-395 ICM Program | I-95/I-395 ICM Program: a. Multimodal Traveler Information: Integration of roadway, transit, and parking information; b. Dynamic Ramp Metering: Upgrade of existing ramp metering system; c. Parallel Arterial Operations Improvements: Deployment of intelligent signal monitoring/control technology to improve travel on parallel routes in the I-95 corridor (including Route 1 and Telegraph Road); d. Parking Management: Expansion of pilot program for additional park-and-ride lots; and e. Decision Support System: Software system to support corridor management activities across multiple facilities and modes. |
| 95 | Route 15 Widening: Route 234 to Loudoun County line | Widen Route 15 from two to four lanes between Route 234 and the Loudoun County line. |
| 96 | Construct Interchange at Route 15 Bypass and Battlefield Parkway | Construct grade-separated interchange at Route 15 Leesburg Bypass and Battlefield Parkway. |
| 97 | Construct Interchange at Route 123 and Braddock Road | Construct an interchange at Route 123 and Braddock Road. |
| 98 | Route 123 Widening: Braddock Road to City of Fairfax | Widen Route 123 to six lanes between City of Fairfax and Braddock Road. |
| 99 | Braddock Road Widening: Ox Road to Fairfax County Parkway | Widen Braddock Road to six lanes from Ox Road to Fairfax County Parkway (Route 286). |
| 100 | Route 123 Enhanced Bus Service | Implement enhanced bus service on Route 123 between Tysons and George Mason University in Fairfax. |
| 101 | Metrorail Fleet Expansion | Expand Metrorail fleet to enable operations of 100 percent eight-car trains during peak period. Expansion, upgrades, and replacements of the rail car fleet, traction power substations, power cabling, third rail, train control systems, and storage facilities. |
| 102 | Columbia Pike Corridor Urban Bicycle/Pedestrian Network | Improve bicycle and pedestrian infrastructure in and around the Columbia Pike corridor, including bikeways, bikesharing, and key sidewalk improvements, to convert SOV trips to, within, and between activity center areas from car to bicycle/pedestrian. Includes parallel bike routes along 9th Street, 11th Street, and 12th Street in the vicinity of Columbia Pike. |
| 103 | Arlington TDM Package | Improve and expand the commuter assistance and other programs provided by Arlington County Commuter Services. Includes new commuter stores and next generation IT services, implementation of transportation system management and communication upgrade throughout the County, and improvements to traveler information via creation or expansion of informational, wayfinding, alert, or real-time signs providing information on multimodal transportation options. Develop a system of coordinated mobility hubs along major corridors to fully integrate transit, bikesharing, carsharing, ridesharing, pedestrians, bicycling, ride hailing, and other shared use services. Develop, coordinate, implement, and/or expand ridesharing and ride-hailing services for first-mile/last-mile connections to transit and mobility hubs, as well as to activity centers, parking, and pick-up hotspots. Includes support for autonomous vehicles, casual carpooling, on-demand services. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 104 | Arlington ITS Projects | Implement intelligent transportation systems and adaptive traffic control system on regional corridors within Arlington County, including: a. Enhancement of Traffic System and Technology to a Smart Traffic Signal system; b. Installation of Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program on Route 29 (Lee Highway) to better manage traffic flow. Includes additional Bluetooth devices, count stations, CCTV cameras, and FLIR detectors and upgraded signals for better-timed connection with I-66; and c. Reconstruction of traffic signals to meet current standards, including upgrade from span wire to mast arm. |
| 105 | Metrorail Station Access and Capacity Improvements | Construction of station access and capacity improvements at: Rosslyn, Pentagon, Vienna, Foggy Bottom, Farragut West, McPherson Square, Metro Center, L'Enfant Plaza, and Union Station. Also includes station area lighting and customer amenities. |
| 106 | Metrobus Priority Corridor Network (PCN) Plan | PCN improvements will include improved transit signal priority, exclusive bus lanes, increased frequency and span of service, improved customer information, expanded fare payment options, and enhanced bus stops and facilities. Metrobus service improvements on these routes: CC-PY (9A, E, S, X); Leesburg Pike (28A, 28X, 28F, G, T); Little River Turnpike/Duke Street (29K, N, 29C, E, H). |
| 107 | Expansion of Metrobus and Fairfax Connector Bus Services | Increase bus frequency and service during off-peak periods and weekends; add new routes. |
| 108 | Metrorail Real-Time Parking Information | Deployment of real-time parking information signage at WMATA Metrorail stations. |
| 109 | Loudoun County Phase III Bus Service | Implement Phase III bus service in Loudoun County, including local, express, inter-county, commuter, and demand-response services. |
| 110 | South Fairfax County Feeder Bus Service | Improve service levels on bus routes serving Richmond Highway, Kingstowne, and Springfield. |
| 111 | Rosslyn-Ballston Corridor Urban Pedestrian/Bicycle Network | Improve bicycle and pedestrian infrastructure in and around the Rosslyn-Ballston Corridor, including bikeways, bikesharing, and key sidewalk improvements, to convert SOV trips to, within, and between Metrorail station areas from car to bicycle/pedestrian, and to enable access to/from Metrorail stations to high-density housing and job centers. Includes a designated bicycle lane along North Lynn Street and along Fort Myer Drive between Lee Highway at Rosslyn Circle and Fairfax Drive south of Arlington Boulevard. |
| 112 | Crystal City Corridor Urban Pedestrian/Bicycle Network | Improve bicycle and pedestrian infrastructure in and around Arlington's Blue/Yellow Metrorail corridor, including bikeways, bikesharing, and key sidewalk improvements, to convert SOV trips to, within, and between Metrorail station areas from car to bicycle/pedestrian, and to enable access to/from Metrorail stations to high-density housing and job centers. |
| 113 | Alexandria ITS Projects | Funding for transportation technologies to improve system efficiencies in the City of Alexandria, Real-Time Adaptive Control and Data Management System. Build out and improve Traffic Signal System with fiber-optics; transit signal priority. |
| 114 | Metrorail Pocket Track Improvements | Construct new Orange and Silver Line junction infrastructure and pocket track at East Falls Church or West Falls Church. Improve or add pocket tracks to provide flexibility for short-lining, maintenance and crossovers. |
| 115 | VRE Fredericksburg and Manassas Line Off-peak Service | Run bi-hourly trains during midday period between peaks on both Manassas and Fredericksburg Lines. |
| 116 | Implement Integrated Regional Rail Service: VRE-MARC Run-through Service | Implement run-through service by integrating intercity rail service with MARC and AMTRAK. Additional rolling stock or infrastructure improvements including modifications to tracks, signals, bridges, structures, and stations may also be needed to support run-through service. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|--|
| 117 | Metroway: Pentagon City Extension | Construct extension of Metroway to Pentagon City, which includes reconfiguration of 12th Street South between South Eads Street and South Clark Street for exclusive transit lanes. Removal of obsolete section of Clark Street and realignment of Clark Street with Bell Street to improve street network. Intersection improvements around 23rd Street South and Route 1. Implement 'Complete Street' improvements to Army Navy Drive. |
| 118 | East Falls Church Bikeshare Connections | Install up to 24 bikesharing stations along Route 29, Route 7, Sycamore Street, Roosevelt Street, and W&OD Trail in the City of Falls Church. |
| 119 | Construct Northstar Boulevard: Shreveport Drive to Route 50 | Construct four-lane Northstar Boulevard facility from Shreveport Drive to Route 50. |
| 120 | Intersection Improvements at Waxpool Road and Loudoun County Parkway | Improve intersection at Waxpool Road and Loudoun County Parkway to include three westbound left-turn lanes on Waxpool Road and a new free-flow right turn lane on Loudoun County Parkway. |
| 121 | Westwind Drive Extension | Construct Westwind Drive / Ladbroke Drive (Route 645) to be four lanes across Broad Run between Loudoun County Parkway (Route 607) and Old Ox Road (Route 606). Construct a new grade-separated interchange at Old Ox Road (Route 606). |
| 122 | ART Service Expansion | Purchase of buses in support of Arlington Transit (ART) service restructuring and expansion. Includes implementation of Enhanced Bus service on Glebe Road between Marymount University and Potomac Yard Metrorail Station via Ballston. |
| 123 | ART Service Improvements and Bus Maintenance Facilities | Increase Arlington Transit (ART) service on corridors in Arlington County, supported by necessary enhanced heavy maintenance and/or bus parking facilities. |
| 124 | Interchange Improvements at Fairfax County Parkway and Sunrise Valley Drive | Construct a grade-separated interchange at Fairfax County Parkway and Sunrise Valley Drive. |
| 125 | New Bus Garage in Northern Virginia | Construct a new bus garage in Northern Virginia. Location and size to be determined by service improvements in Northern Virginia transit network. |
| 126 | Rosslyn Bus Transit Center | Expand capacity at existing Rosslyn Transit Center. |
| 127 | I-66 / Orange Line Bus Facility Improvements | Expand and improve bus bays, passenger facilities, and bus circulation and access paths at all Orange Line stations and bus centers in the I-66 corridor. |
| 128 | Metrorail Blue and Yellow Line Bus Facility Improvements | Expand and improve bus bays, passenger facilities, and bus circulation and access paths at all Yellow and Blue Line stations and transit centers in the I-395/ Route 1 corridor. |
| 129 | Route 15 Widening: Harmony Church Road to Mason Lane | Widen Route 15 to four lanes from Harmony Church Road to Mason Lane. |
| 130 | Route 7 Widening: Battlefield Parkway to Leesburg Eastern Town Limit | Widen Route 7 from six to eight lanes between Battlefield Parkway and Leesburg eastern town limits. |
| 131 | Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road | Construct a grade-separated interchange at Route 15 Leesburg Bypass and Edwards Ferry Road in Leesburg. Includes grade-separated interchange at Fort Evans Road intersection.. |
| 132 | Route 50 Dulles Park-and-Ride Lot | Construct/expand Route 50 Dulles park-and-ride lot east of Loudoun County Parkway. Anticipated capacity is 250 spaces. |
| 133 | Falls Church Enhanced Bus Service | Enhance bus service along Route 29 and Route 7 in the City of Falls Church, including all day service, 15 minute frequency, and bus shelters with real-time information. |
| 134 | Falls Church Enhanced Regional Bike Routes (W&OD) | Enhance regional bike routes (W&OD), including separate trails for walking and bicycling, updated crossings to increase safety, and lighting to keep trail open all year. |
| 135 | Fairfax Boulevard Multimodal Improvements | Implement multimodal improvements and improve local connections along Fairfax Boulevard. Enhance transit, pedestrian/bicycle, and roadway facilities and infrastructure. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 136 | Jermantown Road Multimodal Improvements | Implement multimodal improvements and improve local connections along Jermantown Road. Enhance transit, pedestrian/bicycle, and roadway facilities and infrastructure. Includes widening of Jermantown Road to four lanes south of the I-66 bridge as well as extension of Government Center Parkway. May include participation with Fairfax County on widening of bridge over I-66. |
| 137 | Route 123 Multimodal Improvements | Implement multimodal improvements, improve intersections and local connections, and improve transit service along Route 123. Enhance transit, pedestrian/bicycle, and roadway facilities and infrastructure. |
| 138 | Old Lee Highway Multimodal Improvements | Implement multimodal improvements along Old Lee Highway. Enhance transit, pedestrian/bicycle, and roadway facilities and infrastructure. |
| 139 | Fairfax Citywide Pedestrian/Bicycle Access | Improve on- and off-road bicycle and pedestrian facilities, routes, and infrastructure along and adjacent to City of Fairfax corridors to provide better access to Metrorail and regional trails. Expand bikesharing, bike storage, and signage. Includes the extension of the George Snyder Trail. |
| 140 | Northfax Network Improvements | Improved connections and circulation for all modes near the Northfax intersection. Improvements to and along Fairfax Boulevard in the vicinity of the Northfax intersection including pedestrian/bicycle safety, local access, upgraded infrastructure and new routes. Improve vehicular circulation, access and movements in proximity to the Northfax intersection (Route 29, Route 50, and Route 123). Includes extension of University Drive. |
| 141 | Fairfax Circle Intersection Improvements | Intersection improvements at Fairfax Circle to improve vehicular and pedestrian/bicycle mobility and safety. |
| 142 | Northfax Intersection Improvements | Geometric improvements to intersection including extension of a third northbound lane on Route 123 from Route 29/Route 50 to Eaton Place, the addition of a dual left-turn from southbound Route 123 to eastbound Route 29/Route 50, the correction of substandard existing lane shifts within the project limits, the extension of turn lanes, and access management improvements, where feasible. Also includes a new drainage system, including a major culvert. |
| 143 | City of Fairfax Transit Enhancements | Upgrade and construct transit stops and shelters on CUE routes with improved facilities, design, technology, and/or pedestrian/bicycle access. Expand transit service and purchase additional buses. |
| 144 | Ryan Road Widening: Northstar Boulevard (Route 659) to Evergreen Mills Road (Route 621) | Widen Ryan Road (Route 772) from two to four lanes from Northstar Boulevard (Route 659) to Evergreen Mills Road (Route 621). |
| 145 | Lockridge Road Widening and Extension: Old Ox Road (Route 606) to Waxpool Road (Route 640) | Widen Lockridge Road (Route 789) to four lanes from Old Ox Road (Route 606) to Prentice Drive (Route 1071). Provides access for Loudoun Gateway Metrorail Station. Extend Lockridge Road (Route 789) by constructing four lanes from Prentice Drive (Route 1071) to Waxpool Road (Route 640). |
| 146 | Sterling Boulevard Widening: Sully Road (Route 28) to Davis Drive (Route 868) | Widen Sterling Boulevard (Route 846) from Sully Road (Route 28) to Davis Drive (Route 868) from four to six lanes. |
| 147 | Sterling Boulevard Extension: Randolph Drive (Route 1072) to Pacific Boulevard (Route 1036) | Extend Sterling Boulevard (Route 846) by constructing four lanes from Randolph Drive (Route 1072) to Pacific Boulevard (Route 1036). |
| 148 | Pacific Boulevard Extension: Old Ox Road (Route 606) to Innovation Avenue (Route 209) | Extend Pacific Boulevard (Route 28 West Collector Road) from Old Ox Road (Route 606) to Innovation Avenue (Route 209). Widen and construct six-lane roadway. Potential modification to existing interchange Route 28 and Innovation Avenue. |
| 149 | Russell Branch Parkway Widening: Pacific Boulevard (Route 1036) to Claiborne Parkway (Route 901) | Widen Russell Branch Parkway (Route 7 South Collector Road) between Pacific Boulevard (Route 1036) and Claiborne Parkway (Route 901). Widen and construct a six-lane roadway. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|--|
| 150 | Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) | Extend Prentice Drive west by constructing four lanes from Lockridge Road (Route 789) to Shellhorn Road (Route 643). |
| 151 | Prentice Drive Extension to Greenway Transit | Construct Prentice Drive extension (new connection) to Greenway transit (Phase II Metrorail station). |
| 152 | Smith Switch Road Widening: Waxpool Road (Route 625) and Gloucester Parkway (Route 2150) | Widen Smith Switch Road (Route 1950) from two to four lanes between Waxpool Road (Route 625) and Gloucester Parkway (Route 2150). |
| 153 | Gloucester Parkway Widening: Sully Road (Route 28) to Loudoun County Parkway (Route 607) | Widen Gloucester Parkway (Route 2150) from four to six lanes between Sully Road (Route 28) and Loudoun County Parkway (Route 607). |
| 154 | Riverside Parkway Widening/ Extension: Loudoun County Parkway (Route 607) to Belmont Ridge Road (Route 659) | Widen and complete Riverside Parkway (Route 2401) from four to six lanes between Loudoun County Parkway (Route 607) and Belmont Ridge Road (Route 659). |
| 155 | Route 28 Widening: Fairfax County line to Old Ox Road (Route 606) | Widen Route 28 from six to ten lanes between Fairfax County line and Old Ox Road (Route 606). Study of alternative uses, such as HOV or bus lanes, to be considered. |
| 156 | Construct Airport Area Connector: Battlefield Parkway to Crosstrail Boulevard (Route 653) | Construct four lanes to serve as Airport Area Connector between Battlefield Parkway and Crosstrail Boulevard (Route 653) just east of Route 267. |
| 157 | Construct Arcola Boulevard: Loudoun County Parkway (Route 607) to Route 50 | Construct Arcola Boulevard between Loudoun County Parkway (Route 607) (near intersection of Arcola Road and Old Ox Road) and Route 50. Construct six lanes. Construct grade-separated interchanges at Loudoun County Parkway and Route 50. |
| 158 | Battlefield Parkway Widening/ Extension: Edwards Ferry Road to Route 15 | Widen Battlefield Parkway to six lanes from Edwards Ferry Road to Route 15 (South King Street opposite Meade Drive). |
| 159 | Route 28 Widening: Route 7 to Old Ox Road (Route 606) | Widen Route 28 (Sully Road) from six to eight lanes between Old Ox Road (Route 606) and Route 7 (Harry Byrd Highway). Study of alternative uses, such as HOV or bus lanes, to be considered. |
| 160 | Dulles West Boulevard Widening: Loudoun County Parkway (Route 606) to Northstar Boulevard (Route 659) | Widen Dulles West Boulevard (formerly Glascock Boulevard) from four to six lanes between Loudoun County Parkway (Route 606) and Arcola Boulevard. Construct a four-lane facility between Arcola Boulevard and Northstar Boulevard (Route 659 relocated). |
| 161 | Dulles West Boulevard Extension: Northstar Boulevard (Route 659) to Lenah Loop Road | Construct Dulles West Boulevard (formerly Glascock Boulevard) between Northstar Boulevard (Route 659 relocated) and Lenah Loop Road. Construct a two-lane roadway. |
| 162 | Construct Greenway Loop Road (Barrister Street): State Street/ Landmark Court to Prentice Drive (Route 1071/Route 789 Extended) | Construct Greenway Loop Road (Barrister Street) between State Street/Landmark Court and Prentice Drive (Route 1071/Route 789 Extended). Construct a four-lane roadway, including a bridge over Route 267. |
| 163 | Route 7 Widening: Route 15 (Leesburg Bypass) to Atlantic Boulevard (Route 1902) | Widen Route 7 (Harry Byrd Highway) to eight lanes between Route 15 (Leesburg Bypass) and Atlantic Boulevard (Route 1902). Study of alternative uses (bus lanes, HOV) to be considered for segment between Route 28 and Leesburg Bypass. |
| 164 | Construct Moorefield Boulevard: Mooreview Parkway (Route 772) to Loudoun County Parkway (Route 607) | Construct Moorefield Boulevard between Mooreview Parkway (Route 772) and Loudoun County Parkway (Route 607). Construct three lanes between Beth St and Centergate Drive. Construct four lanes between Mooreview Parkway and Beth Street and between Centergate Drive and Loudoun County Parkway. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|---|
| 165 | Construct Purcellville Route 7 North Collector Road: Eastern Purcellville JLMA Boundary (East of Route 287/Berlin Turnpike) to Hillsboro Road (Route 690) | Construct Purcellville Route 7 North Collector Road between the eastern Purcellville JLMA boundary (east of Route 287/Berlin Turnpike) and Hillsboro Road (Route 690). Construct a four-lane roadway. |
| 166 | Route 50 Widening: Northstar Boulevard (Route 659) to Lenah Loop Road | Widen Route 50 (John Mosby Highway) to four lanes between Northstar Boulevard (Route 659 relocated) and Lenah Loop Road. Construct a new interchange at relocated Route 659 (Northstar Boulevard). |
| 167 | Innovation Avenue Widening: Route 28 (Sully Road) to Fairfax County Line | Widen Innovation Avenue (Route 209) between Route 28 (Sully Road) and Fairfax County line from four to six lanes. Road to be realigned along northern boundary of Dulles World Center site. Includes connection to Rock Hill Road (Route 605). Potential future modification to existing interchange at Route 28 and Innovation Avenue. |
| 168 | Route 7 Widening: West Market Street (Route 7 Business) to Charles Town Pike (Route 9) | Widen Route 7 (Harry Byrd Highway) from four to eight lanes between West Market Street (Route 7 Business) and Charles Town Pike (Route 9). Construct grade-separated interchange at White Gate Place and remove all remaining at-grade access. |
| 169 | Loudoun County Parkway Widening: Old Ox Road (Route 606) to Route 50 | Widen Loudoun County Parkway to eight lanes between Old Ox Road (Route 606) and Route 50 (John Mosby Highway). Construct grade-separated interchanges at Old Ox Road and Route 50 and explore other grade-separated interchanges. Study alternative uses (bus lanes, HOV) along the corridor. |
| 170 | Loudoun County Parkway Widening: Route 50 to Braddock Road (Route 620) | Widen Loudoun County Parkway from four to six lanes between Route 50 (John Mosby Highway) and Braddock Road (Route 620) and construct grade-separated interchange at Route 50. |
| 171 | Construct Loudoun County Parkway: Braddock Road (Route 620) to Fairfax County Line | Construct Loudoun County Parkway to six lanes between Braddock Road (Route 620) and Fairfax County line. |
| 172 | Old Ox Road Widening: Route 28 to Fairfax County Line | Widen Old Ox Road (Route 606) to six lanes between Route 28 (Sully Road) and Fairfax County line / Herndon town limits. |
| 173 | Route 7 Bypass Widening: Route 9 (Charles Town Pike) to Route 7 Business (West Loudoun Street) | Widen Route 7 Bypass (Harry Byrd Highway) from four to six lanes between Route 9 (Charles Town Pike) and Route 7 Business (West Loudoun Street). Construct grade-separated interchanges at Hillsboro Road (Route 690) and west of Round Hill at Route 7 Business (West Loudoun Street). |
| 174 | Old Ox Road Widening: Route 28 to Dulles Greenway (Route 267) | Widen Old Ox Road (Route 606) to six lanes between Route 28 (Sully Road) and Dulles Greenway (Route 267). |
| 175 | Loudoun County Parkway Widening: George Washington Boulevard (Route 1050) to Waxpool Road (Route 625) | Widen Loudoun County Parkway (Route 607) to six lanes from George Washington Boulevard (Route 1050) to Waxpool Road (Route 625). |
| 176 | Loudoun County Parkway Widening: Waxpool Road (Route 625) to Dulles Greenway (Route 267) | Widen Loudoun County Parkway (Route 607) to six lanes from Waxpool Road (Route 625) to Dulles Greenway (Route 267). |
| 177 | Loudoun County Parkway Widening: Old Ox Road (Route 606) to Dulles Greenway (Route 267) | Widen Loudoun County Parkway from four to six lanes between Dulles Greenway (Route 267) and Old Ox Road (Route 606), near existing Arcola Boulevard. |
| 178 | Braddock Road Widening: Northstar Boulevard to Fairfax County Line | Widen Braddock Road (Route 620) from two to four lanes between Northstar Boulevard and Fairfax County line. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 179 | Evergreen Mills Road Widening: Loudoun County Parkway (Route 606) to Northstar Boulevard (Route 659) | Widen Evergreen Mills Road (Route 621) from two to four lanes between Loudoun County Parkway (Route 606) and Northstar Boulevard (Route 659). |
| 180 | Evergreen Mills Road Widening: Shreveport Drive to Battlefield Parkway | Widen Evergreen Mills Road (Route 621) from two to four lanes between Shreveport Drive (Relocated Route 621) and Battlefield Parkway. |
| 181 | Evergreen Mills Road Widening: Battlefield Parkway to Route 15 | Widen Evergreen Mills Road (Route 621) from two to four lanes between Battlefield Parkway and Route 15 (South King Street). |
| 182 | Waxpool Road Widening: Church Road to Ashburn Road (Route 641) | Widen Waxpool Road (Route 625) to six lanes between Church Road and Ashburn Road (Route 641). |
| 183 | Sycolin Road Widening: Belmont Ridge Road (Route 659) to Battlefield Parkway | Widen Sycolin Road (Route 625) to four lanes between Belmont Ridge Road (Route 659) and Battlefield Parkway. Realign Sycolin Road to accommodate expansion of Leesburg Airport. |
| 184 | Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072) | Extend Shellhorn Road (Route 643) between Loudoun County Parkway (Route 607) and Randolph Drive (Route 1072). Construct four lanes. |
| 185 | Construct Crosstrail Boulevard (Route 653): Route 7 to Dulles Greenway (Route 267) | Construct missing segments and widen Crosstrail Boulevard (Route 653) to six lanes between East Market Street (Route 7) and the Dulles Greenway (Route 267), and extend Crosstrail Boulevard from the Greenway to Evergreen Mills Road. |
| 186 | Belmont Ridge Road Widening: Riverside Parkway (Route 2401) to Route 7 | Widen Belmont Ridge Road (Route 659) from four lanes to six lanes between Riverside Parkway (Route 2401) and Route 7 (Harry Byrd Highway). |
| 187 | Belmont Ridge Road Widening: Croson Lane (Route 645) to Northstar Boulevard (Route 659) | Widen Belmont Ridge Road (Route 659) from four to six lanes between Croson Lane (Route 645) and Northstar Boulevard / Route 659 split. |
| 188 | Northstar Boulevard Widening: Belmont Ridge Road (Route 659) to Braddock Road (Route 620) | Widen/Construct Northstar Boulevard (Route 659) to six lanes from Belmont Ridge Road (Route 659) to Braddock Road (Route 620). Construct grade-separated interchange at Route 50. Potential grade separation at Evergreen Mills Road. |
| 189 | Relocation Drive Widening: Old Ox Road (Route 606) to Pacific Boulevard (Route 1036) | Widen Relocation Drive (Route 775) from two to four lanes between Old Ox Road (Route 606) and Pacific Boulevard (Route 1036). |
| 190 | Construct Interchange at Loudoun County Parkway and Arcola Boulevard | Construct grade-separated interchange at Loudoun County Parkway and Arcola Boulevard. |
| 191 | Route 15 Bypass Widening: Battlefield Parkway to Montresor Road. | Widen Route 15 Bypass to four lanes from Battlefield Parkway interchange to Montresor Road. |
| 192 | Improve Interchange at Route 28 and Old Ox Road (Route 606) | Improve grade-separated intersection at Route 28 and Old Ox Road (Route 606). |
| 193 | Construct Interchange at Route 7 and Battlefield Parkway | Construct grade-separated interchange at Route 7 and Battlefield Parkway. |
| 194 | Alexandria Bus Network ITS | Install Automatic Vehicle Location (AVL) technology on DASH bus to provide real-time arrival info, computer-aided dispatch, automated passenger counters (APC) and automated garage mapping system. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|---|
| 195 | Landmark Transit Station Improvements | Construct a transit center on the Landmark Mall site. Construct transit commuter hub or kiosk at the future West End Transit Center. |
| 196 | Arlandria/Del Ray/Lynhaven/Potomac Yard Roadway and Bicycle/Pedestrian Improvements | Traffic improvements for the intersection of Mount Vernon Avenue and Glebe Road, including signalization, accommodation for pedestrians, and turn lane channelization. Construct improvements at Mount Vernon Avenue and Four Mile Road intersection, including pedestrian/bicycle improvements. Construct pedestrian/bicycle bridge over Four Mile Run between Commonwealth Avenue and Eads Street. Construct Mount Vernon Avenue and Russell Road intersection safety improvements to accommodate pedestrian and bicyclists, which may entail intersection and parking configuration redesign. Construct a pedestrian/bicycle link from the Potomac Yard Trail to connect to the Four Mile Run Trail on the south side of Four Mile Run, and to the Mount Vernon Trail. Construct Oakville Triangle improvement projects. |
| 197 | West End Alexandria Roadway Improvements | Construct a multimodal bridge from Van Dorn Metrorail Station to Pickett Street. Extend Library Lane north to connect Van Dorn Street. Construct ellipse at Beauregard Street and Seminary Road. Replace shared left/thru-turn lanes along Van Dorn Street with separate left-turn lanes. Add protected, permissive left-turn lane along Van Dorn Street. Widen Van Dorn Street Bridge over Duke Street to accommodate pedestrians. Replace shared left/thru-turn lanes along Van Dorn Street with separate left-turn lanes. Construct new roadway along Fairfax County line to connect Edsall Road, South Pickett Street, Farrington Avenue. Intersection improvements along Van Dorn Street at Eisenhower Avenue, Edsall Road, and Pickett Street. Straighten Eisenhower Avenue. Construct new High Street addition and bridge as part of Alexandria's Landmark Van Dorn Area Plan. |
| 198 | Vienna Regional Bikesharing | Implement bike rental stations in Town of Vienna in coordination with wider County and regional system. |
| 199 | Vienna Metrorail Access Improvements | Improve access to Metrorail and encourage mass transit use by completing all sidewalks within a half-mile of Vienna and Tysons Metrorail Stations. Also, provide a trolley or circulator bus along Maple Avenue (Route 123) to connect with Vienna Metrorail Station and Metrorail Silver Line in Tysons. A parking garage would be provided along the route. Includes "Walk to Metro" and "Commercial Transit, Metro Access, and Parking" projects. |
| 200 | New Central and East Prince William County to Pentagon and DC OmniRide | Implement new transit route between Central and East Prince William County, Pentagon, and downtown DC via the I-95 HOV lanes. Requires four additional buses. |
| 201 | New Manassas to Dulles OmniRide | Implement new transit service from Manassas to Dulles Airport via Route 28. Requires additional four buses. |
| 202 | New Gainesville and Haymarket to Dulles OmniRide | Implement new transit service from Gainesville and Haymarket to Dulles Airport via I-66 HOV lanes and Route 28. Requires two additional buses. |
| 203 | Metrorail Station Improvements within the City of Alexandria | Redesign kiss-and-ride and reconfigure bus loading area to accommodate West End Transitway at the Van Dorn Metrorail Station and existing and future developments within the Eisenhower West Small Area Plan. Improvements to the Eisenhower Avenue Metrorail Station to accommodate East Eisenhower development, including renovation of existing bus loop, new pedestrian plaza, new bus shelter canopies, and real-time bus arrival info displays. |
| 204 | I-66 Spot Improvements - Spot 3 | Construct an auxiliary lane connecting on-ramp from Lee Highway to off-ramp on North Glebe Road on westbound I-66. |
| 205 | Greensboro Drive Extension: Spring Hill Road to Tyco Road | Extend Greensboro Drive from Spring Hill Road to Tyco Road. |
| 206 | I-495 Overpass at Tysons Corner Center | Construct new bridge crossing over Capital Beltway between Tysons Corner Center ring road and Old Meadow Road to facilitate travel within Tysons. |
| 207 | Interchange Improvements at Route 267 and Route 123 | Reconstruct interchange at Route 267 and Route 123 to provide connections to a new street grid. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|---|
| 208 | Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street | Construct a grade-separated underpass at the intersection of Route 123, Lewinsville Road, and Great Falls Street. |
| 209 | Interchange Improvements at Route 123 and Route 7 | Reconstruct interchange between Route 7 and Route 123 in Tysons. |
| 210 | Modified Intersections on Route 123: International Drive to Dulles Toll Road | Modify intersections and construct displaced left turns on Route 123 from International Drive to Dulles Toll Road. |
| 211 | Widen Auxiliary Lanes on I-495: Heming Avenue to Georgetown Pike | Widen auxiliary lanes along various segments of I-495 from north of Heming Avenue underpass to Georgetown Pike. Reconstruct the I-495 auxiliary lane from Route 7 to I-66. |
| 212 | Reconstruct Interchange at I-495 and Route 267 | Relocate Interchange Flyover Ramp at I-495 and Route 267, connecting eastbound Dulles Airport Access Highway to northbound general purpose lanes. Provide southbound HOT to eastbound HOV and eastbound Dulles Toll Road to northbound HOT movements. Widen eastbound Dulles Toll Road ramp to two lanes. Construct interchange ramp at I-495 and Route 267 from southbound I-495 to westbound Dulles Airport Access Highway. |
| 213 | Dulles Airport Access Road Widening: Dulles Airport to Route 123 | Widen Dulles Airport Access Road from Dulles Airport to Route 123. |
| 214 | Route 1 Widening: Route 235 North to Route 235 South | Widen Route 1 from four to six lanes from Route 235 North to Route 235 South. |
| 215 | Add Northbound Lane on Route 29: I-66 to Conway Robinson Memorial State Forest | Add northbound lane to Route 29 from I-66 to the entrance to Conway Robinson Memorial State Forest. |
| 216 | Route 29 Widening: City of Fairfax to I-495 | Widen Route 29 from four to six lanes from the City of Fairfax eastern limit to I-495. |
| 217 | Route 29 Widening: Waples Mill Road (Route 665) to Pickwick Road | Widen Route 29 from four to six lanes from Waples Mill Road (Route 665) to Pickwick Road. |
| 218 | Route 123 Widening: Annapolis Way to Route 1 | Widen Route 123 from four to six lanes from Route 1 to Annapolis Way. Construct interchange at Route 1 and Route 123. Construct extension of Belmont Bay Drive from Route 1 to Heron's View Way. |
| 219 | Route 123 Widening: Hooes Road to Braddock Road | Widen Route 123 from four to six lanes between Hooes Road and Braddock Road. |
| 220 | Chain Bridge Road Widening: Route 7 to I-495 | Widen Chain Bridge Road (Route 123) from six to eight lanes from Route 7 to I-495. |
| 221 | Construct Interchange at Route 234 Bypass and Balls Ford Road | Project will provide a new grade-separated interchange proposed at Route 234 and relocated Balls Ford Road (Route 621). In addition, a new four-lane facility with raised median will be constructed between Devlin Road and Doane Road. |
| 222 | Construct Interchange at Route 234 and Sudley Manor Drive | Construct interchange at Route 234 and Sudley Manor Drive (Route 1566). |
| 223 | Widen/Upgrade/Convert Fairfax County Parkway to Include HOV Lanes: Dulles Toll Road to I-66 | Widen, upgrade, or convert Fairfax County Parkway (Route 286) to include HOV lanes from Dulles Toll Road (Route 267) to I-66. |
| 224 | Construct HOV interchange at Franconia-Springfield Parkway and Neuman Street | Construct HOV interchange at Franconia-Springfield Parkway (Route 289) and Neuman Street. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 225 | Upgrade Franconia-Springfield Parkway to Include HOV lanes: Rolling Road to Backlick Road | Upgrade Franconia-Springfield Parkway (Route 289) to include HOV lanes from Rolling Road to Backlick Road. |
| 226 | Construct Collector-Distributor Road Parallel to Dulles Toll Road: Wiehle Avenue to Spring Hill Road | Construct Collector-Distributor Road that parallels Dulles Toll Road from Wiehle Avenue to Spring Hill Road. |
| 227 | Construct Route 234 Bypass North: I-66 to Route 50 | Construct Route 234 Bypass North (Bi-County Parkway) from I-66 to Route 50. |
| 228 | Reston Parkway Widening: South Lakes Drive to Dulles Toll Road (Route 267) | Widen Reston Parkway from four to six lanes between South Lakes Drive and Dulles Toll Road (Route 267). |
| 229 | Telegraph Road Widening: Beulah Street to Franconia Road | Widen Telegraph Road from two lanes to three and four lanes at various segments between Beulah Street and Franconia Road. |
| 230 | Construct/Widen New Braddock Road: Route 28 to Stone Road | Construct/widen New Braddock Road to four lanes from Route 28 to Route 29 at Stone Road (Route 662). |
| 231 | Boone Boulevard Extension: Chain Bridge Road (Route 123) to Ashgrove Lane | Construct Boone Boulevard Extension as four lanes from Chain Bridge Road (Route 123) to Ashgrove Lane. |
| 232 | Magarity Road Widening: Route 7 to Great Falls Street | Widen Magarity Road from two to four lanes from Route 7 to Great Falls Street. |
| 233 | Construct Eastbound Route 606 Ramp | Construct Route 606 ramp from Route 606 Eastbound to Lockridge Road northbound. |
| 234 | Construct Western Segment of Russell Branch Parkway: Belmont Ridge Road to Tournament Parkway | Construct four lanes of western segment of Russell Branch Parkway from Belmont Ridge Road to Tournament Parkway. |
| 235 | Construct University Boulevard: Progress Court to Sudley Manor Drive | Construct four-lane University Boulevard from Progress Court to Sudley Manor Drive. |
| 236 | Reconstruct Interchange at I-95 and Van Dorn Street (Route 613) | Reconstruct interchange at I-95 and Van Dorn Street (Route 613). |
| 237 | Eastbound Joplin Road Widening: I-95 to Route 1 | Widen eastbound Joplin Road (Route 619) from two to four lanes from the I-95 ramp to Route 1. |
| 238 | Balls Ford Road Widening: Wellington Road to Coppermine Drive | Widen Balls Ford Road to four lanes from Wellington Road to Coppermine Drive. |
| 239 | Catharpin Road Widening: Heathcote Boulevard to John Marshall Highway | Widen Catharpin Road to four lanes from Heathcote Boulevard to John Marshall Highway. |
| 240 | Cushing Road Widening: Balls Ford Road to I-66 | Widen Cushing Road to four lanes from Balls Ford Road to I-66. |
| 241 | Dale Boulevard Widening: Route 1 to Benita Fitzgerald Drive | Widen Dale Boulevard to six lanes from Route 1 to Benita Fitzgerald Drive. |
| 242 | Devlin Road Widening: Wellington Road to Linton Hall Road | Widen Devlin Road to four lanes from Wellington Road to Linton Hall Road. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|---|
| 243 | Dumfries Road Widening: Brentsville Road to Country Club Drive | Widen Dumfries Road to six lanes from Brentsville Road to Country Club Drive. |
| 244 | Gordon Boulevard Widening: Fairfax County Line to Express Drive/Belmont Bay Drive | Widen Gordon Boulevard to six lanes from Fairfax County line to Express Drive/Belmont Bay Drive. |
| 245 | Gum Spring Road Widening: Loudoun County Line to Sudley Road | Widen Gum Spring Road to four lanes from Loudoun County line to Sudley Road. |
| 246 | Extend Potomac Shores Parkway: Route 1 to Cherry Hill Road | Construct six lane road between Route 1 and River Heritage Boulevard. Extend Potomac Shores Parkway as a four lane facility from Dunnington Place to Cherry Hill Road. |
| 247 | Construct Haymarket Bypass: Old Carolina Road to Route 15 | Construct Prince William County portion of Haymarket Bypass from Old Carolina Road to Route 15. |
| 248 | Hornbaker Road Widening: Wellington Road to Nokesville Road | Widen Hornbaker Road to four lanes from Wellington Road to Nokesville Road. |
| 249 | I-66 Widening: Fauquier County Line to Antioch Bridge Road | Widen I-66 to eight lanes between Fauquier County line and Antioch Bridge Road. |
| 250 | Route 15 Widening: Haymarket Town Limits to Route 29 | Widen Route 15 to four lanes from Haymarket town limit at John Marhsall Highway to Route 29. Project improvements implemented in conjunction with railroad overpass. |
| 251 | Route 1 Widening: Dumfries Road (Route 234) to Cardinal Drive | Widen Route 1 to six lanes between Dumfries Road (Route 234) and Cardinal Drive / Neabsco Road. |
| 252 | John Marshall Highway Widening: Thoroughfare Road to Route 29 | Widen John Marshall Highway from two to four lanes between Thoroughfare Road (excluding Town of Haymarket) and Catharpin Road and from four to six lanes between Catharpin Road and Route 29. |
| 253 | Route 29 Widening: Route 15 to Virginia Oaks Drive | Widen Route 29 to six lanes between Route 15 and Virginia Oaks Drive. |
| 254 | Construct Manassas Battlefield Bypass | Construct a bypass around Manassas Battlefield National Park in Prince William County between Rt. 234 and Fairfax County line |
| 255 | McGraws Corner Drive Widening: Thoroughfare Road to Route 29 | Widen McGraws Corner Drive to four lanes between Thoroughfare Road and Route 29. |
| 256 | Neabsco Road Widening: Route 1 to Daniel Ludwig Drive | Widen Neabsco Road to four lanes between Route 1 and Daniel Ludwig Drive. |
| 257 | Neabsco Mills Road Widening: Smoke Court to Route 1 | Widen Neabsco Mills Road to four lanes between Smoke Court and Route 1. |
| 258 | Construct North South Road: University Boulevard to Wellington Road | Construct four-lane North South Road from University Boulevard to Wellington Road. |
| 259 | Old Bridge Road Widening: Colby Drive to Minnieville Road | Widen Old Bridge Road to six lanes from Colby Drive to Minnieville Road. |
| 260 | Old Carolina Road Widening: Heathcote Boulevard to Route 29 | Widen Old Carolina Road to four lanes from Heathcote Boulevard to Route 29. |
| 261 | Old Centreville Road Widening: Fairfax County Line to Route 28 | Widen Old Centreville Road to four lanes between Fairfax County line and Centreville Road (Route 28). |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|--|
| 262 | Opitz Boulevard Widening: Gideon Drive to Route 1 | Widen Opitz Boulevard to six lanes from Gideon Drive to Route 1. |
| 263 | Prince William Parkway Widening: I-66 to Brentsville Road | Widen Prince William Parkway to six lanes from I-66 to Brentsville Road. |
| 264 | Prince William Parkway Widening: Liberia Avenue to Hoadly Road | Widen Prince William Parkway to six lanes from Liberia Avenue to Hoadly Road. |
| 265 | Construct River Heritage Boulevard: Potomac Shores to Patriot Circle | Construct four-lane River Heritage Boulevard from Potomac Shores to Patriot Circle. |
| 266 | Complete Rollins Ford Road: Vint Hill Road to Wellington Road | Complete four-lane Rollins Ford Road, Linton Hall Road to Wellington Road. |
| 267 | Construct Station Road: University Boulevard to Balls Ford Road | Construct four-lane Station Road from University Boulevard to Balls Ford Road. |
| 268 | Sudley Road Widening: Route 15 to Route 29 | Widen Sudley Road to four lanes from Route 15 to Route 29. |
| 269 | Sudley Manor Drive Widening: Prince William Parkway to Sudley Road | Widen Sudley Manor Drive to six lanes from Prince William Parkway to Sudley Road. |
| 270 | Summit School Road Extension and Widening: Minnieville Road to Telegraph Road | Extend Summit School Road from Minnieville Road to Telegraph Road as a six-lane road. |
| 271 | Telegraph Road Widening: Minnieville Road to Prince William Parkway | Widen Telegraph Road to four lanes between Minnieville Road and Summit School Road. Widen Telegraph Road to six lanes between Summit School Road and Caton Hill Road. Widen Telegraph Road to four lanes between Caton Hill Road and Prince William Parkway (Route 294). |
| 272 | Thoroughfare Road Widening: Route 15 to McGraws Corner Drive | Widen Thoroughfare Road to four lanes from Route 15 to McGraws Corner Drive. |
| 273 | Construct Van Buren North Road: Cardinal Drive to Dumfries Road | Construct four-lane Van Buren North Road from Cardinal Drive to Dumfries Road. |
| 274 | Construct Van Buren South Road: Dumfries Road to Mine Road | Construct four-lane Van Buren South Road from Dumfries Road to Mine Road. |
| 275 | Vint Hill Road Widening: Fauquier County Line to Schaeffer Lane | Widen Vint Hill Road to four lanes from the Fauquier County line to Schaeffer Lane. |
| 276 | Wellington Road Widening: Limestone Drive to Godwin Drive | Widen Wellington Road from two to four lanes between Godwin Drive and Prince William Parkway and widen from two to six lanes between Prince William Parkway and Limestone Drive. |
| 277 | Liberia Avenue Widening: Prince William Parkway to Route 28 | Widen Liberia Avenue to six lanes from Prince William Parkway to Centreville Road (Route 28). |
| 278 | Route 28 Widening: Liberia Avenue to Manassas Park Northern City Line | Widen Route 28 to six lanes from Liberia Avenue to Manassas Park northern city limit. |
| 279 | Construct Interchange at Prince William Parkway and Minnieville Road | Construct interchange at Prince William Parkway and Minnieville Road. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|--|
| 280 | Construct Interchange at Prince William Parkway and Smoketown Road | Construct interchange at Prince William Parkway and Smoketown Road. |
| 281 | Annapolis Way Connector | Construct four-lane facility to connect Annapolis Way East with Annapolis Way West near I-95 on-ramp. |
| 282 | Route 1 Widening: Occoquan River Bridge to Telegraph Road (Route 235 North) | Widen Route 1 to six lanes from Occoquan River Bridge/ Fairfax County line to Telegraph Road (Route 235 North). |
| 283 | Construct Interchange at Route 234 and Brentsville Road | Construct interchange at Route 234 and Brentsville Road. |
| 284 | Construct Interchange at Prince William Parkway and Clover Hill Road | Construct a grade-separated interchange at Prince William Parkway (Route 234) and Clover Hill Road. |
| 285 | Route 15 Congestion Mitigation Improvements | Implement congestion mitigation improvements, including roundabouts and reduction of left turning movements, on Route 15 north of Leesburg. |
| 286 | Construct Interchange Route 1 and Dale Boulevard | Construct an interchange at Route 1 and Dale Boulevard. |
| 287 | Construct Roundabout at Route 1 and Joplin Road/Fuller Road | Construct a grade-separated roundabout at Route 1 and Joplin Road/Fuller Road. |
| 288 | Loudoun Metrorail Station Pedestrian Improvements | Construct sidewalks, crosswalks, shared-use trails, and intersection improvements to improve pedestrian access to Silver Line Metrorail stations (Ashburn and Loudoun Gateway) in Loudoun County. |
| 289 | Dunn Loring to Ballston Enhanced Bus | Provide frequent service on Lee Highway and Washington Boulevard from Dunn Loring Metrorail Station in Fairfax County through the City of Falls Church, East Falls Church Metrorail Station, and Washington Boulevard to Ballston Metrorail Station. Includes enhancements on Metrobus 2A route. |
| 290 | Arlington Mobility Hubs | Develop a system of coordinated mobility hubs along major corridors to fully integrate transit, bikesharing, carsharing, ridesharing, pedestrians, bicycling, ride hailing, and other shared use services. |
| 291 | Off-vehicle Fare Collection | Develop a system of off-board fare collection for ART and WMATA buses. |
| 292 | Lee Highway (Route 29) Multimodal Improvements | Expand multimodal transportation capacity and safety in the Lee Highway corridor, providing viable options to move more people without increasing the volume of single-occupant vehicles. Includes addition of bicycle facilities along Route 29 corridor and reconstruction of Route 29 from North Quincy Street to North Kenmore Street. |
| 293 | Theodore Roosevelt Bridge HOT lanes | DC project to implement HOT lanes on Theodore Roosevelt Bridge. |
| 294 | 14th Street Bridge HOT lanes | DC project to implement HOT lanes on 14th Street Bridge. |
| 295 | Increase Off-peak Transit Service on I-95 Corridor | Add bus trips to the existing service: Lake Ridge-DC, Lake Ridge-Pentagon/Crystal City; Dale City/Potomac Mills-Pentagon/Crystal City; Dale City/Potomac Mills/Rosslyn/Ballston; Montclair/Dumfries-Pentagon/DC; Montclair/Dumfries-Pentagon; Dale City/Potomac Mills-Mark Center. |
| 296 | Implement New OmniLink Service | Implement new OmniLink routes: Innovation-to-Gainesville/Haymarket; Innovation-to-Manassas; Montclair local. |
| 297 | Widen Long Bridge | Widen the Long Bridge to four tracks to accommodate additional rail capacity for commuter (VRE), intercity (Amtrak, DC2RVA), and freight (CSXT) services. Related improvements include modifications to existing tracks, modification to or additional signals, bridges, structures. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|---|---|
| 298 | VRE Alexandria-DC Rail Capacity Improvements | <ul style="list-style-type: none"> a. Construct fourth track LE (L'Enfant) to VA (Virginia interlocking in DC); b. Construct fourth track RO (Rosslyn interlocking) to AF (Alexandria interlocking); c. Alexandria track 1 access/ Slater's Lane crossover; d. Construct Washington Union Station station/access improvements; e. Construct VRE L'Enfant station/access improvements. f. Construct VRE Crystal City station/access improvements; and g. Improvements relating to above including modifications to existing tracks, modification to or additional signals, bridges, structures. |
| 299 | VRE Alexandria Station Improvements | Improve multimodal connectivity and accessibility at the Alexandria Union Station - King Street Metrorail Station through construction of a pedestrian tunnel between the two stations; platform expansion and access improvements at VRE station. |
| 300 | VRE Manassas Line Rail Capacity Enhancements | <p>Phase 1: Increase frequencies to 20 min in peak period. In support of this improvement:</p> <ul style="list-style-type: none"> a. Construct track capacity enhancements (including modification or expansion of track, signals, bridges, structures, etc.) from Alexandria/AF to Manassas Line terminus, including existing Broad Run VRE station; b. Purchase additional rolling stock in support of eight-car trains and peak service improvements (TIP reflects purchases for eight-car trains in peak hour, additional needed beyond CLRP commitment); c. Construct/expand VRE equipment storage and maintenance facilities in Manassas and midday storage in Washington, DC; d. Construct station/platform, parking and multimodal access improvements at VRE Manassas Line stations, including expansion of existing Broad Run VRE station/parking/ mulitmodal access; e. Improve information sharing through ITS/TSM enhancements for improved communications; and f. Rail improvements in support of I-81 / Route 29 Intercity Passenger Rail (DRPT/AMTRAK). |
| 301 | Fredericksburg Line Service Expansion | <p>Implement VRE service improvements on the Fredericksburg line to reduce headways to 20 minutes in peak period. In support of this improvement:</p> <ul style="list-style-type: none"> a. Purchase additional rolling stock in support of eight-car trains and peak service improvements; b. Construct/expand VRE equipment storage and maintenance facilities in Fredericksburg and midday storage in Washington, DC; c. Construct station/platform, parking, and access improvements at VRE Fredericksburg Line stations; and d. Improve information sharing through ITS/TSM enhancements for improved communications. |
| 302 | Fredericksburg Line Peak Period Service Expansion | <p>Improve frequencies to 15-minute peak period and new reverse peak period service. In support of this improvement:</p> <ul style="list-style-type: none"> a. Purchase additional rolling stock; b. Construct/expand VRE equipment storage and maintenance facilities; c. Rail line capacity improvements (including modification or expansion of track, signals, bridges, structures, etc.); d. Station/parking access improvements; and e. ITS/TSM improvements. |
| 303 | Manassas Line Peak Period Service Expansion | <p>Improve frequencies to 15-minute peak period and new reverse peak period service. In support of this improvement:</p> <ul style="list-style-type: none"> a. Purchase additional rolling stock; b. Construct/expand VRE equipment storage and maintenance facilities; c. Rail line capacity improvements (including modification or expansion of track, signals, bridges, structures, etc.); d. Station/parking access improvements; and e. ITS/TSM improvements. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 304 | VRE Express Service - Fredericksburg Line | Implement peak period express service on VRE Fredericksburg Line: a. One express train and three local trains per hour during AM and PM peak periods; and b. Stops at Spotsylvania, Leeland Road, Woodbridge, Alexandria, Crystal City, L'Enfant, and Union Station. c. Additional rolling stock and/or infrastructure improvements including modifications to tracks, signals, bridges, structures, and stations may also be needed to support express service. |
| 305 | VRE Express Service - Manassas Line | Implement peak period express service on VRE Manassas Line: a. One express train and three local trains per hour during AM and PM peak periods; and b. Stops at Broad Run, Manassas Park, Burke Centre, Alexandria, Crystal City, L'Enfant, and Union Station. c. Additional rolling stock and/or infrastructure improvements including modifications to tracks, signals, bridges, structures, and stations may also be needed to support express service. |
| 306 | Leesburg Bypass Widening: Route 15 to West Market Street | Widen Route 7 to a six-lane limited access facility from Route 15 to West Market Street interchange. |
| 307 | Leesburg Bypass Widening: East Market Street to Route 15 | Widen Route 7 / Route 15 to a six-lane limited access facility from the East Market Street interchange to the Route 15 interchange. |
| 308 | Route 7 Hot Spot and Safety Improvements: Fairfax County Line to Clark County Line | Hot spot and safety improvements on Route 7 from the Fairfax County line to the Clarke County line. |
| 309 | Route 7 Business Hot Spot and Safety Improvements: Route 9 to Round Hill | Hot spot and safety improvements on Route 7 Business from Route 9 at Clark's Gap to Route 7 west of Round Hill. |
| 310 | Route 9 Hot Spot and Safety Improvements: West Virginia State Line to Route 7 | Hot spot and safety improvements on Route 9 from the West Virginia state line to Route 7. |
| 311 | Route 15 Hot Spot and Safety Improvements: Prince William County Line to Maryland State Line | Hot spot and safety improvements on Route 15 from the Prince William County line to the Maryland state line. |
| 312 | Route 287 Hot Spot and Safety Improvements: Route 7 Business to Maryland State Line | Hot spot and safety improvements on Route 287 from Route 7 Business to the Maryland state line. |
| 313 | Extend Russell Branch Parkway (Leesburg): Cochran Mill Road (Route 653) to Trailview Boulevard | Extend Russell Branch Parkway (Leesburg) from Cochran Mill Road (Route 653) to Trailview Boulevard. Construct a four-lane roadway. |
| 314 | Route 50 Widening and Interchanges: Poland Road to Northstar Boulevard | Widen Route 50 (John Mosby Highway) to six lanes from Poland Road to Northstar Boulevard. Construct new interchanges at/near Tall Cedars Parkway (Route 2200), Route South Riding Boulevard (Route 2201), Loudoun County Parkway (Route 606), Arcola Boulevard/West Spine Road (Route 606 Extended), and Northstar Boulevard (relocated Route 659). Potential grade separation (interchange or overpass) at Pleasant Valley Road (Route 609). |
| 315 | Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road (Route 621) | Widen Belmont Ridge Road (Route 659) to four lanes from Shreveport Drive to Evergreen Mills Road (Route 621). |
| 316 | Gum Spring Road Widening: Dawsons Corner Boulevard to Prince William County Line | Widen Gum Spring Road (Route 606 Extended/West Spine Road) to four lanes from Dawsons Corner Boulevard (Route 3326) to the Prince William County line. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|--|
| 317 | Purchase Loudoun County Transit Buses | Purchase of buses in support of Loudoun County's transit services. |
| 318 | Route 50 Improvements: Fairfax County Line to Fauquier County Line | Improvements along Route 50 from the Fairfax County Line to the Fauquier County Line. |
| 319 | I-66 Corridor Park-and-Ride in Prince William County | Construct new park-and-ride lots along the I-66 corridor in Prince William County at Innovation, James Madison Arrowleaf, Linton Hall School, and Yorkshire in county-owned lots and Dominion in a privately-owned lot. Expand existing park-and-ride capacity at Limestone Drive and Manassas Mall/Sears in privately-owned lots. |
| 320 | I-95 Corridor Park-and-Ride in Prince William County | Expand park-and-ride capacity at Brittany Park, Hillendale, Montclair, Old Bridge/Minnieville Road in VDOT-owned lots; Old Bridge Festival, Potomac Mills, Prince William Square, Tacketts Mill Shopping Center in privately-owned lots; Old Bridge/Route 1, PRTC Transit Center, Route 234/ Route 1, in county-owned lots. Construct a new park-and-ride lot at Cherry Hill and a new park-and-ride garage at Potomac Center. |
| 321 | Pentagon City Metrorail Second Entrance | Construct second elevator entrance adjacent to Fashion Center Mall. |
| 322 | Shirlington Bus Station Expansion | Addition of new bus bays at the Shirlington bus station. |
| 323 | Crystal City Bus Improvements | Improving bus circulation, operations, and safety in the Crystal City area. |
| 324 | Construct Interchange at Prince William Parkway and University Boulevard. | Construct an interchange at Prince William Parkway (Route 234) and University Boulevard. |
| 325 | Construct Interchange at Route 1, Dumfries Road (Route 234), and Potomac Shores Parkway. | Construct a "quadrant at-grade" interchange at Route 1, Dumfries Road (Route 234) and Potomac Shores Parkway. |
| 326 | Construct Interchange at Prince William Parkway (Route 294) and Old Bridge Road | Construct an interchange at Prince William Parkway (Route 294) and Old Bridge Road. |
| 327 | Route 9 Traffic Calming | Construct safety improvements, traffic calming, and lane widening on Route 9, including in the Town of Hillsboro. Project may include roundabouts and other pedestrian safety improvements. |
| 328 | I-95 General Purpose Lanes Widening: Occoquan River Bridge to Dumfries Road (Route 234) | Widen southbound I-95 to four lanes between the Occoquan River Bridge and Dumfries Road (Route 234) at Exit 152. |
| 329 | Route 15 Improvements with Railroad Overpass | Project will widen Route 15 from two to four lanes and build an overpass over the existing Norfolk Southern Railway B-Line tracks. The project extends about 1000' north of the tracks and extends approximately 1200' south of the tracks. |
| 330 | Fairfax County Express Bus: Reston to Franconia-Springfield | Implement express bus service along Fairfax County Parkway (Route 286) between Reston Metrorail station and Franconia-Springfield Metrorail Station. |
| 331 | Tysons Express Bus | Implement express bus service between Tysons and Huntington Metrorail Station, and between Tysons and Franconia-Springfield Metrorail Station. |
| 332 | Construct Lanes on Reston Parkway: Sunrise Valley Drive to Baron Cameron Avenue | Construct lanes on Reston Parkway from Sunrise Valley Drive to Baron Cameron Avenue. |
| 333 | Transit Boulevard along Sycamore Street and Roosevelt Street: East Falls Church Metrorail to Seven Corners | Transit and pedestrian/bicycle connections along Sycamore Street and Roosevelt Street with a bridge overpass connecting to planned redevelopment in Seven Corners. |

TransAction Plan Project List

TransAction Plan Project List (Cont.)

| TransAction Project ID | Project Name | Project Description |
|------------------------|--|---|
| 334 | Falls Church Metro Station Access | Multimodal access improvements for the East Falls Church and West Falls Church Metrorail Stations, including pedestrian access, bicycle access and bikesharing stations, and bus access. |
| 335 | Falls Church Regional Bicycle Connections | On-street bicycle facilities to connect Falls Church's bicycle network to the W&OD, Arlington County's network and Fairfax County's network. |
| 336 | Braddock Road Intersection Improvements: Guinea Road to Ravensworth Road | Improvements include access management, intersection improvements, signalization, and pedestrian improvements from Guinea Road to Ravensworth Road. |
| 337 | I-495 HOT Lanes: American Legion Bridge to I-270 | Extend I-495 Capital Beltway HOT lanes into Maryland via the American Legion Bridge to the I-270 spur. |
| 338 | I-95 ITS/ICM Improvements | Implement intelligent transportation systems, adaptive traffic control, and hard shoulder lanes on I-95. |
| 339 | Northern Virginia ITS/ICM Improvements | Implement ITS and integrated corridor management strategies on key regional corridors and parallel facilities in Northern Virginia. |
| 340 | Northern Virginia TDM Strategies | Implement and expand TDM initiatives and programs in major employment centers within Northern Virginia. |
| 341 | Joplin Road Improvements | Implement speed limit adjustments on Joplin Road (Route 619). |
| 342 | Route 7 Reversible Lanes: Dulles Toll Road to Route 9 | Construct reversible lanes on Route 7 between Dulles Toll Road and Route 9. |
| 343 | Dulles Greenway Merge Lanes | Construct additional capacity on Dulles Greenway at merges, particularly at the connections with the Dulles Toll Road, to allow for better operation and weave movements. |
| 344 | Route 28 Reversible HOV Lanes: I-66 to Dulles Toll Road | Implement reversible HOV lanes on Route 28 between I-66 and the Dulles Toll Road during AM and PM peak periods. |
| 345 | Reston Town Center Express Bus | Implement Express bus service between Reston Town Center and Fairfax Center via Reston Parkway and West Ox Road. |
| 346 | Rosslyn-Ballston Corridor Express Bus | Implement enhanced bus service on Fairfax Drive and Wilson Boulevard between Ballston and Rosslyn. |
| 347 | Van Dorn Intermodal Facility | Construct intermodal facility in the vicinity of Van Dorn Metrorail Station to facilitate transfers between Metrorail, West End Transitway, and local transit service. |
| 348 | I-495 / I-395 Lane Restrictions | Implement lane restrictions for commercial trucks on I-495 and I-395 in Virginia. |
| 349 | Braddock Road Widening: Route 28 to Fairfax County Line | Widen Braddock Road to four lanes between Route 28 and the Fairfax County line. |
| 350 | Construct Route 28 Corridor Roadway Improvements | Construct Route 28 corridor roadway improvements connecting Prince William County, City of Manassas, City of Manassas Park, and Fairfax County. |
| 351 | South Elden St Reconstruction | Reconstruct South Elden Street between Herndon Parkway and Sterling Road. Project includes signalization and capacity improvements at each intersection as well as streetscape, bike, pedestrian and transit access improvements. |
| 352 | Sterling Road Reconstruction | Reconstruct Sterling Road between Elden Street and Rock Hill Road. Project includes signalization and capacity improvements at each intersection as well as streetscape, bike, pedestrian and transit access improvements. |



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Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2018-2023 SIX YEAR PROGRAM Project Application Form

The FY2018-2023 Six Year Program is a competitive program for Northern Virginia Transportation Authority Regional Revenues. The Authority's project selection process is comprised of five complementary components: preliminary screening, TransAction analyses, congestion reduction relative to cost analysis, qualitative considerations (such as leveraging of other funds excluding NVTa regional revenues, geographic and modal balance, project readiness, past performance, etc.), and public input.

General Instructions:

- **Deadline for application is noon, December 15, 2017.**
- **Deadline for resolution(s) of support is noon, January 19, 2018.**
- Applications must be submitted electronically to Sree Nampoothiri at Sree.Nampoothiri@TheNoVaAuthority.org. (Please provide applications in word and pdf formats not to exceed a total 6MB attachment size in each email. Also provide any GIS files or other supporting documentation. For large file sizes, contact Sree Nampoothiri, in advance).
- Incomplete applications, and applications received after the deadline, will be rejected; however draft applications may be submitted for review by NVTA staff by noon, November 9, 2017.

For assistance please contact Sree Nampoothiri at Sree.Nampoothiri@TheNoVaAuthority.org



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2018-2023 Six Year Program Project Application Form
TransAction ID:

Submitting Jurisdiction/Agency: _____

1) General Project Information

1.1 TransAction Project Title(s), ID(s), and page number(s) of Project in TransAction Plan¹ (Include corridor and corridor segment numbers. Please provide TransAction ID in the header too.):

1.2 Project Sub-Title (If applying for a subset of a TransAction project or a combination of multiple TransAction projects):

1.3 Project Location, including terminal points (If applicable):
(Add location map marking project extent. Provide GIS shapefile if available)

1.4 Project Description (Maximum 2 paragraphs / 500 words. Include description of terminal points, intersections, turning lanes, transit routes, services, facility, etc. sufficient enough to code into a traffic model for detailed analyses):

1.5 What is the local priority for this project among all the projects submitted by your jurisdiction/agency for NVTa regional revenues? (e.g. Top three; X of Y):

2) Project Milestones

2.1 Project Milestones by Project Phase (Provide actual or expected start and end dates – month/year – for all applicable phases, including phases that have already occurred):

| | FY17 or earlier | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY24 or later (specify) |
|---|-----------------|---------|---------|---------|---------|---------|---------|-------------------------|
| Design, Engineering, Environmental | | | | | | | | |
| Right of Way | | | | | | | | |
| Construction | | | | | | | | |
| Capital Asset Acquisitions | | | | | | | | |
| Other (please explain clearly what this includes) | | | | | | | | |

2.2 Are there any potential risk factors that may delay the milestones? If yes, please describe (e.g. project implementation depends on the completion of another project.)

¹ See TransAction Plan Project List: [hyperlink will be added when TransAction is adopted](#)



Northern Virginia Transportation Authority
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FY 2018-2023 Six Year Program Project Application Form
TransAction ID:

3) Project Cost

3.1 Total Cost to Complete Project (Needed to achieve the intended transportation functionality of the project, e.g. completion of construction, implementation of an expanded transit service):

3.2 Total Cost by Project Phase and Fiscal Year when expenditure is expected to occur (Complete for all applicable phases and Fiscal Years – must total to the amount shown in item #3.1):

| | FY2017 or earlier | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY2024 or later | TOTAL |
|---|----------------------|---------|---------|---------|---------|---------|---------|--------------------|-------|
| Design, Engineering, Environmental | | | | | | | | | |
| Right of Way | | | | | | | | | |
| Construction | | | | | | | | | |
| Capital Asset Acquisitions | | | | | | | | | |
| Other (please explain clearly what this includes) | | | | | | | | | |
| TOTAL | | | | | | | | | |

3.3 If this is expected to be a Design-Build project, what is the estimated date for funding verification? (i.e. the date by which sufficient committed funding sources must formally be documented in order for Design-Build bids to be invited. Provide month/year)

3.4 Provide the basis year of costs:

4) Funding Request

4.1 Requested NVTAFunds (Excludes any previous approvals for 70% Regional Revenues):

4.2 Requested NVTAFunds by Project Phase and Fiscal Year of Expenditure (Complete for all applicable phases and Fiscal Years – must total to the amount shown in item #4.1):

| | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY2024 or later | TOTAL |
|---|---------|---------|---------|---------|---------|---------|--------------------|-------|
| Design, Engineering, Environmental | | | | | | | | |
| Right of Way | | | | | | | | |
| Construction | | | | | | | | |
| Capital Asset Acquisitions | | | | | | | | |
| Other (please explain clearly what this includes.) | | | | | | | | |
| TOTAL | | | | | | | | |

Note: Include contract administration expenses to corresponding phase(s)



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5) Other Funding Sources

5.1 Other Sources of Funding by Project Phase (Specify the amounts by source and complete for all applicable phases – must match with phase totals provided under items #3.2 and #4.2):

Note: 'Other Funding Sources' may include previously approved NVTa 70% Regional Revenues, NVTa 30% Local Distribution Revenues, CMAQ, RSTP, State, Proffers (or local equivalent), private, recipient entity funds, and others. You may describe if you have concurrently applied for other funding sources or plan to apply within the next six months.

| | Committed Funds | | | NVTa Request per this application (\$) (should match with item #4.2) | Funding Gap (\$) | TOTAL (\$) (should match with item #3.2) |
|---|---|-------------|---------------------|--|------------------|--|
| | Source (identify each source and amount separately) | Amount (\$) | Total by phase (\$) | | | |
| | | [a] | [b] | [c] | [d] | [e=b+c+d] |
| Design, Engineering, Environmental | | | | | | |
| Right of Way | | | | | | |
| Construction | | | | | | |
| Capital Asset Acquisitions | | | | | | |
| Other (please explain clearly what this includes) | | | | | | |
| TOTAL | | | | | | |

5.2 Please confirm all necessary operations/maintenance funds with the project have been secured and provide the source(s).

6) Project Impacts

For items #6.1 thru #6.5, Address how this project supports the regional coherence philosophy embedded in TransAction, and how it will improve Northern Virginians' quality of life with respect to travel conditions. Please provide reports, data, and other supporting information such as GIS files, simulation videos, etc.

6.1 What regional benefits does this project offer? (Describe how the project addresses travel conditions in TransAction corridor(s) and corridor segment(s) with a focus on the TransAction vision and goals):

6.2 How will the project reduce congestion and increase capacity? (Which facilities will experience capacity increases and how will this result in improved traffic flow/transit services? Provide current and forecasted capacity of facilities, services, etc. including bike-ped facilities. What congestion problem does the project address and how will it reduce congestion? Provide current and forecasted AADT/transit ridership with and without the project and details of models used (type, source, version, etc.):

6.3 How will the project improve regional connectivity? (Specifically list how Northern Virginians will experience improved connectivity between/within designated regional activity centers and jurisdictions.



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TransAction ID:

Provide information such as congestion levels, origin-destination patterns from any studies/analysis conducted):

6.4 How will the project improve integration between modes and systems? (Describe specifics such as motorized/non-motorized modes, first/last mile connection, new and enhanced technology systems such as Integrated Corridor Management, etc.):

6.5 How will the project improve safety? (Describe any safety issue this project is addressing and how the project will improve safety. Please include relevant safety data.):

7) Other Information

7.1 Project Title and ID in 2016 CLRP (or indicate if not included):

7.2 Project Title and ID in the current TIP (or indicate if not included):

7.3 Project VDOT UPC Number or DRPT Number (if available):

7.4 List internet links to any additional information in support of this project:

7.5 Do you intend to provide photos or other graphics to support your application? Yes / No
(If yes, coordinate with Sree Nampoothiri, sree.nampoothiri@thenovaauthority.org)

8) Resolution of Support

8.1 Please include a signed copy of Board/Council resolutions in support of this application.
Agencies must submit resolutions from affected jurisdiction Boards/Councils in addition to a resolution from their own governing body. (The resolution(s) must include, at a minimum, TransAction ID, Project Title, and the requested funding amount)

8.2 Projects that are located in multiple jurisdictions must demonstrate multi-jurisdictional support in order to advance. (e.g. resolutions of support from the governing body of each affected jurisdiction).

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- Deadline for resolution(s) of support is noon, January 19, 2018.



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TransAction ID:

9) Certifications

- Applicant acknowledges that past performance regarding achievement of drawdown commitments for previously approved projects (SPA Appendix B's and revisions) will be used as a qualitative consideration in SYP project selection.
- If project is approved for funding, applicant will:
 - Commit all necessary operations/maintenance funds;
 - Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.;
 - Provide a monthly status report on project progress to NVTA staff;
 - Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;
 - Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included;
 - Provide NVTA with appropriate insurance certification and keep the certificates up to date;
 - Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing;
 - Coordinate with NVTA staff before finalizing any third party project administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);
 - Adhere to all relevant NVTA Policies.

| | Signature of the Submitter (Director level or above) |
|------------|---|
| Name: | |
| Title: | |
| Email: | |
| Phone: | |
| Signature: | |

| Staff Point of Contact | Public Information Officer (PIO) Contact |
|-------------------------------|---|
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