



Tier 1 Recommendations October 20, 2017





Page Left Intentionally Blank



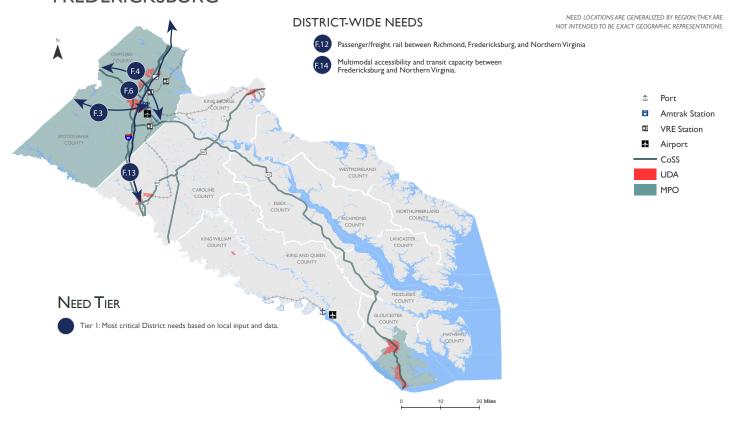
Fredericksburg District



Page Left Intentionally Blank



VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS FREDERICKSBURG



| | Tier 1 District Needs | | | | |
|------|---|--|--|--|--|
| Need | Need Description | | | | |
| | Within FAMPO, the Route 3 corridor has network connectivity needs west of I-95 and within Fredericks- | | | | |
| F.3 | burg. | | | | |
| | Within FAMPO, the US 17 corridor has mode choice, safety, reliability, and network connectivity needs | | | | |
| F.4 | through Stafford, Fredericksburg, and Spotsylvania. | | | | |
| F.6 | Within FAMPO, I-95/US 1 corridor in Fredericksburg has congestion, reliability, and safety needs. | | | | |
| F.12 | Across the Fredericksburg District and cross-District, there are needs for passenger/freight rail congestion and reliability between Richmond, Fredericksburg, and Northern Virginia. | | | | |
| F.13 | Across the Fredericksburg District and cross-District, the I-95/US 1 corridor has congestion, reliability, and safety needs from Fredericksburg to Northern Virginia. | | | | |
| F.14 | Across the Fredericksburg District and cross-District, there are needs for improved multimodal accessibility and increased transit capacity between Fredericksburg and Northern Virginia. | | | | |



| | Funded Projects | | | | | |
|------------|---|--|--|--|--|--|
| Need(s) | Project Name | | | | | |
| F.3 | Route 3 Safety Improvements at I-95 Exit 130 | | | | | |
| F.3 | I-95 Safety Improvements at Route 3 from Exit 130A to Cowan Boulevard | | | | | |
| F.4 | US 17/I-95 bridge to Hospital Boulevard: Replace bridge and widen US 17 (SMART SCALE 2015) | | | | | |
| F.4 | Interchange Improvements at Southbound I-95 and US 1/ US 17 | | | | | |
| F.4 | US 17 reconstruction w/ added capacity from south of McLane Drive to north of Stafford Lakes Parkway | | | | | |
| F.4 | Intersection Improvements at US 17 and Route 609 | | | | | |
| F.6 | Rappahannock River Crossing Southbound: Construct 2 lanes between Exits 133 and 130; reconstruction of interchange and exit ramps, reconfiguration of parking and replace bridge (SMART SCALE 2015) | | | | | |
| F.6 | Fall Hill Avenue Bridge and Approaches Reconstruction and Widening | | | | | |
| F.6 | Reconstruct traffic signal at US 1 and Route 610 | | | | | |
| F.6 | Route 606 West - Widen Mudd Tavern Road from two lane undivided to four lane divided road (SMART SCALE 2015) | | | | | |
| F.6 | Construct Improvements on Route 606 east of and through the I-95 interchange at Exit 110 | | | | | |
| F.6 | Intersection Reconstruction at Route 620 and US 1 | | | | | |
| F.12, F.14 | VRE Brooke and Leeland Station Improvements: platform improvement, enhancements to bicycle/pedestrian access, parking expansion, and third rail (SMART SCALE 2015) | | | | | |
| F.12 | Arkendale to Powell's Creek Third Track Project and Potomac Shores Station | | | | | |
| F.13 | I-95 Improvements: Intersection Relocation at Route 630 | | | | | |
| F.13 | Extension of I-95 Express Lanes to Exit 130 | | | | | |
| F.13 | Stafford: US 1 at Potomac Creek Drive (add LTL, restriping) (SMART SCALE 2015) | | | | | |
| F.13 | Safety Improvements on US 1 at Woodstock Lane/Telegraph Road (SMART SCALE 2015) | | | | | |
| F.13 | US 1 Widenings (Garrrisonville, BRAC) | | | | | |
| F.13 | Intersection Improvements on US 1, US 17, and Route 218 | | | | | |
| F.13 | Reconstruction of I-95 Exit 140 interchange at Stafford Courthouse and Courthouse Road widening | | | | | |
| F.14 | Miscellaneous Commuter Parking Expansions: Route 3 Commuter Parking Lot Study, Lease Commuter Parking Spaces, Lot East of Exit 140 on I-95 (SmartScale2015), new Commuter Parking Lot for Rt. 1 at Commonwealth Dr. (SmartScale2015). | | | | | |
| F.14 | TDM/Vanpool/Paratransit/New Freedom Program to enhance public transportation services | | | | | |
| F.14 | Twin Lake/Kensington Bicycle and Pedestrian Connector (SMART SCALE 2015) | | | | | |



| | Project Recommendations | | | | | | |
|--------|-------------------------|--|---------------------|-------------------------------|------------|------|--|
| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Туре | Cost (\$M) | Page | |
| FRED04 | F13 | US 1 Intelligent Transportation System (ITS) Improvements | Multiple | Highway, TDM | \$1.53 | 2 | |
| FRED05 | F13 | I-95 Study of alternatives for capacity improvements in the direction of travel opposite that of the I-95 Express Lanes | Multiple | Highway, TDM | \$0.50 | 4 | |
| FRED06 | F14 | Transportation Facility Access Study | Multiple | Bike/ Ped, Bus Transit | \$0.50 | 6 | |
| FRED07 | F14 | Implement Recommendations from Fredericksburg VRE Station Bicycle and Pedestrian Access Study | Spotsylvania County | Bike/ Ped, Rail Transit | TBD | 8 | |
| FRED08 | F4, F14 | VRE Spotsylvania Station Access Study | Spotsylvania County | Bike/ Ped, Rail Transit | \$0.50 | 10 | |
| FRED09 | F3 | Route 3 Corridor Park-and-Ride Study | Multiple | Bike/ Ped, Rail Transit | \$0.50 | 12 | |
| FRED10 | F3 | Route 3 Corridor Park-and-Ride Transit Access and Transportation Demand Management (TDM) Study | Multiple | Bus Transit, TDM | \$0.50 | 14 | |
| FRED11 | F4, F14 | Implementation of Priority Recommendations from the Fredericksburg Regional Transit (FRED) Transit Development Plan | Multiple | Bus Transit, TDM | TBD | 16 | |
| FRED12 | F6 | Operational Improvements on Northbound I-95 at Rappahannock River Crossing | Multiple | Highway | TBD | 18 | |
| FRED13 | F4, F6 | Jackson Gateway Area I-95 Improvements | Spotsylvania County | Highway | \$58.00 | 20 | |
| FRED14 | F6 | US 1 Widening and Operational Improvements | Multiple | Highway | TBD | 22 | |
| FRED15 | F12 | Passenger Rail Service Enhancements in the I-95 Corridor | Multiple | Rail Transit | \$444.69 | 24 | |
| FRED16 | F12 | VRE System Plan 2040 Phase 1 Improvements | Multiple | Rail Transit | \$311.42 | 26 | |
| FRED17 | F4 | Implement Recommendations from Route 2/US 17-Business Corridor Study | Spotsylvania County | Highway | TBD | 28 | |



| | Project Recommendations | | | | | | |
|--------|-------------------------|---|---------------------|-------------------------------------|------------|------|--|
| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Туре | Cost (\$M) | Page | |
| FRED18 | F3 | Implement Recommendations from Route 3 STARS Study | Fredericksburg City | Highway | TBD | 30 | |
| FRED19 | F13 | Implement Recommendations of FAMPO's I-95 Corridor Study | Multiple | Highway | \$738.48 | 32 | |
| FRED20 | F6 | Implement Recommendations from US 1 STARS Study | Multiple | Highway | TBD | 34 | |
| FRED21 | F13 | I-95 ICM Program Improvements (ITS) | Multiple | Highway | \$7.45 | 36 | |
| FRED22 | F14 | Identify Key Projects from the forthcoming I-95/I-395 Transit/TDM Study by DRPT | Multiple | Highway | TBD | 38 | |
| FRED23 | F14 | Transportation System Management/Park-and-Ride Lots | Multiple | TDM | \$46.22 | 40 | |
| FRED24 | F6, F13 | Implement Recommendations from US 1/ Route 208 Corridor Study | Spotsylvania County | Highway | TBD | 42 | |
| FRED25 | F4 | Implement Recommendations from US 17-Business STARS Study | Stafford County | Highway | TBD | 44 | |
| FRED27 | F12 | Long Bridge Improvements | Multiple | Rail Transit, Freight Rail | \$800.00 | 46 | |
| FRED28 | F12 | DC2RVA: Speed and Reliability Improvements for VRE and Amtrak | Multiple | Rail Transit, Freight Rail | \$5,100 | 48 | |



Fredericksburg District

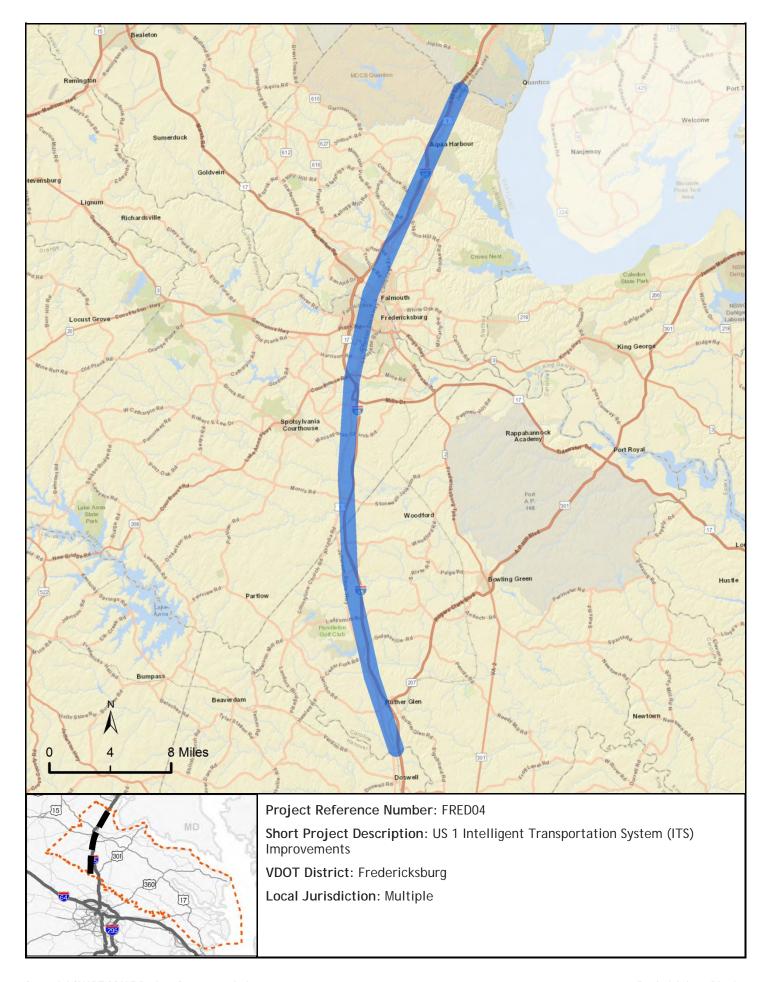
Project Sheets





Based on Analysis of VMTP Needs Assessments

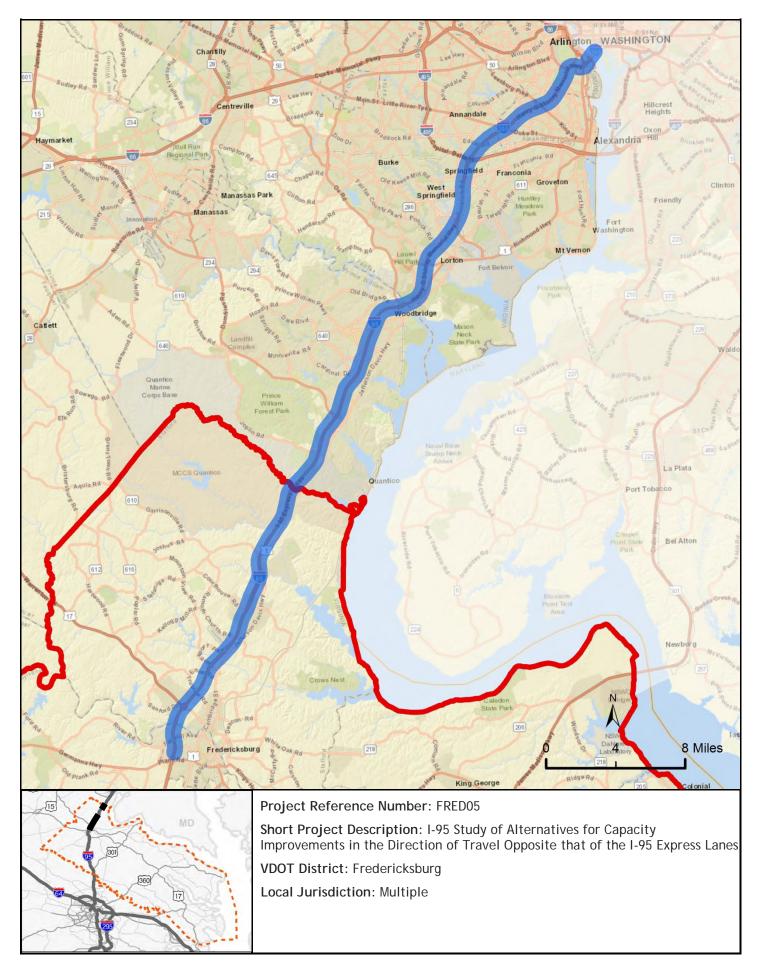
| Recommendation Details | | Project Reference Number FRED04 | |
|---|--|--|--|
| Short Description | | | |
| US 1 Intelligent Transportation System | (ITS) Improvements | | |
| District | | Local Jurisdiction | |
| Fredericksburg | | Multiple | |
| VMTP Need Type (Place X in all applic | cable boxes) | | |
| X Corridor of Statewide Significan | ce X Region | nal Network UDAs Safety | |
| Needs Addressed from VMTP Nee | ds Assessment (List needs | as numbered in reports) | |
| Fredericksburg Need E; CoSS Needs K3:1, K | 3:K, K3:S, K3:Y, K3:AA, K3:AB, k | (3:AC, K3:AD, K3:AE | |
| Project Status: New, unique re | commendation | | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit F | Rail Transit Freight Rail X Travel Demand Manage | |
| Detailed Description of Improvements | | | |
| Project would implement ITS improve connectivity of US 1 as a parallel high | | the Fredericksburg District to improve reliability and network | |
| Once specific project locations and i | mprovements have been | identified, ITS improvements would be eligible for SmartScale | |
| and are reviewed below as a SmartSo | cale-ready project. | | |
| | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | | |
| X SMART SCALE TAP X | CMAQ X HSIP | Prescoping X Other: RSTP | |
| Estimated Project Cost (in \$M) | \$ 1.53 | Right of Way Required for Project | |
| If A | 4 F 11-1114 | | |
| If Applicable: Smart Scale Proje Based on Qualitative Review of Proje | • | | |
| • • • • • • • • • • • • • • • • • • • | | Comments | |
| Safety | ITS could improve reliabi | lity and emergency response in the corridor. | |
| Congestion Mitigation | Improved network connectivity and reliability could reduce congestion. | | |
| Accessibility | | en communities by addressing reliability needs of corridor. | |
| Land Use | | gh commercial, industrial, and mixed use areas. | |
| Environment | Reduced congestion co | | |
| | | | |
| Economic Development | supports local and regio | nal plans for growth in the corridor. | |







| Recommendation Details | | Project Reference Number | FRED05 | | |
|---|--|--|--------------|--|--|
| Short Description I-95 Study of alternatives for capacity improvements in the direction of travel opposite that of the I-95 Express Lanes | | | | | |
| | inprovements in the direc | | C 3 | | |
| District Fredericksburg | | Local Jurisdiction Multiple | | | |
| VMTP Need Type (Place X in all applications) | able boxes) | | | | |
| X Corridor of Statewide Significance | e Region | nal Network X UDAs S | Safety | | |
| Needs Addressed from VMTP Need | ds Assessment (List needs | as numbered in reports) | | | |
| CoSS Need K3:O; UDA ID 17 | | | | | |
| Project Status: New, unique rec | commendation | | | | |
| Recommendation Features | | | | | |
| Type (Place X in all applicable boxes) | | | | | |
| X Highway Bike/Pedestrian | Bus Transit R | Rail Transit Freight Rail X Travel Deman | id Managemei | | |
| Detailed Description of Improvements | a direction of pook troval | which varies by time of day, travel in the opposite | a direction | | |
| does not benefit and experiences hea | avy congestion. This study | would evaluate alternatives for capacity improve to relieve this congestion. Improvements recomm | ements for | | |
| this study would be eligible for SMART S | SCALE funding. | | | | |
| | | | | | |
| | | | | | |
| Potential Funding Sources (Place X in all applicable boxes) | | | | | |
| | CMAQ HSIP P | Prescoping X Other: STARS | | | |
| Estimated Project Cost (in \$M) | \$ 0.50 | Right of Way Required for Project | | | |
| | | | | | |
| If Applicable: Smart Scale Project Based on Qualitative Review of Project | • | | | | |
| | | Comments | | | |
| Safety | Study/plan not eligible for SMART SCALE. | | | | |
| Congestion Mitigation | Study/plan not eligible for SMART SCALE. | | | | |
| Accessibility | Study/plan not eligible for SMART SCALE. | | | | |
| Land Use | Study/plan not eligible for SMART SCALE. | | | | |
| Environment | Study/plan not eligible fo | r SMART SCALE. | | | |
| Economic Development | Study/plan not eligible fo | r SMART SCALE. | | | |

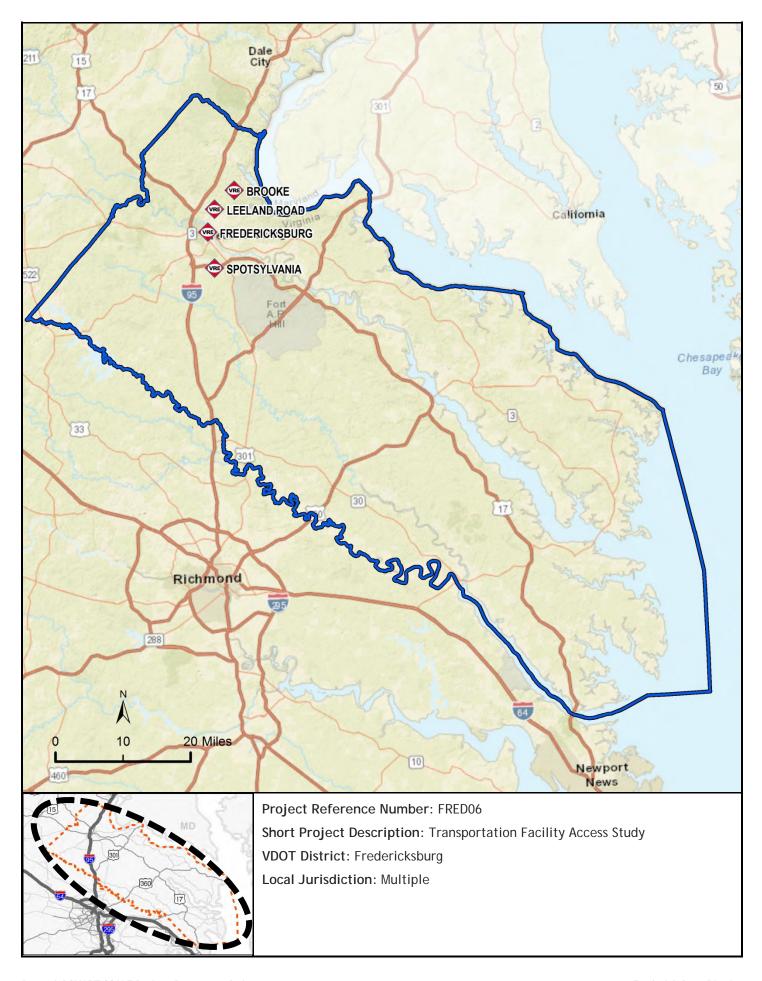






Based on Analysis of VMTP Needs Assessments

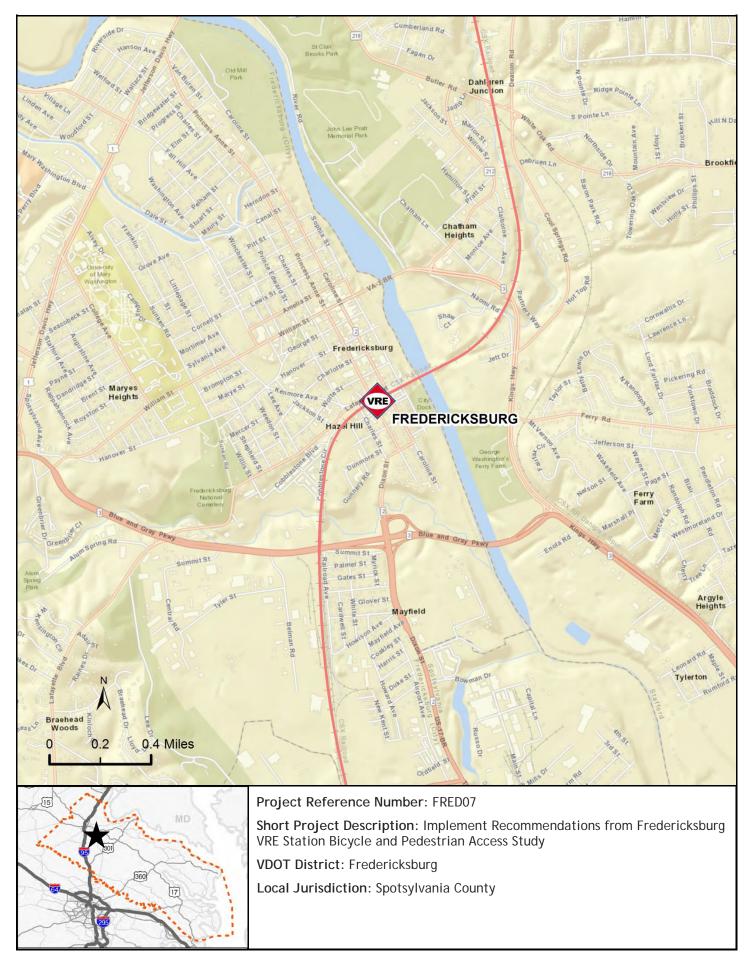
| Recommendation Details | | Project Reference Number FRED06 | | | |
|---|---|---|--|--|--|
| Short Description | | | | | |
| Transportation Facility Access Study | | | | | |
| District | | Local Jurisdiction | | | |
| Fredericksburg | | Multiple | | | |
| VMTP Need Type (Place X in all applie | cable boxes) | _ | | | |
| X Corridor of Statewide Significan | ce Regio | nal Network X UDAs Safety | | | |
| Needs Addressed from VMTP Nee | ds Assessment (List need | s as numbered in reports) | | | |
| CoSS Need K3:J; UDA IDs 17, 61, 62 | | | | | |
| Project Status: New, unique re | commendation | | | | |
| Recommendation Features | | | | | |
| Type (Place X in all applicable boxes) | | | | | |
| Highway X Bike/Pedestrian | X Bus Transit | Rail Transit Freight Rail Travel Demand Manageme | | | |
| Detailed Description of Improvements | | | | | |
| District. Facilities include inter-city bus | | needs at transportation facilities throughout the Fredericksburg ots, and VRE stations. | | | |
| Potential Funding Sources (Place X in all applicable boxes) SMART SCALE TAP X | cmaq | Prescoping Other: | | | |
| Estimated Project Cost (in \$M) | \$ 0.50 | Right of Way Required for Project | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | | |
| Safety | Study/plan not eligible f | or Smart Scale | | | |
| Congestion Mitigation | Study/plan not eligible for Smart Scale | | | | |
| Accessibility | Study/plan not eligible for Smart Scale | | | | |
| Land Use | Study/plan not eligible for Smart Scale | | | | |
| Environment | Study/plan not eligible for Smart Scale | | | | |
| | | | | | |
| Economic Development | Study/plan not eligible for Smart Scale | | | | |







| Recommendation Details | | Project Reference Number | FRED07 | | | |
|---|--|--|---------------|--|--|--|
| Short Description | | | | | | |
| Implement Recommendations from F | redericksburg VRE Station | Bicycle and Pedestrian Access Study | | | | |
| District | | Local Jurisdiction | | | | |
| Fredericksburg | | Spotsylvania County | | | | |
| VMTP Need Type (Place X in all applic | able boxes) | _ | _ | | | |
| Corridor of Statewide Significand | ce X Region | nal Network UDAs | Safety | | | |
| Needs Addressed from VMTP Nee | ds Assessment (List needs | as numbered in reports) | | | | |
| Fredericksburg Needs F, G; UDA 17 | | | | | | |
| Project Status: New, unique re | commendation | | | | | |
| Recommendation Features | | | | | | |
| Type (Place X in all applicable boxes) | | | | | | |
| Highway X Bike/Pedestrian | Bus Transit X F | Rail Transit Freight Rail Travel Der | mand Manageme | | | |
| Detailed Description of Improvements | | | | | | |
| implemented to improve multimodal | Recommendations from the forthcoming Fredericksburg, VRE Station Bicycle and Pedestrian Access Study would be implemented to improve multimodal choice, improve safety conditions for bicyclists and pedestrians in the area, and encourage commuting using VRE. Improvements, once identified, would be eligible for SMART SCALE. | | | | | |
| Potential Funding Sources | | | | | | |
| (Place X in all applicable boxes) | | | | | | |
| X SMART SCALE X TAP X | CMAQ HSIP | Prescoping Other: | | | | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | | | |
| Safety | Could improve safety co | nditions for hievelist and nedestrians | | | | |
| Congestion Mitigation | Could improve safety conditions for bicyclist and pedestrians. | | | | | |
| | Could reduce VMT and congestion through provision of alternate mode. | | | | | |
| Accessibility | Improves access for bicyclists, pedestrians, and VRE users. | | | | | |
| Land Use | Provides bicycle/pedestrian facilties to commercial and mixed use areas. | | | | | |
| Environment | Reduced VMT and congestion could improve air quality. | | | | | |
| Economic Development | Supports local and regio | nal plans for development. | | | | |

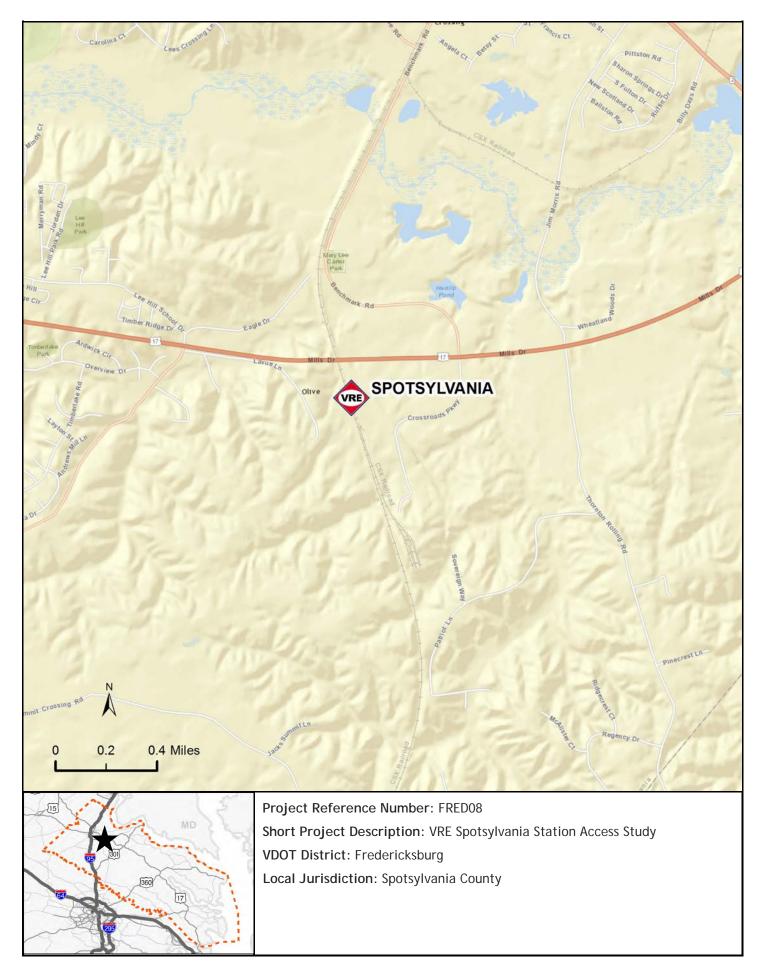






Based on Analysis of VMTP Needs Assessments

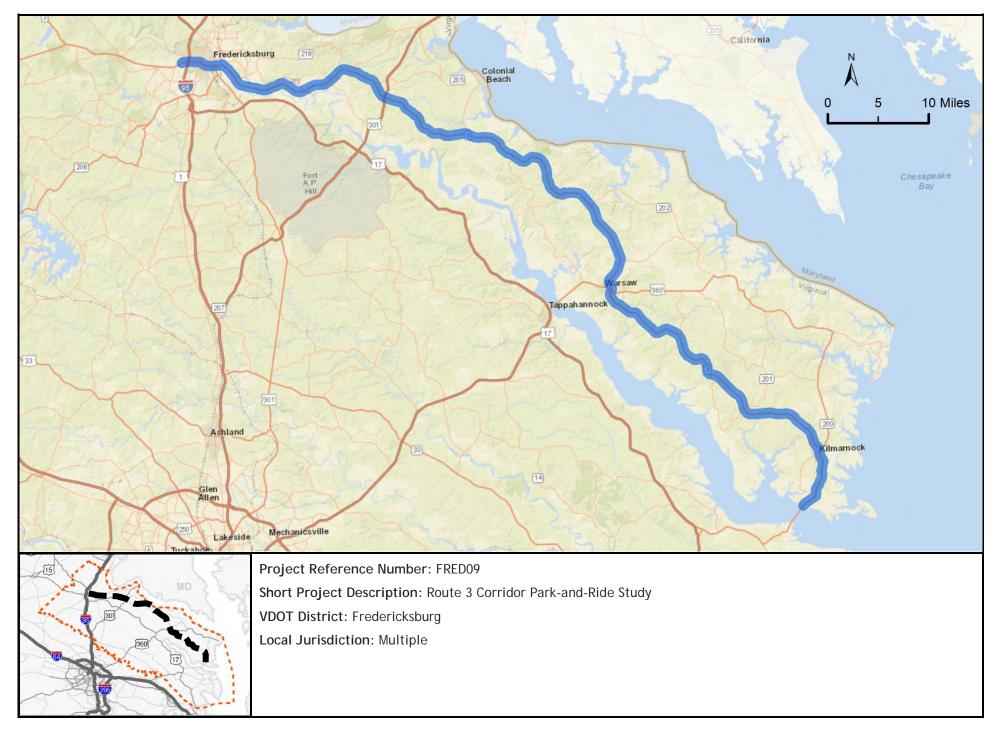
| Recommendation Details | | Project Reference Number FRED08 | | |
|---|---|--|--|--|
| Short Description | | | | |
| VRE Spotsylvania Station Access Stud | У | | | |
| District | | Local Jurisdiction | | |
| Fredericksburg | | Spotsylvania County | | |
| VMTP Need Type (Place X in all applie | cable boxes) | | | |
| Corridor of Statewide Significan | ce X Regio | nal Network UDAs Safety | | |
| Needs Addressed from VMTP Nee | ds Assessment (List needs | s as numbered in reports) | | |
| Fredericksburg Need G | | | | |
| Project Status: Partially funded | d in 2017-2022 SYIP (e.g. PE | or ROW only, but not complete construction) | | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | | | | |
| Highway X Bike/Pedestrian | Bus Transit X | Rail Transit Freight Rail Travel Demand Manageme | | |
| Detailed Description of Improvements | | | | |
| | | | | |
| Potential Funding Sources | | | | |
| (Place X in all applicable boxes) | | | | |
| SMART SCALE TAP X | CMAQ HSIP | Prescoping Other: | | |
| Estimated Project Cost (in \$M) | \$ 0.50 | Right of Way Required for Project | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | |
| Safety | Study/Plan not eligible fo | or Smart Scale | | |
| Congestion Mitigation | Study/Plan not eligible for Smart Scale | | | |
| Accessibility | Study/Plan not eligible for Smart Scale | | | |
| Land Use | Study/Plan not eligible for Smart Scale | | | |
| Environment | Study/Plan not eligible fo | | | |
| Economic Development | Study/Plan not eligible for Smart Scale | | | |
| 200.00000000000000000000000000000000000 | a.sa,,, iai.,, ioi oligible le | | | |







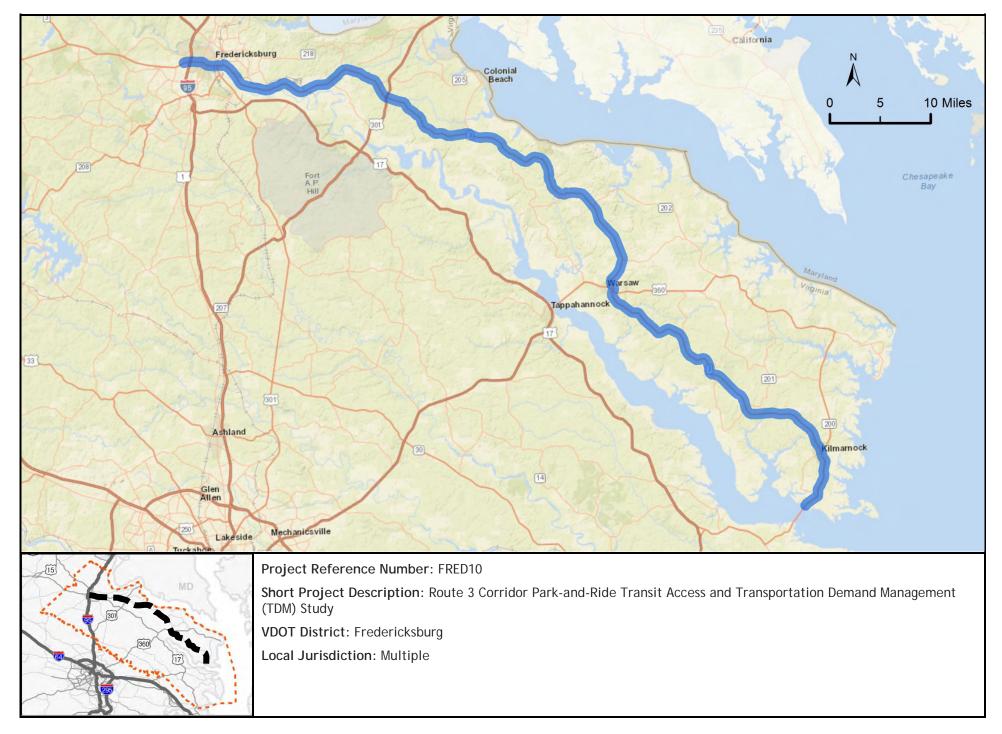
| Recommendation Details | | Project Reference Number FRED09 | | | | | |
|---|---|--|--|--|--|--|--|
| Short Description | | | | | | | |
| Route 3 Corridor Park-and-Ride Study | | | | | | | |
| District | | Local Jurisdiction | | | | | |
| Fredericksburg | | Multiple | | | | | |
| VMTP Need Type (Place X in all applic Corridor of Statewide Significan | VMTP Need Type (Place X in all applicable boxes) Corridor of Statewide Significance X Regional Network UDAs Safety | | | | | | |
| Needs Addressed from VMTP Nee | eds Assessment (List need | s as numbered in reports) | | | | | |
| Fredericksburg Need F | (| | | | | | |
| Project Status: New, unique re | commendation | | | | | | |
| Recommendation Features | | | | | | | |
| Type (Place X in all applicable boxes) | | | | | | | |
| Highway X Bike/Pedestrian | Bus Transit X | Rail Transit Freight Rail Travel Demand Manageme | | | | | |
| Detailed Description of Improvements | | | | | | | |
| Fredericksburg, Spotsylvania County, detail Park-and-Ride expansion, repa | Westmoreland County, Ri ir, and other safety improv | along the Route 3 corridor throughout the City of ichmond County, and Lancaster County. The study would also vements. Recommended investments in Park-and-Ride tterns, transit availability, and future VDOT plans for roadway | | | | | |
| Potential Funding Sources | | | | | | | |
| (Place X in all applicable boxes) | | | | | | | |
| SMART SCALE TAP X | CMAQ HSIP | Prescoping Other: | | | | | |
| Estimated Project Cost (in \$M) | \$ 0.50 | Right of Way Required for Project | | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | | | | |
| 0.61 | 0, 1, (5) | Comments | | | | | |
| Safety | Study/Plan not eligible for Smart Scale | | | | | | |
| Congestion Mitigation | Study/Plan not eligible for Smart Scale | | | | | | |
| Accessibility | Study/Plan not eligible for Smart Scale | | | | | | |
| Land Use | Study/Plan not eligible for Smart Scale | | | | | | |
| Environment | Study/Plan not eligible fo | or Smart Scale | | | | | |
| Economic Development | Study/Plan not eligible for | or Smart Scale | | | | | |







| Recommendation Details | | Project Reference Number FRED10 | | | | | |
|--|--|---|--|--|--|--|--|
| Short Description | | | | | | | |
| Route 3 Corridor Park-and-Ride Iransi | Route 3 Corridor Park-and-Ride Transit Access and Transportation Demand Management (TDM) Study | | | | | | |
| District | 1 | Local Jurisdiction | | | | | |
| Fredericksburg | | Multiple | | | | | |
| VMTP Need Type (Place X in all applicable boxes) Corridor of Statewide Significance X Regional Network UDAs Safety | | | | | | | |
| Needs Addressed from VMTP Nee | eds Assessment (List need | s as numbered in reports) | | | | | |
| Fredericksburg Needs F, I | | | | | | | |
| Project Status: New, unique re | commendation | | | | | | |
| Recommendation Features | | | | | | | |
| Type (Place X in all applicable boxes) | | - "- " | | | | | |
| Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail X Travel Demand Manageme | | | | | |
| Detailed Description of Improvements Study would identify strategies and p | rojects to link local and in | tercity transit services with Park-and-Ride facilities in the Route | | | | | |
| 3 corridor. The study would also ident | ify strategies to encourag | e transit and carpooling commuting from the Route 3 corridor s would account for existing transit services, future capacity | | | | | |
| | · · · · · · · · · · · · · · · · · · · | al access to existing transit and Park-and-Ride facilities, and | | | | | |
| future VDOT plans for roadway capa | city improvements. | | | | | | |
| | | | | | | | |
| Potential Funding Sources | | | | | | | |
| (Place X in all applicable boxes) | | | | | | | |
| SMART SCALE TAP X | CMAQ HSIP | Prescoping Other: | | | | | |
| Estimated Project Cost (in \$M) | \$ 0.50 | Right of Way Required for Project | | | | | |
| If Applicable: Smart Scale Proj | ect Feasibility | | | | | | |
| Based on Qualitative Review of Proje | _ | | | | | | |
| | | Comments | | | | | |
| Safety | Study/Plan not eligible for Smart Scale | | | | | | |
| Congestion Mitigation | Study/Plan not eligible for Smart Scale | | | | | | |
| Accessibility | Study/Plan not eligible for Smart Scale | | | | | | |
| Land Use | Study/Plan not eligible for Smart Scale | | | | | | |
| Environment | Study/Plan not eligible for Smart Scale | | | | | | |
| Economic Development | conomic Development Study/Plan not eligible for Smart Scale | | | | | | |
| | | | | | | | |

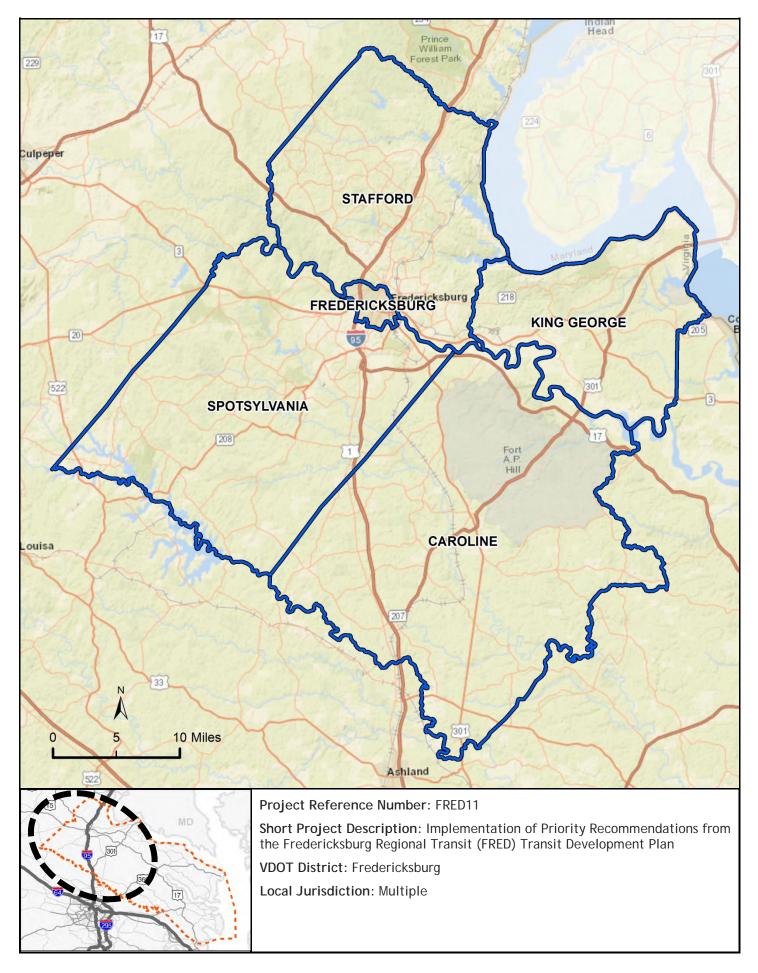






Based on Analysis of VMTP Needs Assessments

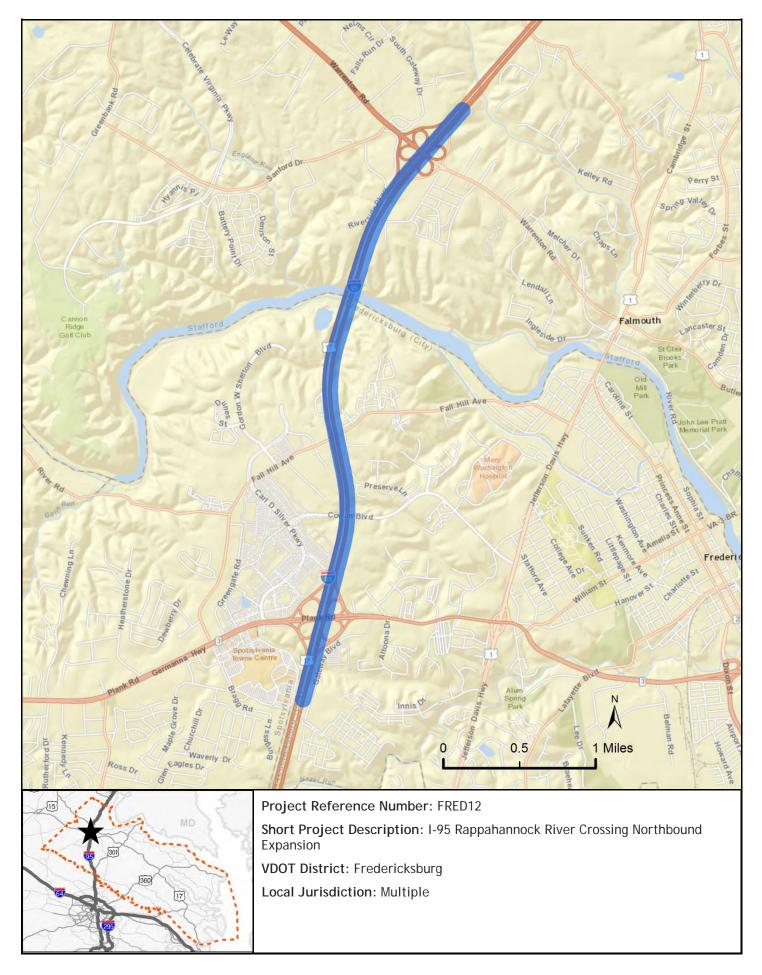
| Recommendation Details | | Project Reference Number FRED11 | | | |
|---|--|--|--|--|--|
| Short Description | Short Description | | | | |
| Implementation of Priority Recommer | dations from the Frederic | cksburg Regional Transit (FRED) Transit Development Plan | | | |
| District | | Local Jurisdiction | | | |
| Fredericksburg | | Multiple | | | |
| VMTP Need Type (Place X in all applic | able boxes) | | | | |
| Corridor of Statewide Significand | ce X Regio | onal Network UDAs Safety | | | |
| Needs Addressed from VMTP Need | ds Assessment (List need | s as numbered in reports) | | | |
| Fredericksburg Need D, E, F, I | | | | | |
| Project Status: | on recently within a Trans anning document | sit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, | | | |
| Recommendation Features | | | | | |
| Type (Place X in all applicable boxes) | | | | | |
| Highway Bike/Pedestrian | X Bus Transit | Rail Transit Freight Rail X Travel Demand Manageme | | | |
| Detailed Description of Improvements | | | | | |
| | Strategy would fund changes and expansions to bus service provided by FRED, as prioritized by the forthcoming Transit Development Plan for 2016-2022. Any capital improvements required for implementation would be eligible for SmartScale. | | | | |
| Potential Funding Sources (Place X in all applicable boxes) | | | | | |
| X SMART SCALE X TAP X | CMAQ HSIP | Prescoping Other: | | | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | | |
| Safety | Could reduce VMT in an | eas with high crash rates. | | | |
| Congestion Mitigation | Could reduce VMT and congestion through provision of alternate mode. | | | | |
| Accessibility | | | | | |
| | Improves access throughout service area for transit users. | | | | |
| Land Use | Provides transit service to commercial and mixed use areas. | | | | |
| Environment | Reduced VMT and congestion could improve air quality. | | | | |
| Economic Development | Supports local and regional plans for growth through improved transit choices. | | | | |







| Recommendation Details | | Project Reference Number | FRED12 | |
|--|--|--|--------------|--|
| Short Description | | | | |
| Operational Improvements on Northbound I-95 at Rappahannock River Crossing | | | | |
| District | | Local Jurisdiction | | |
| Fredericksburg | | Multiple | | |
| VMTP Need Type (Place X in all applic | | | | |
| X Corridor of Statewide Significant | | | Safety | |
| Needs Addressed from VMTP Nee | | | | |
| Fredericksburg Need F, CoSS Needs A2:B, A | | | | |
| Project Status: Modified recom | nmendation from existing | planning document | | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | | | | |
| X Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Deman | nd Manageme | |
| Detailed Description of Improvements | | | | |
| Project would identify and construct operational improvements on I-95 northbound lanes between I-95 Exits 130 and 133 and at interchanges and exit ramps to accommodate the new lanes. A widening project in this location was previously submitted for SMART SCALE in 2015, but not funded. | | | | |
| Potential Funding Sources | | | | |
| (Place X in all applicable boxes) | | | | |
| X SMART SCALE TAP | CMAQ X HSIP | Prescoping Other: | | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | |
| | | Comments | | |
| Safety | | could address high crash rates on Route 3 and US | 17 Business. | |
| Congestion Mitigation | Would address operational inefficiencies in a congested area. | | | |
| Accessibility | Previously submitted project scored low for multimodal access. | | | |
| Land Use | Would address congestion issues in an area of rapid growth. | | | |
| Environment | Reduced congestion co | uld improve air quality. | | |
| Economic Development | Supports local and regio | nal plans for growth. | | |







| Recommendation Details | | Project Reference Number FRED13 | | |
|---|---|---|--|--|
| Short Description | | | | |
| Jackson Gateway Area I-95 Improvem | ents | | | |
| District | | Local Jurisdiction | | |
| Fredericksburg | | Spotsylvania County | | |
| VMTP Need Type (Place X in all applica X Corridor of Statewide Significance | | nal Network UDAs Safety | | |
| | | | | |
| Needs Addressed from VMTP Need | | s as numbered in reports) | | |
| Fredericksburg Need E, CoSS Needs A2:D, k | | W.L. G. W | | |
| Project Status: Project defined | and identified for funding | g within a fiscally constrained MPO LRTP | | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | | | | |
| X Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Demand Manageme | | |
| Detailed Description of Improvements | | | | |
| would be integrated as part of the imp | | exit to Exit 126. Funded ramps at Exit 126 on I-95 Southbound Gateway. | | |
| Potential Funding Sources | | | | |
| (Place X in all applicable boxes) | | <u> </u> | | |
| X SMART SCALE TAP CMAQ X HSIP Prescoping Other: | | | | |
| Estimated Project Cost (in \$M) \$ 58.00 Right of Way Required for Project X | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | |
| Safaty | Pacanstructed ramps m | | | |
| | Reconstructed ramps may improve safety conditions. | | | |
| Congestion Mitigation | Additional capacity on ramps and collector-distributor roads would address congestion | | | |
| | Not likely to address multimodal accessibility issues. | | | |
| Land Use | Provides capacity in an area of rapid growth. | | | |
| Environment | Not likely to address environmental concerns. | | | |
| Economic Development | Provides capacity in an | area of planned growth. | | |

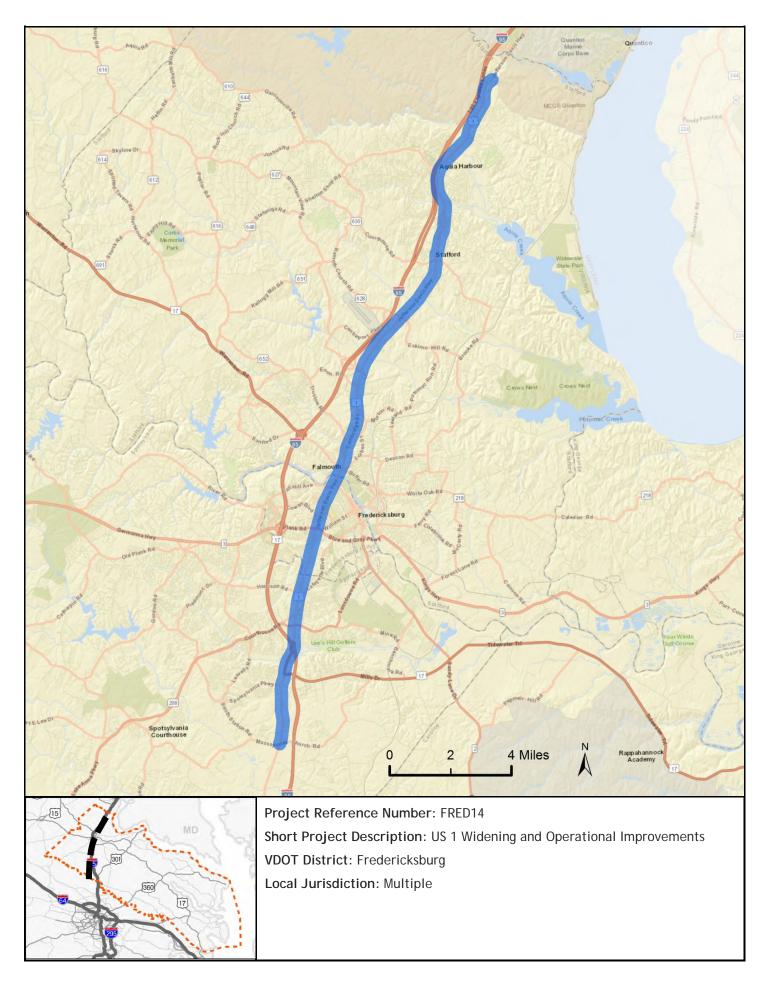






Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Reference Number FRED14 | |
|---|---|--|--|
| Short Description | | | |
| US 1 Widening and Operational Impro | ovements | | |
| District | | Local Jurisdiction | |
| Fredericksburg | | Multiple | |
| VMTP Need Type (Place X in all applie | cable boxes) | | |
| X Corridor of Statewide Significan | ce X Regio | onal Network UDAs Safety | |
| Needs Addressed from VMTP Nee | ds Assessment (List needs | s as numbered in reports) | |
| Fredericksburg Need E, CoSS Needs A2:B, | K3:F, K3:H, K3:I, K3:K, K3:O, K3: | :R, K3:S, K3:U, K3:W, K3:Y, K3:AA, K3:AB, K3:AC, K3:AD, K3:AE; UDA ID 17 | |
| Project Status: Project defined | and identified for funding | g within a fiscally constrained MPO LRTP | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Demand Manageme | |
| Detailed Description of Improvements | | | |
| Project would widen US 1 from four to six lane between the northern Telegraph Road intersection in Stafford County and Massaponax Church Road in Spotsylvania County. The project would also construct bicycle and pedestrian facilities along US 1. Once specific improvements have been identified, the US 1 widening and associated improvements would be eligible for SmartScale and are reviewed below as a SmartScale-ready project. | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE TAP Estimated Project Cost (in \$M) | CMAQ X HSIP [] | Prescoping Other: Right of Way Required for Project X | |
| If Applicable: Smart Scale Proje Based on Qualitative Review of Proje | • | Comments | |
| Safety | Could provide safer faci | ilities for pedestrians/bicyclists in an high crash rate area. | |
| Congestion Mitigation | Reduces congestion through provision of additional capacity. | | |
| Accessibility | Improves access for pedestrians and bicyclists and reliability for motorists. | | |
| Land Use | Provides multimodal connections to commercial and mixed use centers. | | |
| Environment | Reduced congestion could improve air quality. | | |
| Economic Development | Supports local and regional plans for growth in the corridor. | | |
| requallic pavelobilietii | supports local and regio | plans for grown in the contact. | |

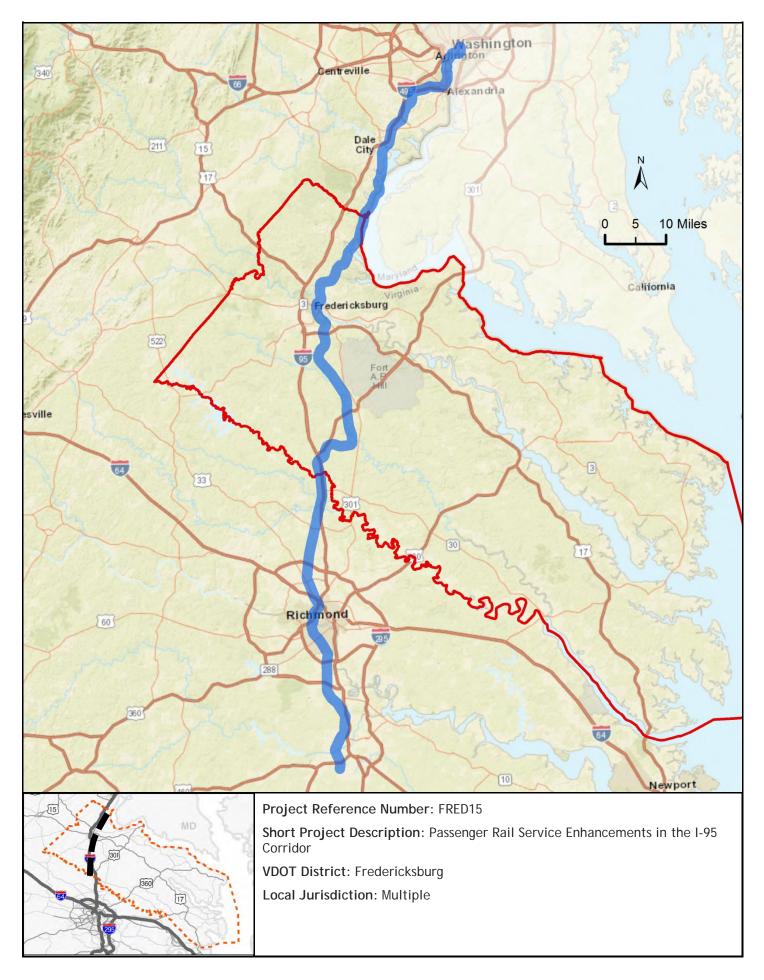






Based on Analysis of VMTP Needs Assessments

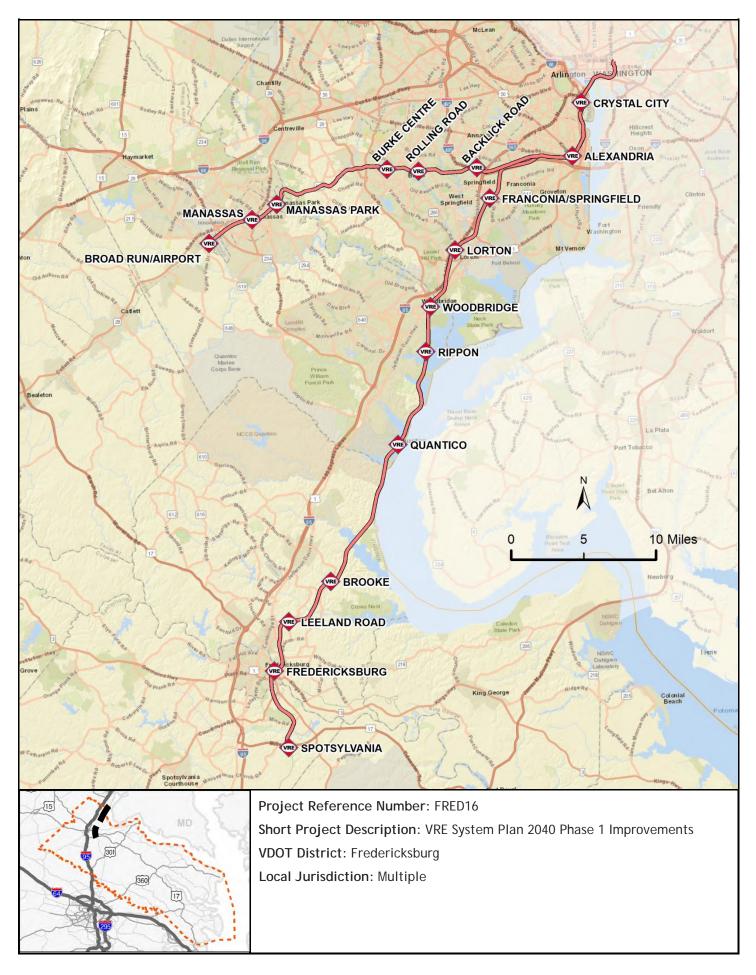
| Recommendation Details | | Project Reference Number FRED15 | |
|--|--|---|--|
| Short Description | | | |
| Passenger Rail Service Enhancement | s in the 1-95 Corridor | | |
| District | | Local Jurisdiction | |
| Fredericksburg | | Multiple | |
| VMTP Need Type (Place X in all applic | | | |
| X Corridor of Statewide Significan | | nal Network X UDAs Safety | |
| Needs Addressed from VMTP Nee | • | as numbered in reports) | |
| Fredericksburg Need B, CoSS Needs K3:C; | UDA ID 17 | | |
| Droioct Statile | tion recently within a Trans planning document | iit Development Plan, VDOT, DRPT, transit provider, MPO, PDC, | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestriar | Bus Transit X | Rail Transit Freight Rail Travel Demand Manageme | |
| Detailed Description of Improvements | | | |
| Project would provide additional rail service along the I-95 corridor. Service enhancements would include more frequent train service and capacity improvements, such as yard rehabilitation and connection tracks between Norfolk Southern and CSX lines. Improvements included in the estimated project cost below address capital and operations improvements of Phase 1 of a three-phase strategy to be implemented through FY 2022. Additional project details can be found in the Virginia Statewide Rail Plan (2013). | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | | |
| X SMART SCALE X TAP X | CMAQ HSIP | Prescoping Other: | |
| Estimated Project Cost (in \$M) | \$ 444.69 | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility | | | |
| Based on Qualitative Review of Projection | ct | | |
| | | Comments | |
| Safety | Not anticipated to result | in significant improvements to safety. | |
| Congestion Mitigation | Additional rail capacity could relieve both highway and rail congestion in the corridor. | | |
| Accessibility | May increase rail ridership due to proximity to population and employment centers. | | |
| Land Use | Connects major population and employment centers. | | |
| Environment | Potential highway congestion relief would have a positive impact on air quality. | | |
| Economic Development | Connects population ar | nd employment centers that contribute to Virginia's economy. | |
| • | | . , | |







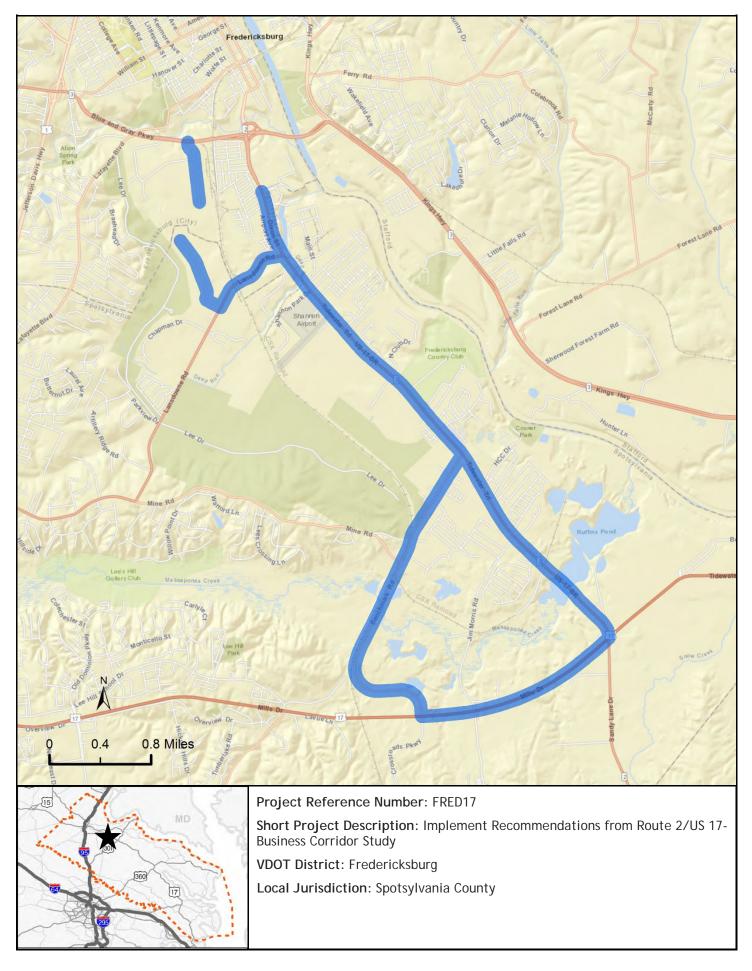
| Recommendation Details | | Proj | ect Reference Number | FRED16 |
|--|--|----------------------|------------------------------|---------------|
| Short Description | | | | |
| VRE System Plan 2040 Phase 1 Improveme | nts | | | |
| District | | Local Jurisdicti | ion | |
| Fredericksburg | | Multiple | | |
| VMTP Need Type (Place X in all applicable | boxes) | | | _ |
| X Corridor of Statewide Significance | X Regio | onal Network | X UDAs | Safety |
| Needs Addressed from VMTP Needs A | ssessment (List need | s as numbered in rep | oorts) | |
| Fredericksburg Needs B, D; CoSS Needs K3:D; U | OA IDs 17, 61, 62 | | | |
| Project Status: Partially funded in 2 | 17-2022 SYIP (e.g. PE | or ROW only, but | t not complete construction) | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | , — | _ | | |
| Highway Bike/Pedestrian | Bus Transit X | Rail Transit | Freight Rail Travel De | mand Manageme |
| Detailed Description of Improvements | | | | |
| Phase 1 improvements from the VRE Systeme expansion, enhancements of storage facillocated on both the Fredericksburg and N | ties, and triple-track | ing on the Frederi | cksburg Line. These improver | |
| Potential Funding Sources | | | | |
| (Place X in all applicable boxes) | | | _ | |
| X SMART SCALE X TAP X CMA | Q HSIP | Prescoping | Other: | |
| Estimated Project Cost (in \$M) | 311.42 | Right of Way | Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | |
| _ | | | mments | |
| | | | reas with high crash rates. | |
| Congestion Mitigation Co | Could reduce VMT and congestion through increased rail ridership. | | | |
| Accessibility | Station improvements include improved access for pedestrians/bicyclists. | | | |
| Land Use Co | Could promote transportation efficient land uses. | | | |
| Environment | uced VMT and con | gestion could imp | rove air quality. | |
| Economic Development Sup | ports local and region | onal plans for deve | elopment near stations. | |







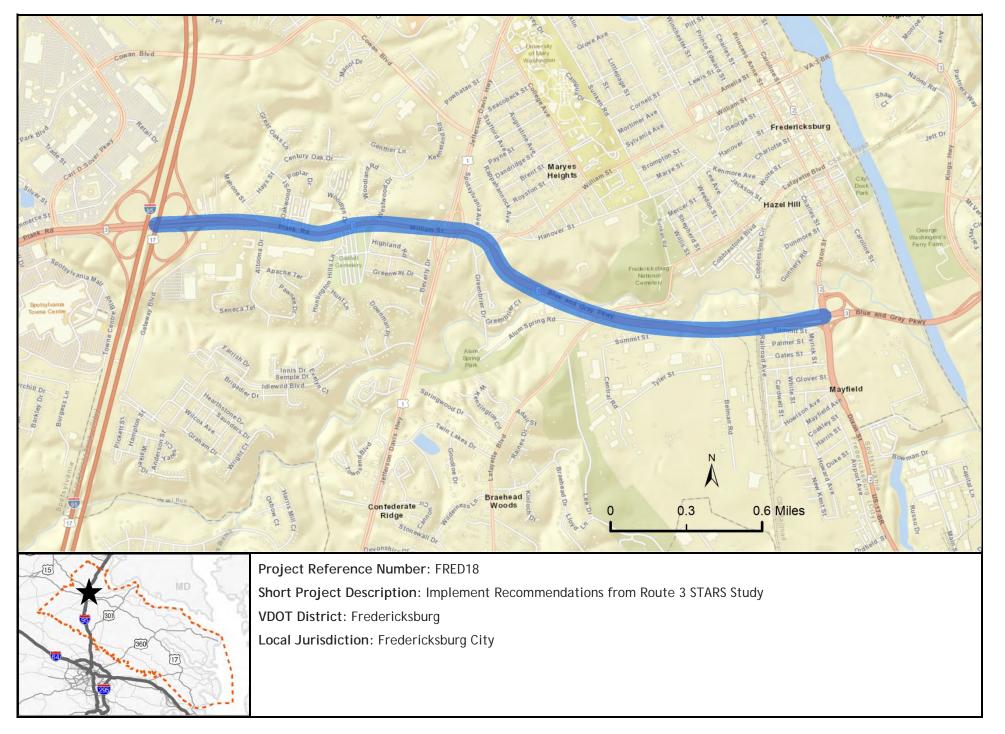
| Recommendation Details | | Project Reference Number | FRED17 | |
|--|--|--|---------------|--|
| Short Description | | | | |
| Implement Recommendations from Route 2/US 17-Business Corridor Study | | | | |
| District | | Local Jurisdiction | | |
| Fredericksburg | | Spotsylvania County | | |
| VMTP Need Type (Place X in all applica | able boxes) | | _ | |
| Corridor of Statewide Significance | e X Region | nal Network UDAs | Safety | |
| Needs Addressed from VMTP Need | ds Assessment (List needs | as numbered in reports) | 1 | |
| Fredericksburg Needs E, G | | | | |
| Project Status: New, unique rec | commendation | | | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | | | | |
| X Highway Bike/Pedestrian | Bus Transit F | Rail Transit Freight Rail Travel De | mand Manageme | |
| Detailed Description of Improvements | | | | |
| Recommendations from the forthcoming Route 2/US 17-Business Corridor Study would include multimodal improvements addressing issues on Route 2/US 17-Business between Fredericksburg and US 17. Improvements, once identified, would be eligible for SMART SCALE. | | | | |
| Potential Funding Sources | | | | |
| (Place X in all applicable boxes) | | | | |
| X SMART SCALE X TAP X C | CMAQ X HSIP F | Prescoping Other: | | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | |
| Cafaty | Could improve sefety the | | ng oto | |
| Safety | | ough access management, pavement marki | | |
| Congestion Mitigation | Could improve congestion through signal timing, lane re-configurations, added lanes. | | | |
| Accessibility | Access management and bike/ped improvements could improve access. | | | |
| Land Use | Could reduce congestion and provide multimodal access to commercial areas. | | | |
| Environment | Reduced congestion could improve air quality. | | | |
| Economic Development | Supports local plans for c | levelopment. | | |







| Recommendation Details | | Project Reference Number | FRED18 |
|---|--|--|---------------|
| Short Description | | | |
| Implement Recommendations from R | oute 3 STARS Study | | |
| District | | Local Jurisdiction | |
| Fredericksburg | | Fredericksburg City | |
| VMTP Need Type (Place X in all applic | able boxes) | | _ |
| Corridor of Statewide Significand | ce X Regio | nal Network UDAs | Safety |
| Needs Addressed from VMTP Nee | ds Assessment (List needs | as numbered in reports) | |
| Fredericksburg Need F | | | |
| Project Status: New, unique re | commendation | | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Dei | mand Manageme |
| Detailed Description of Improvements | | | |
| Recommendations from the forthcoming Route 3 STARS Study would include low-cost improvements addressing safety and congestion issues on Route 3 between I-95 and Route 2 in Fredericksburg. Funding for this study is currently being sought through the Strategically Targeted Affordable Roadway Solutions (STARS) grant. Improvements, once identified, would be eligible for SMART SCALE. | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | | |
| X SMART SCALE X TAP X | CMAQ X HSIP | Prescoping Other: STARS | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | |
| | | Comments | |
| Safety | i i | rough access management, pavement markin | |
| Congestion Mitigation | Could improve congestion through signal timing, lane re-configurations, added lanes. | | |
| Accessibility | Access management and bike/ped improvements could improve access. | | |
| Land Use | Could reduce congestion and provide multimodal access to commercial areas. | | |
| Environment | Reduced congestion could improve air quality. | | |
| Economic Development | Supports local plans for o | development. | |



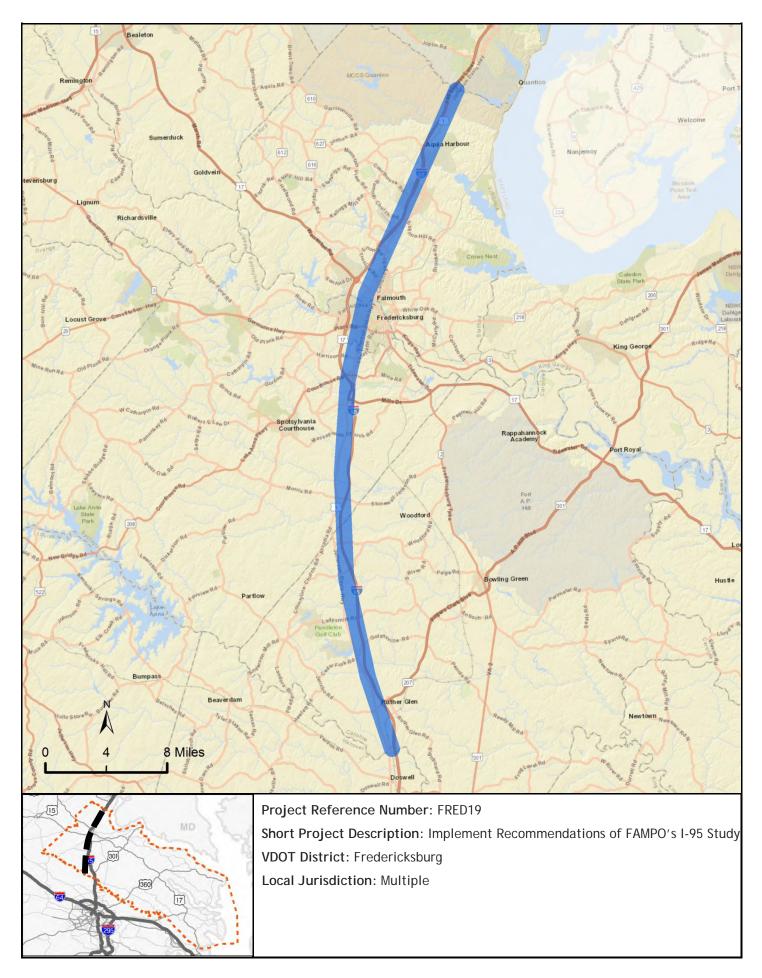




VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

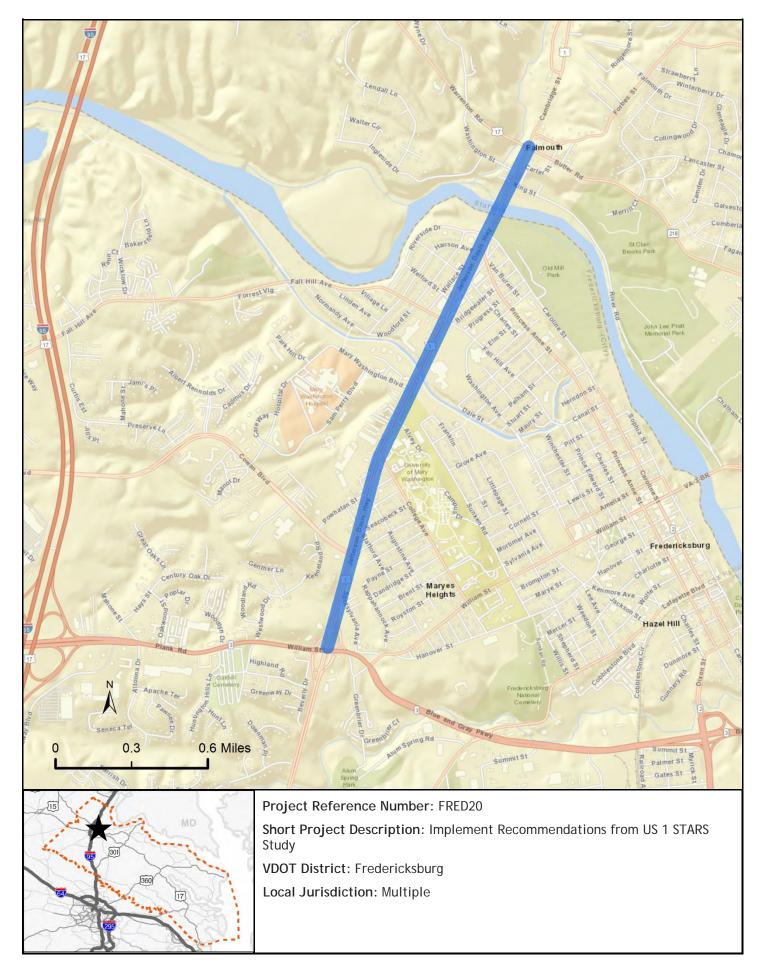
| Recommendation Details | Project Reference Number FRED19 | | |
|--|--|--|--|
| Short Description | | | |
| Implement Recommendations of FAN | ² O's 1-95 Corridor Study | | |
| District | Local Jurisdiction | | |
| Fredericksburg | Multiple | | |
| VMTP Need Type (Place X in all applic | ble boxes) | | |
| X Corridor of Statewide Significant | Regional Network X UDAs Safety | | |
| Needs Addressed from VMTP Nee | s Assessment (List needs as numbered in reports) | | |
| CoSS Needs K3:X, K3:Y, K3:AA, K3:AB; UDA |) 17 | | |
| Project Statile. | on recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC anning document | | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit Rail Transit Freight Rail Travel Demand Manager | | |
| Detailed Description of Improvements | | | |
| • | ter plan for the I-95 corridor from Quantico to Massaponax, aimed at addressing | | |
| _ | d population growth and economic development. Phase 1 of the study recommende ubmitted for SMART SCALE Round 2. Phase 1 recommendations include the extension | | |
| | e improvements at several exits, a system of collector-distributor roads, and a new | | |
| ~ | of the study is currently underway. The estimate project cost below represents the lase 1, some of which are included under other project recommendations. | | |
| | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | | |
| X SMART SCALE TAP CMAQ X HSIP Prescoping Other: | | | |
| Estimated Project Cost (in \$M) | \$ 738.48 Right of Way Required for Project X | | |
| If Amplicable, Cheart Coals Drei | et Coosibility | | |
| If Applicable: Smart Scale Proje Based on Qualitative Review of Project | | | |
| | Comments | | |
| Safety | Could address safety issues related to congestion. | | |
| Congestion Mitigation | Would provide additional capacity to mitigate congestion. | | |
| Accessibility | Would provide additional access for non-SOVs. | | |
| Land Use | Would address congestion in an area of rapid growth. | | |
| Environment | Reduced congestion and increased non-SOVs could improve air quality. | | |
| Economic Development | Supports local and regional plans for growth and could improve roadway freight flows | | |
| | | | |







| Recommendation Details | | Project Reference Number FRED20 | |
|---|--|---|--|
| Short Description | | | |
| Implement Recommendations from U | S 1 STARS Study | | |
| District | | Local Jurisdiction | |
| Fredericksburg | | Multiple | |
| VMTP Need Type (Place X in all applic | cable boxes) | | |
| X Corridor of Statewide Significant | ce X Regio | onal Network UDAs Safety | |
| Needs Addressed from VMTP Nee | ds Assessment (List need | s as numbered in reports) | |
| Fredericksburg Need C; CoSS Needs K3:I | | | |
| Project Status: New, unique re | commendation | | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Demand Manageme | |
| Detailed Description of Improvements | | | |
| congestion issues on US 1 between Fa | Ilmouth and Route 3. Imp | rovements, once identified, would be eligible for SMART SCALE. | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) X SMART SCALE X TAP X | CMAQ X HSIP | Prescoping Other: STARS | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Could improve safety th | rough access management, pavement marking, etc. | |
| Congestion Mitigation | Could improve congest | ion through signal timing, lane re-configurations, added lanes. | |
| Accessibility | Access management and bike/ped improvements could improve access. | | |
| Land Use | Could reduce congestion and provide multimodal access to commercial areas. | | |
| Environment | Reduced congestion could improve air quality. | | |
| Economic Development | Supports local plans for | | |
| 20010This Development | Dapports local plans for | acvolopment. | |



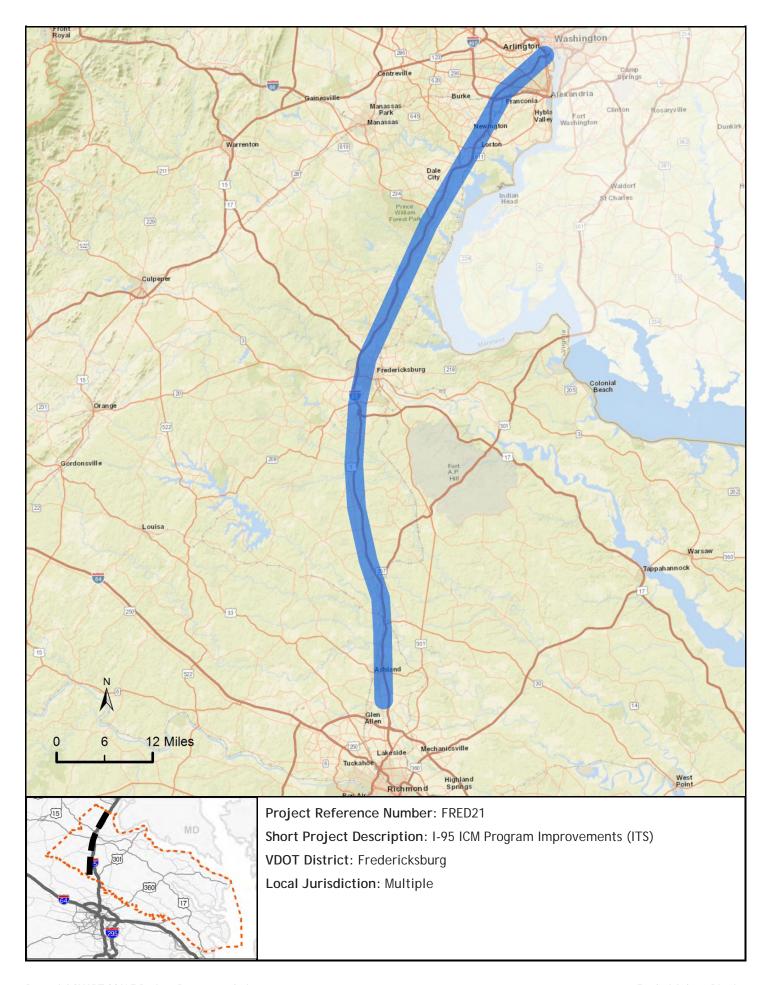




VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Reference Number FRED21 |
|--|--|---|
| Short Description | | |
| I-95 ICM Program Improvements (ITS) | | |
| District | | Local Jurisdiction |
| Fredericksburg | | Multiple |
| VMTP Need Type (Place X in all applie | cable boxes) | |
| X Corridor of Statewide Significan | ce Region | nal Network X UDAs Safety |
| Needs Addressed from VMTP Nee | ds Assessment (List needs | as numbered in reports) |
| CoSS Need K3:X; UDA ID 17 | | |
| Project Statile. | tion recently within a Transi Dlanning document | t Development Plan, VDOT, DRPT, transit provider, MPO , PDC, |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| X Highway Bike/Pedestriar | Bus Transit R | ail Transit Freight Rail Travel Demand Manageme |
| Detailed Description of Improvements | | |
| | | holistically coordinate individual transportation subsystems in approvements include multimodal traveler information systems, |
| · | • | on support systems, and arterial operations improvements |
| | | n of these systems, as reported by the Virginia Center for |
| Application in Virginia" (2014). | rcn's "identitying and Proto" | typing Integrated Corridor Management Strategies for |
| | | |
| Potential Funding Sources | | |
| (Place X in all applicable boxes) | | |
| X SMART SCALE X TAP X | CMAQ HSIP P | Prescoping Other: |
| Estimated Project Cost (in \$M) | \$ 7.45 | Right of Way Required for Project |
| If Applicable: Smart Scale Proj | ect Feasibility | |
| Based on Qualitative Review of Proje | • | |
| | | Comments |
| Safety | ICM/TDM efforts could re | duce VMT in areas with high crash rates. |
| Congestion Mitigation | Could reduce VMT and congestion through a variety of TDM strategies. | |
| Accessibility | Improves access to locations currently inaccessible due to congestion. | |
| Land Use | Improves access to land in rapidly developing area. | |
| Environment | Reduced VMT and congestion could improve air quality. | |
| Economic Development | Supports local and regional plans for growth in the area. | |
| | | 3.0 |



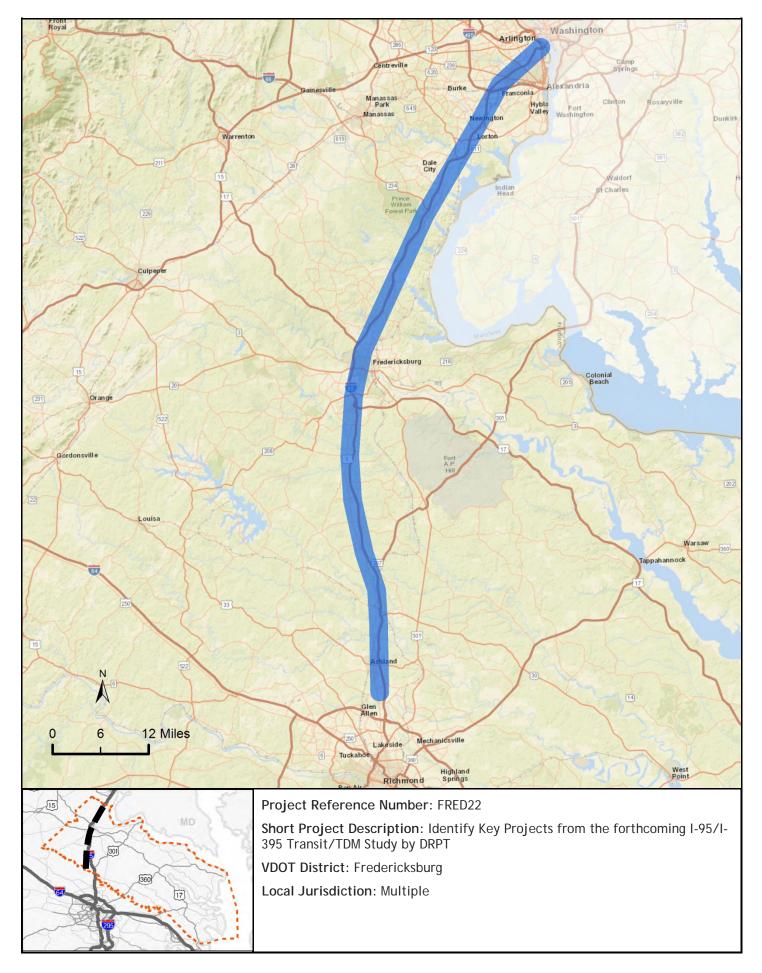




VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

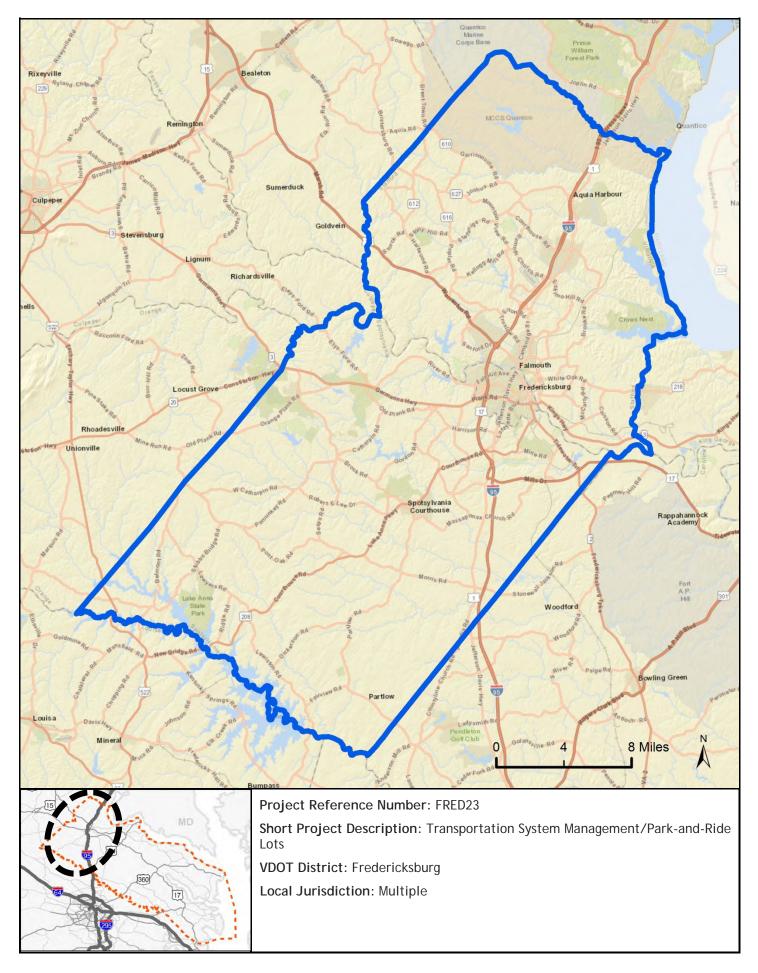
| Recommendation Details | | Project Reference Number FRED22 | |
|---|--|---|--|
| Short Description | | | |
| Identify Key Projects from the forthco | ming I-95/I-395 Transit/TDN | и Study by DRPT | |
| District | | Local Jurisdiction | |
| Fredericksburg | | Multiple | |
| VMTP Need Type (Place X in all applie | cable boxes) | | |
| X Corridor of Statewide Significan | ce Regio | onal Network X UDAs Safety | |
| Needs Addressed from VMTP Nee | ds Assessment (List need | s as numbered in reports) | |
| CoSS Needs K3:X, K3:Y, K3:AA, K3:AB; UDA | D 17 | | |
| Project Status: | ion recently within a Trans lanning document | sit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Demand Manageme | |
| Detailed Description of Improvements | | | |
| Project would identify and implement in the near future by the Virginia Dep | | ded by the I-95/I-395 Transit/TDM Study, which will be released | |
| | | | |
| | | ts from the I-95/I-395 Transit/TDM Study would be eligible for | |
| SmartScale and are reviewed below as a SmartScale-ready projects. | | | |
| | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | 01440 — 1100 | Drana a pia g | |
| X SMART SCALE X TAP X | CMAQ HSIP | Prescoping Other: | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | |
| If Applicable: Smart Scale Proje | ect Feasibility | | |
| Based on Qualitative Review of Proje | ct | | |
| | | Comments | |
| Safety | Could reduce VMT in areas with high crash rates. | | |
| Congestion Mitigation | Could reduce VMT and congestion through transit and TDM strategies. | | |
| Accessibility | Could improve access for transit riders and non-SOV motorists. | | |
| Land Use | Improved access and reduced congestion in rapidly developing areas. | | |
| Environment | Reduced VMT and congestion could improve air quality. | | |
| Economic Development | Supports local and regional plans for growth through TDM and transit strategies. | | |
| | | | |







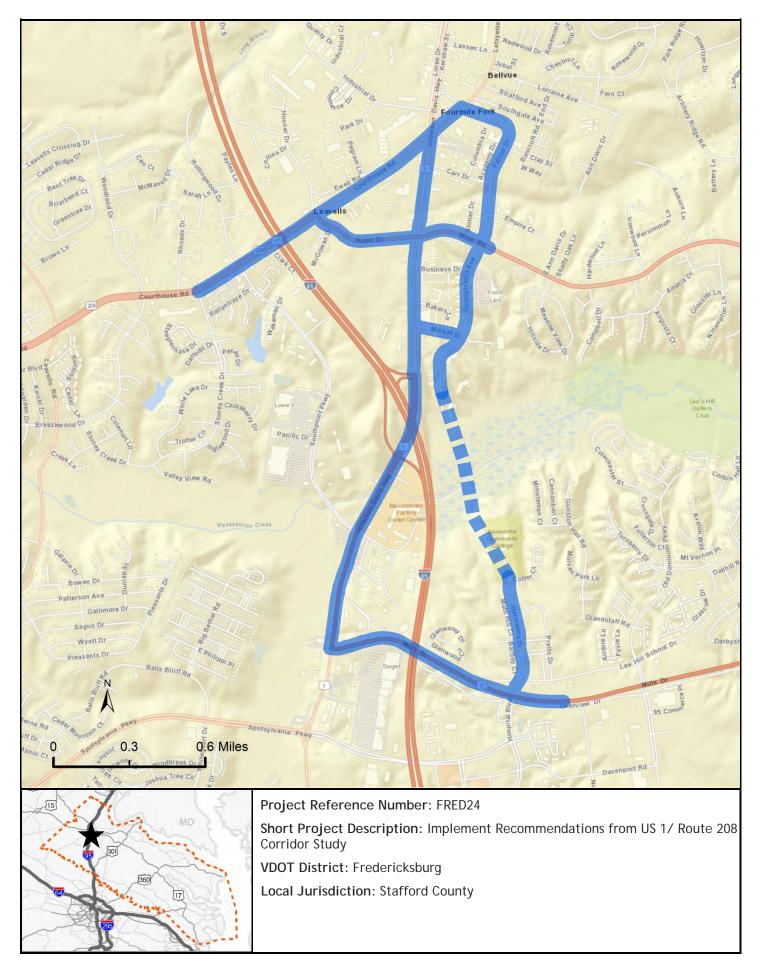
| Recommendation Details | | Project Reference Number FRED23 | | |
|---|--|--|--|--|
| Short Description | | | | |
| Transportation System Management/I | Park-and-Ride Lots | | | |
| District | | Local Jurisdiction | | |
| Fredericksburg | | Multiple | | |
| VMTP Need Type (Place X in all application Corridor of Statewide Significance) | | nal Network X UDAs Safety | | |
| Needs Addressed from VMTP Nee | ds Assessment (List need | s as numbered in reports) | | |
| Fredericksburg Need E; UDA ID 17 | | | | |
| Project Status: Project defined | and identified for funding | g within a fiscally constrained MPO LRTP | | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | | | | |
| Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail X Travel Demand Manageme | | |
| Detailed Description of Improvements | | | | |
| The Fredericksburg Area Metrpolitan Planning Organization (FAMPO) Financially Constrained Long-Range Highway Plan identifies the need for more than 6,000 additional parking spaces in the region by 2040. Improvements would also include traveler information systems advertising space availability at new and existing lots. Locations of new or expanded lots in the region have not been fully identified to date. Once specific improvements have been identified, Park-and-Ride lot improvements would be eligible for SmartScale and are reviewed below as a SmartScale-ready projects. The estimated project cost below assumes that approximately one-third of the needed parking spaces (~2,000 spaces) would be funded through 2025. | | | | |
| Potential Funding Sources (Place X in all applicable boxes) | | | | |
| X SMART SCALE X TAP X CMAQ HSIP Prescoping X Other: RSTP | | | | |
| Estimated Project Cost (in \$M) | \$ 46.22 | Right of Way Required for Project | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | |
| | | Comments | | |
| Safety | Reduction of SOVs woul | d reduce VMT in areas with high crash rates. | | |
| Congestion Mitigation | Could reduce VMT and congestion in the area. | | | |
| Accessibility | Improved access to carpool and commuter bus services. | | | |
| Land Use | Could expand lots in areas being developed as mixed use. | | | |
| Environment | Reduced VMT and congestion could improve air quality. | | | |
| Economic Development | Supports local and region | onal plans for growth in area. | | |







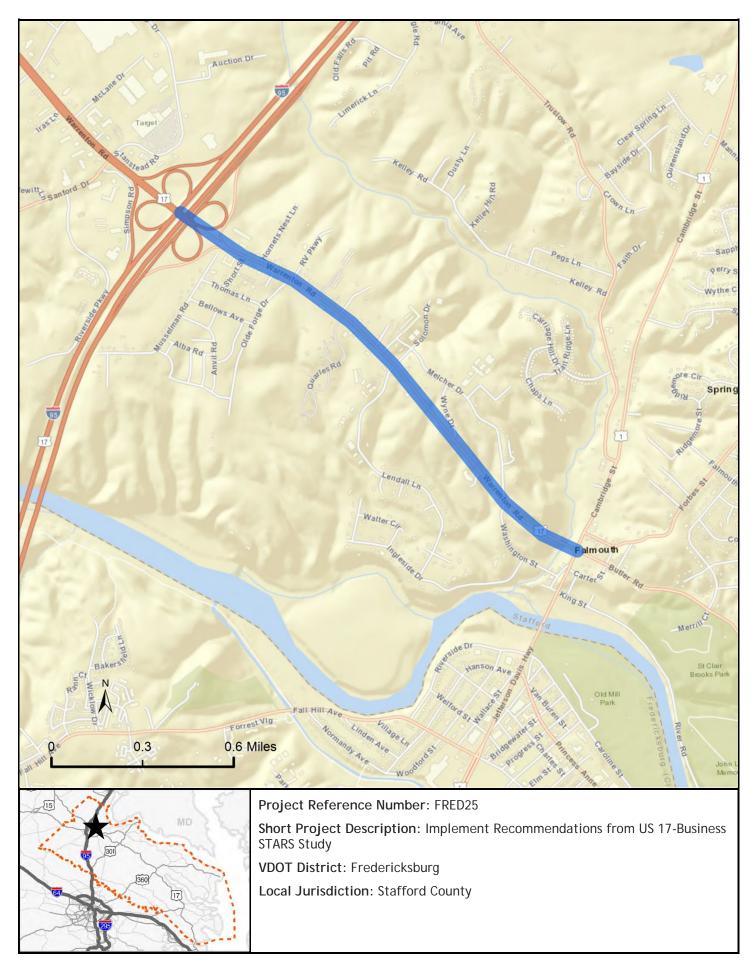
| Recommendation Details | | Project Reference Number FRED24 | | | |
|---|---|--|------|--|--|
| Short Description | | | | | |
| Implement Recommendations from U | S 17 Route 208 Corridor St | udy | | | |
| District | | Local Jurisdiction | _ | | |
| Fredericksburg | | Spotsylvania County | _ | | |
| | VMTP Need Type (Place X in all applicable boxes) Corridor of Statewide Significance X Regional Network UDAs Safety | | | | |
| Needs Addressed from VMTP Nee | ds Assessment (List needs | s as numbered in reports) | _ | | |
| Fredericksburg Need E | | | | | |
| Project Status: New, unique re | commendation | | | | |
| Recommendation Features | | | | | |
| Type (Place X in all applicable boxes) | | | | | |
| X Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Demand Manage | emei | | |
| Detailed Description of Improvements | | | | | |
| Recommendations from the forthcoming US 1/ Route 208 Corridor Study would include multimodal improvements addressing issues on US 1 between Route 208 and US 17 and Route 208 between US 1 and Southpoint Parkway. Investigating a potential connection between Germanna Point Drive and Spotsylvania Avenue, which would provide an alternate route route parallel to I-95 and US 1. Improvements, once identified, would be eligible for SMART SCALE. | | | | | |
| Potential Funding Sources | | | | | |
| (Place X in all applicable boxes) | | | | | |
| X SMART SCALE X TAP X CMAQ X HSIP Prescoping Other: | | | | | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | | |
| | | Comments | _ | | |
| Safety | Could improve safety through access management, pavement marking, etc. | | | | |
| Congestion Mitigation | Could improve congestion through signal timing, lane re-configurations, added lanes. | | | | |
| Accessibility | Access management and bike/ped improvements could improve access. | | | | |
| Land Use | Could reduce congestion and provide multimodal access to commercial areas. | | | | |
| Environment | Reduced congestion could improve air quality. | | | | |
| Economic Development | Supports local plans for (| development. | | | |







| Recommendation Details | | Project Reference Number | FRED25 | |
|--|--|---|---------------|--|
| Short Description | | | | |
| Implement Recommendations from U | S 17-Business STARS Study | | | |
| District | | Local Jurisdiction | | |
| Fredericksburg | | Stafford County | | |
| VMTP Need Type (Place X in all applic | able boxes) | | _ | |
| Corridor of Statewide Significand | ce X Region | nal Network UDAs | Safety | |
| Needs Addressed from VMTP Nee | ds Assessment (List needs | as numbered in reports) | | |
| Fredericksburg Need G | | | | |
| Project Status: New, unique re | commendation | | | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | | | | |
| X Highway Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Dei | mand Manageme | |
| Detailed Description of Improvements | | | | |
| Recommendations from the forthcoming US 17-Business STARS Study would include low-cost improvements addressing safety and congestion issues on US 17-Business between I-95 and US 1 in Falmouth. Funding for this study is currently being sought through the Strategically Targeted Affordable Roadway Solutions (STARS) grant. Improvements, once identified, would be eligible for SMART SCALE. | | | | |
| Potential Funding Sources | | | | |
| (Place X in all applicable boxes) | | | | |
| X SMART SCALE X TAP X CMAQ X HSIP Prescoping Other: STARS | | | | |
| Estimated Project Cost (in \$M) | TBD | Right of Way Required for Project | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | |
| 0-5-1- | O - I - I - I - I - I - I - I - I - I - | | | |
| Safety | | rough access management, pavement markin | | |
| Congestion Mitigation | | on through signal timing, lane re-configuration | | |
| Accessibility | Access management and bike/ped improvements could improve access. | | | |
| Land Use | Could reduce congestion and provide multimodal access to commercial areas. | | | |
| Environment | Reduced congestion could improve air quality. | | | |
| Economic Development | Supports local plans for o | development. | | |



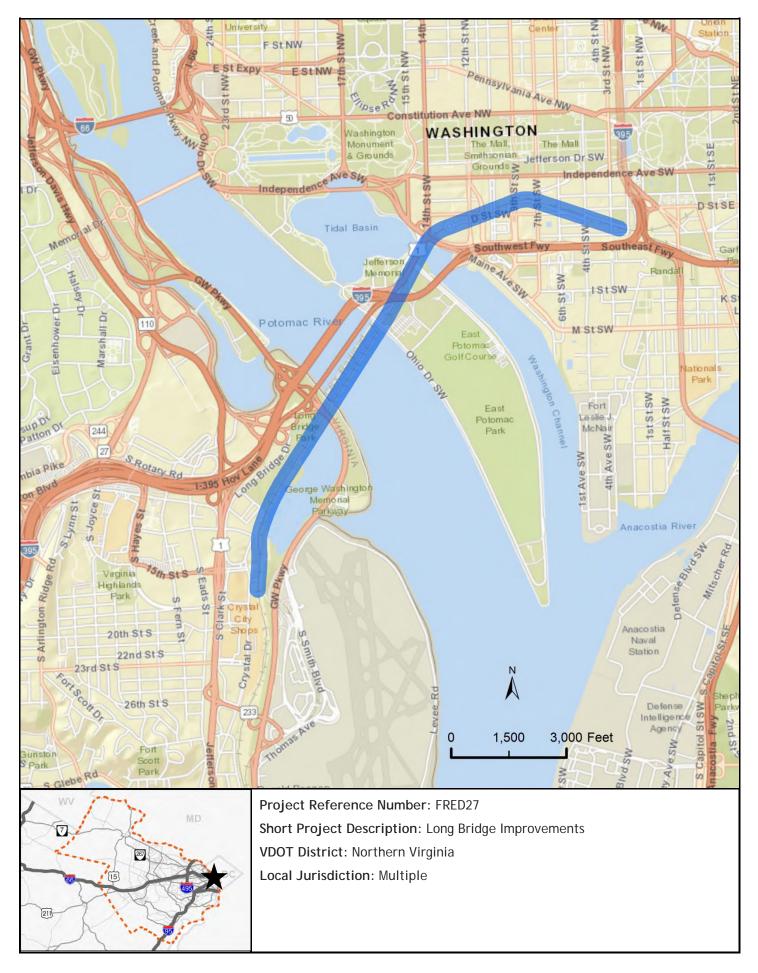




VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Pro | oject Reference Numb | per FRED27 |
|--|--|-------------------|---------------------------|--------------------|
| Short Description | | | | |
| Long Bridge Improvements | | | | |
| District | | Local Jurisdic | ction | |
| Northern Virginia | | Multiple | | |
| VMTP Need Type (Place X in all applicable boxe | es) | | | |
| X Corridor of Statewide Significance | X Region | nal Network | UDAs | Safety |
| Needs Addressed from VMTP Needs Asses | sment (List needs | as numbered in r | reports) | |
| Northern Virginia Need G; CoSS Needs G1:A, G1:G, k | (3:A, K3:C, H2:G | | | |
| Project Status: Project defined and iden | ntified for funding | within a fiscally | y constrained MPO LRTP | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | _ | _ | | |
| Highway Bike/Pedestrian Bu | ıs Transit X R | ail Transit | K Freight Rail Trave | el Demand Manageme |
| Detailed Description of Improvements | _ | | | |
| Project would expand Long Bridge, a two-track railroad bridge across the Potomac River that serves CSX, VRE, and Amtrak, to four tracks. Project is being managed by the District of Columbia Department of Transportation (DDOT) and is currently under environmental review. Order-of-magnitude costs range from approximately \$400M to \$1.4B, according to the Phase 1 Long Bridge Study by DDOT. Project is partially funded by FASTLANE Grant, as part of the Atlantic Gateway project, and private funding. While located outside of the Fredericksburg district, this project is critical to addressing freight and passenger rail congestion in the I-95 corridor, including within the Fredericksburg district. | | | | |
| Potential Funding Sources (Place X in all applicable boxes) | | rescoping | V Othor: EASTI ANE C | Pront |
| X SMART SCALETAP CMAQ | HSIP P | rescoping | X Other: FASTLANE G | FIGNI |
| Estimated Project Cost (in \$M) \$ | 800.00 | Right of Wo | ny Required for Project | Х |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | |
| Safety Could re | educe roadway V | /MT in areas wit | th high crash rates. | |
| Congestion Mitigation Would e | eliminate a major | bottleneck for | the rail corridor. | |
| Accessibility Provide: | s capacity at bott | tleneck for rail | services, improving acces | SS. |
| Land Use Improve | Improves passenger rail reliability to developing areas. | | | |
| Environment Reduce | Reduced VMT and congestion could improve air quality. | | | |
| Economic Development Resolvin | ng bottleneck cou | uld promote ec | onomic development in th | he corridor. |







| Recommendation Details | | Project Reference Number FRED28 | |
|---|--|---|--|
| Short Description | | | |
| DC2RVA: Speed and Reliability Impro | vements for VRE and Am | trak | |
| District | | Local Jurisdiction | |
| Fredericksburg | | Multiple | |
| VMTP Need Type (Place X in all applic X) Corridor of Statewide Significance | | onal Network UDAs Safety | |
| Needs Addressed from VMTP Nee | ds Assessment (List need | s as numbered in reports) | |
| Northern Virginia Need C; CoSS Needs G1 | A, G1:G, K3:A, K3:C, H2:G | | |
| Project Status: Project defined | and identified for fundin | g within a fiscally constrained MPO LRTP | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestrian | Bus Transit X | Rail Transit X Freight Rail Travel Demand Manageme | |
| Detailed Description of Improvements | | | |
| Project includes additional tracks near Long Bridge and between Alexandria and Spotsylvania, VRE station platform improvements, a new station near Fredericksburg, and potential station improvements or relocations in Ashland and Richmond. Elements of the project are partially funded through the Atlantic Gateway FASTLANE Grant. Project cost is estimated to be between \$4.98B and \$5.21B in 2025 dollars. Additional capacity and station improvements are critical to addressing freight and passenger rail congestion in the I-95 corridor in the Northern Virginia, Fredericksburg, and Richmond districts. | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | Drossoping Tyley Factions | |
| X SMART SCALE TAP CMAQ HSIP Prescoping X Other: FASTLANE Grant | | | |
| Estimated Project Cost (in \$M) | \$ 5,100.00 | Right of Way Required for Project X | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | |
| | | Comments | |
| Safety | | VMT by providing additional rail capacity. | |
| Congestion Mitigation | Would address bottlenecks in the rail corridor. | | |
| Accessibility | Improves capacity at bottlenecks and stations for rail services, improving access. | | |
| Land Use | Improves passenger rail reliability to developing areas. | | |
| Environment | Reduced VMT and congestion could improve air quality. | | |
| Economic Development | Resolving bottlenecks of | could promote economic development in the corridor. | |

