VIRGINIA SURFACE TRANSPORTATION PLAN 2035

www.vtrans.org

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Virginia Department of Rail & Public Transportation

Virginia Department of Transportation

What is the VSTP?

Is the future ready for us? In 2035, will we be able to spend more time with our families and less time in traffic? Will our current infrastructure be safe for us to drive on? The 2035 Virginia Surface Transportation Plan (VSTP) is an integrated multimodal plan that will promote the effective and sustainable planning of the Commonwealth's transportation future. The VSTP builds on the established priorities of VTrans and provides proactive forward-thinking recommendations for highway, transit, rail, and freight modes, as well as policy-level recommendations for bicycle and pedestrian modes.

The VSTP will help identify projects for inclusion in the Six-Year Improvement Program, a document approved by the Commonwealth Transportation Board allocating funds for transportation projects.

What are the issues?

Between 2010 and 2035, Virginia's population will grow by about one third, the population of persons age 65+ will double, and employment will grow by about one half. This growth in population and employment will increase travel and congestion on the current transportation system, and drive demand for more accessible transportation choices.

Daily vehicle miles traveled (DVMT) has steadily outpaced the construction of new roads since 1980 and will continue to grow by 55% in the next 25 years, mostly concentrated in the largest urban areas of the state. Current and projected transportation demand is too great for investments to be focused solely on building and widening roads. Virginia's transportation system must focus on efficient and coordinated ways to move people and goods. Investment decisions must be made with regard to reducing congestion, protecting the environment and preserving Virginians' quality of life. Now more than ever it is critical to plan for the future of transportation in Virginia.

What are the needs?

Virginia must meet the mobility and accessibility needs of its citizens to maintain its status as one of the best places to live and do business. Virginians, especially the younger generations, desire to have multiple choices for how to travel, with a growing preference toward transit and non-motorized transportation options. Utilizing railways for passenger and freight movement and promoting non motorized transportation options can shift demand from highways to other forms of travel while reducing congestion.

The VSTP identifies a combination of transportation solutions needed to meet Virginia's future transportation needs including, but not limited to: highway capacity improvements for vehicles; rail improvements for moving people and freight; providing mobility options with increased transit assets; maintaining existing transit assets in a state of good repair; transportation demand management strategies; and intelligent transportation system technology to improve mobility and access for all travelers. Needs were identified based on performance measures including, but not limited to: congestion, safety and crashes, pavement condition, structure condition, freight movement, population density, transit state of good repair, and transit accessibility.

Virginia must focus on strategies that promote the efficient movement of people and goods to optimize its transportation investments. Promoting strategies for higher-occupancy travel within the existing right-of-way, such as vanpools, transit and bus rapid transit, and High Occupancy Vehicle (HOV) lanes will decrease congestion, improve travel times, and allow the current roadway system to accommodate more trips without consuming more land.

Where do we go from here?

On this map you will find transportation recommendations that address the needs of a mobile public and promote economic growth throughout the Commonwealth.

Maximizing the ability of Virginia's existing transportation system is especially critical given the limit of available funds. In the near future, Virginia's transportation funding will shift to focus on maintaining assets, responding to emergencies and mitigating congestion. Funding for new construction projects will continue to diminish. The maintenance of existing transportation assets to ensure the safety of the public will remain the first priority.

The VSTP will be used as a guiding document that identifies multimodal solutions for future transportation deficiencies. As Virginia seeks to address specific transportation problems, the recommendations identified in the VSTP offer a range of solutions for consideration. In addition, the performance measures identified will provide decision-makers with an assessment of potential impacts of transportation improvements. As the VSTP is updated over the next 5 years, you will see even greater integration of multimodal planning in keeping with Virginia's policy guidance.

Where do our transportation funds come from?

VTrans2035

VTrans2035 is Virginia's multimodal long-range transportation plan. Led by the Office of Intermodal Planning and Investment, it is a policy document that frames the vision for the future and the critical steps to make that vision a reality. The goals of VTrans2035 set the foundation for the future of transportation in the Commonwealth. It is these goals that guide and support the recommendations identified in the Virginia Surface Transportation Plan.

VTrans2035 Goals

- **Safety and Security** – provide a safe and secure transportation system.
- **System Maintenance and Preservation** – preserve and maintain the condition of the existing transportation system.
- **Mobility, Connectivity, and Accessibility** – facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation.
- **Environmental Stewardship** – protect the environment and improve the quality of life for Virginians.
- **Economic Vitality** – provide a transportation system that supports economic prosperity.
- **Coordination of Transportation and Land Use** facilitate the effective coordination of transportation and land use to promote livable communities.
- **Program Delivery** – achieve excellence in the execution of programs and delivery of services.

How do we travel?

Throughout history, transportation has evolved with technological advances to provide faster, more convenient modes of travel. As Virginia continues to grow, we must find new and improved ways to move people and goods easily, efficiently and effectively, providing safe and reliable access to jobs, schools, homes, recreational destinations and community areas.

Bicycle/Pedestrian

Walking and bicycling are the simplest, most inexpensive and environmentally conscious forms of transportation, requiring no license and no fare card. These non-motorized modes of transportation provide the essential supporting infrastructure for transit. Safety and accessibility are the critical issues for bicyclists and pedestrians, especially for those who are disabled or elderly.

Passenger Vehicles

A vast majority of Virginians travel by personal automobile, making this the most common and convenient form of transportation. Meeting at park & ride lots to form carpools and vanpools allows commuters to share transportation expenses, help minimize congestion, and experience faster commutes on HOV facilities.

Transit

Virginians who cannot or choose not to travel by personal vehicle rely on transit service for local and long distance transportation. Younger generations desire alternatives to driving cars, with a preference for transit and non-motorized transportation. Urban areas like Northern Virginia, Richmond and Hampton Roads depend on transit to manage congestion. Increasingly, Virginia's growing elderly population uses demand response transit to retain mobility and independence. Transit increases economic development potential.

Passenger Rail

Passenger rail transportation plays an important role in Virginia's evolving transportation network in managing highway congestion and pollution by diverting people from cars to passenger rail. Rail service provides connectivity between Virginia cities as well as other states. The future of passenger rail in Virginia includes high-speed rail options that will provide improved connectivity and accessibility across the Commonwealth and throughout the eastern seaboard.

Freight

Virginia's economic vitality depends on its ability to move goods efficiently and reliably. The growing demand on the state's already congested freight network could jeopardize the Commonwealth's ability to maintain a successful business environment.

Where do these recommendations come from?

Making travel more efficient

Operations/ITS

Intelligent Transportation Systems (ITS) is the application of advanced technologies for both highway and public transportation modes aimed at optimizing the performance of the surface transportation system. ITS includes a wide range of advanced communications and electronic technologies such as GPS transponders on transit vehicles, credit card style fare cards and "countdown" signals at rail stations for public transportation. For highways, existing ITS technology includes highway cameras, variable speed signs, information systems like 511, and dynamic messaging signs. In the future, intelligent technology will deliver transformational safety, mobility and environmental improvements using wireless communications between drivers, vehicles and transportation infrastructure.

Combined with operational improvements, such as coordinating traffic signals, these strategies can make transportation systems more flexible, efficient and responsive to customer needs. In addition, improvements in these areas provide highway and transit planners with valuable information to identify emerging needs and fine-tune existing routes to optimize the existing surface transportation system.

Legend

Projected Population Change and Transit Service Improvements

- 0-12% Growth — Introduce demand-response service; Increase coordinated human services transit
- 12-25% Growth — Increase demand-response service; Expand fixed-route coverage; Implement transportation demand management
- 25-50% Growth — Enhance fixed-route coverage; Implement transportation demand management
- 50-80% Growth — Implement major capacity investments; Focus expansion of fixed-route coverage; Enhance transportation demand management

Highways

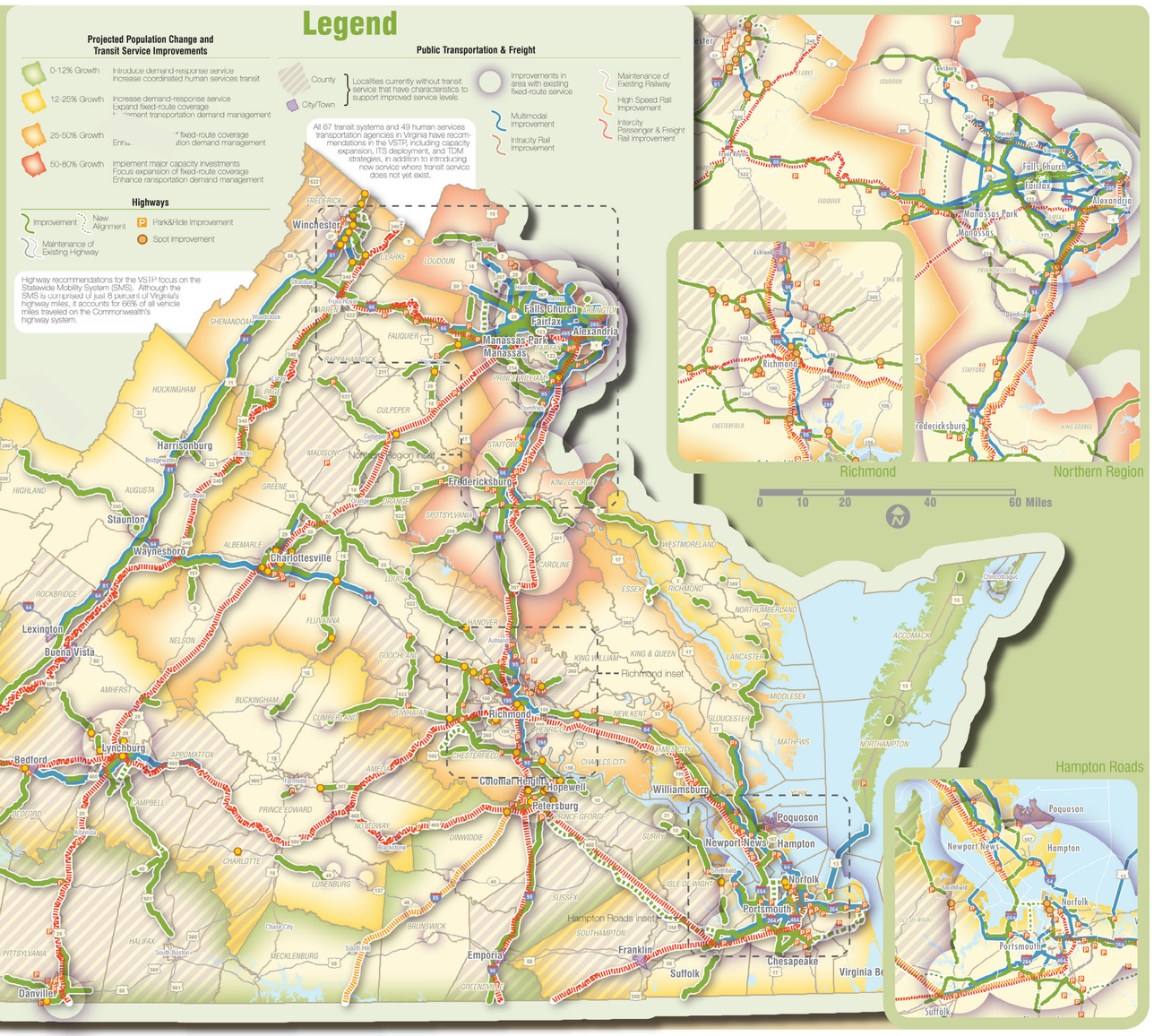
- Improvement / New Alignment
- Maintenance of Existing Highway
- P Park&Ride Improvement
- Spot improvement

Highway recommendations for the VSTP focus on the Statewide Mobility System (SMS). Although the SMS is comprised of just 8 percent of Virginia's highway miles, it accounts for 66% of all vehicle miles traveled on the Commonwealth's highway system.

Public Transportation & Freight

- County / City/Town — Localities currently without transit service that have characteristics to support improved service levels
- Improvements in areas with existing fixed-route service
- Multimodal improvement
- Intracity Rail improvement
- Maintenance of Existing Railway
- High Speed Rail Improvement
- Intercity Passenger & Freight Rail Improvement

All 67 transit systems and 49 human services transportation agencies in Virginia have recommendations in the VSTP, including capacity expansion, ITS deployment, and TDM strategies, in addition to introducing new service where transit service does not yet exist.



Regional Summaries

Each of Virginia's regions has unique economic, geographic and socio-economic characteristics. These characteristics play an important role in how the transportation infrastructure has evolved and in decisions for improving and enhancing transportation in the future.

The recommendations on this page offer a glimpse into the multifaceted response to Virginia's growing population and transportation needs. A complete list of highway, rail, and transit recommendations, along with more comprehensive regional analyses, can be found in the VSTP2035 Report.

Regional Table Legend

VTrans2035 Goals

- Safety and Security
- System Maintenance and Preservation
- Mobility, Connectivity, and Accessibility
- Environmental Stewardship
- Economic Vitality
- Coordination of Transportation and Land Use
- Program Delivery

Affected Modes

- Bicycle/Pedestrian
- Single Occupancy Vehicle
- High Occupancy Vehicle (HOV) or High Occupancy/Toll Facilities (HOT)
- Bus and Rail Transit
- Freight

Map Legend

- ITS Improvements
- Existing E-ZPass Facilities

Public/Private Partnerships

- Completed
- Current Projects
- Proposed Projects

Transportation Demand Management

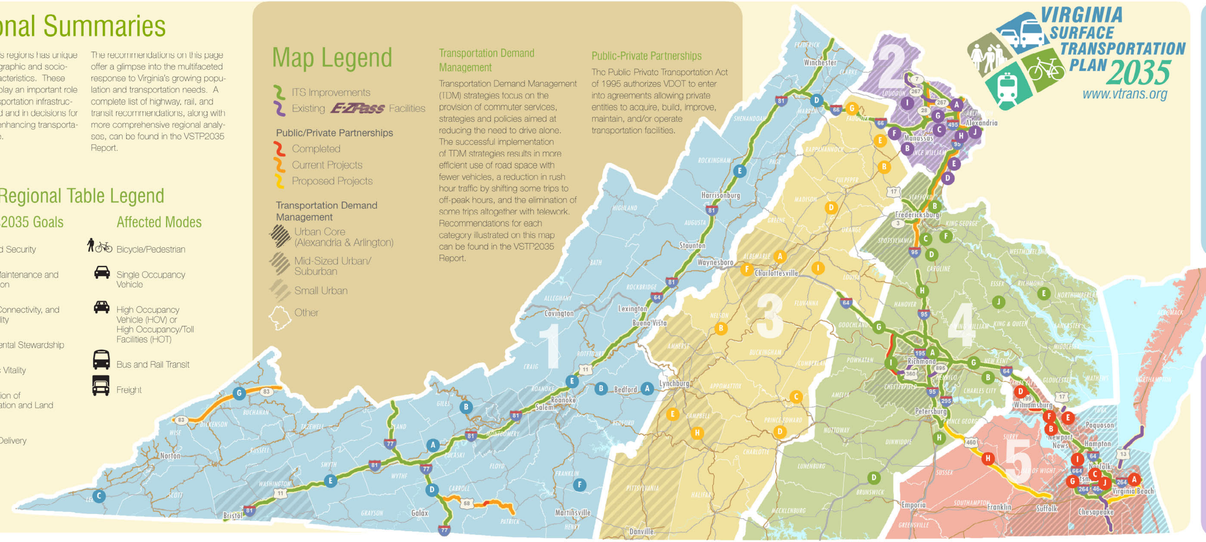
- Urban Core (Alexandria & Arlington)
- Mid-Sized Urban/ Suburban
- Small Urban
- Other

Transportation Demand Management

Transportation Demand Management (TDM) strategies focus on the provision of commuter services, strategies and policies aimed at reducing the need to drive alone. The successful implementation of TDM strategies results in more efficient use of road space with fewer vehicles, a reduction in rush hour traffic by shifting some trips to off-peak hours, and the elimination of some trips altogether with telework. Recommendations for each category illustrated on this map can be found in the VSTP2035 Report.

Public-Private Partnerships

The Public Private Transportation Act of 1995 authorizes VDOT to enter into agreements allowing private entities to acquire, build, improve, maintain, and/or operate transportation facilities.



1 Valley and Ridge Region Overview

The western region of Virginia is an area of interstate commerce nestled among the scenic beauty of the Shenandoah and Blue Ridge Mountains. The coal, agriculture, logging, and food processing industries generate goods and commodities that are transported throughout the nation. The area provides several corridors for road and rail freight movement, providing connections between Ohio, West Virginia, Tennessee, Kentucky and North Carolina with many waterway and distribution centers along the way. In addition, many natural, cultural, historic, and recreational resources of national importance draw tourists from across the nation to the area.

Across the state, Virginia's population is aging, and this is particularly true in the rural and suburban areas. The commuting patterns in the northern counties of the Valley and Ridge region toward the Northern Virginia employment centers will continue as the population grows. As the population ages and as congestion worsens, residents and commuters in this region will increasingly rely on alternative modes of transportation and teleworking. Freight commerce will continue, and the emergence of green technology to foster clean and sustainable communities will intensify support for strategies that promote high occupancy travel and the utilization of railways for passenger and freight movement.

To address anticipated trends, transportation investments that support the intermodal freight commerce can ensure economic vitality of the region. Providing spot improvements at interchanges and the addition of truck climbing lanes will increase safety and alleviate bottlenecks. Introducing or increasing demand response transit and continuing to invest in intra-city transit can improve mobility, connectivity and accessibility of Virginia's transportation system. Further investment in transportation demand management techniques and expansion of the park-and-ride facilities will provide alternatives to single occupant vehicles, potentially reducing congestion while promoting environmental stewardship.

Regional Characteristics: Projected Growth from 2008-2035

Source: VTrans2035

2 Northern Region Overview

The Northern Region is expanding as a center of global economic importance. Factors fueling expansion include growth in government and service related industries, as well as emerging sectors such as high tech, biomedical and biotech, energy and environmental research and communications. The region is also home to Dulles International Airport, which serves as both an international gateway and economic engine for the region.

With those expectations, it is likely this workforce will continue to be diverse, highly mobile, and well educated. The region will continue to attract creative and innovative employees and employers from around the world as long as mobility is maintained and congestion is managed. At the same time, the population in the region will continue to mature as the proportion of the population over age 65 increases. Trends toward smaller households, more diverse populations and more compact, higher density, mixed-use communities will likely flourish.

To address the anticipated demographic trends and changes, increased transit capacity and accessibility is necessary to accommodate this dynamic population. Strategies to accommodate this demand for transit include: increasing fixed route bus service frequencies and expanding fixed route coverage; extending Virginia Railway Express service; increasing the frequency of inter-city passenger rail; and expanding the use of streetcars and Bus Rapid Transit. Expanding freight rail capacity will provide an opportunity to relieve congested highways from additional freight traffic. Utilizing transportation demand management (TDM) strategies, such as carpooling, vanpooling, telecommuting, and intelligent transportation systems (ITS) techniques should be employed or further expanded to reduce congestion and enhance the reliability of transportation services. In addition, expanding the capacity and improving the connectivity of the road network and providing improvements to the major radial connectors will help maintain a high level of mobility in the region.

Regional Characteristics: Projected Growth from 2008-2035

Source: VTrans2035

3 Blue Ridge Region Overview

In the heart of Virginia, where the Blue Ridge Mountains meet gently rolling hills, lies a region rich in natural beauty, American history, farmlands, and quaint cities and towns. The attractiveness of the region combined with its close proximity to major employment centers, has created a demand for a more suburban style of living.

Over the past 10 years, the northern portion of the Blue Ridge Region has experienced increasing growth pressures from the Washington D.C. Metropolitan Area. This growth pressure is expected to continue, requiring proactive transportation decision-making and strategies to manage congestion and ensure the availability of multimodal transportation options.

As the elderly population increases, it is likely that the population that does not have access to a personal vehicle will increase as well, leading to a need for other modes of transportation, especially transit. While transit is available in Charlottesville, Lynchburg, and Danville, there are few, if any, transit options in the rural areas north and south of these urban centers, especially in the southern part of the state. An aging population requires increased demand response transit.

Transportation in this region is largely characterized by U.S. Highways 29 and 15, providing connections between the Washington D.C. Metropolitan Area, central Virginia and North Carolina. With the lack of a north-south interstate highway strains the existing highways in this region. To continue to provide mobility for central Virginia residents and for freight commodities, improvements are recommended for highways including Routes 29, 15 and Interstate 64. In addition, investments in demand response and fixed-route transit service will ensure accessible transportation is available for those who do not rely on a personal vehicle. Passenger and freight rail improvements will also help to increase the capacity of central Virginia's transportation system.

Regional Characteristics: Projected Growth from 2008-2035

Source: VTrans2035

4 Piedmont Region Overview

The Piedmont region's economy is largely driven by the government related and service industries associated with the state capital, along with the tourism and industry in the Northern Neck. The Port of Richmond is a major hub and distribution gateway for truck, rail and barge freight. Other factors that have contributed to the economic stability of the region include manufacturing, financial headquarters, numerous health facilities, and the concentration of educational institutions in the area. The region's location also benefits from an excellent position in reference to the state's transportation network, lying within the junction of east-west Interstate 64 and north-south Interstate 95. Virginians continue to commute longer distances, especially in Northern Virginia along I-95, aiding the population growth in Fredericksburg.

Trends indicate that the region will continue to attract highly-sought employees and employers from around the nation to support a growth in service, finance and biotechnology jobs. It is likely the workforce will continue to be highly mobile and well-educated. Trends toward smaller households, more diverse populations and more compact, denser communities will likely continue. As a whole, the region will likely continue to reflect the basic spectrum of community types seen today, ranging from rural areas to suburban and urban centers.

There is a need to expand multi-modal choices and capacity in the region, including extending and expanding the Virginia Railway Express; developing more inter-city passenger rail; expanding the use of streetcars and bus rapid transit particularly in more urban areas; and expanding rail capacity for interstate freight. Transportation demand management and intelligent transportation system strategies should be employed to reduce congestion. In addition, improvement and expansion of major radial connectors will help maintain a high level of mobility in the region.

Regional Characteristics: Projected Growth from 2008-2035

Source: VTrans2035

5 Eastern Region Overview

The Eastern Region is defined largely by the Hampton Roads harbor and its tributary waterways, which have played a significant role in boosting the region's prominence as a hub of waterborne freight commerce. The Port of Virginia, Naval Station Norfolk (the world's largest naval station), NASA Wallops Flight Facility (a rocket launch site for science and exploration missions), shipyards, coal piers, and hundreds of miles of waterfront property and recreational beaches, all contribute to the diversity and stability of the region's economy. In addition to water-related economic generators, the Eastern region is steeped in 400 years of American history. Hundreds of natural and historical features draw visitors from around the world each year.

Many are predicting that the Eastern Region, especially the "Seven Cities" of Virginia beach, Norfolk, Chesapeake, Newport News, Hampton, Portsmouth, and Suffolk, will grow faster than previously expected. Fueling this growth is the projected expansion of the Port of Virginia, and Craney Island terminals, as well as the continued presence of a large concentration of military bases, facilities and personnel. The more rural communities on the Eastern Shore and Middle Peninsula have become attractive locations for families and retirees alike.

Transportation investments that continue to support the Port of Virginia's economic vitality continue to be an important focus. Multi-modal strategies such as rail enhancements and increased use of waterways could ease freight movement from Hampton Roads to the north along the Chesapeake Bay.

Regional Characteristics: Projected Growth from 2008-2035

Source: VTrans2035

Valley and Ridge Region | Key Recommendations

A full description and list of proposed recommendations can be found in the 2035 VSTP Report.

Transit Recommendations

		Affected Modes	VTrans Goals
	The large and small urban areas of the Valley and Ridge region will need expanded fixed route transit coverage in the future. The geography and development patterns of this region, paired with increasing populations call for an increased investment in Transportation Demand Management (TDM) strategies and demand response transit services. TDM will provide opportunity for carpool/vanpool, as well as Telework, which will reduce the need for long distance commuting. Demand response transit will serve the commuting needs of those individuals that do not have access to transportation and/or are mobility impaired.		

Rail Recommendations

		Affected Modes	VTrans Goals
A	I-81/Route 29 Intercity Passenger Rail Project - Extend passenger rail service, increase capacity and improve service reliability between Bristol, Roanoke and Lynchburg, with connections to Richmond and Washington, DC.		
B	Crescent Corridor and Heartland Corridor Projects - Improve the efficiency of freight rail shipping and provide highway congestion relief by diverting shipments from highway to rail through the Crescent Corridor. Improve freight service between the Ports of Virginia and markets in the Midwest along the I-81 and Route 460 corridors with highway access improvements and tunnel clearances throughout the Heartland Corridor.		

Highway Recommendations

		Affected Modes	VTrans Goals
C	Routes 58 & Alternate 58- Improve existing lane width and shoulders along Alternate Route 58 from Dickenson Road in Jonesville to beginning of four-lane section to the north. Upgrade existing two lanes on Route 58 (Jones Street) in Jonesville from Alternate Route 58 to east town limits (include center turn lanes where warranted).		
D	Interstates 00 & 77- Expand capacity of Interstate 00 in the northern part of the region and invest in park and ride facilities. Install targeted truck climbing lanes along Interstate 77 in the southern part of the region.		
E	Interstate 81- Implement comprehensive capacity and safety improvements to mainline and interchanges along entire Interstate 81 corridor in Virginia. Invest in park and ride facilities within major population centers along corridor.		
F	Interstate 73- Construct new facility from Roanoke to North Carolina State Line.		
G	Coalfields Expressway- Construct new facility between Pound (Wise County) to West Virginia Coalfields Expressway.		

Northern Region | Key Recommendations

A full description and list of proposed recommendations can be found in the 2035 VSTP Report.

Transit Recommendations

		Affected Modes	VTrans Goals
A	There is proven need and demand for major capacity expansion in the Northern Region, which has the highest population growth rate (50-80% by 2035) with the smallest amount of room to grow. This need is being addressed with planning for increased and expanded fixed route service, including rapid transit service, such as bus rapid transit or light rail transit, and the construction of the extension of Metrorail to the Dulles International Airport to serve the rapidly growing Dulles Corridor in Fairfax and Loudoun counties.		

Rail Recommendations

		Affected Modes	VTrans Goals
B	I-95/I-64 and I-81/Route 29 Intercity Passenger Rail Projects - Enhance passenger rail service by adding service connections from Washington, DC to Hampton Roads, Richmond, Lynchburg, Roanoke and Bristol, constructing new and expanding existing stations, increasing capacity through new passing tracks, and improving rail infrastructure for higher speeds		
C	Commuter Rail Improvement Project – Improve the Virginia Railway Express (VRE) capacity and stations to provide congestion relief and new transportation choices along the I-95 and I-66 corridors thorough track and signal improvements and the extension of the service area.		
D	National Gateway and Crescent Corridor Projects – Improve the efficiency of freight rail shipping by diverting shipments from highway to rail in the I-95 corridor, including wide-stack clearances for freight containers, increase capacity and service reliability through Washington, DC, and support the enhancement of VRE service.		
E	Southeast High Speed Rail Project – Extend high speed rail service south from Washington, DC to Richmond and on to North Carolina through environmental studies, engineering, and track construction and improvements, connecting Virginia to the Northeast Corridor and providing passengers with a cost-effective competitive alternative to air travel.		

Highway Recommendations

		Affected Modes	VTrans Goals
F	Route 29- Provide improved capacity (vehicular and bicycle/pedestrian) along Route 29 corridor. Focus investments from Fauquier to Route 55, Route 621 to I-66, Route 28 to Eaton Place, City of Fairfax to Sycamore Street and Route 309 North to Kenmore Street.		
G	Interstate 66- Expand mainline and HOV lane capacity from Fauquier to Interstate 495. Improve capacity and safety of interchanges.		
H	Interstate 95- Expand existing HOV system and extend south. Construct HOT Lanes. Provide additional mainline capacity from Stafford to Route 123 and from Interstate 495 to Route 234.		
I	Tri-County Parkway- Construct new facility between Manassas and Dulles Corridor (Loudoun County).		
J	Interstates 395 & 495- Add additional lane to reversible I 6OVI IOT lanes on Interstate 395. Construct HOT/HOV lanes on Interstate 495 (active Public-Private Partnership Act project).		
K	Route 28- Improve mobility and traffic flow in the vicinity of Route 234 interchange. Provide additional capacity from Liberia Avenue in Manassas to Route 29 and from Interstate 00 to Route 7 (active Public-Private Partnership Act project).		

Blue Ridge Region | Key Recommendations

A full description and list of proposed recommendations can be found in the 2035 VSTP Report.

Transit Recommendations

		Affected Modes	VTrans Goals
A	Potential for higher capacity transit within the Blue Ridge Region. Transit demand in the quickly urbanizing areas is growing, particularly along Route 29 north of Charlottesville. Building a more robust system, potentially with dedicated bus lanes and bus rapid transit service would link the regional airport with downtown Charlottesville and the University of Virginia.		

Rail Recommendations

		Affected Modes	VTrans Goals
B	I-81/Route 29 Intercity Passenger Rail Project – Extend passenger rail service from Washington, DC to Lynchburg, with connections to Richmond, Roanoke and Bristol, increase capacity and improve service reliability of existing passenger rail service.		
C	Crescent Corridor and Heartland Corridor Projects – Improve the efficiency of freight rail shipping and provide highway congestion relief by diverting shipments from highway to rail through the Crescent Corridor, including along Route 29, and expanding rail capacity. Clearance improvements in the Heartland Corridor are currently under review.		

Highway Recommendations

		Affected Modes	VTrans Goals
D	Route 15 - Widen to four lanes in Prince Edward County from Route 133 to Route 620 and in Buckingham County from Route 60 to Gold Mine Street in Dillwyn. Improve narrow lane width at select locations between Dillwyn and Route 250 in Fluvanna County. Expand capacity at Interstate 64 interchange and improve narrow lane width up to Orange County. Widen to four lanes with median from Town of Orange to Route 608 in Culpeper County and six lane divided facility from Business Routes 15/29 to the 15/17/29 Bypass in Fauquier County.		
E	Route 29 - Widen to six lanes from Route 24 to Route 460 in Campbell County. Provide auxiliary merge/weave lanes between interchanges from Interstate 64 to Emmet Street in Albemarle County. Add two additional travel lanes from Route 643 in Albemarle County to Route 33 in Greene County and from Business Routes 15/17/29 in Fauquier County to north corporate limits in Warrenton. Widen to six lanes or retain four lanes and limit access points between Colonial Rd in Fauquier County and Prince William County.		
F	Interstate 64- Widen corridor to six lanes from top of Afton Mountain to the Route 250 interchange (Yancey Mills). Add two additional travel lanes from Route 29 to Route 616 interchange in Albemarle County with improvements to existing interchanges.		
G	Interstate 66- Widen through Fauquier County to six lanes.		
H	Route 501- Improve narrow travel lanes and shoulders and provide passing zones at select locations between Alternate Route 360 in Halifax County to Route 622 in Campbell County. Widen to six lanes from Route 460 to Lynchburg Expressway. Add two additional lanes and median on Lynchburg Expressway between Lakeside Drive and Boonsboro Road.		
I	Route 522- Widen corridor to four lanes from Route 250 to Interstate 64 in Louisa County. Provide center turn lane in Town of Mineral. Improve lane width and shoulders throughout Orange County and from Town of Orange to Main Street in Spernyville.		

Piedmont Region | Key Recommendations

A full description and list of proposed recommendations can be found in the 2035 VSTP Report.

Transit Recommendations

		Affected Modes	VTrans Goals
A	The increased need and demand for higher capacity transit need is recognized in this region and efforts are already underway to study alternatives to addressing this challenge, most prominent is the ongoing study of potential rapid transit alternatives for the Broad Street Corridor of Richmond.		

Rail Recommendations

		Affected Modes	VTrans Goals
B	I-95/I-64 and I-81/Route 29 Intercity Passenger Rail Projects – Enhance passenger rail service by adding service connections from Richmond west to Lynchburg and beyond. Enhance passenger and freight rail operations with more frequent service between Richmond, Washington, DC, and Newport News. Construct or expand stations to support new and more frequent service. Increase capacity through new passing tracks, and improve rail infrastructure for higher speeds.		
C	National Gateway and Heartland Corridor Projects - Improve the efficiency of freight rail shipping by providing double stack clearance capacity to divert freight traffic from highway to rail in the I-95 corridor. Additional clearance improvements in the Heartland Corridor are currently under review.		
D	Southeast High Speed Rail Project - Extend high speed rail service south from Washington, DC to Richmond and on to North Carolina through environmental studies, engineering, and track construction and improvements, connecting Virginia to the Northeast Corridor and providing passengers with a cost-effective competitive alternative to air travel.		

Highway Recommendations

		Affected Modes	VTrans Goals
E	Route 3- Provide additional capacity and roadway reconstruction in various locations from Fredericksburg to Mathews County.		
F	Route 17- Expand roadway capacity from north end of the Coleman Bridge to Ark Road (Gloucester County) and from Route 301 (Caroline County) to Route 705 (Stafford County).		
G	Interstate 64- Provide additional mainline capacity from Route 61/ (Goochland County) to James City County line.		
H	Interstate 95- Expand mainline capacity from Sussex County line to Petersburg City line and from the Henrico County line to the Prince William County line.		
I	Route 288- Expand mainline capacity from Interstate 95 (Chesterfield County) to Interstate 64 (Goochland County).		
J	Route 360- Add capacity from Route 603 (Chesterfield County) to Dixon road (Richmond), from Interstate 295 to Route 627 (Henrico county), from Route 17 (Essex County) to the Downing Bridge and from Route 202 to Route 644 west (Northumberland County).		

Eastern Region | Key Recommendations

A full description and list of proposed recommendations can be found in the 2035 VSTP Report.

Transit Recommendations

		Affected Modes	VTrans Goals
A	Major transit capacity investments are needed in the Eastern Region. In addition to the expansion of bus coverage, Hampton Roads Transit (HRT) is currently overseeing the construction of the Norfolk Light Rail Transit line ("The Tide"), serving the Eastern Virginia Medical Center and downtown Norfolk along the I-264 corridor to Newtown Road within the City of Norfolk. Park and ride locations will provide access to the system in major areas. Future extension of this corridor to Virginia Beach is currently being studied by HRT.		

Rail Recommendations

		Affected Modes	VTrans Goals
B	I-95/I-64 Intercity Passenger Rail Project – Enhance passenger and freight rail operations with more frequent service, capacity and travel time savings between Hampton Roads and Richmond. Provide station and facility improvements at stations to provide multimodal connections.		
C	National Gateway, Port-Heated Rail Improvement, and Heartland Corridor Projects – Improve the efficiency of freight rail shipping for the Ports of Hampton Roads by increasing track capacity and adding a new freight yard to support increased container traffic.		
D	Southeast High Speed Rail Project – Evaluate a high speed rail connection between I lampton Roads and Richmond.		

Highway Recommendations

		Affected Modes	VTrans Goals
E	Route 17- Expand roadway capacity from Route 17 Business to interstate 64 (City of Chesapeake), from Harbour View Boulevard (City of Newport News) to Chuckatuck bridge (City of Suffolk) and from Harbour View boulevard to Goosley Road (York County).		
F	Interstate 64- Add mainline capacity via additional travel lanes and/or HOV lanes from new Kent County Line to Interstates 284/664.		
G	Interstate 004- Add mainline capacity via additional travel lanes and/or HOV lanes from Interstate 64 to Route 58.		
H	Route 460 Expressway- Construct new facility between Interstate 295 (Prince George County) and Route 58 Bypass in Suffolk		
I	3rd Crossing/Craney Island Connector/Hampton Roads Bridge Tunnel Expansion - Construct new multimodal bridge/ tunnel across Hampton Roads		
J	Martin Luther King Extension/Midtown Tunnel- Construct new facility (including new interchange) from Interstate 264 to London Boulevard (City of Portsmouth). Construct parallel tube at Midtown Tunnel		
K	Interstate 95- Expand mainline capacity from new North Carolina State Line to Prince George County Line		