

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEET THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-67.1 WHICH ADDS FUNDING TO TWO CAPACITY/WIDENING ROADWAY PROJECTS FOR RICHMOND HIGHWAY AND NORTHSTAR BOULEVARD AND ONE INTERCHANGE PROJECT AT ROUTE 7 AND ROUTE 690, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-67.3, which makes the following revisions:

- Adds a net total of \$9,547,127 to the total project cost. Net increases in Surface Transportation Block Program (STBG), Northern Virginia Transportation Authority (NVTA), Revenue Sharing (REVSH), state, and local funding while a net decrease in Regional Surface Transportation Program (RSTP) funding for the **Richmond Highway Corridor Improvements (Jeff Todd Way to Frye Road) (T6443)** project.
- Adds a net total of \$9,411,749 to National Highway Performance Program (NHPP), STBG, and state funding for the **Route 7/Route 690 Interchange (#SMART 18) (T6618)** project, revising the total project cost to \$62 million.
- Adds a new total of \$18,213,385 in NVTA and REVSH funds for the **Northstar Boulevard Extension (T6687)** project, revising the total project cost to \$34.88 million;

WHEREAS, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-67.3 creating the 67th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

WHEREAS, all three projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2026-2029 TIP.

WHEREAS, full funding for the projects in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the amended project records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),

ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP remains fiscally constrained.

ATTACHMENT C) Letter from VDOT dated August 22, 2025, requesting the amendments; and

WHEREAS, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-67.3, which

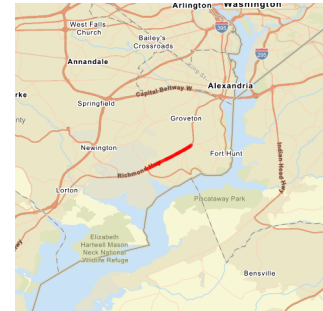
- Adds a net total of \$9,547,127 to the total project cost. Net increases in STBG, NVTA, REVSH, state, and local funding while a net decrease in RSTP funding for the **Richmond Highway Corridor Improvements (Jeff Todd Way to Frye Road) (T6443)** project.
- Adds a net total of \$9,411,749 to NHPP, STBG, and state funding for the **Route 7/Route 690 Interchange (#SMART 18) (T6618)** project, revising the total project cost to \$62 million.
- Adds a new total of \$18,213,385 in NVTA and REVSH funding for the **Northstar Boulevard Extension (T6687)** project, revising the total project cost to \$34.88 million.

T6443 - Richmond Highway Corridor Improvements (Jeff Todd Way to Frye Road)

Cycle-Revision ID 23-67.3 (VA)	Lead Agency Virginia Department of Transportation	Project Type Road - Add Capacity/Widening
Agency Project ID 107187, 128252, 128253	Facility Richmond Highway	From Jeff Todd Way
To N. of Frye Road	County Fairfax	Municipality -
Completion Year 2028	Project Description Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between Jeff Todd Way and Frye Road.	
Total Cost \$268,495,819		

PHASE	FUND SOURCE	FY2023	FY2024	FY2025	FY2026	TOTAL
Preliminary Engineering	DC/STATE	\$1,028,022	-	-	-	\$1,028,022
Preliminary Engineering	DEMO	-	-	-	\$1,029,946	\$1,029,946
Preliminary Engineering	LOCAL	-	-	\$679,516	\$679,516	\$1,359,032
Preliminary Engineering	NVTA	-	-	\$1,930,786	\$1,930,786	\$3,861,572
Preliminary Engineering	RSTP	\$4,112,086	-	-	-	\$4,112,086
Total Preliminary Engineering		\$5,140,108	-	\$2,610,302	\$3,640,248	\$11,390,658
Right of Way	DC/STATE	-	\$4,531,345	-	-	\$4,531,345
Right of Way	LOCAL	-	\$78,300,884	-	-	\$78,300,884
Right of Way	REVSH	-	\$1,948,000	-	-	\$1,948,000
Right of Way	RSTP	-	\$1,983,956	-	-	\$1,983,956
Right of Way	STBG	-	\$8,349,422	-	-	\$8,349,422
Total Right of Way		-	\$95,113,607	-	-	\$95,113,607
Construction	NVTA	-	-	-	\$64,068,933	\$64,068,933
Total Construction		-	-	-	\$64,068,933	\$64,068,933
TIP Total		\$5,140,108	\$95,113,607	\$2,610,302	\$67,709,181	\$170,573,198
Total Prior Costs		-	-	-	-	\$32,695,039
Total Future Costs		-	-	-	-	\$65,227,582
Total Programmed		\$5,140,108	\$95,113,607	\$2,610,302	\$67,709,181	\$268,495,819

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Programming Update
PROJECT CHANGES	Title changed from "RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS" to "Richmond Highway Corridor Improvements (Jeff Todd Way to Frye Road)" Description changed from "Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road." to "Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between Jeff Todd Way and Frye Road." Plan Revision Name changed from "23-17.3" to "23-67.3 (VA)" Traffic operational improvements changed from "None" to "Widens the Richmond Hwy from 4 to 6 lanes to accommodate space for future BRT and separate cycle tracks and ADA sidewalks on both sides of the road" Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies: changed from "None" to "Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs), Transit stop (rail or bus) within a 1/2 mile radius of the project location, Interconnected/coordinated traffic signal system" Source Document Page/Record Link changed from "None" to "https://syip.virginia.gov/Pages/allProjects.aspx" CMP changed from "None" to "CMP Documentation is required. Please respond to questions on CMP Documentation tab" Primary Contact changed from "Calvin Britt" to "Dan Reinhard" Public transportation improvements changed from "None" to "Will allow additional roadway capacity to accommodate BRT" List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project. changed from "None" to "Traffic operational improvements, Public transportation improvements" Source Document changed from "None" to "VDOT SYIP" Select any of the following criteria that exempt the project from the CMP requirement or indicate that none are applicable. changed from "None" to "None of the above apply to this project." Current Implementation Status changed from "None" to "ROW Acquisition" Email changed from "Calvin.Britt@VDOT.Virginia.gov" to "Dan.Reinhard@vdot.virginia.gov" Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "Yes" Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not. changed from "None" to "Yes, because this project will be built to accommodate



BRT which will allow and promote transit as an alternative mode for travel along the corridor"

Describe all congestion management strategies that are going to be incorporated into the proposed highway project. changed from "None" to "Multimodal facility/ bike/ped and transit improvements, alternative commute programs."

Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation. changed from "None" to "Project currently in PE, funded with RSTP, State, REV SH, and local (NVTa) funds, with construction to begin in 2029 and completed in 2032."

Secondary Agency changed from "Other" to "None"

FUNDING CHANGES

RSTP

- Decrease funds in FY 2021 in ROW from \$10,333,378 to \$0
- Decrease funds in FY 2021 in PE from \$46,262 to \$0
- Decrease funds in FY 2021 in PE from \$7,200,000 to \$0
- Decrease funds in FY 2021 in PE from \$1,621,029 to \$0
- Decrease funds in FY 2021 in ROW from \$6,475,026 to \$0

STBG

- Decrease funds in FY 2021 in PE from \$431 to \$0

NVTA

- Decrease funds in FY 2021 in ROW from \$42,688,123 to \$0

DC/STATE

- Decrease funds in FY 2021 in PE from \$405,257 to \$0
- Decrease funds in FY 2021 in PE from \$108 to \$0
- Decrease funds in FY 2021 in PE from \$11,566 to \$0
- Decrease funds in FY 2021 in ROW from \$1,618,757 to \$0
- Decrease funds in FY 2021 in ROW from \$2,583,345 to \$0
- Decrease funds in FY 2021 in PE from \$1,800,000 to \$0

RSTP

- + Increase funds in FY 2023 in PE from \$0 to \$4,112,086
- Decrease funds in FY 2023 in ROW from \$991,837 to \$0
- Decrease funds in FY 2023 in PE from \$1,621,029 to \$0
- Decrease funds in FY 2023 in PE from \$8,852,709 to \$0

DEMO

- Decrease funds in FY 2023 in ROW from \$2,241,406 to \$0

NVTA

- Decrease funds in FY 2023 in ROW from \$60,710,264 to \$0

LOCAL

- Decrease funds in FY 2023 in ROW from \$1,948,000 to \$0

DC/STATE

- + Increase funds in FY 2023 in PE from \$405,257 to \$1,028,022

- Decrease funds in FY 2023 in PE from \$2,213,177 to \$0
- Decrease funds in FY 2023 in ROW from \$1,948,000 to \$0
- Decrease funds in FY 2023 in ROW from \$560,352 to \$0
- Decrease funds in FY 2023 in ROW from \$247,959 to \$0

RSTP

- Decrease funds in FY 2024 in ROW from \$10,333,378 to \$1,983,956

DC/STATE

- + Increase funds in FY 2024 in ROW from \$2,583,345 to \$4,531,345

TBD

- Decrease funds in FY 2027 in CON from \$104,451,706 to \$0

RSTP

- + Increase funds in FY 2022 in PE from \$0 to \$7,246,693

STBG

- + Increase funds in FY 2022 in PE from \$0 to \$9,504,138
- + Increase funds in FY 2022 in ROW from \$0 to \$8,436,031

DEMO

- + Increase funds in FY 2022 in PE from \$0 to \$1,211,460

DC/STATE

- + Increase funds in FY 2022 in PE from \$0 to \$4,187,709
- + Increase funds in FY 2022 in ROW from \$0 to \$2,109,008

STBG

- + Increase funds in FY 2024 in ROW from \$0 to \$8,349,422

REVSH

- + Increase funds in FY 2024 in ROW from \$0 to \$1,948,000

LOCAL

- + Increase funds in FY 2024 in ROW from \$0 to \$78,300,884

LOCAL

- + Increase funds in FY 2025 in PE from \$0 to \$679,516

NVTA

- + Increase funds in FY 2025 in PE from \$0 to \$1,930,786

DEMO

- + Increase funds in FY 2026 in PE from \$0 to \$1,029,946

LOCAL

- + Increase funds in FY 2026 in PE from \$0 to \$679,516

NVTA

- + Increase funds in FY 2026 in PE from \$0 to \$1,930,786
- + Increase funds in FY 2026 in CON from \$0 to \$64,068,933

NVTA

- + Increase funds in FY 2027 in CON from \$0 to \$65,227,582

FEDERAL PROJECT COST	Increased from \$37,762,078 to \$41,873,732 (10.89%)
TOTAL PROJECT COST	Increased from \$258,948,692 to \$268,495,819 (3.69%)
SCHEDULE INFORMATION CHANGES	Current Implementation Status has changed from None to ROW Acquisition
CMP DOCUMENTATION CHANGES	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to Yes Select any of the following criteria that exempt the project from the CMP requirement or indicate that none are applicable. has changed from None to None of the above apply to this project. CMP has changed from None to CMP Documentation is required. Please respond to questions on CMP Documentation tab Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies: has changed from None to Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs) List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project. has changed from None to Public transportation improvements

T6618 - Route 7/Route 690 Interchange (#SMART 18)

Cycle-Revision ID 23-67.3 (VA)	Lead Agency Virginia Department of Transportation	Project Type Road - Interchange improvements
Agency Project ID 111666	Facility Harry Byrd Highway	From VA 690 Hillsboro Road
To -	County Loudoun	Municipality -
Completion Year 2029	Project Description Construct new diamond interchange at Route 7 bypass and Route 690 in Loudoun County. Project includes 4 ramps and shared use path on Route 690 bridge over Route 7.	
Total Cost \$62,096,749		

PHASE	FUND SOURCE	FY2023	FY2024	FY2025	FY2026	TOTAL
Right of Way	STBG	-	-	-	\$727,525	\$727,525
Total Right of Way		-	-	-	\$727,525	\$727,525
Construction	DC/STATE	-	-	-	\$50,638,243	\$50,638,243
Construction	NHPP	-	-	-	\$1,161,848	\$1,161,848
Construction	STBG	-	-	-	\$653,697	\$653,697
Total Construction		-	-	-	\$52,453,788	\$52,453,788
TIP Total		-	-	-	\$53,181,313	\$53,181,313
Total Prior Costs		-	-	-	-	\$8,915,436
Total Programmed		-	-	-	\$53,181,313	\$62,096,749

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Programming Update
PROJECT CHANGES	Title changed from "ROUTE 7/ROUTE 690 INTERCHANGE SMART18" to "Route 7/Route 690 Interchange (#SMART 18)" Description changed from "This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps." to "Construct new diamond interchange at Route 7 bypass and Route 690 in Loudoun County. Project includes 4 ramps and shared use path on Route 690 bridge over Route 7." Plan Revision Name changed from "23-17.3" to "23-67.3 (VA)" Source Document Page/Record Link changed from "None" to "https://syip.viriniadot.org/Pages/allProjects.aspx" Source Document changed from "None" to "VDOT SYIP" Estimated Completion Date changed from "2025" to "2029" Facility Type changed from "Other" to "Shared Use Path" Current Implementation Status changed from "ROW Acquisition" to "PROJECT CLOSE-OUT"
FUNDING CHANGES	EB/MG - Decrease funds in FY 2021 in PE from \$18,913 to \$0 - Decrease funds in FY 2021 in PE from \$1,798 to \$0 NHPP + Increase funds in FY 2022 in PE from \$0 to \$120,435 + Increase funds in FY 2022 in ROW from \$3,154,888 to \$3,774,290 - Decrease funds in FY 2022 in ROW from \$510,193 to \$0 - Decrease funds in FY 2022 in ROW from \$32,892 to \$0 - Decrease funds in FY 2022 in PE from \$4,626,122 to \$0 - Decrease funds in FY 2022 in ROW from \$76,317 to \$0 STBG - Decrease funds in FY 2022 in PE from \$653,697 to \$0 NHPP - Decrease funds in FY 2024 in CON from \$392,288 to \$0 STBG - Decrease funds in FY 2024 in CON from \$32,892 to \$0 LOCAL - Decrease funds in FY 2024 in CON from \$245,000 to \$0 DC/STATE - Decrease funds in FY 2024 in CON from \$64,900 to \$0 - Decrease funds in FY 2024 in CON from \$42,875,100 to \$0 EB/MG + Increase funds in FY 2022 in PE from \$0 to \$20,711 DEMO + Increase funds in FY 2022 in PE from \$0 to \$4,000,000

DC/STATE

+ Increase funds in FY 2022 in PE from \$0 to \$1,000,000

NHPP

+ Increase funds in FY 2026 in CON from \$0 to \$1,161,848

STBG

+ Increase funds in FY 2026 in ROW from \$0 to \$727,525

+ Increase funds in FY 2026 in CON from \$0 to \$653,697

DC/STATE

+ Increase funds in FY 2026 in CON from \$0 to \$50,638,243

**FEDERAL
PROJECT COST**

Increased from \$9,500,000 to \$10,458,506 (10.09%)

**TOTAL
PROJECT COST**

Increased from \$52,685,000 to \$62,096,749 (17.86%)

**SCHEDULE
INFORMATION
CHANGES**

Estimated Completion Date increased from 2025 to 2029

Current Implementation Status has changed from ROW Acquisition
to PROJECT CLOSE-OUT

T6687 - Northstar Boulevard Extension

Lead Agency	Project Type	County
Virginia Department of Transportation	Road - Add Capacity/Widening	Loudoun
From	Agency Project ID	Municipality
US 50 Lee Jackson Memorial Hwy	106994, 106995	-
To	Completion Date	Total Cost
VA 2200 Tall Cedars Pkwy	2024	\$34,883,998

Project Description
Extend Northstar Blvd from Route 50 to Tall Cedars Parkway

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	REVSH	\$1,812,791	-	-	-	-	-	\$1,812,791
Total Preliminary Engineering		\$1,812,791	-	-	-	-	-	\$1,812,791
Right of Way	REVSH	\$6,755,937	-	-	-	-	-	\$6,755,937
Total Right of Way		\$6,755,937	-	-	-	-	-	\$6,755,937
Construction	NVTA	\$5,879,811	-	-	\$4,225,753	-	-	\$10,105,564
Construction	REVSH	\$8,104,853	-	-	\$8,104,853	-	-	\$16,209,706
Total Construction		\$13,984,664	-	-	\$12,330,606	-	-	\$26,315,270
Total Prior Costs		\$22,553,392	-	-	-	-	-	\$22,553,392
Total Programmed		\$22,553,392	-	-	\$12,330,606	-	-	\$34,883,998

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Programming Update -Pending Financial Close Out
PROJECT CHANGES	Title changed from "NORTHSTAR BLVD EXTENSION" to "Northstar Boulevard Extension" Plan Revision Name changed from "23-00" to "23-67.3 (VA)" Source Document changed from "None" to "SYIP" Current Implementation Status changed from "None" to "PROJECT CLOSE-OUT" Primary Contact changed from "Khalid Gandhi" to "John Seabrook" Email changed from "Khalid.Gandhi@VDOT.Virginia.gov" to "John.Seabrook@vdot.virginia.gov" Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No" CMP changed from "None" to "CMP Documentation is not required." Source Document Page/Record Link changed from "None" to "https://syip.virginiadot.org/Pages/allProjects.aspx"
FUNDING CHANGES	REVSH - Decrease funds in FY 2020 in PE from \$1,995,000 to \$1,812,791 + Increase funds in FY 2020 in ROW from \$0 to \$6,755,937 + Increase funds in FY 2020 in CON from \$0 to \$8,104,853 - Decrease funds in FY 2020 in ROW from \$8,619,000 to \$0 - Decrease funds in FY 2020 in CON from \$4,086,000 to \$0 TBD - Decrease funds in FY 2030 in CON from \$1,970,613 to \$0 NVTA + Increase funds in FY 2020 in CON from \$0 to \$5,879,811 REVSH + Increase funds in FY 2025 in CON from \$0 to \$8,104,853 NVTA + Increase funds in FY 2025 in CON from \$0 to \$4,225,753
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$16,670,613 to \$34,883,998 (109.25%)
SCHEDULE INFORMATION CHANGES	Current Implementation Status has changed from None to PROJECT CLOSE-OUT
CMP DOCUMENTATION CHANGES	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No CMP has changed from None to CMP Documentation is not required.

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

Fund Type	2023	2024	2025	2026	Total
FEDERAL					
DEMO	\$ -	\$ -	\$ -	\$ 1,029,946	\$ 1,029,946
NHPP	\$ -	\$ -	\$ -	\$ 687,728	\$ 687,728
RSTP	\$ 4,112,086	\$ 1,983,956	\$ -	\$ -	\$ 6,096,042
STBG	\$ -	\$ 8,349,422	\$ -	\$ 1,381,222	\$ 9,730,644
Federal Subtotal	\$ 4,112,086	\$ 10,333,378	\$ -	\$ 3,098,896	\$ 17,544,360
STATE & LOCAL					
DC/STATE	\$1,028,022	\$4,531,345	\$0	\$50,638,243	\$56,197,610
LOCAL	\$0	\$103,958,738	\$679,516	\$679,516	\$105,317,770
NVTA	\$0	\$0	\$6,156,539	\$40,341,865	\$46,498,404
Local Subtotal	\$1,028,022	\$108,490,083	\$6,836,055	\$91,659,624	\$208,013,784
OTHER					
REVSH	\$0	\$1,948,000	\$8,104,853	\$0	\$26,726,434
Other Subtotal	\$0	\$1,948,000	\$8,104,853	\$0	\$26,726,434
Grand Total	\$5,140,108	\$120,771,461	\$14,940,908	\$94,758,520	\$252,284,578



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

September 3, 2025

The Honorable James Walkinshaw, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments:
Braddock Road Widening (TIP ID T6618 / UPC 111666)
Northstar Boulevard Extension (TIP ID T6687 / UPC 106995)
Richmond Highway Corridor Improvements (TIP ID T6443 / UPC 107187, 128252, 128253)

Dear Chair Walkinshaw:

The Virginia Department of Transportation (VDOT) requests the following projects be amended in the FY 2023-2026 Transportation Improvement Program (TIP).

Route 7/Route 690 Interchange (#SMART18) (TIP ID T6618 / UPC 111666)

This Loudoun County administered project amends TIP record T6618 which constructs a new diamond interchange at Route 7 Bypass and Route 690. This project was included in the air quality conformity analysis for Visualize 2045 (2022 Update). This TIP amendment is needed to reflect the project costs updates in the PE, ROW, and Construction phases. The total project cost is increasing from \$52,685,000 to \$62,096,749. The proposed amendments to T6618 will be to:

- Add \$4,000,000 (DEMO) Previous FFY for PE Phase
- Add \$1,000,000 (DC/State) Previous FFY for PE Phase
- Add \$727,525 (STBG) FFY 2026 for ROW Phase
- Add \$1,161,848 (NHPP) for FFY 2026 CON Phase
- Add \$653,697 (STBG) for FFY 2026 CON Phase
- Add \$50,638,243 (DC/State) for FFY 2026 CON Phase

Northstar Boulevard Extension (TIP ID T6687 / UPC 106995)

This Loudoun County administered project amends TIP record T6687 which extends Northstar Boulevard from Route 50 to Tall Cedars Parkway. This project was included in the air quality conformity analysis for Visualize 2045 (2022 Update). This TIP amendment is needed to reflect the project costs updates with the total project cost increasing from \$16,670,613 to \$34,883,998. The proposed amendments to T6687 will be to:

- Add \$4,018,853 (REVSH) Previous FFY for CON Phase
- Add \$5,879,811 (NVTa) Previous FFY for CON Phase
- Add \$8,104,853 (REVSH) FFY 2026 for CON Phase
- Add \$4,225,753 (NVTa) FFY 2026 for CON Phase

Richmond Highway Corridor Improvements (TIP ID T6443 / UPC 107187, 128252, 128253)

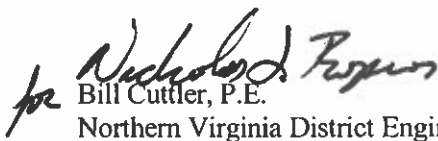
This Fairfax County project amends TIP record T6443 which widens Richmond Highway from Jeff Todd Way to Frye Road. This project was included in the air quality conformity analysis for Visualize 2045 (2022 Update). This TIP amendment is needed to reflect the project costs updates with the total project cost increasing from \$258,948,692 to \$268,495,819. The proposed amendments to T6443 below reflect the additional programming as well as updates to the funding sources and their totals:

- Add \$7,246,693 (RSTP) Previous FFY for PE Phase
- Add \$9,504,138 (STBG) Previous FFY for PE Phase
- Add \$1,211,460 (DEMO) Previous FFY for PE Phase
- Add \$4,187,709 (DC/State) Previous FFY for PE Phase
- Add \$8,436,031 (STBG) Previous FFY for ROW Phase
- Add \$2,109,008 (DC/State) Previous FFY for ROW Phase
- Add \$4,112,086 (RSTP) FFY 2023 for PE Phase
- Add \$1,028,022 (DC/State) FFY 2023 for PE Phase
- Add \$1,983,956 (RSTP) FFY 2024 for ROW Phase
- Add \$8,349,422 (STBG) FFY 2024 for ROW Phase
- Add \$1,948,000 (REVSH) FFY 2024 for ROW Phase
- Add \$78,300,884 (LOCAL) FFY 2024 for ROW Phase
- Add \$4,531,345 (DC/STATE) FFY 2024 for ROW Phase
- Add \$679,516 (LOCAL) FFY 2025 for PE Phase
- Add \$1,930,786 (NVTa) FFY 2025 for PE Phase
- Add \$1,029,946 (DEMO) FFY 2026 for PE Phase
- Add \$679,516 (LOCAL) FFY 2026 for PE Phase
- Add \$1,930,786 (NVTa) FFY 2026 for PE Phase
- Add \$64,068,933 (NVTa) FFY 2026 for CON Phase
- Add \$65,227,582 (NVTa) Future FFY for CON Phase

VDOT requests approval of these project amendments in the TIP by the Transportation Planning Board's Steering Committee at its meeting on September 5, 2025. VDOT representatives will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,


for Bill Cutler, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Ms. Regina Moore, AICP, PTP, VDOT-NoVA