

TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
WASHINGTON METROPOLITAN REGION
FY 2004-2009

December 31, 2003

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National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments

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TPB R7-2004
December 17, 2003

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION APPROVING THE
TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2004-2009**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) of 1998 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the final planning regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993 require that "the metropolitan transportation planning process shall include development of a transportation improvement program (TIP) for the metropolitan planning area by the MPO in cooperation with the State and transit operators."; and

WHEREAS, the TIP is required by FHWA and 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, the FY 2004-2009 TIP includes projects which are consistent with the 2003 update to the Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region as approved by the TPB on December 17, 2003; and are selected in accordance with the final planning regulations; and includes projects or identified phases of projects only if full funding can reasonably be anticipated to be available for their completion; and

WHEREAS, during the development of the TIP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the April 10, 2003 TPB Citizens Advisory Committee (CAC) meeting, the initial project submissions for inclusion in the air quality conformity analysis of the 2003 update and the FY 2004-09 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the April 16 and May 21 TPB meetings; (2) At the May 21, 2003 meeting, the TPB approved a set of responses to the public comments on the project submissions; (3) At the July 16 and September 17 TPB meetings, the TPB made available the financial analysis results for the 2003 CLRP; (4) At

the October 15, 2003 TPB meeting, the air quality conformity analysis, the draft 2003 CLRP update, and the draft FY2004-09 TIP were released for a 30-day public comment period which closed on November 14; (5) The comments and staff responses to them were reviewed and accepted for inclusion in the TIP by the TPB on November 19, 2003, and the final version of the TIP includes summaries of the comments and the responses; and

WHEREAS, the U.S. Department of Transportation issued regulations in 1991 on providing transit services to persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990, and by January 1997, both the Washington Metropolitan Area Transit Authority and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations; and

WHEREAS, FTA issued Circular 7008.1A in 2002, defining what transit financial information it will use to assess the financial capacity of grant applicants, and the FY 2004- 2009 TIP is financially realistic by year with identified available revenues for the transit improvements programmed, showing that the region has the financial capacity to operate and maintain an expanded transit system; and

WHEREAS, the TPB has determined that the FY 2004-2009 TIP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2004-2009 TIP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

- ! approves the Transportation Improvement Program for FY 2004-2009 dated November 19, 2003 and
- ! certifies that this TIP complies with the FTA requirements for assessing transit financial capacity.

TPB R6-2004
December 17, 2003

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION APPROVING
THE 2003 UPDATE TO THE CONSTRAINED LONG RANGE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) of 1998 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued October 28, 1993 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least triennially ; and

WHEREAS, on September 21, 1994, the TPB adopted the first Constrained Long-Range Transportation Plan (CLRP); and

WHEREAS, on July 17, 1997, the TPB approved the first triennial update to the CLRP, which was approved for publication on July 15, 1998 as the document: *1997 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

WHEREAS, on October 18, 2000, the TPB approved the second triennial update to the CLRP, which was approved for publication on May 15, 2002 as the document: *2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2003 CLRP and inputs to the FY2004-2009 TIP, which were in response to the January 2003 solicitation document issued by the TPB, and the TPB Technical Committee and the TPB reviewed the submissions and the financial analysis at meetings in April, May, June, July, and September; and

WHEREAS, during the development of the 2003 update to the CLRP, the TPB public involvement process was followed, and numerous opportunities were provided for public

comment: (1) At the April 10, 2003 TPB Citizens Advisory Committee (CAC) meeting, the initial project submissions for inclusion in the air quality conformity analysis of the 2003 update and the FY 2004-09 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the April 16 and May 21 TPB meetings; (2) At the May 21, 2003 meeting, the TPB approved a set of responses to the public comments on the project submissions; (3) At the July 16 and September 17 TPB meetings, the TPB made available the financial analysis results for the 2003 CLRP; (4) At the October 15, 2003 TPB meeting, the draft air quality conformity analysis, the draft 2003 CLRP update, and the draft FY 2004-09 TIP were released for a 30-day public comment period which closed on November 14; (5) The comments and staff responses to them were reviewed and accepted for inclusion in the TIP by the TPB on November 19, 2003; and the final version of the TIP includes summaries of the comments and the responses; and

WHEREAS, the major highway, HOV and transit improvements, and studies in the 2002 CLRP together with changes associated with the 2003 CLRP submissions (shown in bold) are described in Attachment A and detailed information on all of the projects is provided in Appendix B of the Air Quality Conformity report as adopted December 17, 2003; and

WHEREAS, the 2003 update to the CLRP has been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues as shown in the tables of projected revenues and expenditures provided in Attachment B; and

WHEREAS, the TPB has determined that the 2003 Update to the CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2003 update to the CLRP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2003 Update to the Constrained Long-Range Transportation Plan for the National Capital Region, as described in Attachment A and in Appendix B of the Air Quality Conformity report as adopted November 19, 2003.

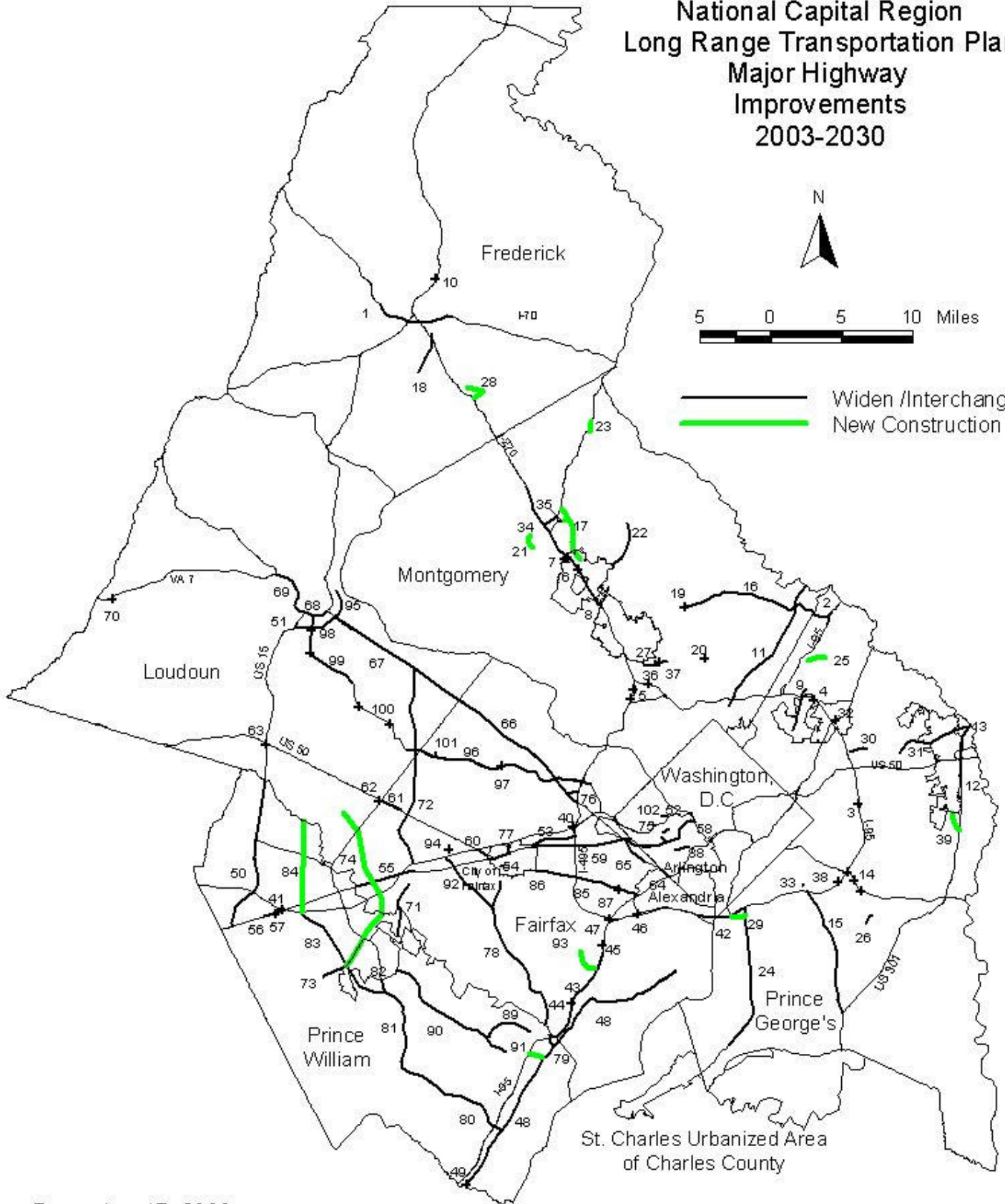
ATTACHMENT A

DRAFT
National Capital Region
Long Range Transportation Plan
Major Highway
Improvements
2003-2030



5 0 5 10 Miles

— Widen /Interchange
— New Construction



December 17, 2003

DRAFT
Financially Constrained Long Range Plan (CLRP)
As Amended July 31, 2002 (and 2003 CLRP Submissions in Bold)
National Capital Region Transportation Planning Board
October 17, 2003

MAJOR HIGHWAY IMPROVEMENTS

Maryland

1. I-70, widen to 6 lanes, including interchange reconstruction at I-270, **2005, 2010**
2. I-95, interchange and CD lanes at Contee Road, **2015**
3. **I-95/495, interchange at Arena Drive, 2010**
4. **I-95/495, interchange at Greenbelt Metro, 2010**
5. I-270 Spurs, interchange improvements, 2004
6. I-270, reconstruct interchange at MD 117, including Park & Ride lot, 2004
7. I-270, interchange at Watkins Mill Rd., **2025**
8. **I-270, widen, 2025**
9. US 1, reconstruct, widen to 6 lanes, 2010, 2025
10. **US 15, interchange at MD 26, 2010**
11. US 29, upgrade, **including intersections/interchanges**, 6 lanes, **2005, 2006, 2010, 2020, 2025**
12. US 301, upgrade, widen to 6+2 lanes, **2030**
13. **MD 3, upgrade, 6 lanes, 2030**
14. **MD 4 interchanges at Westphalia Road, Suitland Parkway and Dower House, 2015**
15. MD 5, widen to 6, lanes, interchange upgrades, 2010
16. **MD 28/MD 198, widen , construct 4, 6 lanes, 2025**
17. M-83, construct 6 lanes, **2010, 2020**
18. MD 85, widen to 4, 6 lanes, 2025
19. **MD 97, upgrade intersection at MD 28, 2010**
20. **MD 97, upgrade intersection at Randolph Road, 2010**
21. MD 118 extended, construct 6 lanes, 2020
22. MD 124, widen to 6 lanes, 2010
23. MD 124 extended, construct 2 lanes, 2006
24. MD 210, **upgrade 6 lanes, 2007**
25. MD 212, construct 4 lanes, 2005
26. MD 223, widen to 4 lanes, **2007**
27. MD 355, reconstruct 6 lanes, construct interchange at Montrose/Randolph Road, **2015**
28. MD 355, Urbana Bypass, construct 4 lanes, 2005
29. MD 414 Extended, construct 4 lanes, 2006
30. MD 450, widen to 4 lanes, 2006, **2025**
31. MD 450, widen to 5 lanes, **2005**
32. **Baltimore/Washington Parkway, southbound ramp from Greenbelt Road, 2025**
33. **Branch Avenue Metro Access, construct 4 lanes, 2010**
34. Father Hurley Blvd., construct, widen, 4, 6 lanes, **2010, 2020**
35. Middlebrook Road Extended, construct 6 lanes, **2010**

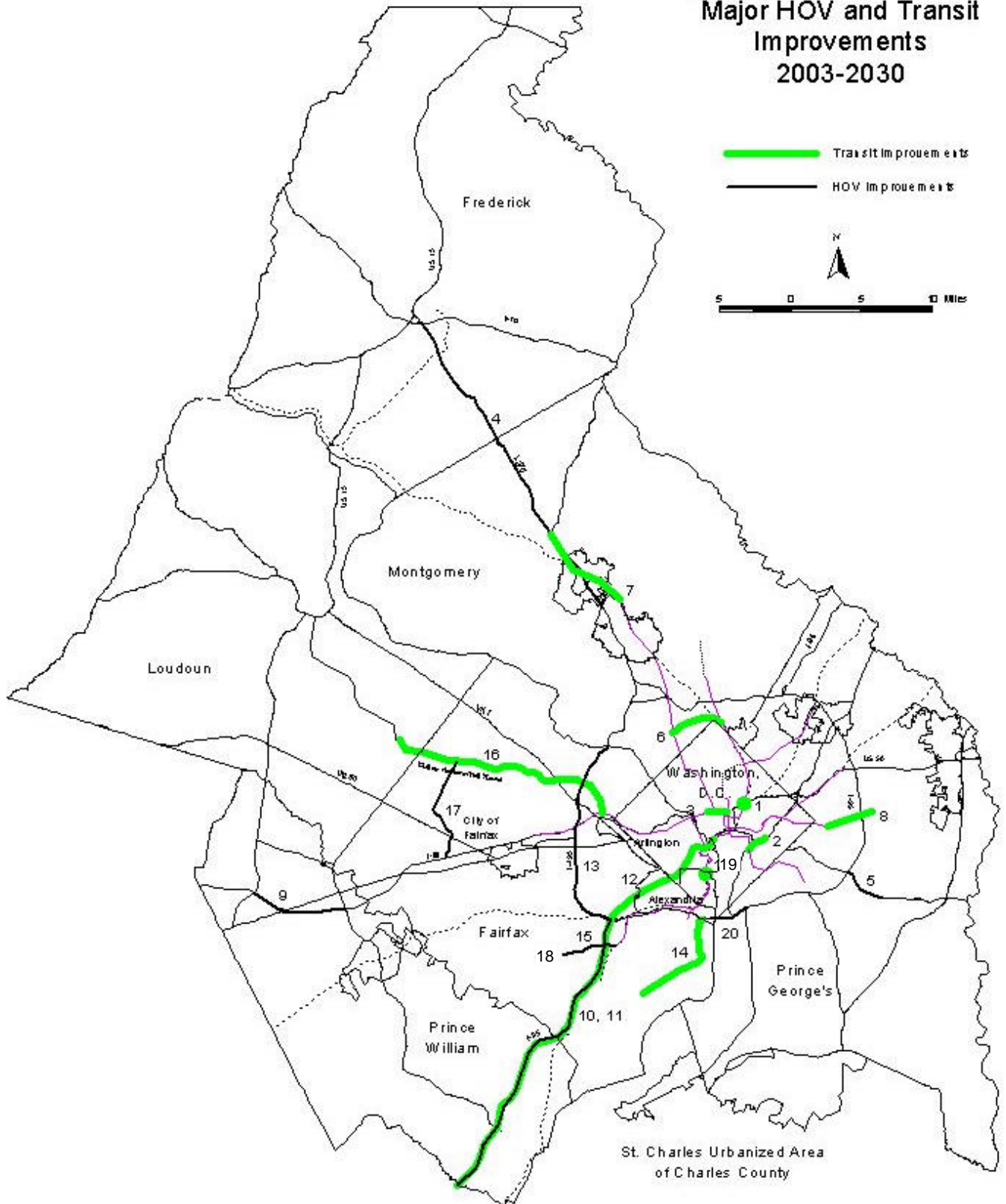
- 36. Montrose Parkway, construct 4 lanes, 2010, 2015
- 37. Randolph Road, widen to 5 lanes, 2015**
- 38. Suitland Parkway, interchange at Rena/Forestville Road, **2025**
- 39. Willowbrook Parkway, construct 4 lanes, 2010

Virginia

- 40. I-66/I-495, reconstruct interchange, 2011
- 41. I-66, reconstruct interchange at US 29, 2011
- 42. I-95, Woodrow Wilson Bridge, build 12 lane bridge, 2007
- 43. I-95, widen to 8 lanes, 2010
- 44. I-95, reconstruct interchange at VA 642, 2010
- 45. I-95, construct interchange at VA7900, **2015**
- 46. I-95, reconstruct interchange at VA 613, 2015
- 47. I-95/I-395/I-495, interchange reconstruction, 2007
- 48. US 1, widen to 6, 7 lanes including interchange at VA 123, **2005**, 2008, 2010, 2015
- 49. US 1, reconstruct interchange at Russell Road, 2010**
- 50. US 15, widen to 4 lanes, 2006, 2020
- 51. US 15, widen to 4 lanes, 2005
- 52. US 29, Lee Highway, widen to 6 lanes, 2015
- 53. US 29, widen to 6 lanes, **2015, 2020**
- 54. US 29, widen to 6 lanes, 2010, 2012
- 55. US 29, widen to 6 lanes, 2010**
- 56. US 29, widen to 5, 6 lanes, 2011
- 57. US 29, interchange at VA 55, 2011**
- 58. US 50, reconstruct 6 lanes including interchanges, 2007, 2010, 2015, 2020**
- 59. US 50, widen to 6 lanes, 2020
- 60. US 50, widen to 5, 8 lanes, 2020
- 61. US 50, widen to 6 lanes, 2020
- 62. US 50, reconstruct intersection at VA 609, 2005**
- 63. US 50, construct round-about at US 15, 2010**
- 64. VA 7, **reconstruct 4 lanes, 2008**
- 65. VA 7, Leesburg Pike, widen to 6, lanes, 2020
- 66. VA 7, Leesburg Pike, widen to 6, 8 lanes, 2012, 2013
- 67. VA 7, upgrade with interchanges, **2005**, 2015
- 68. VA 7/US 15 Bypass, widen to 6 lanes, 2015
- 69. VA 7, widen, upgrade 6 lanes, 2015**
- 70. VA 7, intersection improvement, 2006**
- 71. VA 28, widen to 6 lanes, 2025
- 72. VA 28, widen to 8 lanes, with interchanges, **2004, 2005, 2006**, 2015
- 73. VA 28, widen to 6 lanes, 2015**
- 74. VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020**
- 75. VA 120, Glebe Road, widen to 6 lanes, **2030**
- 76. VA 123, widen to 8 lanes, including ramp at Dulles Toll Road, 2010
- 77. VA 123, widen to 4, 6 lanes, 2004, 2005, 2015, 2020

78. VA 123, widen to 6 lanes, 2010
79. **VA 123, widen to 6 lanes, 2008, 2015**
80. VA 234, widen to **6 lanes, including interchange at US 1**, 2011
81. VA 234, widen to 4 lanes, **2005, 2006**
82. **VA 234, widen to 4 lanes, 2010**
83. VA 234 Bypass, widen/upgrade, 6 lanes, 2020
84. VA 234 Bypass, construct 4 lanes, 2010
85. VA 236, widen to 6 lanes, 2020
86. **VA 236, intersection improvements, 2008**
87. **VA 236, reconstruct intersection at Braddock Road, 2005**
88. VA 244, reconstruct to 5 lanes, 2010
89. **VA 641, widen to 6 lanes, 2020**
90. VA 3000, widen to 6 lanes, 2025
91. VA 3000, construct 4 lanes, 2004
92. **VA 7100, widen to 6 lanes, 2015**
93. **VA 7100, construct 6 lanes, 2007**
94. **VA 7100, interchange at Fair Lakes Parkway, 2010**
95. Battlefield Parkway, construct 4 lanes, 2005, 2006, 2009, 2010
96. Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2010
97. **Dulles Toll Road, reconstruct interchange at VA 674, 2010**
98. Dulles Greenway, construct interchanges at VA 653, Battlefield Parkway, 2004
99. **Dulles Greenway, widen to 6 lanes, 2004, 2006**
100. **Dulles Greenway, widen interchanges at VA 606 and VA 772, 2004**
101. Elden Street/Centreville Road, widen to 6 lanes, 2007
102. Wilson Blvd., **reconstruct 4 lanes, 2004, 2010**

DRAFT
National Capital Region
Long Range Transportation Plan
Major HOV and Transit
Improvements
2003-2030



October 17, 2003

DRAFT
Financially Constrained Long Range Plan (CLRP)
As Amended July 31, 2002 (and 2003 CLRP Submissions in Bold)
National Capital Region Transportation Planning Board
October 17, 2003

MAJOR HOV & TRANSIT IMPROVEMENTS

District of Columbia

1. New York Avenue Metro Station, 2005
2. **Anacostia Demonstration Rail Line, 2005**
3. **K Street Busway, 2005**

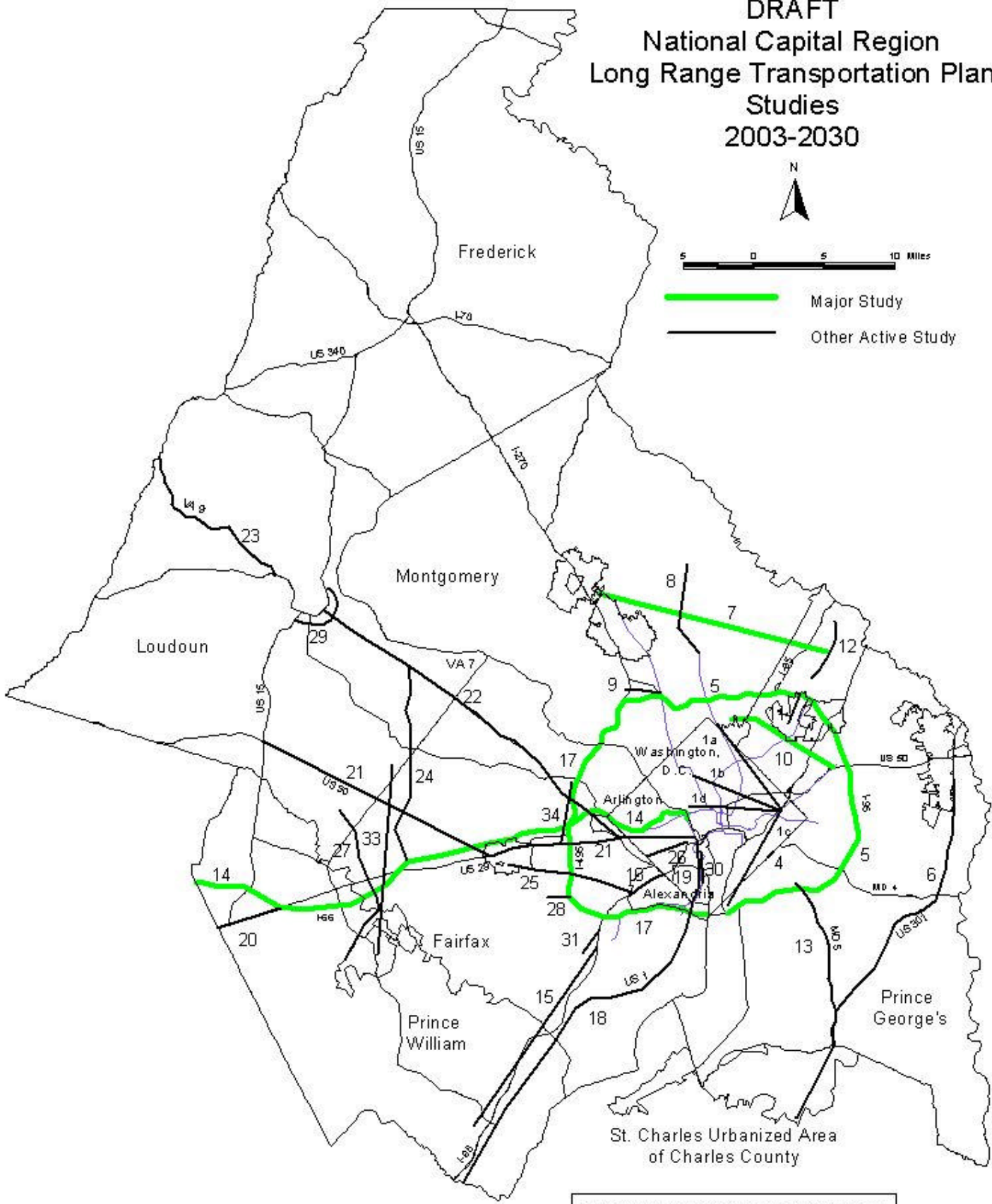
Maryland

4. **I-270, HOV, 2025**
5. MD 4, HOV from MD 223 to I-495, **2015**
6. **Bi-County Transitway, Bethesda to Silver Spring, 2012**
7. **Corridor Cities Transitway, from Shady Grove to COMSAT, 2012, 2020**
8. Metrorail extension from Addison Road to Largo, 2005

Virginia

9. I-66 HOV, **includes interchange reconstruction at US 15, 2010, 2015**
10. I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2015 and restripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
11. I-95, transit service improvements, 2021
12. I-395 HOV, restripe to 3 lanes, **2010**
13. I-495 HOV, **2011, 2012, 2013**
14. US 1, **widen for bus right turn lanes, 2025**
15. Franconia/Springfield Parkway HOV, 2010
16. Dulles Corridor Rail from express bus to rail, 2010
17. **Fairfax County Parkway HOV, widen, upgrade, 6 lanes, 2010**
18. Fairfax County Parkway HOV, construct 2 lanes, 2015
19. Potomac Yard Metrorail, **2015**

**DRAFT
National Capital Region
Long Range Transportation Plan
Studies
2003-2030**



December 17, 2003

I. The TPB "Improving Regional Mobility and Accessibility Study" is regionwide.

DRAFT
Financially Constrained Long Range Plan (CLRP)
As Amended July 31, 2002 (and 2003 CLRP Submissions in Bold)
National Capital Region Transportation Planning Board
October 17, 2003

STUDIES

I. TPB Improving Regional Mobility and Accessibility Study

District of Columbia

1. **DC Transit Development Study**
 - a. **Silver Spring to Minnesota Avenue Metro Station**
 - b. **Woodley Park Metro Station to Minnesota Ave. Metro Station**
 - c. **Minnesota Ave. Metro Station to National Harbor, Prince George's County**
 - d. **Georgetown to Minnesota Ave. Metro Station**
2. Bus Shuttle Services (not Shown)
3. Metrorail extensions (not Shown)
4. Southern Avenue

Maryland

5. I-95/I-495 Capital Beltway from American Legion Bridge to Woodrow Wilson Bridge
6. **US 301**
7. **InterCounty Connector**
8. Georgia Avenue Transitway
9. North Bethesda Transitway
10. **Bi-County Transitway, Silver Spring to New Carrollton**
11. **University of Maryland Connector**
12. **MD 201 Extended**
13. **Southern Maryland Mass Transportation Analysis**

Virginia

14. I-66, HOV and transit service improvements
15. Metrorail, I-95 from Springfield to Potomac Mills
16. I-395 ramp connections
17. I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
18. US 1, priority bus south of the Beltway, priority bus to BRT to LRT north of Beltway
19. US 1, light rail, King Street Metro to Pentagon
20. US 29 improvements
21. US 50, transit service improvements
22. VA 7, transit service improvements
23. VA 9 improvements
24. VA 28 improvements
25. VA 236 priority bus

26. VA 244 transit service improvements
27. **Tri-County Parkway**
28. **HOV, Braddock Road**
29. **Battlefield Parkway**
30. **Transitway from Crystal City to Potomac Yard**
31. People Mover from Fort Belvoir Proving Grounds to Franconia/Springfield
32. **Techway Study from Dulles Toll Road to Maryland line (not shown)**
33. Light rail from Manassas to Dulles
34. Metrorail, Dunn Loring to American Legion Bridge

ATTACHMENT B

**Table 1. Revenues - Financially Constrained Long-Range Plan
(2004-2030)**

	Millions of Constant 2003 Dollars				TOTAL
	District of Columbia	Suburban Maryland	Northern Virginia	Regional	
Federal/State	\$10,151	\$26,981	\$15,593		\$52,725
Local Jurisdictions		4,255	6,258		10,513
Private/Tolls/Bonds	2,383	359	1,981		4,723
<i>Subtotal</i>	<i>\$12,534</i>	<i>\$31,595</i>	<i>\$23,832</i>	<i>\$0</i>	<i>\$67,961</i>
Local Transit Fares		\$301	\$1,458		\$1,759
WMATA Fares/Others				\$14,985	\$14,985
<i>Subtotal</i>	<i>\$0</i>	<i>\$301</i>	<i>\$1,458</i>	<i>\$14,985</i>	<i>\$16,744</i>
<i>WMATA Fed Preservation (IRP)</i>				\$5,486	\$5,486
<u>Special Federal</u>					
New York Avenue	(Incl. Above)				\$0
Largo Extension		\$141			141
Dulles Corridor			\$1,353		1,353
Other Transit					0
Woodrow Wilson Bridge		1,013	618	\$0	1,631
<i>Subtotal Special Federal</i>	<i>\$0</i>	<i>\$1,154</i>	<i>\$1,971</i>	<i>\$0</i>	<i>\$3,125</i>
GRAND TOTAL	\$12,534	\$33,050	\$27,262	\$20,417	\$93,317

Table 2. Expenditures - Financially Constrained Long-Range Plan (2004-2030)

	Millions of Constant 2003 Dollars				TOTAL
	District of Columbia	Suburban Maryland	Northern Virginia	Regional	
Highway					
Operation/Preservation	\$4,323	\$10,600	\$7,259		\$22,182
Expansion	452	6,356	4,148		10,956
Other		97	1,116		1,213
Woodrow Wilson Bridge	(Incl. Above)	1,425	1,123		2,548
Highway Subtotal	\$4,775	\$18,478	\$13,646	\$0	\$36,899
Transit					
Local/Commuter Rail		\$6,629			\$6,629
Operations & Preservation			\$3,918		3,918
Expansion			1,196		1,196
<u>Local/Commuter Rail Subtotal</u>		\$6,629	\$5,114		\$11,743
<u>WMATA</u>					
Operating ¹	\$ 6,578	\$ 4,724	\$ 4,647	\$ 14,985	\$ 30,934
Preservation (IRP)	619	767	588	5,441	7,415
System Expansion (SEP)	4	4	15	\$45	68
System Access & Capacity (SAP)	558	973	532		2,063
<u>WMATA Subtotal</u>	<u>\$7,759</u>	<u>\$6,468</u>	<u>\$5,782</u>	<u>\$20,471</u>	<u>\$40,480</u>
<u>New Starts</u>					
New York Avenue	(Incl. Above)				\$0
Largo Extension		\$167			167
Dulles Corridor			\$2,720		2,720
Other Projects & Studies					0
Other New Starts - Federal ²					
MD/BiCounty Transitway			381		381
MD/Corridor City Transitway			871		871
MD/Other New Starts			56		56
<u>New Starts Subtotal</u>	<u>\$0</u>	<u>\$1,475</u>	<u>\$2,720</u>	<u>\$0</u>	<u>\$4,195</u>
Transit Subtotal	\$7,759	\$14,572	\$ 13,616	\$20,471	\$56,418
GRAND TOTAL	\$12,534	\$33,050	\$27,262	\$20,471	\$93,317
Revenues - Expenditures	\$0	\$0	\$0	\$0	\$0
<u>WMATA Request</u>					
Operating	\$6,578	\$6,584	\$4,650	\$14,985	\$32,797
Preservation (IRP)	803	767	588	5,441	7,599
System Expansion (SEP)	4	4	15	45	68
System Access & Capacity (SAP)	1,062	973	765		2,800
TOTAL	\$8,447	\$8,328	\$6,018	\$20,471	\$43,264

1 - Maryland forecasts were for the Maryland WMATA operating subsidy growing with inflation.

2 -Please see detailed breakdown for Maryland in Table 2.A.

Table 2.A. Details of Maryland/Other New Starts (2004-2030)

	Millions of Constant 2003 Dollars
Maryland Other New Starts	
<u>MD/BiCounty Transitway</u>	
Bethesda to Silver Spring	\$371
Silver Spring to New Carrollton - Study Only	10
<u>MD/BiCounty Transitway Subtotal</u>	\$381
<u>MD/Corridor City Transitway</u>	
Metropolitan Grove to COMSAT	\$356
Shady Grove to Metropolitan Grove	515
<u>MD/Corridor City Transitway Subtotal</u>	\$871
<u>MD/Other New Starts</u>	
Maglev (study only)	\$10
Southern Maryland Commuter Bus Initiative	36
Southern Maryland Mass Transportation Analysis (study only)	10
<u>MD/Other New Starts Subtotal</u>	\$56
Total	\$1,308

TPB R5-2004
December 17, 2003

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION FINDING THAT
THE 2003 UPDATE TO THE CONSTRAINED LONG RANGE PLAN AND
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2004-2009
CONFORM WITH THE REQUIREMENTS OF THE
CLEAN AIR ACT AMENDMENTS OF 1990**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and subsequently amended on August 7 and November 14, 1995 and August 15, 1997, and also issued additional guidance published on May 14, 1999, and revised guidance was published by the Federal Highway and Transit administrations on June 2, 2002, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and transportation improvement program (TIP) with the state implementation plans for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, TPB staff developed a work program to address all procedures and requirements, including public and interagency consultation, specified in the above criteria and procedures report; and the work program was released for public comment at the May 21, 2003 TPB meeting and adopted by the TPB at its June 18, 2003 meeting; and

WHEREAS, on August 13, 2003, the Metropolitan Washington Air Quality Committee (MWAQC) approved the region's severe area ozone SIP and in September 2003 the state air agencies submitted this SIP with its associated mobile source emissions budgets to EPA; and

WHEREAS, in a letter to the District of Columbia, Maryland and Virginia air management agencies dated December 10, 2003, EPA has determined that mobile source emissions budgets in the updated SIP approved by MWAQC on August 13, 2003 are adequate for a conformity determination; and

WHEREAS, at the October 15, 2003 TPB meeting, the TPB released the draft Air Quality Conformity Determination of the 2003 CLRP and the FY2004-2009 TIP, the draft 2003 CLRP and the FY 2004-2009 TIP for a 30-day public comment period, and the comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 19, 2003; and

WHEREAS, the analysis reported in " Air Quality Conformity Determination of the 2003 Constrained Long Range Plan and the FY 2004-2009 Transportation Improvement Program for the Washington Metropolitan Region," dated December 17, 2003 demonstrates adherence to the updated SIP attainment mobile source budgets and therefore provides the basis for a finding of conformity of the plan and program with the requirements of the CAAA; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2003 Update to the Constrained Long Range Plan and the Transportation Improvement Program for FY 2004-2009 conform with the requirements of Section 176(c)(3) of the Clean Air Act Amendments of 1990.

I. INTRODUCTION

The Transportation Improvement Program (TIP) is prepared each year by the National Capital Region Transportation Planning Board (TPB), which is the designated metropolitan planning organization for the Washington region. The fifth TIP prepared under the Transportation Equity Act for the 21st Century (TEA-21) which became law in June 1998, it was developed according to the final metropolitan planning regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993. As a product of the urban transportation planning process, it outlines the staged development of the area's financially-constrained Long-Range Transportation Plan (CLRP), with priority projects selected for programming by the TPB, the states and the transit agencies presented in the first year of the six-year program. State, regional and local transportation agencies update the program each year.

The first CLRP was adopted by the TPB on September 21, 1994 to comply with the final metropolitan planning regulations. On July 15, 1998 the TPB approved the document: *1997 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*, which summarizes the three-year update to the 1994 plan. On October 18, 2000 the TPB adopted the third three-year update: the 2000 Financially Constrained Long-Range Transportation Plan for the National Capital Region.

It is anticipated that in October, 2003, the TPB will adopt the fourth three-year update: the 2003 Financially Constrained Long-Range Transportation Plan for the National Capital Region. In updating the plan, the TPB and the transportation implementing agencies made use of a set of formal goals and objectives known as the Policy Element, which considers the seven planning areas identified in TEA-21 and reflects the policy goals and action agenda in the Vision Statement that the TPB adopted in October 1998. This CLRP contains numerous highway and high occupancy vehicle (HOV) facilities, public transit and bicycle improvements, major studies, and transportation strategies proposed through the year 2030.

The TIP serves several purposes. It is an expression of intent to implement specific facilities and projects in the CLRP through the selection of priority projects during the initial six-year period of the plan. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. It also satisfies one of the requirements of FHWA and FTA for the continuing transportation planning process of this region. These requirements form the basis for certification of the process which is essential to insure continued federal financial assistance for Washington area transportation improvements. Finally, the TIP establishes eligibility for federal funding for those projects selected for implementation during the first program year, known as the **Annual Element** of the program.

II. FEATURES OF THE TRANSPORTATION IMPROVEMENT PROGRAM

This TIP is a multi-modal listing of the public transit, highway and HOV, bicycle and pedestrian improvements as well as ridesharing programs and transportation emission reduction measures for which the obligation of funds has been programmed. It documents the cost, implementation phasing, sources and types of funds, and describes each project included in the program.

This TIP covers the six-year period FY 2004 to 2009. It identifies a priority list of projects and project segments to be carried out with federal funding under TEA-21. It is normally updated every year by the TPB.

The TIP includes a financial plan that shows the total dollars programmed by the District of Columbia, Maryland, Virginia, and WMATA for the TEA-21 funding categories for each year. The plan shows the funding programmed for the priority projects in the first year, which is consistent with the anticipated federal funding for FY 2004 that each state has authorized for the region. It also shows the funding programmed for the second through sixth years, which is also consistent with the anticipated federal dollars authorized by each state.

This TIP and the update of the CLRP were developed under procedures to involve citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other members of the public. Draft versions of the project submissions for the 2003 CLRP update and new TIP were made available to interested members of groups and the general public at the TPB Citizens Advisory Committee meeting on April 10, 2003 and at the TPB meeting on April 16, 2003. The implementing agencies prepared CLRP project description forms, which together with TIP project information provide a complete project description, including its purpose, contribution to regional goals, and estimated cost. Copies of the TIP and major project submissions were accessible on the COG web page and were available for no charge at the COG Information Center. The complete sets of description forms for the projects in the update of the plan and those included in this TIP are available in three volumes, which can be obtained or reviewed at the COG Information Center, or purchased as part of the TIP and CLRP documentation.

Citizens and other interested parties had several opportunities to comment on the proposed plan update, the draft TIP, and the air quality conformity analysis at the TPB meetings on May 21, June 18, July 16, September 17, and October 15, 2003. A summary of the public comments and responses is included in Chapter VI. The TPB is scheduled to adopt the 2003 CLRP and this TIP on October 15, 2003.

The TIP is not intended to be a capital improvement program (CIP). A CIP shows the

estimated expenditure on projects over the program period. The TIP, on the other hand, programs the advancement of projects through the obligation of federal funds. Once federal funds have been obligated for a project, it might not appear again in a subsequent TIP. A project would appear in a CIP, however, as long as funds are being expended on it. With regard to the TIP, a project would be programmed for several different years if it was contemplated that the obligation of federal funds would be sought for different implementation phases of the project during those years.

Project Selection

Projects on the National Highway System (NHS) and projects funded under the Bridge and Interstate Maintenance programs of TEA-21 are selected by each state in cooperation with the TPB from the approved TIP. Projects funded under the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality (CMAQ), and the Transit Program (Title III) of TEA-21 are selected by the TPB in consultation with each state from the approved TIP and in accordance with the priorities in the TIP.

Priority Listing of Projects in the Annual Element

The first year of the program contains a priority listing of those projects selected for funding. These are shown in the "Annual Element FY 2004" column in the tables. Each transportation improvement project must be included in the Annual Element at key stages in its implementation (preliminary engineering, right-of-way acquisition, and construction) as a basis and condition for all federal funding assistance. This includes all TEA-21 funding under Title I (Surface Transportation) and Title III (Transit) to state, local, and regional implementing agencies for highway, transit, bicycle and pedestrian capital improvements and transit operating assistance. For this reason, the Annual Element is the most important part of the TIP.

The program tables emphasize the Annual Element, the projects scheduled for implementation in FY 2004. Projects are grouped according to the agency or jurisdiction responsible for implementation.

A series of codes and notes has been used for the Annual Element to indicate the funding sources and which phases of the projects are planned for implementation. Identification of the funding source is for programming purposes only, and does not necessarily represent approval from the appropriate federal agency. Highway projects may appear in programs as many as three times: when applications for federal funds are made for preliminary engineering, right-of-way acquisition, and/or construction. Codes and symbols for these phases and for funding sources appear under **KEY TO CODES** at the end of the improvement

tables section.

All projects in the Annual Element come from the CLRP. In addition, a number of projects appear in the TIP which are minor in nature, but are shown in order to establish eligibility for federal funding assistance. Also, some non-federally funded projects are shown, which are either recommended in the Plan, or are considered regionally significant and important to identify for air quality analysis and information purposes.

Grouping of Projects

Some projects in the program are considered to be inappropriate in scale for individual identification in the Annual Element. These include signalization, traffic engineering, safety, noise abatement, modernization projects that do not change the use or scale of existing facilities, and certain small-scale highway and transit projects. These types of projects are grouped together under type of project, funding source, and programming agency. In February 1994, the TPB approved a set of criteria for grouping projects based upon those project types that are exempt in the EPA air quality conformity regulations.

Amendments

The Annual Element of the TIP represents a best estimate of the projects that are planned for advancement during the first program year. However, there must be some flexibility to change the Annual Element during the one-year interval between the publication of successive TIP's. Conditions will change, such as changes in priorities and funding availability, which will dictate modifications such as adding a new project, expanding the scope and/or funding level, changing the source of federal funding, or changing the phasing of a project. Accordingly, action may be taken to amend the Annual Element.

Proposed amendments are submitted to the TPB staff. Staff presents them to the TPB Program Committee for review and placement on the next TPB meeting agenda for informational purposes and public comment, with subsequent action at the following TPB meeting.

Status of Environmental Review

The TIP tables include a column with information on the status of environmental review as required for projects pursuant to the National Environmental Policy Act (NEPA). For example, a project undergoing environmental review as a study to prepare a draft environmental impact statement, is designated "DEIS (2)". Identification of the type of environmental work is for programming purposes only, and does not necessarily represent approval from the

appropriate federal agency. Projects cannot be constructed until the appropriate review has been approved. The abbreviations used in this column are as follows:

CE - Categorical Exclusion
EA - Environmental Assessment
FONSI - Finding of No Significant Impact
DEIS - Draft Environmental Impact Statement
FEIS - Final Environmental Impact Statement
4F - Determination of Environmental Impact on Parkland.

Subscripts are also used to indicate the status of environmental work:

- 1) - Proposed for Preparation
- 2) - Under Preparation
- 3) - Prepared for Review
- 4) - Approved

III. PROGRAM ANALYSIS

The TIP integrates projects proposed by state and local transportation agencies into a program consistent with the current regional transportation plan and policies. In the development of this program, individual agency inputs are evaluated for consistency with the plan and policies. The TIP includes projects within the boundary of the Washington Metropolitan Area.

Relationship to the Long Range Transportation Plan

The financially constrained Long-Range Transportation Plan (CLRP), which was updated in 2003 to comply with the metropolitan planning regulations, is known as a constrained plan because its scope is limited by the financial resources expected to be available. In updating the CLRP, the TPB and the transportation implementing agencies made use of a set of formal goals and objectives known as the Policy Element, which include the TPB Transportation Vision adopted in October 1998 and the seven "planning areas" that were established by TEA-21 in June 1998.

The CLRP contains specific highway and high occupancy vehicle (HOV) facilities, public transit and bicycle improvements, and multi-modal studies proposed to be completed by 2030. In addition, the plan contains a set of transportation emission reduction measures (TERMs), including expansion of ridesharing incentive programs, telecommuting support, and construction of bicycle and pedestrian facilities, which are needed to reduce future emissions and help ensure that the plan meets the requirements of the Clean Air Act Amendments of 1990 (CAAA). The plan also incorporates a congestion management system (CMS), which will assess congestion and provide information for updating future plans. Through the planning process, specific projects and strategies are refined and selected from the plan, consistent with the Policy Element, the financial resources, and the air quality requirements, and scheduled for implementation in the TIP.

Air Quality Conformity of the Long Range Transportation Plan and the TIP

The CAAA specify dates by which clean air standards must be attained and requires preparation of a plan identifying the measures to be employed and an implementation schedule for attainment. The act also specifies that revised conformity procedures be used. The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation jointly issued final regulations originally on November 24, 1993, with amendments on August 7 and November 14, 1995 and August 15, 1997, and additional guidance published by EPA on May 14 and by the FHWA and FTA on June 14, 1999 regarding the criteria and procedures to be followed by metropolitan planning organizations in making conformity

determinations.

Based upon these regulations, COG/TPB staff conducted the analyses needed to provide the basis for a finding of conformity of the 2003 CLRP and FY 2004-2009 TIP with the requirements of the CAAA. The results of these analyses are included in a report entitled: *Air Quality Conformity Determination of the 2003 Constrained Long-Range Plan and the FY 2004-2009 Transportation Improvement Program for the Washington Metropolitan Region*, DATE.

Compliance With Regulations On Providing Transit Services to Persons With Disabilities

In July 1990, the Americans with Disabilities Act (ADA) became law, providing persons with disabilities full access to transportation, housing and employment as a basic civil right. The ADA affects not only the Washington Metropolitan Area Transit Authority (WMATA), which operates federally assisted transit services in the region, but all of the bus, paratransit, and commuter rail services in the region. On September 6, 1991, the U.S. Department of Transportation issued final rules, which called for significant changes to the existing regulations on providing transit services to disabled persons. Under these rules, all purchased buses must be accessible, and all lifts and securement devices must accommodate all types of commonly used wheelchairs. In addition, complementary paratransit services have to be available to persons who cannot use the fixed route service. The paratransit service has to be comparable to the fixed route services in terms of fares, response time, hours of operation, service area and other criteria.

To address the ADA paratransit regulations, WMATA and the local jurisdictions established the Regional Paratransit Coordinating Committee (RPCC) in January 1991 to provide a forum for an exchange of information, ideas and strategies. WMATA contracted with a consultant to assist it and the RPCC in preparing a regional plan for submission to FTA by July 26, 1992. This plan defines how WMATA will arrange for new paratransit services and how the existing paratransit services funded by each jurisdiction will be changed, improved, or coordinated with the other services in the region in order to meet the requirements of the new legislation. Frederick County and the City of Frederick also prepared an ADA paratransit plan to complement their fixed-route bus services. On July 15, 1992, the Transportation Planning Board certified that both plans are in conformance with the Long Range Plan for the region.

By January 1997, both WMATA and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations. Thus, according to 1997 FTA rules, the Transportation Planning Board is no longer required to annually certify that these plans are in conformance with the Long Range Plan for the region.

Other programs in the Washington region also contain special efforts to serve elderly persons and persons with disabilities. The Annual Element identifies the projects using FTA Section 5310 funding.

Compliance with Requirements of Urban Mass Transportation Financial Capacity Policy

FTA Regulations

On March 30, 1987, the Urban Mass Transportation Administration, now called the Federal Transit Administration (FTA), issued Circular 7008.1 clarifying how FTA, when making grants, will assess the financial capacity of applicants. The circular identifies two aspects of financial capacity:

The general financial condition of the public transportation operating enterprise and its non-federal funding entities, and the financial capability of the agency and its funding entities which includes the sufficiency of their funding sources to meet future operating deficits and capital costs.

The circular describes how financial capacity reviews will be conducted as follows:

A determination of financial capacity is required at the stage where commitments to finance projects are made by the grantee and FTA. For Section 3 grants, FTA will assess financial capacity both at the stage when TIPs are approved and when selecting projects for Section 3 funds. For Section 9 grants, FTA will assess financial capacity at the TIP approval stage and grantees will be required to make their own self-certifications at the grant application stage.

The following guidance is provided with regard to the preparation of TIPs:

In preparing TIPs, local officials are encouraged to scrutinize proposed programs of projects for sufficiency of funds to cover total capital, operating and maintenance costs over the life of the projects. FTA will review TIPs along these lines.

Financial Capability to Meet Future Requirements of the Region

From an historical standpoint, the ridership growth and general financial condition of the region's extensive public transit systems are good. Ridership on both Metrorail and Metrobus services shows dramatic growth over the past decade. Ridership has increased on the local

bus services operated by Alexandria, the City of Fairfax, Fairfax, Loudoun, and Prince William counties in Northern Virginia; and by Montgomery, Frederick, and Prince George's counties in Maryland. Over the past decade, the local jurisdictions and the state and District governments have addressed the challenges of providing the necessary funding for expanding Metrorail, implementing regional ADA paratransit services, maintaining Metrobus services, and operating local bus systems.

In the near future, as required by the metropolitan planning regulations, the TIP is financially realistic by year from FY 2004 through FY 2009. WMATA, the District of Columbia DOT, the Maryland DOT, the Virginia Department of Rail and Public Transportation, the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission, and the cities and counties within the region have identified existing revenue sources for the numerous bus, paratransit, commuter rail, and rail transit projects programmed in the TIP. The identified revenues are expected to cover the costs associated with these projects.

During 2003, Cambridge Systematics, Inc. prepared a financial plan for the update of the CLRP which estimated the financial resources for transportation through 2030. The projected revenues, maintenance/operating costs, and capital costs for the highway and transit systems in the District of Columbia, Suburban Maryland, and Northern Virginia in this plan were used by the implementing agencies to assist in the development of financially realistic inputs for this FY 2004-2009 TIP.

Under the financial analysis for the 2003 CLRP update, the funding identified by the implementing agencies for system preservation and for accommodating ridership growth on the WMATA rail system was less than requested by WMATA. Concerns also were expressed regarding the adequacy of funding identified for preservation of the highway system.

During the past year, WMATA and the state and local governments have acted to fund the ongoing repair and rehabilitation of the transit system and address the financial capability to meet the transit needs of the region. Facing significant fiscal pressures, the state and local governments continue to commit general or dedicated funds for transit.

With funding for completing the 103-mile Metrorail system identified, the region is addressing the funding needs to rehabilitate, preserve and operate the Metrorail, Metrobus and local bus systems. The TPB, WMATA, and the state and local governments have acknowledged the fiscal challenges facing the regional transit system and have taken steps to identify new funding for rehabilitation and ridership growth. Considering both financial condition and capability, the region has the financial capacity to operate and maintain an expanded public transportation system.

Transit Private Provider Participation

FTA Regulations

Sections 5309(e), 5303(o), and 5307(f) of the Federal Transit Act, as amended, require the involvement of private transit operators in the planning, programming and provision of public transit services to the maximum extent feasible.

Section 5303(o) states: "Private Enterprise.- The plans and programs required by this section shall encourage to the maximum extent feasible the participation of private enterprise. Where facilities and equipment are to be acquired which are already being used in service in the urban areas, the program must provide that they shall be so improved (through modernization, extension, addition, or otherwise) that they will better serve the transportation needs of the area."

On April 26, 1994, the Federal Transit Administration (FTA) published in the Federal Register (59 FR 21890) a "Notice of Rescission of Private Enterprise Participation Guidance," which rescinded the FTA 1984 Private Sector Policy and the FTA 1986 Circular 7005.1 on the required documentation of private enterprise participation. The notice emphasized that FTA continues to support the participation of private enterprise, and indicates that two requirements in the Federal Transit Act, as amended, represent a comprehensive and thorough approach to the consideration of private enterprise at the local level.

The two requirements include:

- ! the Section 5307(f) process which mandates a public participation process for local transit systems (recipients of FTA funding) in the development of the Section 5307 program of projects; and
- ! the new Section 5303 metropolitan planning regulations issued in October 1993 which have extensive requirements regarding public participation in the development of transportation plans and programs by metropolitan planning organizations (MPOs).

The notice further states: "FTA's findings will be based on such criteria as the efforts a grantee or MPO has made to notify and consult with the private sector in its Section 5303 or section 5307(f) planning process; the effect of public mass transit service proposals on existing private mass transit operation; and any other steps or processes the grantee or MPO has taken to encourage private sector involvement. FTA believes that such factors will allow it to determine whether the program developed under Section 5303 involves the private sector "to the maximum extent feasible," given particular local circumstances, both in connection with

grant making Sections 5309, 5307 and 5311."

On September 21, 1994, the Transportation Planning Board (TPB) adopted its "Public Involvement Process" to fulfill the requirements and criteria in the Section 5303 metropolitan planning regulations issued October 1993 for access to information and involvement in the programming and planning process. This policy describes in detail the TPB's proactive process for involving "... citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties..." in the development of TPB plans and transportation improvement programs (TIPs).

Bus Transit Providers in the Region

WMATA, which is the principal public transportation provider in the region, is a recipient of FTA funding. The local governments who are co-signatories of the WMATA compact oversee WMATA's plans, policies and operations for rail and bus services. These local governments regularly review the costs, revenues and benefits of Metrobus routes in their jurisdictions.

Alexandria, Fairfax County, Fairfax City, and Montgomery and Prince George's Counties have introduced bus service which replaced or supplemented Metrobus service. Privately contracted operations are fully considered and employed when appropriate by each of these local governments. As part of their contracting process, the local governments solicit bids from qualified private providers. Currently, no federal funding is used in these services.

Prince William County, the City of Manassas, Stafford County, the City of Manassas Park, and the City of Fredericksburg are members of the Potomac and Rappahannock Transportation Commission (PRTC). Until 1998, PRTC had contracted with private firms for several years for express bus services to the Pentagon, Crystal City, the Vienna Metrorail station, and the District. After conducting a competitive procurement in 1998 PRTC selected WMATA for the management, maintenance and operation of over 75 vehicles. PRTC also provides "free" fare local bus service to the Virginia Railway Express stations. It operates an innovative route deviation service in eastern Prince William and Manassas, which involves USDOT Intelligent Transportation Systems funding to test high technology equipment for digital communications, automated routing and scheduling, and global positioning satellite tracking.

Loudoun County, which is not part of WMATA, contracts for express bus service to the Pentagon, Rosslyn and the District.

Background on the Development of TPB's Private Enterprise Participation Policy

On June 17, 1987, in response to Circular 7005.1, the TPB adopted its Private Enterprise Participation Policy. Until July 1995, COG/TPB staff implemented this policy, which included:

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- C Documenting public transit operator efforts to involve the private sector.
 - C Convening a Private Providers Task Force (PPTF) which meets regularly, identifies opportunities for greater private provider participation in mass transit in the region, and reviews documentation submitted to the TPB by transit operators describing how private enterprise procedures have been followed. The PPTF Chairman also serves on the TPB as a nonvoting member.
 - C Establishing a complaint resolution process.

In December 1994, in response to a request from the PPTF, the TPB referred the task of reviewing the TPB Private Enterprise Participation Policy to the TPB Bylaws Task Force. This task force meet on January 25, April 5 and May 24, 1995 with the PPTF members, WMATA and local bus transit agency staff to review the TPB policy and the FTA April 1994 guidance, to discuss the issues raised, and to recommend revisions to the policy. The proposed revisions to the TPB policy were presented to the TPB in June, and the TPB approved a revised policy on July 19, 1995.

This revised policy simplifies the consultation process, ensures a channel of information between the transit agencies receiving FTA funding and the private providers, and removed the complaint resolution process. The policy includes:

- C Conducting an annual forum where key public transit staff from state and local jurisdictions and meet with interested private providers to discuss their plans for new or restructured bus services.
- C Supporting the Private Providers Task Force (PPTF) which meets regularly, identifies opportunities for greater private provider participation in mass transit in the region, and comments to the TPB on the Long Range Transportation Plan and on the transit element of the TIP. The PPTF Chairman also serves as a nonvoting member on both the TPB Technical Committee and the TPB.
- C Notifying the members of the PPTF when new or restructured public transit services are proposed by agencies or jurisdictions that are designated recipients of FTA funding.
- C Documenting the activities and actions taken by transit operators receiving FTA funding to involve private transit operators.

Activities During FY2003

During FY2003, WMATA and local government staffs have worked cooperatively with the PPTF and COG/TPB staff to accomplish the following:

Consultation with Private Providers

To facilitate consultation, TPB conducted the thirteenth annual public transit forum on May 6, 2003 where key transit staff from the local jurisdictions and WMATA met with interested private providers to discuss in general terms their plans for major bus service and paratransit changes and expansions. Also at the forum, the PPTF discussed the financial analysis for the 2003 CLRP and a shared-ride taxi proposal.

Notification of New or Restructured Transit Services

During FY2003, no information was provided by WMATA regarding new or significantly restructured bus services.

Documentation

The annual narrative progress reports of activities and actions taken by transit operators receiving FTA funding to involve private transit operators will be submitted to FTA.

Conclusion

This region, through local government initiatives, continues to contract with private firms for a considerable amount of bus services. During the past year, the local governments, working cooperatively with the PPTF and WMATA staff, have exercised their roles and responsibilities in the private enterprise participation process as described in the TPB's new Private Enterprise Participation Policy and Procedures as adopted July 19, 1995.

IV
Transportation Improvement Tables
Surface Transportation Capital

The District of Columbia

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
Primary											
1 Facility: Anacostia Waterfront Initiative From: To: Jurisdiction: District of Columbia			2,500 a						NHS 90 / 10 /	2,500	DEIS Proposed for preparation
									Total:	\$2,500	
Description: This project is to study the comprehensive transportation and infrastructure improvement to resolve current and future circulation and access requirements along the Anacostia River											
2 Facility: East Capitol Street From: Benning Road To: Jurisdiction: District of Columbia								300 a	STP 80 / 20 /	300	
									Total:	\$300	
Description: Modification of intersection to address the high volume of daily traffic and implement a context-sensitive design to reflect the needs of the surrounding community.											
3 Facility: I-295 HOV Feasibility and Design From: To: Jurisdiction:			780 a						IM 90 / 10 /	780	
									Total:	\$780	
Description: Study to determine the feasibility of providing High Occupancy Vehicle (HOV) lanes in each direction. This would include a qualitative and quantitative assessment of air quality benefits.											
4 Facility: Missouri Ave/Georgia Ave/13th St From: Grade Separation To: Jurisdiction:	330 a		600 a	700 a		3,000 c			NHS 80 / 20 /	4,300	EA
									Total:	\$4,300	
Description: Identify and evaluate alternative approaches to relieve traffic congestion and to improve safety at the eastbound and westbound Missouri Avenue approaches to Georgia Avenue. An underpass is proposed to carry Missouri Avenue under Georgia Avenue and 13th Street to increase safety and traffic flow at these locations.											
5 Facility: New York Avenue From: Bladensburg Road To: Jurisdiction: District of Columbia							300 a		NHS 80 / 20 /	300	DEIS
									Total:	\$300	
Description: Modification of intersection to address the high volume of daily traffic and implement a context-sensitive design to reflect the needs of the surrounding community.											
6 Facility: New York Avenue From: Florida Avenue To: Jurisdiction: District of Columbia							300 a		NHS 80 / 20 /	300	
									Total:	\$300	
Description: Modification of intersection to address the high volume of daily traffic and implement a context-sensitive design to reflect the needs of the surrounding community.											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
7	Facility: New York Avenue Left Turn Traffic Lanes From: Brentwood Road To: 6th Street, N.E. Jurisdiction:			250 a						NHS 80 / 20 /	250	EA
										Total:	\$250	
Description: New York Avenue is a major arterial carrying approximately 65,000 vehicles/day. Safety is a major issue as a result of left turns into local streets without having separate turn lanes. A study is proposed to determine the impact of having traffic make left turns at two locations (Fenwick and Kendall Streets) and to prohibit left turns at 16th and Fairview Streets. The left turns would be made by exiting New York Avenue to the right in advance of each of the two intersections, following a curbing alignment, and then cross New York Avenue as a through movement at each signalized intersection.												
8	Facility: New York Avenue/I-395 Tunnel From: To: Jurisdiction: District of Columbia			1,000 a						NHS 80 / 20 /	1,000	EA
										Total:	\$1,000	
Description: The New York Avenue/I-395 intersection is highly congested and is the fourth worst accident location in the District. A left-turn movement from New York Avenue to I-395 is one of the reasons for the congestion. The left-turn movement carries a high volume of traffic throughout the day and into the evening. The eastbound through movement also carries a high volume of traffic. To alleviate the congestion, a four-lane tunnel is proposed to provide a direct connection between the east and south approaches. This will remove some of the traffic from the signalized intersection resulting in less congestion and increasing safety.												
9	Facility: South Capitol Street From: Independence Avenue To: Frederick Douglass Memorial Bridge Jurisdiction: District of Columbia			250 a						SP 100 / /	250	EA Proposed for preparation
										Total:	\$250	
Description: Prepare environmental study and develop recommendations to transform the corridor into a significant gateway with joint participation of the Maryland Department of Transportation and the D. C. Office of Planning												
10	Facility: Whitehurst Freeway Restoration of Lower K From: 26th Street, NW To: Water Street, NW Jurisdiction: District of Columbia,							320 a		STP 80 / 20 /	320	CE Proposed for preparation
										Total:	\$320	
Description: Rehabilitation of Lower K Street under the freeway.												
11	Facility: Whitehurst Freeway/Theodore Roosevelt From: Bridge/M St/Lower K St Renewal & To: Environmental Study Jurisdiction: District of Columbia	300 a		1,000 a						NHS 80 / 20 /	1,000	DEIS Proposed for preparation
										Total:	\$1,000	
Description: Analysis and recommendations as to alternative alignments for Whitehurst Freeway, Theodore Roosevelt Bridge, and any related interchanges and approaches												

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
Secondary											
12 Facility: Georgetown Southern Entrance			3,900 c						SP	3,900	EIS(4) 4F
From:									80 / 20 /		Approved
To:											
Jurisdiction: District of Columbia									Total:	\$3,900	
Description:	This project will provide an efficient and safe motor vehicle access into Georgetown University near the C & O Canal. The project will provide an improved intersection with Canal Road, N.W. and the existing entrance to Georgetown University which is approximately 2,000 feet west of Key Bridge. The scope includes the design option of constructing an elevated and/or depressed roadway and/or ramps with connections to both eastbound and westbound lanes of Canal Road. This project was included as a demonstration project pursuant to Section 149(a)(14) of the Surface Transportation and Uniform Relocation Assistance Act of 1987.										
13 Facility: Southern Avenue			500 a						STP	500	EA (1)
From: Naylor Road									80 / 20 /		Proposed
To: Erie Street											for
Jurisdiction: District of Columbia,									Total:	\$500	preparation
Description:	Feasibility study to determine cost to complete missing section of Southern Avenue. The project requires the purchase of right-of-way between Naylor Road and Branch Avenue.										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
Bridge											
14 Facility: 14th Street Bridge Alternative Assessment From: and Environmental Study, 14th St, Constitutio To: to VA Rte. 27 & Geo. Wash. Pkwy Jurisdiction: District of Columbia			300 a	300 a					NHS 80 / 20 /	600	CE(4)
									Total:	\$600	
Description: Study recommendations proposed by Virginia Department of Transportation study for traffic improvements to the I-395 corridor.											
15 Facility: 16th Street Underpass, NW From: Scott Circle To: Jurisdiction: District of Columbia,	3,600 c										CE(1) 4F
Description: Restore deteriorated structural portions of tunnel; upgrade mechanical/electrical systems; upgrade safety features, drainage and lighting; upgrade surface roadways; historic and environmental consideration.											
16 Facility: 22nd Street Bridge From: Over "K" Street N.W. To: (Bridge No. 102) Jurisdiction: District of Columbia,							3,600 c		BR 80 / 20 /	3,600	CE Proposed for preparation
									Total:	\$3,600	
Description: Replacement of bridge deck; repaint superstructure steel; rehabilitation of bridge substructure; safety requirements; construction of new approach slabs; and replace expansion joints											
17 Facility: 29th Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,	863 c										CE(1) 4(F)
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.											
18 Facility: 30th Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,	850 c										CE(1) 4(F)
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.											
19 Facility: 31st Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,	1,700 c										CE(1) 4(F)
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.											
20 Facility: 9th Street Bridge From: Southwest Freeway To: Jurisdiction: District of Columbia						7,000 c			NHS 80 / 20 /	7,000	CE(1)
									Total:	\$7,000	
Description: Remove and replace PCC deck; repair steel superstructure; repair substructure; resurface approach roadways; and safety improvements											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
21	Facility: 9th Street Bridge Over From: New York Ave. Railroad To: Jurisdiction: District of Columbia,			40,000 c						BR 80 / 20 /	40,000	CE(4)
										Total:	\$40,000	
Description: The purpose of this project is to replace the deteriorating bridge and ramps on 9th Street, N.W. Over New York Avenue. The existing bridge is a nearly 50-year-old structure that is currently being supported by a supplemental bracing to maintain its integrity. The new bridge would be reconstructed as a gateway to the Brentwood Postal Facility and recently redeveloped areas adjacent to the Rhode Island Metrorail station. The new bridge will be constructed west of the existing bridge and eventually replace it once completed. This project also consists of lighting improvements, drainage and safety improvements.												
22	Facility: Anacostia Freeway From: Suitland Pkwy/Howard Rd/Firth Sterling, SE To: (Anacostia Gateway Study) Jurisdiction: District of Columbia,	500 a										CE(1)
Description: Replace and overlay bridge decks; replace joints; repair and repaint structural steel; repair substructure; upgrade drainage, lighting, safety features; reconfigure ramp connections (possible R-O-W).												
23	Facility: Asset Preservation & Preventive From: Maintenance of Tunnels (NHS) To: Jurisdiction: District of Columbia			320 a	15,000 c					NHS 80 / 20 /	15,320	CE
										Total:	\$15,320	
Description: This project provides for the preservation and preventive maintenance of National Highway System tunnel assets, including electrical and mechanical systems, tunnel walls and ceilings, drainage, roadway sweeping, over-height detection systems, signing, power and emergency telephones. The scope of work includes feasibility and design; preparation of contract plans, specifications and cost estimates; engineering and construction management for the restoration of existing tunnels												
24	Facility: Asset Preservation and Preventive From: Maintenance of Tunnels in DC To: STP Jurisdiction: District of Columbia			160 a	5,000 c					STP 80 / 20 /	5,160	CE
										Total:	\$5,160	
Description: This project provides for the preservation and preventive maintenance of National Highway System tunnel assets, including electrical and mechanical systems, tunnel walls and ceilings, drainage, roadway sweeping, over-height detection systems, signing, power and emergency telephones. The scope of work includes feasibility and design; preparation of contract plans, specifications and cost estimates; engineering and construction management for the restoration of existing tunnels												
25	Facility: Benning Road, NE From: Kenilworth Ave (#104) To: Jurisdiction: District of Columbia,							1,150 c		BR 80 / 20 /	1,150	CE(1)
										Total:	\$1,150	
Description: Remove and replace PCC deck; general structural upgrade.												
26	Facility: Bridge Inspection On/Off System From: To: Jurisdiction: District of Columbia,	1,000 a		1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	BR 80 / 20 /	6,000	CE(3)
										Total:	\$6,000	
Description: Solicit competitive bids for and retain the services of contractors to inspect bridge conditions for their structural integrity and safety on and off the Federal-aid Highway System. This information is required in order to receive federal bridge rehabilitation and replacement funds. Also, bridge inspections are critical components of the District's bridge management system.												

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CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review	
27	Facility: Bridge Painting and Renovation From: To: Jurisdiction: District of Columbia,	500 c		500 c						STP 80 / 20 /	500	CE(4)	
											Total:	\$500	
Description: Removal of old (often hazardous) paint from bridges. This project serves to renovate deteriorated bridges and to expand their useful life of service by repainting the metal components of bridges													
28	Facility: Citywide Consultant Bridge Inspection From: To: Jurisdiction: District-wide,			1,200 a						STP / /	1,200	CE(1) Proposed for preparation	
											Total:	\$1,200	
Description: Perform detailed National Bridge Inspection and element level inspection of District bridges in accordance with the National Bridge Inspection Standards and the D.C. Bridge Inspection Manual. Work will also include performing scheduled scour, fracture critical and underwater inspections as directed by DPW and to prepare plans for emergency support of deficient structures.													
29	Facility: Citywide Culvert Inventory From: To: Jurisdiction: District-wide,			500 a	1,000 c					Local / / 100 STP 80 / 20 /	1,000 500	CE(1) Proposed for preparation	
											Total:	\$1,500	
Description: Perform survey and inspection, develop culvert inventory, and prepare condition reports.													
30	Facility: Connecticut Ave, NW From: Kingle Valley (#27) To: Jurisdiction: District of Columbia					5,750 c				BR 80 / 20 /	5,750	CE(1)	
											Total:	\$5,750	
Description: Repair and repaint structural steel; replace joints; replace bearings; seal cracks in deck; repair and paint pedestrian railing; upgrade lighting; repair stone pilasters; install slope protection.													
31	Facility: Connecticut Ave. Underpass (#101) From: Dupont Circle To: Jurisdiction: District of Columbia,							11,500 c		BR 80 / 20 /	11,500	CE(1) 4F	
											Total:	\$11,500	
Description: Restore pavement; repair tiles; lighting and mechanical improvements; median-island treatment.													
32	Facility: Demolition of Abandoned RR Bridge From: Over Kenilworth Avenue To: @ PEPCO Plant (Bridge #506) Jurisdiction:					900 a		5,300 c		STP 80 / 20 /	6,200	EA	
											Total:	\$6,200	
Description: Investigation, condemnation and demolition of existing railroad bridge; restoration of embankments, reconfiguration of adjacent section of Kenilworth Avenue													

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
33 Facility: Development and Implementation of Document Management System From: Document Management System To: Jurisdiction: District of Columbia				3,138 a						STP 80 / 20 /	3,138	CE
Total:											\$3,138	
Description: This will be a multi-hase project to (1) transfer as-built construction documents to electronic storage, (2) develop process for preparing and submitting engineering paper deliverables in electronic format; and (3) establish an Engineering Document Management System and Library to address the general office automation needs of DDOT. The scope of work for this project includes feasibility and design; identifying, organizing and scanning to digital and microfilm format contract and as-built drawings, specifications and correspondence of transportation projects; developing a system for electronic storage, retrieval and printing; and establishment of server and web-based retrieval of documents for employees and the public.												
34 Facility: Division Avenue Bridge, NE From: Watts Branch To: Jurisdiction: District of Columbia								1,725 c		BR 80 / 20 /	1,725	CE(1)
Total:											\$1,725	
Description: Remove and replace PCC deck; general structural upgrade												
35 Facility: Eastern Ave., NE From: Kenilworth Ave. (#45) To: Jurisdiction: District of Columbia,					12,000 c					BR 80 / 20 /	5,000	CE(1)
Total:											\$12,000	
Description: Replace concrete deck and sidewalks; repair prestressed concrete beams; replace bearings; rebuild backwall and joints; replace pedestrian railings on bridge and retaining walls; reconstruct access ramps.												
36 Facility: H Street Bridge NW Over From: Air Rights Tunnel of the Center Leg Freeway To: Jurisdiction: District of Columbia,								3,500 c		BR 80 / 20 /	3,500	CE(1)
Total:											\$3,500	
Description: Overlay bridge deck; replace approach slabs; replace deck joints; repair/seal longitudinal joints in median; repaint structural steel and bearings; repair/replace backwalls and bearing pads; repair substructure; and maintain traffic.												
37 Facility: Jefferson Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,		850 c										CE(1) 4(F)
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.												
38 Facility: K Street Bridge Over From: Center Leg To: Jurisdiction: District of Columbia								1,875 c		BR 80 / 20 /	1,875	CE(1)
Total:											\$1,875	
Description: Rehabilitation of electrical/mechanical facilities in tunnel; overlay bridge deck; paint structural steel; replace deck joints; minor structural repair.												

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TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
39	Facility: K Street N.W. From: 21st Street N.W. To: 25th Street N.W. Jurisdiction: District of Columbia,						3,598 c			NHS 80 / 20 /	3,598	CE(1) Proposed for preparation
										Total:	\$3,598	
Description:		Reconstruction of K Street, N.W. from 21st Street to 25th Street										
40	Facility: Kenilworth Ave. From: Nannie Helen Burroughs Ave., NE & Watts Br To: Foote St. to Lane Pl Jurisdiction: District-wide,			20,000 c						BR 80 / 20 /	5,000	CE(4) 4(F)
										NHS	15,000	
										80 / 20 /		
										Total:	\$20,000	
Description:		Removal and replacement of deteriorated deck, improve lighting, drainage and safety improvements										
41	Facility: Key Bridge From: Over Potomac River To: (Bridge No. 7) Jurisdiction: District of Columbia			825 a		10,000 c				BR 80 / 20 /	10,825	CE
										Total:	\$10,825	
Description:		Repair/Replace deteriorated structural members; correct drainage deficiencies; repair leaking deck joints; remove stay-in-place forms; remove efflorescence on arch soffits; repair spalls, holes and non-structural cracks; relocate/arrange utilities.										
42	Facility: L'Enfant Plaza Promenade/Banneker Improve From: 10th Street from Independence Avenue To: Overlook named Benjamin Banneker Park Jurisdiction: District of Columbia,						14,000 c			STP 80 / 20 /	14,000	CE(3)
										Total:	\$14,000	
Description:		Redesign L'Enfant Promenade (10th Street) from Independence Avenue to an overlook named Benjamin Banneker Park. Work includes the repainting of the 10th Street Mall over the Southwest Freeway and includes planning, preliminary engineering, structural inspections, and design alternatives for the entire promenade. Work also includes blast cleaning existing structural steel; apply three coat organic zinc/acrylic paint system; disposal of hazardous waste; protection of workers and the environment; upgrading streetlights for upper and lower level of structures and repair/replace deteriorated structure elements.										
43	Facility: Massachusetts Avenue Bridge NW Over From: the Air Rights Tunnel of the Center Leg To: Jurisdiction: District of Columbia,						3,680 c			STP 80 / 20 /	3,680	CE(3)
										Total:	\$3,680	
Description:		Overlay bridge deck; replace approach slabs; replace deck joints; repair/seal longitudinal joints in median; repair structural steel and bearings; repair/replace backwalls and bearing pads; repair substructure; repair tunnel fascia; replace water main hanger assembly; maintain traffic.										

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TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
44	Facility: NB 11th Street Bridge, SE From: Anacostia River/N Street To: Jurisdiction: District of Columbia,	1,875 a				12,500 c			4,500 a 11,500 b	BR 80 / 20 /	28,500	CE 4F DEIS
										Total:	\$28,500	
Description:	Retrofit nonredundant features; repair/replace structural elements; replace/overlay bridge deck; upgrade safety features, drainage, lighting, signing; repaint structural steel; reconstruct/resurface adjacent roadways and ramps. The fully reconstructed project will provide improved freeway and local connections, modify the Anacostia interchange, and provide a northbound connection to the Anacostia Freeway. Enhanced pedestrian facilities will be provided to connect neighborhoods on both sides of the river to Anacostia Park, which is part of the national park system. In addition, studies are underway to explore the feasibility of a rail crossing for the Light-Rail Transit (LRT) Starter Line on the 11th Street Bridges.											
45	Facility: NB 14th Street Bridge From: Potomac River (Arland Williams) To: Jurisdiction: District-wide,							500 a		BH 80 / 20 /	500	CE (1)
										Total:	\$500	
Description:	Removal of existing asphalt surface and membrane; repair existing bridge deck and construct new overlays; upgrade safety features, deck drainage and lighting to current standards; repair and repaint superstructure steel; rehabilitate approach slab and apply a low slump concrete or latex modified concrete cover will be used to extend the life of the bridge deck.											
46	Facility: New Hampshire Ave. Bridge N.E. From: Over Railroad (Bridge No. 556) To: Jurisdiction: District of Columbia	4,700 c										CE(1)
Description:	Overlay/replace deck; replace approach slabs; replace sidewalks and railing; replace deck joints; paint structural steel; replace backwalls; repave approach roadways; coordinate with railroad.											
47	Facility: New Pedestrian Bridge From: Over Anacostia Freeway To: Near Firth Sterling Jurisdiction: District of Columbia,			750 a						STP 80 / 20 /	750	CE(1)
										Total:	\$750	
Description:	Location and design study; R-O-W acquisition; preliminary and final plans, specifications and estimate											
48	Facility: New York Ave. NE (#534) Over From: Railroad To: Jurisdiction: District-wide,						32,000 c			BR 80 / 20 /	32,000	CE(4)
										Total:	\$32,000	
Description:	Remove and replace PCC deck; general structural upgrade.											
49	Facility: Open End Bridge Repair From: To: Jurisdiction: District of Columbia,			3,000 c			3,000 c			BH 80 / 20 /	6,000	CE(1)
										Total:	\$6,000	
Description:	Routine preventive maintenance and emergency structural repairs on an as needed basis.											

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CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
50	Facility: Pedestrian Bridge over Kenilworth Ave. From: Douglass Street and To: Meade Street Jurisdiction: District of Columbia,				4,761 c					STP 80 / 20 /	4,761	CE(1)
										Total:	\$4,761	
Description: Construct a new structure to enhance access and safety for pedestrians with longer span, accessible ramps and higher vertical clearance. Scope includes demolition of existing structure and ramps.												
51	Facility: Pedestrian Bridges Over Canal From: 33rd, 34th, & Potomac Streets, NW (145, 144) To: Jurisdiction: District of Columbia,			1,150 c						STP 80 / 20 /	1,150	CE(1)
										Total:	\$1,150	
Description: Repair structural steel, decking and pedestrian railing; repair abutments; pave and improve approaches.												
52	Facility: Rehabilitation of 48th Place, N.E. Bridge From: Over Watts Branch To: Bridge No. 199 Jurisdiction: District of Columbia			200 a			1,600 c			BR 80 / 20 /	1,800	CE
										Total:	\$1,800	
Description: Replace deck, approach slabs, bearing, joints, repair substructure and repaint steel.												
53	Facility: Rehabilitation of 55th Street, N.E. Bridge From: Over Watts Branch To: Bridge No. 196 Jurisdiction: District of Columbia			300 a				1,300 a		BR 80 / 20 /	1,600	CE
										Total:	\$1,600	
Description: Overlay bridge deck and approach slabs, replace bridge joints, remove efflorescence and seal cracks in superstructure, repair substructure and replace approach railing.												
54	Facility: Rehabilitation of Gault Place, N.E. Bridge From: Over Watts Branch To: Bridge No. 222 Jurisdiction: District of Columbia			300 a				1,300 c		BR 80 / 20 /	1,600	CE
										Total:	\$1,600	
Description: Replace deck, approach slabs, bearing, joints, repair substructure and repaint steel.												
55	Facility: Rehabilitation of Kenilworth Avenue, N.E. From: Lane Place To: D.C./MD Line Jurisdiction: District of Columbia					1,132 a		15,990 c		BR 80 / 20 /	17,122	CE
										Total:	\$17,122	
Description: Reconstruction of mainline and service roadways to the standards set by the Anacostia Waterfront Transportation Study. Construction of two pedestrian bridges.												
56	Facility: Rehabilitation of the Mall Tunnel (Center leg) From: 3rd. and "D" Street N.W. To: to the Southeast Freeway Jurisdiction: District of Columbia,						8,000 c			IM 90 / 10 /	8,000	CE Proposed for preparation
										Total:	\$8,000	
Description: Correct and upgrade the tunnel facilities including water leakages in structure, tunnel lighting, electrical power and control, ceiling panels, ventilation fans and traffic control.												

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
57	Facility: Rehabilitation of Theodore Roosevelt Mem. B From: Rock Creek Parkway N.W. To: Memorial Parkway in Virginia Jurisdiction: District of Columbia,						5,812 a		31,250 c	IM 90 / 10 /	37,062	EA(2) 4(F)
										Total:	\$37,062	
Description: Produce designs for replacement and/or rehabilitation of existing structures and connecting ramps within the project limits in accordance with the recommendations from the Theodore Roosevelt Bridge Study.												
58	Facility: Repainting of Chain Bridge From: Over Potomac River To: Bridge No. 2 Jurisdiction: District of Columbia			120 a			4,600 c			BR 80 / 20 /	4,720	CE
										Total:	\$4,720	
Description: Blast clean existing structural steel; apply three-coat organic zinc/epoxy/urethane paint system; collect and dispose of hazardous waste in EPA-Approved containers; utilize methods for protection of workers, the public and the environment.												
59	Facility: Repainting of Southbound 14th Street Bridge From: Over Potomac River (#1133) To: Jurisdiction: District of Columbia			155 a			5,750 c			IM 90 / 10 /	5,905	
										Total:	\$5,905	
Description: To repaint Southbound 14th Street Bridge Over the Potomac River. The scope of work includes blast cleaning of existing structural steel; application of three-coat organic zinc/epoxy/urethane paint system; disposal of hazardous waste; and protection of workers and the environment.												
60	Facility: Roadway/Ped. Bridge Overpasses From: K, L, M Streets & Florida Ave. NE To: Jurisdiction: District of Columbia			2,719 c						STP 80 / 20 /	2,719	CE(1)
										Total:	\$2,719	
Description: Improve underclearances; safety appurtenances; lighting; signing; drainage; curb and sidewalks												
61	Facility: SB 11th Street Bridge, SE From: Anacostia River/N Street To: (Bridge # 55, 56, 1406) Jurisdiction: District of Columbia,	1,875 a				12,500 c			4,500 a 11,500 b	BR 80 / 20 /	28,500	CE 4F DEIS
										Total:	\$28,500	
Description: Retrofit nonredundant features; repair/replace structural elements; replace/overlay bridge deck; upgrade safety features, drainage, lighting, signing; repaint structural steel; reconstruct/resurface adjacent roadways and ramps. The fully reconstructed project will provide improved freeway and local connections, modify the Anacostia interchange, and provide a northbound connection to the Anacostia Freeway. Enhanced pedestrian facilities will be provided to connect neighborhoods with the Anacostia park, which is part of the national park system. In addition, studies are underway to explore the feasibility of a rail crossing for the Light-Rail Transit (LRT) Started Line on the 11th Street Bridges.												
62	Facility: SB/NB Anacostia Fwy (Bridge #1014, 1015, From: Firth Sterling To: Chesapeake Jurisdiction: District-wide,			25,000 c						IM 90 / 10 /	25,000	CE(1)
										Total:	\$25,000	
Description: Reconstruct/resurface freeway and connecting ramps as needed; rehabilitate bridges; replace/overlay deck; repair/replace superstructure steel; upgrade safety appurtenances, drainage, signing and lighting; repair structural steel												

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
63	Facility: SE Freeway Bridge Ramps From: (Bridge #1405, 1407, 1408) To: Jurisdiction: District-wide,					25,000 c				BH 80 / 20 /	25,000	EA(4)
										Total:	\$25,000	
Description: Rehabilitate the structures and adjacent ramps and roadways												
64	Facility: South Capitol Street Bridge From: Suitland Pkwy and Connecting Ramps To: Jurisdiction: District of Columbia,								1,000 c	BH 80 / 20 /	1,000	CE(1)
										Total:	\$1,000	
Description: Replace and overlay bridge decks; replace joints; repair/repaint structural steel; repair substructure; upgrade drainage, lighting, safety features; reconfigure ramp connections (possible R-O-W).												
65	Facility: South Capitol Street Bridge From: Over Anacostia Freeway To: (Frederick Douglass Memorial Bridge) Jurisdiction: District of Columbia	580 a		3,500 a	15,000 c		3,500 a	22,000 a	17,000 a	BR 80 / 20 /	61,000	DEIS Proposed for preparation
										Total:	\$61,000	
Description: Examine alternative methods of improving traffic capacity and traffic safety by modifying or reconstructing the South Capitol Street Bridge. Investigate capacity requirements, corrections to other roadways, and environmental impacts.												
66	Facility: South Dakota Avenue Bridge, NE From: Railroad To: Jurisdiction: District of Columbia						5,750 c			BR 80 / 20 /	5,750	CE(1)
										Total:	\$5,750	
Description: Remove and replace PCC deck; general structural upgrade												
67	Facility: Southwest Freeway Bridge Ramp G, SW From: South Capitol Street To: WB Southwest Freeway Jurisdiction: District of Columbia,				5,200 c					IM 90 / 10 /	5,200	CE(1)
										Total:	\$5,200	
Description: Analyze structure for movements due to live loads; prepare reports and recommendations for including alternative solutions.												
68	Facility: Traffic Improvement Study From: 11th Street Interchange at To: Anacostia Freeway Jurisdiction: District of Columbia,	700 a										EA(1)
Description: Conduct a Traffic Improvement Study and Environmental Assessment for providing additional access ramps between the Anacostia Freeway, the 11th Street Bridges and Martin Luther King Jr. Avenue, S. E.												
69	Facility: Updating DDOT Standard Specifications for From: Highways and Structures To: Jurisdiction: District of Columbia			455 a						Local / / 100	455	
										Total:	\$455	
Description: This is a multi-phase project to (1) research standard specifications and standard drawings from neighboring states, professional and industry organizations; (2) modify the Department's documents to reflect current practice; (3) prepare rulemakings; and (4) print specification books.												

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CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
70	Facility: Wisconsin Ave Bridge From: C & O Canal To: Jurisdiction: District of Columbia,	2,200 c										CE(1) 4(F)
Description:		Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.										

**DISTRICT OF COLUMBIA
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CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
Bike/Ped												
71	Facility: Anacostia Riverwalk From: To: Jurisdiction: District of Columbia,	250 a		800 a 9,400 c						SP 80 / 20 /	10,200	CE
										Total:	\$10,200	
Description:		This project was originally part of the Barney Circle Freeway Modification project. Approximately five miles of new bicycle/pedestrian trails will be constructed. Trails will be developed on both sides of the Anacostia River.										
72	Facility: Bike Station Feasibility Study From: (Union Station) To: Jurisdiction: District of Columbia	60 a			500 c					CMAQ 80 / 20 /	500	CE
										Total:	\$500	
Description:		Examine the feasibility of developing a bike station at or near Union Station or other transit hub. A bike station is a public-private venture that offers bicycle parking, repairs, merchandise and other amenities.										
73	Facility: Cultural/Heritage Trail System From: To: Jurisdiction: District of Columbia,			300 a 500 c	300 a 500 c	300 a 500 c				STP 80 / 20 /	2,400	CE 4F 106
										Total:	\$2,400	
Description:		This project will prepare and publish a multi-modal map, self-guided tour and information brochure of historical and cultural tourist attractions. The trails will utilize existing pedestrian, bicycle, roads, transit, cab, tour trolleys, and paths throughout the city. The project will link traditional and non-traditional tourist points of interest in an effort to promote economic development throughout the entire city.										
74	Facility: District Wide Bicycle Management Program From: To: Jurisdiction: District of Columbia,	40 a			400 c					CMAQ 80 / 20 /	400	CE(3)
										Total:	\$400	
Description:		The purpose of this on-going project is to reduce user accidents through design and operational improvements. This project includes the widening of existing routes, curve realignment, reducing grades, and signage and lighting upgrades.										
75	Facility: Metropolitan Branch Trail From: To: Jurisdiction: District of Columbia,	831 a 6,000 b		2,000 c	2,000 c	2,000 c	2,000 c	2,000 c	2,000 c	CMAQ 80 / 20 /	12,000	CE(3) 4F
										Total:	\$12,000	
Description:		Meet multi-modal, TSM and air quality objectives. Project is also listed under CMAQ Program. 6.2 miles. The Metropolitan Branch Trail project will provide a 6.25 mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring, Maryland. This project is intended to serve both recreational users and commuters to meet TCM and air quality objectives. These costs are also included under the CMAQ program and under the TEA-21 High Priority Projects.										

**DISTRICT OF COLUMBIA
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CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
76	Facility: National Recreational Trails From: 10 a To: 50 c Jurisdiction: District of Columbia			10 a 10 c	10 a 10 c	10 a 10 c	10 a 10 c	10 a 10 c		SP 80 / 20 /	100	CE
Description:											The Department of Recreation and Parks through the D.C. Recreational Trails Advisory Committee proposes to construct and restore the pedestrian/biker trails throughout the District of Columbia. Funding for the National Recreational Trails project is provided by the Federal Highway Administration to the D. C. Division Department of Transportation. The funds are then transferred to either the D. C. Department of Recreation and Prks or the National Park Service after projects are jointly obligated. The scope of work includes assessing the design and engineering requirements of different trails; developing plans and specifications; cleaning and grubbing the trail of invasive weeds, re-paving sections that are cracked, providing additional widths; repairing pedestrian bridges to correct safety hazards and improve accessibility as required under the Americans with Disabilities Act; furnish and erect fencing to prevent trash dumpint; construction safety lighting, furnish and erect directional signs and information waysides; and, furnish and install trail sides such as benches.	
<ul style="list-style-type: none"> a. Capital Crescent Trail Linkage C&O Historic Park b. Adams Walk c. Exercise Trail for SE/Skinner Learning Center d. Metropolitan Branch Trail Corridor Assessment Project e. Trail Restoration at Watts Branch Park 												
77	Facility: Oxon Run Trail Restoration From: 100 a To: Jurisdiction: District of Columbia			300 c						SP 80 / 20 /	300	CE
Description:											Develop Trail plan. Repair existing recreational trail, correct drainage problems, construct benches and signage.	
78	Facility: Rock Creek Park Trail From: 300 a To: Jurisdiction: National Park Service				600 c					SP 80 / 20 /	600	CE(1) 4F
Description:											This facility is under the jurisdiction of the National Park Service. This 12.6 mile project is designed to relieve congestion and reduce user accidents by widening the trail throughout the District of Columbia. There are numerous projects involved with the trail improvement program. Presently, improvements include connecting Fort Totten to Prince George's County and constructing a new trail along P Street to Pennsylvania Avenue along Rock Creek and Potomac Parkway. The replacement of the low water bridge at Porter Street and construction of a bike trail along feeder roads that connect to the adjacent neighborhoods has been completed. In addition, TEA-21 High Priority program [Section 1602 No. 547] includes funds to provide enhanced recreational (e.g. bike/trail maintenance along Rock Creek Park.	
79	Facility: Rose Park From: To: Jurisdiction: District of Columbia				600 c					SP 80 / 20 /	600	CE
Description:											Rose Park Trail has seriously deteriorated, missing pavement, and lack of security fencing. Work includes cleaning and resurfacing trail, correcting safety hazards, improving security, and providing directional signs.	

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
80	Facility: Watts Branch From: To: Jurisdiction:	1,000 c										CE
Description:		Linear park along Watts Branch has seriously deteriorated, missing pavement, lack of security fencing, unsafe pedestrian bridges. Work includes cleaning and resurfacing trail, repairing pedestrian bridges, correcting safety hazards, improving security, and providing directional signs.										
81	Facility: Watts Branch From: To: Jurisdiction: District of Columbia	125 a			1,000 c					NRT 80 / 20 /	1,000	
Description:		Linear park along Watts Branch has seriously deteriorated, missing pavement, lack of security fencing, unsafe pedestrian bridges. Work includes cleaning and resurfacing trail, repairing pedestrian bridges, correcting safety hazards, improving security, and providing directional signs.										
Enhancement												
82	Facility: Transportation Enhancements Program From: To: Jurisdiction: District of Columbia,	624 a 6,300 c		500 a 2,300 c	500 a 2,300 c	500 a 2,300 c	500 a 2,300 c	500 a 2,300 c	500 a 2,300 c	STP 80 / 20 /	16,800	CE 4(F)
Description:		<p>The conservation of the District's historic roads and bridges is one of the highest priorities of the transportation "Enhancement" program. Beginning in 1992, the District has allocated 81 percent of its Enhancement funds to historic transportation and preservation projects. Under ISTEA, the District received approximately \$2 million in transportation enhancement funds each year. By the time ISTEA expired, the District had committed the full ISTEA allocation and supplemented the program with additional funds for more Enhancement activities. TEA-21 continues this program with expected funding exceeding \$2.8 million annually.</p> <p>Proposed projects include:</p> <ul style="list-style-type: none"> a. Historic Bridges, Streets and Alleys b. Historic Street and Bridge Lighting c. Vest Pocket Park Improvements d. Public Art on Rights of Way e. National Mall Sidewalk Improvements f. Heritage Trails g. Innovative Stormwater Management h. Landscaping i. Special Streetscape Improvements j. Transportation Education k. Bicycle/Pedestrian Enhancements <p>Following the requirements of the 1990 Americans with Disabilities Act, the District will utilize Transportation Enhancement Program funds for the construction of wheelchair ramps which also serve bicycle needs throughout the city.</p>										

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
CMAQ												
83	Facility: Car Sharing From: To: Jurisdiction: District of Columbia			128 c	175 c	175 c	175 c			CMAQ 80 / 20 /	653	
										Total:	\$653	
Description:		This project will help identify strategies for providing parking spaces for car sharing programs, that will allow the District to provide free all-day metered and all-day, all zone parking to share cars.										
84	Facility: Clean Natural Gas Infrastructure From: Development To: Jurisdiction: District of Columbia			258 c	258 c					CMAQ 80 / 20 /	516	
										Total:	\$516	
Description:		This program will address the critical lack of Clean Natural Gas fueling sites in the District of Columbia by subsidizing the construction of four CNG fueling stations at locations through the District that are convenient to public and private fleets, and Interstate traffic.										
85	Facility: Downtown Traffic Control Aides From: To: Jurisdiction: District of Columbia			1,500 c	1,500 c	1,500 c	1,500 c			CMAQ 80 / 20 /	6,000	CE
										Total:	\$6,000	
Description:		This project will hire 30 traffic control aides for key downtown locations including construction sites. The traffic control aides will reduce downtown traffic congestion and air pollution by directing traffic and dealing with traffic incidents.										
86	Facility: Mass Marketing Campaign From: To: Jurisdiction: District of Columbia	128 a		128 a	128 a	128 a	128 a	128 a		CMAQ 80 / 20 /	640	CE
										Total:	\$640	
Description:		The Mass Marketing Campaign is designed to be a continuing marketing effort that involves a consumer advertising campaign that describes the benefits of ridesharing and transit in order to recruit and maintain non Single Occupany Vehicle (SOV) travelers. The consumer campaign will use mass media such as Radio and TV to achieve an agressivley moderate marketing level, specifided in terms of Gross Rating Points (GRP) - media meassurements for the reach and frequency of an adavertising message (thr higher the GRPs, the higher the frequency and reach of the advertising message.)										
87	Facility: Pedestrian Management Program From: To: Jurisdiction: District of Columbia			400 a	400 a	400 a	400 a	400 a	400 a	CMAQ 80 / 20 /	2,400	
										Total:	\$2,400	
Description:		The Pedestrian Management Program will enhance and improve the pedestrian experience in the city, and will educate residents and visitors about these improvements. An enhance environment for pedestrians will lead more people to walk, and reduce congestion and emissions from vehicular modes of travel.										
88	Facility: Roadway Operations Patrol From: To: Jurisdiction: District of Columbia			1,500 c	1,500 c	1,500 c	1,500 c			CMAQ 80 / 20 /	6,000	CE
										Total:	\$6,000	
Description:		This project will create a Roadway Operations Patrol (ROP) program for the District of Columbia that will assist the police and emergency personnel in responding to roadway incidents, and preventing illegal stops and deliveries. The resulting improvements in traffic flow will result in a significant decrease in congestion on District roads and improvements in air quality.										

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	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
Other											
89 Facility: Canal Road 5-Lane Feasibility Study			300 a						NHS	300	CE(1)
From:									80 /	20 /	
To:											
Jurisdiction: District of Columbia,									Total:	\$300	
Description:	Five-Lane Canal Road Feasibility Analysis - Canal Road from Foxhall Road to the Whitehurst Freeway and the Interchange at Foxhall and Canal roads										
90 Facility: Congestion Mitigation and Air Quality Improve	3,543 a		3,614 a	2,746 a	1,862 a	2,000 a	3,000 a		CMAQ	26,132	CE
From:	3,500 c		4,500 c	4,410 c	4,000 c				80 /	20 /	
To:											
Jurisdiction: District of Columbia,									Total:	\$26,132	
Description:	<p>This program's mission is to reduce mobile source emissions through the reduction in the number of vehicle miles traveled, improve vehicle inspection programs and support other Transportation Control Measures. This program will support the District's State Air Quality Implementation Plan. Specific projects include the construction of traffic operational improvements such as bus bays, channelization and signals and bicycle improvements. This program also supports enhanced regional ridesharing activities and purchase of vehicle air quality inspection equipment. Transportation Control measures (TCM's) will be evaluated to determine (based on cost-benefit analysis) the effectiveness of each measure as to its application in the District of Columbia, and to recommend, for those measures found to be cost-effective, implementation strategies.</p> <ul style="list-style-type: none"> a. CNG Vehicle Fuel Infrastructure Development - construct of four CNG fueling stations in the District b. Traffic Congestion Management System c. Metropolitan Branch Trail-See D.C. Trails Section for funding. d. Roadway Operations Patrol - responding to roadway incidents to improve traffic flow and air quality. e. Bikeways (Various Locations) f. Downtown Traffic Control Aides - 30 traffic control aides for key downtown locations g. Metrobus Replacement - Funding is under separate listing for Metrobus Replacement h. Metrobus Demonstration i. Commuter Rail Improvements j. First Street Sidewalk Improvements k. Bicycle Racks on Metrobuses l. Code Red - Free Bus Fares m. Car Sharing Space - provide free all day metered and all day, all zone parking to share cars. N. Traffic Synchronization 										
91 Facility: Curbside Parking Study			400 a						Local	400	CE
From:									/	/ 100	
To:											
Jurisdiction: District of Columbia									Total:	\$400	
Description:	This pilot project/study will examine the effect that pricing has on the demand for curbside parking. In some high-demand areas, meter prices and neighborhood parking prices for non-residents will be raised, reducing or eliminating the implicit parking subsidy provided by the public sector. The results will then be examined, with an eye towards, among other issues (1) whether parking pricing increase lead people to use transit more; (2) whether the elimination of free or very cheap curbside parking leads drivers to garage spaces more quickly, deterring them from driving around fishing for subsidized spaces, thereby contributing to congestion in these high-demand areas										

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	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
92 Facility: Economic Development Initiatives	2,000	a	2,000	1,200	491	6,200			NHS	7,298	EA
From: Neighborhood Transportation Planning			4,000	4,800	6,000				80 / 20 /		
To: Improvements									STP	17,393	
Jurisdiction: District of Columbia									80 / 20 /		
Total:										\$24,691	

Description:	<p>The purpose of this project is to provide transportation improvements to targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods for its residents.</p> <p>This project will strategically target capital investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements. New commercial development or revitalization projects may require improved access, channelization, turning lanes, traffic signals, new signage, lane markings, lighting and parking. Selected improvements that facilitate truck traffic and transit access help to serve and stimulate private-sector activity. Improved access and upgraded facilities can greatly enhance economic activity and revitalization. Efficient access from principal arterials, Interstate system and freeways allow trucks to deliver goods and services to economically disadvantaged areas as well as economic centers of the city. This project supports infrastructure revitalization by improving intermodal linkages between truck commerce, bus, rail, pedestrians and roadways.</p> <p>Neighborhood Transportation Planning Studies will be conducted in ten (10) priority neighborhoods. The neighborhoods will be determined through coordination with the D. C. Office of Planning. Neighborhood selection will be determined from the 39 neighborhoods designated by the Mayor. Funds for this project will be utilized to design and construct transportation improvements that were recommended in the Neighborhood Transportation Plans. The scope of work includes safety improvements, lighting, pavement markings, traffic calming devices and enhanced sidewalk treatments.</p>
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**DISTRICT OF COLUMBIA
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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
93	Facility: Economic Development Initiatives	1,000 a		2,000 a	500 a	500 a	500 a	500 a		Local	26,600	N/A
	From:			5,500 c	6,300 c	2,000 c	4,300 c	4,500 c		/	/ 100	
	To:											
	Jurisdiction: District of Columbia									Total:	\$26,600	

Description: The purpose of this project is to provide transportation improvements to targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods for its residents.

This project will strategically target capital investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements. New commercial development or revitalization projects may require improved access, channelization, turning lanes, traffic signals, new signage, lane markings, lighting and parking. Selected improvements that facilitate truck traffic and transit access help to serve and stimulate private-sector activity. Improved access and upgraded facilities can greatly enhance economic activity and revitalization. Efficient access from principal arterials, Interstate System and freeways allow trucks to deliver goods and services to economically disadvantaged areas as well as economic centers of the city. This project supports infrastructure revitalization by improving intermodal linkages between truck commerce, bus, rail, pedestrians and roadways.

Economic development initiatives are included in the capital improvements program to support preservation of residential neighborhoods; encourage neighborhood investment; improve commercial centers to better serve the needs of area residents; develop and improve community facilities that provide valuable service and programs; provide safe and convenient pedestrian access and environment; ensure public safety; and improve technology in several District agencies.

Capital investment, involving the development and maintenance of transportation infrastructure, offers an effective catalyst of productivity growth. Transportation network improvements are vitally needed to foster business attraction, expansion, commercial revitalization, job creation and tourism development.

A well functioning transportation system is essential to a growing, healthy economy. Transportation facilities connect markets and facilitate production and trade. Accordingly, this project is required to meet the changing character of the District's economy as new technologies and communication advancements revolutionize the production, consumption and distribution of goods and services.

Improvements include:

- a. Little Falls Road, N.W. Roadway Reconstruction
- b. Arthur Capper/Carrolsburg Hope VI Roadway Improvements
- c. Local Parking Studies - Citywide
- d. Local Street Traffic Studies - Citywide
- g. Marshall Heights Streetscape Improvements
- h. Neighborhood Streetscape Improvements Various Locations
- i. Traffic Calming Studies

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
94	Facility: Economic Development Initiatives	1,000 a		1,000 a	1,000 a	683 a	8,398 c			NHS	11,143	EA
	From: Streetscape Improvements on Federal-Aid R			4,000 c	12,000 c	12,798 c				80 / 20 /		
	To:									STP	28,736	
	Jurisdiction: District of Columbia									80 / 20 /		
										Total:	\$39,879	

Description: The purpose of this project is to provide transportation improvements to targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods for its residents. This project will strategically target capital investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements. New commercial development or revitalization projects may require improved access, channelization, turning lanes, traffic signals, new signage, lane markings, lighting and parking. Selected improvements that facilitate truck traffic and transit access help to serve and stimulate private-sector activity. Improved access and upgraded facilities can greatly enhance economic activity and revitalization. Efficient access from principal arterials, Interstate System and freeways allow trucks to deliver goods and services to economically disadvantaged areas as well as economic centers of the city. This project supports infrastructure revitalization by improving intermodal linkages between truck commerce, bus, rail, pedestrians and roadways.

This project will provide neighborhood commercial streetscape improvements on the Federal-aid Highway System. The neighborhoods will be determined through coordination with the D.C. Office of Planning. Proposed locations include:

- a. 14th Street, N.W. - Improve the streetscape on 14th Street between U Street and Thomas Circle (M Street, N.W.) - Improve sidewalks, curbs, gutters, street trees, street lights, traffic control signals and litter boxes. Repair roadway
- b. Georgia Avenue
- c. New York Avenue
- d. Anacostia (Martin Luther King Jr. Avenue, S.E.)
- e. Takoma (Piney Branch Road, Blair Road and Carroll Street)
- f. Brookland (12th Street, N.E., Michigan to Rhode Island Avenue)
- g. Pennsylvania Avenue

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
95	Facility: Economic Development Initiatives From: Satellite Government Centers Infrastructure To: Support Jurisdiction: District of Columbia			155 a	1,808 c	1,808 c				NHS 80 / 20 /	1,355	EA
										STP 80 / 20 /	2,416	
										Total:	\$3,771	

Description: The purpose of this project is to provide transportation improvements to targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods for its residents. This project will strategically target capital investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements. New commercial development or revitalization projects may require improved access, channelization, turning lanes, traffic signals, new signage, lane markings, lighting and parking. Selected improvements that facilitate truck traffic and transit access help to serve and stimulate private-sector activity. Improved access and upgraded facilities can greatly enhance economic activity and revitalization. Efficient access from principal arterials, Interstate System and freeways allow trucks to deliver goods and services to economically disadvantaged areas as well as economic centers of the city. This project supports infrastructure revitalization by improving intermodal linkages between truck commerce, bus, rail, pedestrians and roadways.

New government centers will be constructed in selected neighborhoods throughout the city. The purpose of this initiative is to provide the necessary improvements to the transportation infrastructure to support the additional employment and customer traffic that will be attracted to these government centers. The proposed government centers include:

- a. Petworth Metro Station area
- b. Minnesota Avenue Metro Station area
- c. Anacostia Business District (Martin Luther King Avenue and Good Hope Road, S.E.)

The scope of work includes sidewalks, curbs, gutters, streetlights, repairing tree boxes, replace litter boxes and other streetscape improvements at the three proposed government centers. Improved traffic channelization, signage, new traffic control signals and other traffic and streetscape improvements.

96	Facility: Emergency Transportation Projects From: To: Jurisdiction: District of Columbia			968 c						STP 80 / 20 /	968	CE
										Total:	\$968	Proposed for preparation

Description: The purpose of this project is to respond to transportation project emergencies. It is not always possible to plan for emergencies such as roadway vibrations, sunken pavement, falling steel and concrete from bridges, and other urgent needs. This will enable the District the ability to quickly respond to emergencies without delay.

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review	
97	Facility: Federal Lands Highways - National Park Ser From: To: Jurisdiction: National Park Service	9,168 c		14,104 c	23,065 c	4,880 c	130 c			FLHP 100 / /	42,179		
											Total:	\$42,179	
Description: National Park Service Jurisdiction Roads a. Lincoln Circle Loop and access to Lincoln Memorial b. Constitution Ave NW, 15th St to 23rd St c. Inlet and Outlet Bridges d. Ohio Drive and Old Constitution e. East Potomac Park (Ohio/Buckeye Dr) f. Pennsylvania Avenue, madison & jackson Place g. Rock Creek Parkway Thompson's Boat House and PA h. Repair and Rehab of Park Service Roads and Bridges i. Rock Creek Parkway, P Street to Calvert Street m. George Washington Memorial Parkway Bridges n. 16th Street Loop o. Memorial Bridge Rehab/painting p. 12th Street Ramp Between madison & Constitution q. 12th Street, N.W. r. Independence From 14th Street to 17th Rock Creek parkway, Joyce Road Bridge Over Luzon Branch Anacostia park roads and Parking Madison Drive s. Memorial Drive Circle													
98	Facility: Foxhall Road, N.W. From: W Place To: Calvert Street Jurisdiction: District of Columbia	1,020 c										CE	
Description: To provide a traffic signal and left turn lane leading into Field School at Foxhall Road, N.W., W Place to Calvert Street													
99	Facility: H Street, N.E. Streetscape Improvements From: H Street, N.E., North Capitol Street To: to 14th Street Jurisdiction: District of Columbia	375 a			500 a	5,165 c				STP 80 / 20 /	5,665	CE	
											Total:	\$5,665	
Description: Improve streetscape on H Street, N.E., commercial corridor. Improve sidewalks, curbs, gutters, street trees, street lights, traffic control signs and litter boxes. Repave roadway.													

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
100 Facility:	High Priority Projects Program TEA-21 Sec. 1	9,059 a		7,000 a						HP/TEA-21	7,000	CE 4F EA
From:		6,724 b								80 / 20 /		
To:		2,637 c										
Jurisdiction:	District of Columbia,									Total:	\$7,000	
Description:	<p>The TEA-21 High Priority Projects Program provides designated funding for specific projects mandated by the U.S. Congress. The District has ten (10) High Priority Projects out of a national total of 1,850. TEA-21 limits the amount of obligational authority over the six-year period beginning at 11% in FY 1998, 15% in FY 1999, 18% in FY 2000 and FY 2001; and 19% in FY 2002 and FY 2003. The High Priority Projects are:</p> <ul style="list-style-type: none"> a. Theodore Roosevelt Bridge - TEA-21 funds has been allocated to conduct design alternative analysis for the future rehabilitation of the Theodore Roosevelt Memorial Bridge. Environmental assessments are currently underway. b. Geographic Information System - TEA-21 funds have been allocated to complete GIS data integration, obtain hardware and associated software to run the system. Also, it will integrate different transportation databases and will enable better management of the transportation system. c. Integrated Traffic Management System (ITMS) - TEA-21 funds has been allocated to design an integrated and improved traffic control signal system and traffic operations management center. d. Motor Vehicle Information System - Funds are provided to purchase a new MVIS that will integrate and register motorist information such as licenses, driving records, inspection data and vehicle registrations, support the commercial driver license program, international registration system and problem driver point system. e. Metropolitan Branch Trail - Funding has been allocated for right-of-way acquisition and construction of segments of the metropolitan Branch Trail (MBT). The MBT is a bicycle/pedestrian trail between Silver Sping, Maryland Metrorail Station and Union Station, Washington, D. C. f. Intermodal Transportation Center - Funds have been allocated to conduct a study of financing alternatives, environmental assessment and a feasibility analysis of bus parking and truck marshaling with an underground connection to the Convention Center. The Federal Transit Administration under TEA-21 will support project funding for FY 1999 and FY 2000 for the Intermodal Transportation Center. g. Light Rail Transit Corridors - Funds will be used to conduct a Major Investment Study (MIS) of light rail corridors to promote improved internal circulation in the city. Funding included in Transit Section. h. Enhance Recreational Facilities Along Rock Creek Parkway - The D. C. Department of Public Works and the National Park Service are looking into doing bike facility/trail maintenance along the Parkway. i. Kennedy Center - Access to John F. Kennedy Center for the Performing Arts - Funds are allocated to conduct a study of methods to improve pedestrian and vehicular access to the John F. Kennedy Center for the Performing Arts. The study is to be conducted by the U. S. DOT, U. S. Department of Interior/National Park Service and the D. C. Department of Public Works. j. Smithsonian Institution Transportation Program - TEA-21 provides assistance to the Smithsonian Institute for transportation-related activities, including exhibitions and educational outreach programs, the acquisition of transportation-related artifacts, and transportation-related research programs. k. Capital Gateway Corridor - Solicit private consultant services to prepare necessary discretionary grant applications. The Capital Gateway Corridor (Project 33) follows U.S. Route 50 from the proposed intermodal transportation center connected to I-395 in Washington, D. C., to the 											

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
intersection of U.S. Route 50 with Kenilworth Avenue and the Baltimore-Washington Parkway in Maryland. I. Fuel Cell Bus and Bus Facilities Program - Under TEA-21 Title III - Federal Transit Administration, Section 3015 provides additional funds for the Fuel Cell Bus and Bus Facilities Program. FTA will provide \$4,850,000 per year to carryout the fuel cell powered transit bus program and the intermodal transportation fuel cell bus maintenance facility.												
101	Facility: Intelligent Transportation Syst From: To: Jurisdiction: District of Columbia			500 a	500 a					SP 80 / 20 /	1,000	CE
Description:		Identify and study elements of Intelligent Transportation System technology for implementation on District of Columbia highways and primary routes.										
102	Facility: Klingle Road Reconstruction From: Porter Street To: Woodley Road Jurisdiction: District of Columbia			800 a	5,700 c					STP 80 / 20 /	6,500	EA
Description:		The department plans to conduct an environmental impact study to examine environmental, social and cultural impacts of reconstructing Klingle Road, N.W. between Porter Street and Woodley Road. The scope of work will include preparation of preliminary design plans, and detailed plans and specifications of the final approved roadway.										
103	Facility: Local Street Improvements Citywide From: To: Jurisdiction: District-wide,	11,200 c		3,550 c	3,550 c	3,550 c	3,550 c	3,550 c		Local - ROW / / 100 Local-ROW / / 100	3,550 14,200	CE
Description:		This program provides for the restoration and rehabilitation of distressed sidewalks and alleys, curbs and gutters, minor drainage improvements, and temporary paving of new streets that are not eligible for Federal-aid highway funding. The way the work will be accomplished will be by re-engineering the contracts into geographical based contracts. This will produce a comprehensive improvement of a neighborhood and will reduce disruption in the community. Additionally, a detailed coordinated plan can be prepared for the entire neighborhood with participation from community leaders prior to the beginning of construction. a. CW Sidewalk & Curb Repair b. CW Sidewalk & Alley Repair c. New Curbs/Sidewalks d. Culvert Rehabilitation and Replacement										
104	Facility: Mount Vernon Triangle Streetscape Improve From: New York Ave, N.W.,; Massachusetts Ave N To: 7th Street and North Capitol Street Jurisdiction: District of Columbia			500 a	1,000 a	6,000 c				NHS 80 / 20 / STP 80 / 20 /	4,900 2,600	CE
Description:		Improve streetscape in the Mount Vernon triangle area, bounded by New York Avenue, Massachusetts Avenue, 7th Street and East Capitol Street, N.W.. Improve sidewalks, curbs, gutters, street trees, street lights, traffic control signals and litter boxes. Repave roadway										

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
105	Facility: National Arboretum Access From: New York Avenue To: Jurisdiction: District of Columbia			500 a						STP 80 / 20 /	500	EA
										Total:	\$500	
Description:		There is no direct access to the Arboretum from westbound New York Avenue. The National Arboretum would like to have a visitor center with improved access to and from New York Avenue. A flyover ramp is proposed from westbound New York Avenue into the Arboretum to connect with a new visitor center										
106	Facility: North Anacostia Crossings Studies From: (Formerly called Alternative to Barney Circle To: Jurisdiction: District of Columbia			1,505 a						NHS 80 / 20 /	750	EA
										STP 80 / 20 /	755	
										Total:	\$1,505	
Description:		North Anacostia Crossings Study - Consistent with the Anacostia Waterfront Initiative, the District seeks to improve transportation connections between communities on the east and west side of the Anacostia River. The purpose of this project is to conduct a transportation study to determine the multi-modal transportation needs of neighborhoods adjacent to the existing East Capitol Street Bridge and Benning Road Bridge over the Anacostia River, and develop appropriate vehicular, transit, bicycle and pedestrian connections between these communities. This project will also provide for the necessary environmental analyses required to obtain federal aid funding approval.										
107	Facility: Planning and Management Systems From: To: Jurisdiction: District of Columbia,	1,891 a		4,100 a	4,100 a	4,100 a	4,100 a	4,100 a	4,100 a	SPR/PL 80 / 20 /	18,600	CE
										STP 80 / 20 /	6,000	
										Total:	\$24,600	
Description:		<ul style="list-style-type: none"> a. Metropolitan Planning b. Management Systems and Plans <ul style="list-style-type: none"> 1) Traffic Congestion System 2) Intermodal Transportation System and Facility Mgmt. System 3) Highway Traffic Monitoring System 4) Highway Accident Traffic Data System 5) Highway Performance Monitoring System 6) State Intermodal Plan 7) Geographic Information System (GIS) 8) Traffic Monitoring System for Highways (TMS/H) 9) Barney Circle Replacement Projects Environmental Analysis 10) Tour Bus Facility Feasibility Analysis and Design 11) Parking Inventory 12) Neighborhood Traffic Studies 										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review	
108	Facility: Public Parking From: To: Jurisdiction: District of Columbia	2,000 a		2,000 a	2,000 a	2,000 c	2,000 c	2,000 c		Local / / 100 STP 80 / 20 /	2,500 7,500	CE 1 EA1	
											Total:	\$10,000	
Description:		Identified as Action Item 7.5 in the District's Transportation Vision, Strategy, and Action Plan for the Nation's Capital. Work includes the conduct of parking demand/feasibility studies, design, right-of-way acquisition and construction of District-owned parking facilities. a. Feasibility Design Analysis, 15 New Downtown Parking Facilities b. Georgetown Parking Program c. Adams Morgan Parking Garage d. Tour Bus Parking Facility											
109	Facility: Reconfiguration of Columbus Circle From: Massachusetts Avenue, 2nd Street, N.E. To: 1st Street, N.E. Jurisdiction: District of Columbia			822 a 5,478 c						HP/TEA-21 80 / 20 / SP 100 / /	4,500 1,800		
											Total:	\$6,300	
Description:		Reconfigure Columbia Circle, the primary vehicle, cycle, and pedestrian area providing access to Union Station, an intermodal transportation center, to enhance pedestrian and cyclist safety by reducing conflicts with autos, eliminating the "recirculation" road, and expanding the pedestrian plaza. A significant component of this project entails allowing traffic immediately in front of Union station to exist the station area by entering Columbus Circle where it intersects with E Street, N.E., and to enhance bus circulation.											
110	Facility: Reconstruction 4th Street, S.W. From: Eye Street To: M Street, S.W. Jurisdiction:			1,055 a	3,874 c					Local/State / / 100	4,929	EA Proposed for preparation	
											Total:	\$4,929	
Description:		Conduct planning and environmental studies to reconstruct 4th Street, S.W. between Eye Street and M Street, S.W. Prepare design plans and specifications to construct a new roadway, sidewalks, curbs, gutters, street trees, street lights, litter boxes and other street features											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
111	Facility: Regional Alternative Commute Program (TCM)	698 a		767 a	844 a	924 a	1,021 a			CMAQ	3,556	CE(4)
	From:									100 /	/	
	To:											
	Jurisdiction: District of Columbia,									Total:	\$3,556	
Description:		<p>This program's mission is to reduce mobile source emissions through the reduction in the number of vehicles miles traveled, and support of other Transportation Control Measures. This project provides funding to the Metropolitan Washington Council of Government's Commuter Connections Program for the following projects:</p> <ul style="list-style-type: none"> a. Employer Outreach b. Guaranteed Ride Home - The Guaranteed Ride Home subsidizes free emergency rides home for commuters who use transit or ridesharing options to work. c. Commuter Operations Center- Provides ride-matching services to commuters through a central toll free number "1-800-645-Ride." d. Telecommute Project - Provides funding to conduct studies, planning and design of commuter connections program as required, and measures and evaluates effectiveness of program. e. Integrated Ridesharing - Provides funding for the implementation of COG's Integrated Ridesharing Program. f. ENDZONE Campaign - The purpose of the Air Quality Public Education Project is to educate the public about congestion and transportation related air pollution with specific actions and commute alternatives to reduce existing air quality problems. g. Mass Marketing Campaign h. Bicycle Outreach 										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
112	Facility: Resurfacing Streets and Freeways Citywide	100 a		100 a	100 a	100 a	100 a	100 a	100 a	Local	16,350	CE(1)
	From:	3,250 c		3,250 c	2,500 c	2,500 c	2,500 c	2,500 c	2,500 c	/	/ 100	Proposed for
	To:											preparation
	Jurisdiction: District of Columbia,									Total:	\$16,350	
Description:		Roadway resurfacing improvements prevent extensive deterioration and potholes. Improvements extend the useful life of the original construction and diminishes the frequency of more costly reconstruction. Work includes the restoration and rehabilitation of distressed highway pavements through resurfacing improvements on roads eligible for federal aid. Work includes the removal of existing asphalt wearing surfaces; replacing deteriorated portions of pavement base; rehabilitating curbs, gutters, and sidewalks; installing curb/bicycle ramps; construction asphalt surface overlays, signage, pavement markings, street lights, upgrading traffic signals and new trees as needed.										
		a. Federal Aid Resurfacing b. Federal-aid Pavement Restoration c. Regular Cover d. Slurry/Joint Seal e. Citywide Resurfacing f. Local Pavement Restoration (Potholes) g. Asphalt PCC repair h. Public Lands Highways I. Special Resurfacing Initiatives (1) 8th Street, Pennsylvania Avenue South to M Street (2) 7th Street (In front of Eastern Market) between North Carolina and Pennsylvania Avenue j. Pavement Marking and Traffic Calming Improvements k. Street Repair and Management Equipment l. Street Repair Materials m. Street Sign Improvements										
113	Facility: Roadside Improvements Citywide	100 a		200 a	200 a	200 a	200 a	200 a	200 a	Local	42,000	CE
	From:	5,440 c		7,345 c	7,345 c	7,345 c	7,345 c	7,345 c	7,345 c	/	/ 100	
	To:									NHS	900	
	Jurisdiction: District of Columbia,									80 /	20 /	
										STP	2,370	
										80 /	20 /	
										Total:	\$45,270	
Description:		This project will enhance the appearance and utility of public rights-of-way. Work will include planting new trees, removing dead and diseased trees, replacement of trees and landscaping along roadsides along Federal-aid routes.										
		a. Tree Planting/Trimming b. Dead/Hazardous Tree Removal c. Corridor Tree Improvements										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
114 Facility: Roadway Reconstruction Citywide	4,000 a		1,100 a	1,800 a	500 a	500 a	500 a	500 a	Local	3,000	CE
From:	45,147 c		18,500 c	19,000 c	29,400 c	2,000 c			/ / 100		
To:									NHS	7,000	
Jurisdiction: District of Columbia									80 / 20 /		
									STP	63,800	
									80 / 20 /		
									Total:	\$73,800	

Description:	<p>This project reconstructs streets and highways on the Federal-aid highway system. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. The life of street pavement is extended by cost-effective resurfacing whenever possible. When street pavement has reached the end of its useful life and can no longer be resurfaced, the street is reconstructed. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. This project is in the Transportation Planning Board's Long-Range Transportation Plan for the National Capital Region.</p> <p>Federal Aid</p> <ul style="list-style-type: none"> a. Brentwood Road, N.E., 9th St. to Rhode Island Avenue b. First Street, N.E., K Street to New York Avenue c. 19th Street, N.W., G Street to Pennsylvania Avenue d. O Street, N.W., 14th Street to Rhode Island Avenue e. 4th Street, S.W., C Street to I Street f. Eastern Avenue, N.E., Riggs Road to New Hampshire Avenue g. 5th Street, N.W., Van Buren Street to Butternut Street h. Western Avenue, N.E., Brandywine Street to Davenport Street i. Streetscape Improvements to Central Business District (Downtown Bid Zone) <ul style="list-style-type: none"> (1) E Street, NW, 5th Street to 13th St. (2) F Street, NW, 5th Street to 6th Street and 9th Street to 15th Street (3) G Street, NW, 5th Street to 6th Street and 10th Street to 15th Street (4) 13th Street, NW, Pennsylvania Avenue to H Street (5) 11th Street, NW, E Street to F Street (6) 10th Street, NW, F Street to G Street (7) 9th Street, NW, E Street to F Street j. Wheelchair/Bicycle Ramps Citywide k. Benning Road, N.E., 16th Street to 750 feet East of Oklahoma Avenue l. Benning Road, N.E., Anacostia Avenue to Bridges Over Kenilworth Avenue m. South Capitol Street, from 750 ft. South of Firth Sterling Avenue to Bridge Over Anacostia River n. Massachusetts Avenue, S.E., Randle Circle to Fort Davis Drive o. Nebraska Avenue, N.W., Nevada Avenue to Military Road p. East Capitol Street, 19th Street to 22nd Street q. Independence Avenue, S.E., 19th Street to Bridge 41-2 r. Feasibility Studies for Permanent Pedestrian Improvements Suitland Parkway to Anacostia Metro
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**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
Station											
s. Galveston Street, S.W., South Capitol Street to Martin Luther King Avenue											
t. Kenilworth Avenue, N.E., Foote Street to Railroad Bridge											
u. North Capitol Street, Michigan Avenue to Allison											
v. Kingle Road Environmental and Traffic Study											
w. 2nd Street, N.E., F Street to L Street											
x. 18th Street, N.E., Douglas Street to Franklin Street											
y. Park Road, N.W., 14th Street to 16th Street											
z. 9th Street, N.W., U Street to V Street											
aa. New Hampshire Avenue, N.W., Missouri to Kennedy											
bb. Reno Road, Nebraska Avenue to Military Road											
cc. Nebraska Avenue, N.W., 41st to Tenley Circle											
dd. 11th Street, N.W., Pennsylvania Avenue to E Street											
ee. Historic Streets and Alleys											
ff. Eastern Avenue, N.E., Michigan to Sargent Road											
gg. Broad Branch Road, N.W., Linnean Avenue to Beach Drive											
hh. Eastern Avenue, N.W., Cedar Street to Laurel Avenue											
ii. Reno Road, N.W., Tilden Street to Upton Street											
jj. Southern Avenue, S.E., Suitland Road to Pennsylvania Avenue											
kk. Potomac Avenue, S.E., South Capitol Street to 1st Street											
ll. Wheeler Road, S.E., Barnaby Street to Barnaby Terrace											
mm. Maryland Avenue, N.E., 19th Street to 22nd Street											
nn. F Street, N.W., 17th to 22nd Street											
oo. Florida Avenue, N.W., 9th Street to Sherman Avenue											
pp. P Street, N.W., 23rd Street to 26th Street											
qq. 18th Street, N.W., P Street to S Street											
rr. 16th Street, N.W., Kalmia to Northgate											
ss. M Street, S.W., 4th Street to 6th Street											
tt. Sherman Avenue, N.W., Columbia Road to Irving Street											
uu. Bladensburg Road, N.E., Mt. Olivet Road to New York Avenue (Funds Obligated)											
vv. North Capitol Street, Gallatin to Hamilton (Funds Obligated FY 2000)											
ww. R Street, N.W., New Hampshire Avenue to 16th Street											
xx. 11th Street, N.W., O Street to L Street											
yy. New Hampshire Avenue, N.E., Oglethorpe Street to Eastern Avenue											
zz. H Street, N.E., 14th Street to 16th Street											
aaa. Stanton Rd, S.E., Suitland Parkway to Mississippi											
bbb. Florida Avenue, N.W., 9th Street to North Capitol Street											
ccc. P Street, N.W., 22nd Street to DuPont Circle											
ddd. 11th Street, N.W., E Street to L Street											
eee. 4th Street, N.W., Florida Avenue to Bryant Street											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
fff. Reconstruction of Overlook Avenue, S.W. Ramp 28 to S Capitol Street ggg. Reconstruction of Blue Plains Drive, S.W. Local a.B Street, S.E., 49th Street to 53rd Street b.Half Street, S.W., Q Street to Water Street											
115 Facility:	Roadway Upgrading Citywide	200 a		200 a					BD	2,200	CE(1)
From:		4,500 c		2,000 c					/	/ 100	Proposed
To:											for
Jurisdiction:	District of Columbia,								Total:	\$2,200	preparation
Description:	This project will improve roadways that have never been fully developed to District standards. Work consists of upgrading low cost roadways with curbs, gutters and permanent pavement. a. Western Avenue, N.W., Pinehurst Circle East to Alberfoyle b. Branch Avenue, S.E., M Street to O Street c. O Street, S.E., Branch Avenue to Carpenter Street d. Eastern Avenue, N.E., Mi. Avenue to Sargent Road e. Eastern Avenue, N.E., Carrol to Laurel f. Queens Chapel Rd., N.E., Hamilton to Irving Street g. Ingomar Place, N.W., Nebraska Avenue to Chevy Chase Parkway h. 8th Street, N.W., Fern St. to Geranium Street i. Irving Street, N.E., 18th Street to Queens Chapel Road j. Savannah Street, S.E., 11th Street to 13th Street k. Upton Street, N.W., 47th Street to 48th Street l. Farragut Street, N.W., 16th Street to Piney Branch										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
116	Facility: Safety Improvements	900 a		1,350 a	2,600 a	2,600 a	2,600 a	2,600 a	2,600 a	Local	1,350	CE(1)
	From: Citywide	3,800 c		9,450 c	5,500 c	5,600 c	5,500 c	5,500 c	5,500 c	/ / 100		
	To:									SP	1,700	
	Jurisdiction: District of Columbia,									100 / /		
										STP	48,350	
										80 / 20 /		
										Total:	\$51,400	

Description: Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District. Work includes installation and replacement of traffic safety impact attenuators; elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, lighting, upgrades; installation of pavement markings to eliminate or reduce accidents and installation of safety fences at overhead structures. Safety improvements are systematically identified through the analyses of accident records, inspections and surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents.

- A. Replace/Refurbish Impact Attenuators
- b. Rail/Highway Safety Improvements
- c. Hazard Elimination
- d. Citywide Streetlight Replacement
- e. Traffic Accident Report Analysis
- f. Traffic Safety Studies
- g. Safety Improvement Plans
- h. Streetlight and Traffic Operations Design Support Services
- I. Traffic Safety Studies
- j. Traffic Calming Measures
- k. Fire Station Safety Project
- I. Continuous Shoulder Rumble Strips Interstate Freeway System
- m. Roadway Safety Training Certification
- n. Update D.C. Work Zone Control Manual

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
117 Facility:	Scenic Byways			2,000 c						SP	2,000	CE
From:										80 / 20 /		
To:												
Jurisdiction:	District of Columbia,									Total:	\$2,000	

Description:

a. Corridor Management Plan - Canal Road-Work includes developing a corridor management plan for the five-mile corridor of Canal Road in the District between the Maryland and District line along the Whitehurst Freeway to its terminus at Rock Creek Parkway. Activities include data collection and analysis, draft and plan preparation.

b. Scenic Byways Signage/Streetscape Enhancement-The District's Scenic Byways Signage and Corridor Improvements will include light standards and fixtures that reflect the historic character of a corridor; street furniture that is consistent with the corridor, surrounding architecture, and community needs; tree and shrub landscaping that establishes or supports the theme or view, or that can be used to eliminate gaps in a linear patters of vegetation; information signage and kiosks that are consistent with a coridor theme; pull-offs and other designated parking areas for corridor users that contribute to the enjoyment of an individual corridor; setbacks or other buffers to land uses that are inconsistent with a corridor theme; and, adoption of guidelines for design crosswalks, curb cuts, median strips and barriers, and other roadway design elements that are supportive of a corridor theme.

c. Scenic Byways, Corridor Management Plan - Pennsylvania Ave. - Develop a corridor management plan for Pennsylvania Avenue in the District between Maryland and District line to its terminus at M Street in Georgetown. Activities include data collection and analysis, draft and final plan preparation.

118 Facility:	Street Rehabilitation Program	7,158 a		28,941 c	22,257 c	26,420 a	6,870 a	12,570 a	12,570 a	Local	1,170	CE
From:	Wards 1 through	1,900 c				19,400 c	38,950 c	71,250 c	71,250 c	/ / 100		
To:	8									NHS	97,828	
Jurisdiction:	District of Columbia									80 / 20 /		
										State/Local	42,230	
										/ / 100		
										STP	169,250	
										80 / 20 /		
										Total:	\$310,478	

Description:

Roadway resurfacing, roadway reconstruction, and roadway upgrading will be combined into this new project. Each contract will be developed by Ward to perform resurfacing, reconstruction and upgrading within the same geographic area. This will produce a comprehensive improvement of a neighborhood and will reduce disruption in the community. A detailed coordinated plan will be prepared for the entire neighborhood with participation from community leaders prior to the beginning of construction. This plan would include when streets would be closed, parking management issues, movement of vehicular traffic, temporary bus routes and other mitigation measures to facilitate access into and out of the neighborhood.

Upgrading and reconstruciton will involve removal of existing roadway pavement and miscellaneous structures and replacing them with new roadway pavements, new curbs, gutters and other structures. Handicap access ramps to sidewalks, improved street lighting and storm water drainage system will also be part of this work. Resurfacing will involve milling of existing roadway surface to approximately two inches and repaving. Work will also include repair of or replace curbs, gutters, sidewalks and miscellaneous structures as necessary. Handicap access ramps to sidewalks, improved street lighting and storm water drainage system will also be part of this work.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
119	Facility: Traffic Congestion Mitigation From: To: Jurisdiction: District of Columbia	1,000 a		1,000 a	1,000 a	750 a	750 a			STP 80 / 20 /	3,500	CE
										Total:	\$3,500	
Description:		The purpose of this project is to identify neighborhoods affected by traffic congestion impacts, determine the causes of traffic congestion and identify alternative construction projects, traffic management strategies, and other transportation improvement strategies to reduce traffic congestion. Also, environmental studies will be prepared to assess how the proposed construction projects or traffic management studies will impact air and water quality in the District of Columbia										
120	Facility: Traffic Operations Improvements Citywide From: To: Jurisdiction: District of Columbia,	3,930 a 29,561 c		6,300 a 10,776 c	6,300 a 10,800 c	6,000 a 15,500 c	4,700 a 7,100 c	4,700 a 570 c	4,700 a 846 c	Local / NHS / STP /	3,000 14,340 60,952	CE(1) (4)
										Total:	\$78,292	
Description:		This project modifies and improves vehicular and pedestrian traffic control systems such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Installation of a variety of traffic engineering devices and construction of nominal geometric alterations. This project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Improved traffic flow on arterial streets will improve air quality a. Traffic Signal Maintenance b. Traffic Signal System Communications and Control Enhancements c. Traffic Signal System Operational Support d. Traffic Signal Control System Support e. Traffic Signal Bulb Replacement f. Moveable Barrier System g. Corridor Signing h. Guidesign Replacement i. Hot Thermoplastic Pavement Markings/Two-Way Plowable Prismatic Pavement Markings j. Raised Reflective Prismatic Markings k. Traffic Signal Improvements l. Consultant Design Services m. Wayfinding Signage n. Sign Inventory and Management System										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
121 Facility: Transportation Electrical Systems Citywide	887 a		762 a	724 a	724 a	100 a	100 a		Local	36,502	CE
From:	6,288 c		9,464 c	11,092 c	11,924 c	7,350 c	6,600 c		/ / 100		
To:									STP	12,338	
Jurisdiction: District of Columbia,									80 / 20 /		
									Total:	\$48,840	

Description: This project will renovate and replace the District's aging transportation electrical systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, obsolete navigational lights on bridges, and tunnel ventilation systems. Projects include:

- a. Streetlight Series Circuit Conversion
- b. Local Streetlight Conversion
- c. Street Light Replacement
- d. Streetlight Design Services
- e. Streetlight System Upgrade
- f. Electrical Systems Upgrade
- g. CW Painting of Streetlight and Traffic Signal Poles
- h. CW Street Light Maintenance
- i. Multiple Circuit Conversion

122 Facility: Transportation Signage Improvement Progra			1,200 c	1,200 c					NHS	864	CE(4)
From:									80 / 20 /		
To:									STP	1,536	
Jurisdiction: District of Columbia,									80 / 20 /		
									Total:	\$2,400	

Description: The District of Columbia Department of Transportation will implement sign standards for new way-finding signs to direct tourists and travelers to key destinations in the District. Funds are included in the Traffic Operations Improvements Section.

123 Facility: Traveler Information Centers & Interactive Information Kiosks							640 c	540 c	STP	1,180	CE(1)
From:									/ /		
To:											
Jurisdiction: District of Columbia									Total:	\$1,180	

Description: Identified as Action Item 7.2 in the District's Transportation Vision, Strategy, and Action Plan for the Nation's Capital." Work will include the design and construction of a system of coordinated information centers and interactive information kiosks to provide travelers and tourists with information of various transportation modes, attractions, event information, transportation maps, automated route and travel mode guidance and real-time travel condition information.

124 Facility: Urban Access/Boundary Street Initiative	3,000 c										EA(1)
From:											
To:											
Jurisdiction: District of Columbia,											

Description: The Boundary Street Safety Initiative will improve traffic safety through the construction and rehabilitation of boundary streets serving the Nation's Capital and the state of Maryland. This project will rehabilitate Eastern and Western Avenues. It will also provide for the study and design of missing segments along Eastern and Southern Avenues that will require new construction.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
Federal Lands Highway Program											
125 Facility: 12th Street Ramps From: Madison Dr. To: Constitution Ave. Jurisdiction:				250 c					Park Roads 100 / /	250	
									Total:	\$250	
Description: Rehab 12th Street Ramps between Madison and Constitution											
126 Facility: 4th St. and Madison From: To: Jurisdiction: District of Columbia,	400 c										
Description: Rehab Sidewalks at 4th St. and Madison											
127 Facility: Bridges over C & O Canal From: 29th, 30th, 31st Streets and To: Jeff. & Wisc. Aves. Jurisdiction:			4,600 c						STP/BR 100 / /	4,600	
									Total:	\$4,600	
Description: Reconstruct											
128 Facility: Broad Branch Road & Bridge From: Beach Drive To: Linnean Jurisdiction:				8,000 c					STP 100 / /	8,000	
									Total:	\$8,000	
Description: Rehab 1 bridge and Broad Br. Rd. (From Beach Dr. to Linnean)											
129 Facility: Constitution Ave. From: 15th Street To: 23rd Street Jurisdiction:				6,300 c		7,000 c			Park Roads 100 / /	13,300	
									Total:	\$13,300	
Description: Rehab 1.4 km Constitution Ave. (3.3 PLH, 3.0 PRA) Rehab Constitution Ave. (15th to 23rd Streets)											
130 Facility: D St. and E St. Bridges From: over I-395 To: Jurisdiction:	6,400 c										
Description: Rehab D St and E St bridges (#1138 & 1139) over I-395											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review	
131	Facility: George Washington Memorial Parkway From: Humpback Bridge To: Jurisdiction:			13,000 c	7,890 c					Park Roads 4,290 100 / / PLHD 16,600 100 / /			
											Total:	\$20,890	
Description:		Replace Humpback Bridge/Trial underpass/Accel Lane (7) Construct Bridge to Columbia Island Marina Rehab/Paint Bridges 013P, 014P, and 019P											
132	Facility: Georgetown University Entrance From: To: Jurisdiction:	2,500 c											
Description:		Recons. Georgetown University Entrance											
133	Facility: Independence Ave. From: 14th Street To: 17th Street Jurisdiction:			3,000 c						Park Roads 3,000 100 / /			
											Total:	\$3,000	
Description:		Rehab. EB and WB Independence Ave. from 14th to 17th											
134	Facility: Inlet and Outlet Bridge From: To: Jurisdiction:			950 c						Park Roads 950 100 / /			
											Total:	\$950	
Description:													
135	Facility: Jefferson Drive bridge From: 12th St. Expressway To: Jurisdiction:	1,400 c											
Description:		Rehab Jefferson Drive bridge over 12th St. Expressway											
136	Facility: Joyce Road Bridge From: Luzon Branch To: Jurisdiction:					110 c				Park Roads 110 100 / /			
											Total:	\$110	
Description:		Rehab Joyce Road bridge over Luzon Branch											

12/31/2003

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2004 - 2009

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
137	Facility: Kutz Bridge From: To: Jurisdiction:							1,300 c		Park Roads 100 / /	1,300	
Description: Rehab												
138	Facility: L'Enfant Promenade Bridge From: To: Jurisdiction:					11,500 c				STP 100 / /	11,500	
Description: Rehab L'Enfant Promenade Bridge												
139	Facility: Lincoln Circle From: To: Jurisdiction:	6,500 c		6,500 c						Park Roads 100 / /	6,500	
Description: Rehab.												
140	Facility: Madison Drive From: To: Jurisdiction:							275 c		Park Roads 100 / /	275	
Description: Resurface												
141	Facility: Ohio Drive and Old Constitution Ave. From: To: Jurisdiction:				2,000 c					Park Roads 100 / /	2,000	
Description: Rehab Ohio Dr. and Old Constitution Ave.												
142	Facility: Pennsylvania Ave. From: To: Jurisdiction:	3,000 c		17,000 c						NCPC/Section 33 100 / /	17,000	
Description: Utility Work & Security Work												
143	Facility: Q Street From: 14th Street To: Rhode Island Ave. Jurisdiction:			1,300 c						STP 100 / /	1,300	
Description: Rehab Q Street from 14th Street to R.I. Ave.												

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Total	Source	Environ. Review
144	Facility: Rock Creek Parkway From: Virginia Ave. To: Cathedral Jurisdiction:			4,000 c	5,500 c	4,000 c				Park Roads 100 / /	13,500	
										Total:	\$13,500	
Description: (4R)-Recon. RC Parkway from VA Ave to P St. & Thompsons Rehab Pkwy from P Street to Calvert Street Repave Pkwy from P St. to Calvert & Cathedral												
145	Facility: Ross Drive From: To: Jurisdiction:							350 c		Park Roads 100 / /	350	
										Total:	\$350	
Description: Repair												
146	Facility: Safety Improvements From: District-wide To: Jurisdiction:			6,000 c						STP 100 / /	6,000	
										Total:	\$6,000	
Description: Safety Improvements at 14 locations												
147	Facility: Southern Ave. Bridge From: over Suitland Parkway To: Jurisdiction:	7,000 c										
Description: Replace Southern Ave. Bridge over Suitland Parkway												
148	Facility: Taylor Street Bridge From: To: Jurisdiction:	13,000 c										
Description: Bridge Recon., Taylor Street												

Maryland

**Maryland Department of Transportation
State Highway Administration**

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Interstate												
1	Facility: I-270 From: Interchange at MD 117 including park and rid To: Jurisdiction: Montgomery County	3,483 c	3,843	4,414 c					STP 80/ 20/	4,414	CE Approved	
										Total:	\$4,414	
Description:	Construct a new northbound to eastbound ramp and a park and ride lot inside the loop of the new northeast quadrant of the I-270/MD 117 interchange and the associated widening of MD 117 necessary to allow MD 117 to operate at an acceptable level of service.											
2	Facility: I-270 From: Interchange at Watkins Mill Road Extended To: Jurisdiction:	4 a	4	4 a					NHS 80/ 20/	4	FONSI Approved	
										Total:	\$4	
Description:	Construct a new interchange at Watkins Mill Road Extended. This consists of a full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. This also includes two-lane Collector-Distributor roads on I-270 in the northbound and southbound directions and the completion of the four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355.											
3	Facility: I-270 (East Spur) From: Rockledge Dr. Connector and MD 187 To: Jurisdiction: Montgomery County	1,165 c	1,165	7,177 c					IM/HPP 80/ 20/	7,177	FONSI Approved	
										Total:	\$7,177	
Description:	Construct a new interchange on I-270 (east segment) at the Rockledge Drive Connector, upgrade the interchange at MD 187, and intersection improvements at MD 187 and Tuckerman Lane.											
4	Facility: I-270 (West Spur) From: Interchanges at Democracy Blvd and Westla To: Jurisdiction: Montgomery County	11,842 c	45	45 b 4,934 c					NHS/IM 80/ 20/	4,979	FONSI Approved	
										Total:	\$4,979	
Description:	Reconstruct and upgrade the I-270 West Spur Interchange at Democracy Boulevard and construct a new interchange at Westlake Terrace (formerly Fernwood Road).											
5	Facility: I-270/US 15 Corridor From: Shady Grove Metro To: I-70 Jurisdiction: Montgomery County, Frederick County,	2,000 a	2,000	3,000 a					NHS 80/ 20/	3,000	DEIS Under review	
										Total:	\$3,000	
Description:	Alternative 3 consists of a mix of additional auxiliary lanes, collector/distributor lanes, and HOV lanes between I-370 and I-70 in Frederick. It includes two new full movement interchanges at Newcut Road and MD 75, and two HOV only direct access ramps to transit stations at Metropolitan Grove and Shady Grove via I-370.											

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
6 Facility: I-70 - Phases 2B, 2C, 2D, 3 and 4 From: Mount Phillip Road To: MD 144FA Jurisdiction: Frederick County		4,217	294 a 8,698 b						IM 80 / 20 /	8,992	FONSI Approved
Description:	Phase II B - Construction of SWM ponds A&B; Grading of Walsler Drive embankment; Pump Stations A&B; Force Main up East Street Extended; Cost - \$17 million; \$8 million of IM funds added for RW and some PE										
	Phase II C - The MD 85 interchange and ramps; Completion of Walsler Drive; MD 355 from just south of Walsler Drive to the northern project limit; Necessary widening of I-70 associated with the above improvements;										
	Phase II D - The Patrick Street roundabout and Ramp E; Reconstruction of Ramp C, Ramp D, and Reich's Ford Road; The I-70 bridges over Reich's Ford Road; The Reich's Ford Road Pumping Station; Ultimate Widening on I-70;										
	Phase III - Construction of new MD 355 structure over I-70.										
	Phase IV - Widening westbound I-70 from I-270 to Mt. Philip Road.										
7 Facility: I-70 (Phase IIA) From: MD 85 Extended/MD 355 To: Jurisdiction: Frederick County	8,666 c	8,666	15,856 c						IM 80 / 20 /	15,856	FONSI Approved
Description:	Phase IIA - Construct Relocated MD 85 at MD 355 intersection including MD 85 Extended bridge over I-70; construct ramps from EB I-70 to MD 85 Extended and MD 355, and widen MD 355 from south of I-70 for approximately 2000 feet.										
8 Facility: I-95 From: Contee Road Relocated w/ CD Roads To: Jurisdiction: Prince George's County,		600	4,993 a						NHS 80 / 20 /	4,993	DEIS Proposed for Preparation
Description:	Construct a new interchange at Contee Road Relocated with two lane collector-distributor roads northbound and southbound from north of MD 212 to north of MD 198.										
9 Facility: I-95/I-495 (Capital Beltway) From: American Legion Bridge To: Woodrow Wilson Bridge Jurisdiction: Montgomery County, Prince George's County	1,450 a	1,450	2,144 a						NHS 80 / 20 /	2,144	DEIS Under Preparation
Description:	Project planning study for upgrading the Maryland portion of the Capital Beltway.										
10 Facility: I-95/I-495 (Capital Beltway) From: Interchange at Ritchie Marlboro Road To: Jurisdiction: Prince George's County	3,947 c	3,947	4,582 c						NHS 80 / 20 /	4,582	FONSI Approved
Description:	Construct a new diamond interchange at Ritchie Marlboro Road with roundabouts at the ramp termini.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
11 Facility: I-95/I-495 (Capital Beltway) From: Branch Avenue Metro Access To: Jurisdiction: Prince George's County,		1,999	2,609 a						CMAQ 80 / 20 /	2,609	CE Approved
									Total:	\$2,609	
Description:	Construct a flyover ramp from the Capital Beltway inner loop to southbound MD 5. Construct a four-lane direct access road (approximately 2400 feet) between MD 5 and the Branch Avenue Metro Station. This project would include: A grade-separated signalized structure in the MD 5 median between Auth Road and Auth Way to eliminate the existing traffic signal at the MD 5/Auth Road intersection. WB traffic on Auth Road will use the structure to access MD 5 and the outer loop Capital Beltway. Provide four through lanes and a left-turn lane along Auth Road from Auth Place to MD 5.										
12 Facility: I-95/I-495 (Capital Beltway) From: Interchange at Greenbelt Metro Station To: Jurisdiction: Prince George's County	608 a	608	7,492 a						NHS 80 / 20 /	7,492	DEIS Under Preparation
									Total:	\$7,492	
Description:	Construct a full interchange along the Capital Beltway at the Greenbelt Metro Station.										
13 Facility: I-95/I-495 Woodrow Wilson Bridge From: MD 210 Interchange To: Virginia Line Jurisdiction: Prince George's County,		106,021	8,166 a 1,700 b 199,000 c						Fed/State 80 / 20 /	208,866	SFEIS Approved
									Total:	\$208,866	
Description:	Replace the existing Woodrow Wilson Bridge with two side-by-side, 70 foot clearance drawbridges on the current alignment, along with associated interchange improvements. The facility will open as a 10 lane facility, consisting of two weave/merge lanes, four local lanes and four express lanes.										
14 Facility: I-95/I-495/Arena Drive Interchange From: MD 214 To: MD 202 Jurisdiction: Prince George's County			2,000 a						State / 100 /	2,000	DEIS Proposed for preparation
									Total:	\$2,000	
Description:	Construct a fully operational interchange along I-95/I-495 at Arena Drive.										
15 Facility: UM Connector From: I-95/I-495 Interchange To: University of Maryland campus Jurisdiction: Prince George's County			1,000 a						State / 100 /	1,000	DEIS Proposed for preparation
									Total:	\$1,000	
Description:	Study to provide improved access to the University of Maryland campus in College Park.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Primary											
16 Facility: Intercounty Connector From: I-270 To: I-95/US 1 Jurisdiction: Montgomery County, Prince George's County	65,000 a		79,400 b						STP/Garvee Bon / 100 /	79,400	DEIS Proposed for preparation
									Total:	\$79,400	
Description:	Study to construct new east-west multi-modal highway in Montgomery and Prince George's Counties between I-270 and I-95/US 1.										
17 Facility: MD 210 (Indian Head Highway) From: MD 228 To: Capital Beltway Jurisdiction: Prince George's County	488 a	200	200 a						NHS 80 / 20 /	200	FEIS Under preparation
									Total:	\$200	
Description:	This project includes the following improvements along MD 210, from MD 228 to I-95/I-495: Intersection Improvements Provide right-in and right-out at Wilson Bridge Drive Provide interchanges at Livingston Road/Kerby Hill Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Livingston Road/Swan Creek Road intersections										
18 Facility: MD 3 (Robert Crain Highway) From: US 50 To: Anne Arundel County Line Jurisdiction: Prince George's County,		1,014	1,190 a						STP 80 / 20 /	1,190	DEIS Under preparation
									Total:	\$1,190	
Description:	MD 3 is currently a four-lane divided principal arterial serving north/south travel from US 50 to I-97. This project will upgrade MD 3 in Prince George's and Anne Arundel Counties to a 4-6 lane roadway with improved access control.										
19 Facility: US 15 Catocin Mountain Highway From: MD 26 Liberty Road To: Jurisdiction: Frederick County,	100 a	100	146 a						NHS/Local 50 / 20 / 30	146	CE Proposed for preparation
									Total:	\$146	
Description:	Constructing a directional ramp from westbound MD 26 to northbound US 15.										
20 Facility: US 29 (Columbia Pike) From: Briggs Chaney Road To: Jurisdiction: Montgomery County,	3,750 b	1,624	325 b 47,014 c						NHS 80 / 20 /	47,339	FEIS Approved
									Total:	\$47,339	
Description:	Construction of an interchange at US 29/Briggs Chaney Road.										
21 Facility: US 29 (Columbia Pike) From: Musgrove/Fairland Road To: Jurisdiction: Montgomery County	700 a		3,298 a 5,008 b						NHS 80 / 20 /	8,306	FEIS Approved
									Total:	\$8,306	
Description:	Construct an interchange at Musgrove/Fairland Road.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
22 Facility: US 29 (Columbia Pike) From: Stewart Lane, Tech Road, Greencastle Road, To: and Blackburn Road Jurisdiction: Montgomery County,		1,975	1,805 a 6,705 b						NHS 80/ 20/	8,510	FONSI Approved
									Total:	\$8,510	
Description:	Construct interchanges along US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.										
23 Facility: US 29 (Columbia Pike) From: MD 198 To: Jurisdiction: Montgomery County,		14,354	994 b 22,105 c						NHS 80/ 20/	23,099	FEIS Approved
									Total:	\$23,099	
Description:	Engineering, right-of-way acquisition, and construction for an interchange on US 29 at MD 198. This project includes the relocation of US 29 at MD 198.										
24 Facility: US 29 (Columbia Pike) From: Randolph Road To: Jurisdiction: Montgomery County,		7,553	163 b 18,619 c						NHS/HPP 80/ 20/	18,782	FEIS Approved
									Total:	\$18,782	
Description:	Construct an interchange at US 29/Randolph Road.										
25 Facility: US 301 From: North of Mount Oak Road To: US 50 Jurisdiction: Prince George's County	424 a	329	329 a						NHS 80/ 20/	329	FEIS Tier1 Approved
									Total:	\$329	
Description:	Widen US 301 from north of Mount Oak Road to US 50. Construct an interchange with a service road at MD 197. Upgrade MD 197 from US 301 to Mitchellville Road.										
26 Facility: US 301 Northern Corridor Transportation Stu From: South of MD 5 at T.B. To: Mount Oak Road Jurisdiction: Prince George's County		693	205 a 29,465 b						NHS 80/ 20/	29,670	FEIS Approved
									Total:	\$29,670	
Description:	Project planning study and right-of-way preservation along US 301, from south of MD 5 at T.B. to Mount Oak Road.										
27 Facility: US 50 (John Hanson Highway) From: Columbia Park Road To: Jurisdiction: Prince George's County,	2,838 c	2,838	207 b 3,982 c						NHS/HPP 80/ 20/	4,189	CE Approved
									Total:	\$4,189	
Description:	Construct a missing ramp from northbound Columbia Park Road to eastbound US 50. Currently there is no direct access to eastbound US 50 at this interchange. Reconstruct Columbia Park Road from 64th Street to Cheverly Avenue.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Secondary											
28 Facility: East-West Intesection Improvement Program	13,408 c		100 a						CMAQ	35,700	CE Approved
From: Categories I & II			1,417 b						80/ 20/		
To: Jurisdiction: Montgomery County, Prince George's County			34,183 c						<i>Total:</i>	<i>\$35,700</i>	
Description:	<p>This project includes a series of minor intersection improvement projects that would relieve traffic congestion and improve east-west travel between I-270 and US 1. Category I (Short term at grade improvements) includes the following projects:</p> <ul style="list-style-type: none"> MD 28/East Gude Drive Intersection (Complete) MD 97/Emory Lane Intersection (Complete) MD 650/Ednor Road Intersection (Complete) MD 115/Redland Road Intersection (Complete) MD 115/Shady Grove Road Intersection (Complete) MD 355/Shady Grove Road Intersection (Under Construction) MD 355/MD 124 Intersection (Complete) MD 97/Bel Pre Road Intersection (Under Construction) MD 182/Norwood Road Intersection (Complete) MD 187/Tuckerman Lane Intersection (Under Construction) MD 198/Sweitzer Lane Intersection (Complete) MD 201/MD 212 Intersection (Complete) MD 212/Cherry Hill Road Intersection (Complete) US 1/MD 198 Intersection (Complete) <p>Category II (Mid term at-grade improvements) includes the following:</p> <ul style="list-style-type: none"> MD 117/MD 124 Intersection MD 355/Gude Drive Intersection MD 185/MD 586 Intersection MD 586/Aspen Hill Road Intersection MD 586/Randolph Road Intersection US 1/Cherry Lane Intersection (Complete) MD 650/Randolph Road MD 650/MD 108 MD 97/Forest Glen Road I-270/Shady Grove Road Interchange Ramp Improvements (Developer funded) I-270/MD 28 Interchange Ramp Improvements (Developer funded) MD 410/MD 185 MD 650/Lockwood Drive MD 650/Michelson Road MD 650/Schindler Drive/Mahan Road MD 650/Powder Mill Road MD 650/US 29 										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
29	Facility: MD 115, Muncaster Mill Road From: MD 28 To: MD 124 Jurisdiction: Montgomery County,		1,340	138 a 1,844 b 6,208 c						STP 80/ 20/	8,190	CE Under review	
											Total:	\$8,190	
Description:	Provide safety improvements along MD 115 from MD 28 to MD 124. Improvements will concentrate on horizontal and vertical deficiencies in the road as well as spot intersection improvements. MD 115 experiences a high number of accidents and several intersections are identified as high accident intersections. MD 115 has poor vertical and horizontal curves and sight distance problems.												
30	Facility: MD 117 (Clopper Road) From: Great Seneca Park To: I-270 Jurisdiction: Montgomery County,		1,356	2,600 a						STP 80/ 20/	2,600	CE Approved	
											Total:	\$2,600	
Description:	Intersection improvements along MD 117, from Great Seneca Park to I-270.												
31	Facility: MD 124 (Woodfield Road) From: Midcounty Highway To: Warfield Road Jurisdiction: Montgomery County,	4,103 a	2,975	2,975 a						STP 80/ 20/	2,975	CE Under review	
											Total:	\$2,975	
Description:	Reconstruct MD 124 (Woodfield Road), from Midcounty Highway to Warfield Road. Sidewalks to be included where appropriate. Wide curb lanes will accommodate bicycles.												
32	Facility: MD 201 Extended/US 1 From: I-95/I-495 To: MD 198 Jurisdiction: Prince George's County	700 a	700	1,150 a						STP 80/ 20/	1,150	DEIS Under preparation	
											Total:	\$1,150	
Description:	Study to reconstruct US 1 and/or construct an extension of MD 201 from Sunnyside Avenue to 198 as a four-lane divided highway in order to improve traffic operations along these roadways. Includes an interchange at US 1 at MD 212.												
33	Facility: MD 212 Relocated (Ammendale/Virginia Man From: US 1 To: I-95 Jurisdiction: Prince George's County,	5,014 c	5,014	6,941 c						State/Local / 100/	6,941	N/A	
											Total:	\$6,941	
Description:	Construct a four to six lane divided roadway along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way, from US 1 to I-95.												
34	Facility: MD 28 (Darnestown Road) From: Riffle Ford Road To: Great Seneca Highway (MD 119) Jurisdiction: Montgomery County	44 b 13,646 c	13,690	303 b 18,568 c						STP 80/ 20/	18,871	FEIS Approved	
											Total:	\$18,871	
Description:	Upgrade MD 28 to a 4/6 lane divided highway from Riffle Ford Road to MD 119 (Great Seneca Highway). A 6-lane section will be provided from Muddy Branch Road to MD 119. Sidewalks will be included as appropriate. A separate bicycle/ped facility will be included on the north side of MD 28, from MD 119 to Owens Glen Way. Wide curb lanes will accommodate bicycles.												
35	Facility: MD 28 (Norbeck Road) / MD 198 (Spencerville From: MD 97 To: I-95 Jurisdiction: Montgomery County, Prince George's County		210	567 a						STP 80/ 20/	567	DEIS Proposed for preparation	
											Total:	\$567	
Description:	Upgrade MD 28/MD 198 to a 4-lane divided highway from east of MD 97 to Old Gunpowder Road, and to a 6-lane divided highway from Old Gunpowder Road to I-95 in Montgomery and Prince George's Counties. Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate. An 8' Hiker/Biker path will be constructed along the south side from MD 650 to I-95.												

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
36	Facility: MD 28 (West Montgomery Ave.) From: MD 355/Middle Ln, MD 355/MD 28 & MD 28/ To: Jurisdiction: Montgomery County,		224	620 a						STP 80 / 20 /	620	EA Proposed for preparation	
											Total:	\$620	
Description:	Study to construct interchange improvements at MD 355/Middle Lane, MD 355/MD 28 and MD 28/MD 586/MD 911 in Montgomery County. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.												
37	Facility: MD 355 (Rockville Pike) From: CSX RR & Interchange @Montrose/Randolph To: Jurisdiction: Montgomery County,	5,302 a	4,230	4,230 a						STP 80 / 20 /	4,230	DEA Approved	
											Total:	\$4,230	
Description:	Construct a CSX Railroad grade separated crossing and interchange improvements on Randolph Road/Montrose Road.												
38	Facility: MD 414 Extended From: MD 210 To: I-295 Jurisdiction: Prince George's County	5,555 c	5,555	3,850 a 48,488 c						State / 100 /	52,338	FEIS Approved	
											Total:	\$52,338	
Description:	This project consists of the following improvements: A four lane divided roadway between MD 210 and the I-295/I-495 interchange. Including the reconstruction of existing Oxon Hill Road and new construction. A loop ramp connecting the proposed MD 414 Extended to the proposed Waterfront Main Road. Roadway network connecting the Beltway Parcel with the Waterfront Parcel.												
39	Facility: MD 450 (Annapolis Road) From: MD 193 To: Stonybrook Drive Jurisdiction: Prince George's County		12,588	4,376 b 15,198 c						STP 80 / 20 /	19,574	FONSI Approved	
											Total:	\$19,574	
Description:	Construction and right-of-way acquisition for the widening of MD 450, from MD 193 to Stonybrook Drive (5.8 miles). *Six-lane divided roadway - MD 193 to Bell Station Road. *Four-lane divided roadway with 8' outside shoulders - Bell Station Road to MD 197. *Four-lane divided roadway, no shoulders - MD 197 to Stonybrook Drive.												
40	Facility: MD 450 (Annapolis Road) From: Overpass at CSX railroad crossing To: Jurisdiction: Prince George's County,		3,097	207 b 47,895 c						STP 80 / 20 /	48,102	FONSI Approved	
											Total:	\$48,102	
Description:	Construction of a highway-railroad grade separated-crossing and intersection improvements near the Peace Cross.												
41	Facility: MD 450 (Annapolis Road) From: Whitfield Chapel Road To: Seabrook Road Jurisdiction: Prince George's County		4,803	10,060 c						STP 80 / 20 /	10,060	FONSI Approved	
											Total:	\$10,060	
Description:	Upgrade and widen existing MD 450 to a multilane divided highway from east of Whitefield Chapel Rd. to Seabrook Rd.												

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
42 Facility: MD 475 (East Street Extended) From: South Street To: proposed Monocacy Boulevard Jurisdiction: Frederick County,		50	188 a						STP/Local 80/ 20/	188	FONSI Approved
Description:	Extend East Street from South Street to proposed Monocacy Boulevard (I-70 project). Includes sidewalks where appropriate and wide curb lanes will accommodate bicycles.										
43 Facility: MD 85 (Buckeystown Pike) From: English Muffin Way To: north of Grove Road Jurisdiction: Frederick County		100	400 a						Local / / 100	400	CE/4f Proposed for preparation
Description:	Upgrade MD 85 to a four to six-lane divided highway from English Muffin Way to north of Grove Road. Widen MD 85 to a four-lane divided highway from south of English Muffin Way to the State Highway Administration/Westview development complex, then 6 lanes through the I-270 interchange, then 4 lanes from north of Spectrum Drive to Grove Road. The interchange at I-270/MD 85 will be partially reconstructed as part of this line item. There are no capacity improvements anticipated north of Grove Road where MD 85 will remain 4 lanes. Auxilliary lanes where necessary.										
44 Facility: MD 97 (Brookeville Bypass) From: South of Brookeville To: North of Brookeville Jurisdiction: Montgomery County	250 a	250	300 a						STP 80/ 20/	300	DEIS Under preparation
Description:	Construct a new two-lane roadway on MD 97 from south of Brookeville to north of Brookeville. Two-lane roadway relocated west of Brookeville with two roundabouts: at Brookville Road and southern termini on MD 97. Alternative 7 Modified is the selected alternate.										
45 Facility: MD 97 (Georgia Avenue) From: MD 28 (Norbeck Road) To: Jurisdiction: Montgomery County,		1,800	2,680 a						STP 80/ 20/	2,680	EA Under preparation
Description:	Construct interchange improvements along MD 97 at MD 28. Alt 7 VE Modified (selected alternate) Relocated MD 28 under MD 97.										
46 Facility: MD 97 (Georgia Avenue) From: Randolph Road To: Jurisdiction: Montgomery County,		1,100	3,480 a						STP 80/ 20/	3,480	CE Approved
Description:	Construct interchange improvements at MD 97 and Randolph Road. Includes sidewalks where appropriate and wide curb lanes will accommodate bicycles. Alternative C - Randolph Road under MD 97										
47 Facility: Safety and Spot Improvements From: Areawide To: Jurisdiction: Frederick, Montgomery, Prince George's Cou		14,505	1,000 a 10,489 c	1,000 a 9,927 c	1,000 a 4,462 c				IM 80/ 20/ NHS 80/ 20/ STP 80/ 20/	4,361 4,821 18,696	CE Approved
Description:	Roundabouts, geometric improvements, slope repairs, pedestrian crossings, rail crossings, safety improvements, intersection realignment, drainage improvements, pavement marking and joint sealing.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
48 Facility: US 1 (Baltimore Avenue) From: College Avenue To: Cherry Hill Road Jurisdiction: Prince George's County,	148 a	148	148 a						STP 80/ 20/	148	FEIS Under preparation
									<i>Total:</i>	<i>\$148</i>	
Description:	Reconstruct US 1, from College Avenue to I-95/I-495. Reconstruct US 1, from College Avenue to Cherry Hill Road to provide a four-lane divided roadway with appropriate sidewalks. Provide turn-lanes at major intersections as appropriate. Widen US 1, from Cherry Hill Road to I-95/I-495 to a six-lane divided roadway with turn lanes at major intersections as appropriate.										
49 Facility: US 1, Baltimore Avenue From: Cherry Hill Road To: I-95/I-495 Jurisdiction: Prince George's County											N/A
Description:	Widen US 1, from Cherry Hill Road to Sunnyside Avenue, to a six-lane divided roadway with sidewalks.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Enhancement											
50 Facility: Enhancement Program	18,938 c	18,938	30,258 c						STP	30,258	PCE or CE
From: Areawide									50/ 0/ 50		
To:											
Jurisdiction: Montgomery County, Prince George's County									<i>Total:</i>	<i>\$30,258</i>	
Description:	The following projects are included in FY 2004 annual element: 2) Rockville I-270/MD 28 Bridges and Trail 3) Civil War Driving Tour - Antietam, Gettysburg 4) East Street Landscaping 5) Archeology in Frederick County 6) Rockville Millennium Trail -Phase II 7) National Capital Trolley Museum Display Facility 8) Maryland Historic Highway Bridge Publication 9) Wetlands Restoration Program 10) Watershed Revitalization Partnership Program 11) Prince George's County Gateway Signs 12) Districts Heights Trail 13) Forest Glen Pedestrian Bridge 14) Rock Creek Watershed Restoration 15) Bethesda Trail Bridges over I-270/Tuckerman Lane 16) Bowie New Town Center Pedestrian Bridge 17) Archaeological Artifacts Cataloging/Preservation 18) Storm Water Management Pond - Aesthetic Retrofits 19) Urban Storm Water Retrofit Pilot Program 20) Anacostia Restoration Project 21) Archaeological and Historic Sites Data 22) National Road National Register Nomination Project 23) Civil War Site Easements-South Mountain Battlefield 24) Emmittsburg Welcome Center 25) Functional Enhancement of Stormwater Management Facilities 26) Keep Maryland Beautiful-III 27) Korean War Veterans Memorial Signs 28) North Bethesda Trail 29) Rockville Millennium Trail-Southern Connection 30) Smart Moves										

12/31/2003

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2004 - 2009

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
CMAQ											

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
51 Facility: CHART	4,706 a		5,020 a	2,639 a					CMAQ/ID	34,000	PCE
From:	15,094 c		16,880 c	9,461 c					80 / 20 /		Proposed for preparation
To:											
Jurisdiction: Montgomery County, Prince George's County									Total:	\$34,000	
Description:	<p>CHART's projects can be classified into the following categories:</p> <p>Traffic and Roadway Monitoring Through the continuous real time evaluation of data received from variety of sources, CHART works to facilitate speed control and accelerate incident response time along our major highways. Field data is gathered from the following sources: Overhead and traffic speed detectors Placement or modification of in-pavement loop detectors Close circuit television camers (CCTV) Toll free #77 cellular call-in system Field survey data from police and SHA patrols Pavement weather sensors</p> <p>System Intergration includes the following: Improving the existing system Communication with other State agencies and local government's Intelligent Transportation Systems. Development of state of art automation known as CHART II to manage traffic and facilitate quick response to incidents and special traffic events The objectives of CHART II are as follows: 1) Develop methods to accelerate the detection and response to traffic problems associated with incidents and special events. 2) Develop a system that is easily maintained and upgradeable. 3) Develop a system that is easy to learn and operate 4) Develop a system that can effectively communicate with other State and local government agencies. 5) Enhance and expand the capabilities of CHART II to include interoperability with all MDOT modes, local juisdiction and regional agencies.</p> <p>Communication Network: The ability to transmit and receive real time data from MDOT facilities, field personnel, remote sensing devices, and Traveler Information Service apparatus is a critical part of CHART operations. To ensure that communications are transmitted clearly and accurately, as well as economically responsible, the following strategies may be applied: Collect, process, and disseminate real time information concerning transportation system Provide areawide connectivity between local area networks the State through internet access, network management and Automated Vehicle Location (AVL). Studies to evaluate life-cycle costs for leased line network versus privately owned fiber optic networks. Integrate Automated Vehicle Location system into CHART system Develop and/or implement an Asynchronous Transfer Mode (ATM) network Install ATM switch/notes at various strategic locations Expand the existing network to include all MDOT modes, local juisdiction and regional agencies.</p> <p>Traveler Information Service (TIS): CHART currently manages a TIS system that provides pre-trip and en-route travelers information concerning travel conditions. The expansion of this service will be accomplished through the following: Provide pre-trip and en-route traveler information during weekday peak periods, major special events, seasonal recreational peaks, incidents and major road construction activities. Maintain and expand the Traveler Advisory Radio network Maintain and expand the number of static message signs along interstate and major arterials roadways Maintain and expand the number of Dynamic Message Signs along interstate and major arterial roadways. Post information regarding travel conditions on CHART wed site</p>										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
<p>Maintain and expand the number of information kiosks.</p> <p>Incident Management: To facilitate the quick and efficient removal of non-reoccurring incidents CHART employees the following equipment and technology: Toll free #77 cellular phone call in system Emergency Traffic Patrol (ETP) vehicles, are typically pick up trucks and vans. Emergency Response Units (ERU) are typically tow trucks. Freeway Incident Traffic Management (FITM) Trailers: These trailers are specially equipped to assists on site incident response personnel. Continued implementation of a "Clear the Road" policy which allows SHA incident response personnel the discretion remove vehicles from the roadway prior to the arrival of public towing services.</p> <p>Emergency Weather Operations: During periods of severe weather, CHART services are expanded. In addition to regular CHART operations the following devices, activities and techniques are employed to maximize SHA's ability to maintain favorable travel conditions. Roadway Weather Information System (RWIS) is a series of remote sensing weather stations that provide real time information regarding temperature, precipitation and road conditions. Access to National Weather Service reports Communication and integration of neighboring states RWIS information. Weather and roadway condition monitoring through the use of roving patrol vehicles that report via radio to CHART operation center. Use automated vehicle location technology to assist in the effective deployment of emergency response vehicles and snow plows. Expand the RWIS and connect them to similar systems operated by neighboring states. Maintain the link or expand the connection between the RWIS and the roving patrols and the National Weather System. Install and or upgrade RWIS, cameras, and the Emergency Operations Reporting Systems.</p>											
52 Facility:	Park and Ride Lots	1,900 a		2,100 b	260 b				CMAQ	7,710	CE
From:		940 b		1,270 c	4,080 c				80/ 20/		Proposed for preparation
To:		3,000 c									
Jurisdiction:									Total:	\$7,710	
Description:	<p>The following projects are included in FY 2004 annual element: MD 194/Main Street in Woodsboro - new 25 space lot I-270/MD 121 - new 500 space lot US 340/Mount Zion Road - new 25 space lot MD 5/US 301 - new 970 space lot</p>										
53 Facility:	Signal Systemization Program	1,200 c		500 a	500 a				CMAQ	4,000	PCE
From:				1,500 c	1,500 c				80/ 20/		Approved
To:											
Jurisdiction:	Prince George's County, Frederick County,								Total:	\$4,000	
Description:	Optimize signal systems on a recurring basis.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
TERMs											
54 Facility:	Commuter Operations Center	165 a		169 a	174 a	181 a	187 a		State/Local	711	N/A
From:	Areawide								/ 50/ 50		
To:											
Jurisdiction:	Montgomery County, Prince George's County								Total:	\$711	
Description:	Commuter Operations Center										
55 Facility:	M101A: Mass Marketing Campaign	459 a		367 a	270 a	225 a	225 a		State	1,087	N/A
From:	Areawide								/ /		
To:											
Jurisdiction:	Montgomery County, Prince George's County								Total:	\$1,087	
Description:	M101A: Mass Marketing Campaign.										
56 Facility:	M47C: Employer Outreach - Guaranteed Rid	1,182 c		1,182 c	1,182 c	1,182 c	1,182 c		State	4,728	N/A
From:									/ 100/		
To:											
Jurisdiction:	Montgomery County, Prince George's County								Total:	\$4,728	
Description:	The information would be integrated into ongoing Employer Outreach/Guaranteed Ride Home (M47C) and Commuter Connection activities.										
57 Facility:	M70B: Employer Outreach for Bicycles	6 c		6 c	6 c	6 c	6 c		State	24	N/A
From:									/ 100/		
To:											
Jurisdiction:	Montgomery County, Prince George's County								Total:	\$24	
Description:	This measure would provide information to business about encouraging their employees to bike to work.										
58 Facility:	Taxicab Replacement	990 c		1,980 c	990 c	990 c	990 c		Misc. State Fund	4,950	N/A
From:									/ 100/		
To:											
Jurisdiction:	Montgomery County, Prince George's County								Total:	\$4,950	
Description:	Subsidize the replacement of older taxis with new or alternatively fueled vehicles to obtain emissions reductions benefits.										
59 Facility:	Telecommuting/Telework Centers	60 c		60 c	60 c	60 c	60 c		State	240	N/A
From:	areawide								/ 100/		
To:											
Jurisdiction:	Montgomery County, Prince George's County								Total:	\$240	
Description:	Provide maximum encouragement for telecommuting from home in the short term and start developing regional centers on a small scale and expand as demand increases. This measure is associated with the Redskins Stadium project.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Other											
60 Facility: Bridge Replacement/Rehabilitation	18,290 c		16,500 c	1,687 c	17,470 c				BR	35,657	PCE
From: Areawide									80/ 20/		Approved
To:											
Jurisdiction: Montgomery County, Prince George's County									Total:	\$35,657	
Description: Structural replacements, bridge deck rehabilitation, superstructure replacements, bridge parapet reconstruction, and painting.											
61 Facility: Environmental Projects	750 c	6,510	8,420 c	9,800 c	4,300 c				IM	2,260	PCE
From: Areawide									80/ 20/ 0		Approved
To:									NHS	18,000	
Jurisdiction:									80/ 20/ 0		
									STP	2,260	
									80/ 20/ 0		
									Total:	\$22,520	
Description: Noise abatement, wetland replacement, reforestation & landscape planting.											
62 Facility: Neighborhood Conservation Program		9,000	8,730 c	3,200 c					NHS	1,193	CE
From: Areawide									50/ 50/		Approved
To:									STP	10,737	
Jurisdiction: Montgomery, Prince George's, Frederick Cou									50/ 50/		
									Total:	\$11,930	
Description: Statewide transportation projects in designated revitalization areas.											
63 Facility: Resurfacing and Rehabilitation		39,275	32,899 c	36,400 c	37,788 c				IM	80,153	PCE
From: Areawide									80/ 20/		Approved
To:									NHS	13,467	
Jurisdiction: Montgomery, Prince George's, Frederick Cou									80/ 20/		
									STP	13,467	
									80/ 20/		
									Total:	\$107,087	
Description: Pavement milling overlay concrete patching.											
64 Facility: Right-of-Way Acquisition	5,000 b		5,000 b	5,000 b	5,000 b				NHS/STP	15,000	PCE
From: Areawide									80/ 20/		Proposed for preparation
To:											
Jurisdiction: Montgomery County, Prince George's County									Total:	\$15,000	
Description: Hardship right-of-way preservation statewide.											
65 Facility: Sidewalk Retrofit Program		1,200	933 c	670 c					State	1,603	N/A
From: Areawide									/ 50/ 50		
To:											
Jurisdiction: Statewide									Total:	\$1,603	
Description: Construct sidewalks along state routes.											

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
66 Facility: Signals, Signing and Lighting From: Areawide To: Jurisdiction: Statewide		9,147	1,000 a 8,567 c	1,000 a 8,937 c	1,000 a 9,905 c				IM 80/ 20/ NHS 80/ 20/ STP 80/ 20/ Total:	4,430 4,430 21,549 \$30,409	PCE Approved
Description: New or reconstruct signals, signing and lighting.											
67 Facility: Urban Reconstruction From: Areawide To: Jurisdiction: Montgomery County, Prince George's County		1,300	2,500 c	833 c	2,330 c				NHS 80/ 20/ STP 80/ 20/ Total:	1,133 4,530 \$5,663	CE Approved
Description: Rehabilitation or reconstruction which would include drainage, curb and gutter, pavement milling and resurfacing, streetscapes, sidewalks, signs, markings, and lighting.											

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Federal Lands Highway Program													
68	Facility: Bailey Bridge From: To: Jurisdiction:	600 c		859 c						Refuge Roads 100 / /	859		
Description: Reconstruct											<i>Total:</i>	\$859	
69	Facility: Bald Eagle Dr. and From: Lake Reddington Bridge To: Jurisdiction:			340 c						Refuge Roads 100 / /	340		
Description: Repave Bald Eagle Dr. and Lake Reddington Bridge											<i>Total:</i>	\$340	
70	Facility: Bridge over BW Parkway (1P) From: To: Jurisdiction:	2,000 c											
Description: Recon., 1 Bridge over BW Parkway (1P)													
71	Facility: Clara Barton Parkway From: To: Jurisdiction:	1,400 c						2,400 c		Park Roads 100 / /	2,400		
Description: Smoothride Clara Barton Parkway. Reconstruct CB Parkway/Glen Echo Interchange.											<i>Total:</i>	\$2,400	
72	Facility: Great Falls Entrance Road From: C & O Canal To: Jurisdiction:			1,500 c						Park Roads 100 / /	1,500		
Description: Rehab., Great Falls Entrance Road @ C&O Canal											<i>Total:</i>	\$1,500	
73	Facility: I-495/Baltimore Washington Parkway From: To: Jurisdiction:				4,200 c					Park Roads 100 / /	4,200		
Description: Rehab., Bridge decks I-495 B/W Parkway											<i>Total:</i>	\$4,200	
74	Facility: Minnehaha Bridge From: Glen Echo Parking To: Jurisdiction:			500 c						Park Roads 100 / /	500		
Description: Repair erosion at Minnehaha Bridge at Glen Echo Parking											<i>Total:</i>	\$500	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
75 Facility: Old Forge Bridge From: To: Jurisdiction:	950 c											
Description: Reconstruct												
76 Facility: Patuxent Research Refuge From: Visitors Center Parking To: Jurisdiction:					500 c				Refuge Roads 100 / /	500		
										<i>Total:</i>	\$500	
Description: Rehab of Visitors Center Parking												
77 Facility: Pt. Of Rocks & River Park Rd Bridge From: C & O Canal To: Jurisdiction:			460 c						Park Roads 100 / /	460		
										<i>Total:</i>	\$460	
Description: Rehab., Pt. Of Rocks & River Park Rd Bridge over C&O Canal												
78 Facility: River Park Road Bridge From: C & O Canal To: Jurisdiction:				300 c					Park Roads 100 / /	300		
										<i>Total:</i>	\$300	
Description: Rehab. River Park Road bridge over C&O Canal												
79 Facility: Suitland Parkway From: To: Jurisdiction:							3,000 c	2,700 c	Park Roads 100 / /	5,700		
										<i>Total:</i>	\$5,700	
Description: Phase I - resurfacing 1 bridge. Phase II - resurfacing.												
80 Facility: Wildlife Loop Road From: To: Jurisdiction:				500 c					Refuge Roads 100 / /	500		
										<i>Total:</i>	\$500	
Description: Repave Wildlife Loop Road, repair tram route												

Frederick County

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Frederick County DPW Bridge												
1	Facility: Various bridges	417 a		97 a	87 a	45 a				BR	5,509	N/A
	From:	229 b		681 b	156 b	540 b				67 / / 33		
	To:	1,142 c		2,198 c		1,705 c						
	Jurisdiction: Frederick County,									<i>Total:</i>	<i>\$5,509</i>	
Description:	Construct replacement bridges at the following locations: Water Street Rd., Big Woods Rd., Gapland Rd., Sixes Rd., Ballenger Creek Pike, Bidle Rd., Ball Rd.											

Montgomery County

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Montgomery County Secondary											
1 Facility: Bordly Dr. From: MD 97 east to To: 1800' to existing Bordly Dr. Jurisdiction: Montgomery County			45 a 349 c						Local / / 100	394	N/A
Description:	This project would construct a new two-lane primary residential road and a separate bicycle facility from MD 97 to approximately 1,800' east to the limits of the developer constructed section of master-planned road P-23, Bordly Drive. This project completes the remaining section of P-23 between MD 97 and Brighton Dam Road.										
									Total:	\$394	
2 Facility: Bridge Replacement and Rehab Program From: countywide To: Jurisdiction: Montgomery County,			2,528 a 3,049 c						BR 80/ / 20	5,577	N/A
Description:	The Bridge Replacement and Rehabilitation Program is proposed for continued funding throughout the TIP period. This program provides for the basic maintenance of the County's bridges. The program includes the replacement of one-lane bridges with two-lane structures designed to current standards as well as the rehabilitation of existing bridges with bridges that meet design standards.										
									Total:	\$5,577	
3 Facility: Briggs Chaney Rd. From: Automobile Blvd. To: Dogwood Dr. Jurisdiction: Montgomery County			130 a 80 b 2,950 c						Local 0/ 0/ 100	3,160	n/a
Description:	This project will involve the reconstruction of Briggs Chaney Road as a four-lane divided, closed-section roadway from Automobile/Castle Boulevards to Aston Manor Drive and to improve Briggs Chaney Road from Aston Manor Drive to Dogwood Drive as a two-lane, undivided arterial.										
									Total:	\$3,160	
4 Facility: Citadel Avenue Extended From: dead end of existing road south of Marinelli To: Nicholson Lane Jurisdiction: Montgomery County			289 a 990 b	1,653 c					Local 0/ 0/ 100	2,932	N/A
Description:	This Master-Planned facility provides for a continuous four-lane undivided, pedestrian-friendly, transit-oriented, business district road within 100 feet of ROW from Marinelli Road to Nicholson Lane. The County will construct a segment from 700 feet south of Marinelli Road to Nicholson Lane. The balance of the project will be completed by developers of adjacent properties. This will complete the extension of Chapman on the east side of MD 355, from Bou Avenue to Huff Court. The segment from Bou Avenue to E. Randolph Road has already been constructed by a private development.										
									Total:	\$2,932	
5 Facility: Greencastle Road From: Robey Road To: Greencastle Ridge Terrace Jurisdiction: Montgomery County			475 a	169 b 1,806 c					Local / / 100	2,450	
Description:	This project provides for the reconstruction of Greencastle Road from 400 feet south of the Robey Road intersection to Greencastle Ridge Terrace (approximately 2,100 feet). The improved road will be a two-lane roadway with concrete curb and gutter.										
									Total:	\$2,450	
6 Facility: MD 124 Extended (Woodfield Rd.) From: 1200' North of MD 108 To: MD 27 Jurisdiction: Montgomery County			775 a 629 b 6,657 c						Local / / 100	8,061	
Description:	This project provides for the construction of the extension of MD 124 north of the existing MD 124/108 intersection to MD 27 (Ridge Road) as a two-lane, open section arterial roadway, within a 80' ROW. Included in the project will be appropriate turn lanes, sidewalks, and bikeway. The project will divert through traffic away from the Damascus Town Center providing a direct linkage between MD 124 and MD 27.										
									Total:	\$8,061	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
7 Facility: Montrose Parkway West From: Montrose Road (Tower Oaks Blvd.) To: old' Old Georgetown Road Jurisdiction: Montgomery County			3,250 a 16,254 b	25,109 c					Local 0/ 0/ 100	44,613	N/A
Description:	This project provides for construction of a new four-lane divided road from Montrose Road (starting 200 feet east of Tildenwood Drive) travelling east to Old Georgetown Road (approximately 5,700 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section for the Parkway will be a closed section road with 12-foot wide lanes and a 20 to 30 foot wide median. A 10-foot bikeway will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot sidewalk will run along the south side. In addition to the new Parkway, Montrose Road will be widened to six lanes with a median, and a 5-foot sidewalk on the north side, from Tower Oaks Boulevard, east to the new Parkway.										
									Total:	\$44,613	
8 Facility: Nebel St Extended From: Randolph Rd To: Bou Ave/Chapman Ave Jurisdiction: Montgomery County			362 a		5,976 c				Local 0/ 0/ 100	6,338	
Description:	This project extends Nebel St. north from its existing terminus at Randolph Rd. to the intersection of Bou and Chapman Avenues. The extension would be constructed as a four-lane undivided road with sidewalks. This project is needed to provide local circulation.										
									Total:	\$6,338	
9 Facility: Old Columbia Pike From: E. Randolph Road To: MD 198 Jurisdiction: Montgomery County,			315 a 1,565 c						Local / / 100	1,880	N/A
Description:	Construct a consistent 4' wide sidewalk from E. Randolph Rd. to MD 198. Project will also include minor geometric improvements at selected intersections.										
									Total:	\$1,880	
10 Facility: Shady Grove Road From: Briardale Road To: MD 115 (Muncaster Mill Road) Jurisdiction: Montgomery County			30 a 270 c						Local / / 100	300	N/A
Description:	This project provides for the widening of segments of Shady Grove Road to complete the six-lane section between Briardale Road and Muncaster Mill Road (MD 115).										
									Total:	\$300	
11 Facility: Stringtown Rd. Ext. From: I270/ MD 121 int. To: existing Stringtown Rd. @ MD 355 Jurisdiction: Montgomery County			1,446 a	1,072 b	6,112 c				Local 0/ 0/ 100	8,630	
Description:	This project provides for the final design, right-of-way acquisition and construction of a 2,400 foot extension of Stringtown Road westward from MD 355 to I-270 ramps at existing MD 121 as a four-lane divided closed section arterial highway with two lanes in each direction. It will include a 5-foot sidewalk on the south side, an 8-foot bike path on the north side, street trees and street lights within a 120-foot right of way. Appropriate auxiliary lanes and traffic signals will be provided at the intersections with MD 355 and Gateway Center Drive.										
									Total:	\$8,630	
12 Facility: Travilah Road From: Dufief Mill Road To: Darnestown Road Jurisdiction:			845 a 1,845 b 4,970 c						Local / / 100	7,660	
Description:	Upgrade to a standard 2-lane primary roadway within an 80' ROW. This project will include bikeways/sidewalks as appropriate and will ultimately provide safer and more continuous facility.										
									Total:	\$7,660	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
13 Facility: Valley Park Dr. From: e.of MD 27 To: exist. Valley Park Dr. Jurisdiction: Montgomery County			640 a 153 b	1,981 c					Local / / 100	2,774	N/A
									Total:	\$2,774	
Description:	This project provides for the extension of Valley Park Drive from its existing terminus west of Shelldrake Circle westward to Ridge Road (MD 27).										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Montgomery County Bike/Ped											
14 Facility: Annual Bikeway Program			470 a	82 b					Local	2,002	N/A
From: countywide			1,450 c						/ / 100		
To:											
Jurisdiction: Montgomery County,									Total:	\$2,002	
Description:	This program provides funds to design and construct bikeway and trail projects in Montgomery County. The purpose of the program is to develop a bikeway network enabling access to commuter rail and mass transit, major employment centers, recreational and educational facilities, and other major attractions. Bikeway types include separate paths, designated lanes, and signed routes along roads.										
15 Facility: Annual Sidewalk Program			2,020 a						State/Local	6,693	N/A
From: countywide			33 b						/ 10/ 90		
To:			4,640 c								
Jurisdiction: Montgomery County,									Total:	\$6,693	
Description:	This neighborhood improvement program provides for planning, design, and construction of sidewalks and buspads in Montgomery County. An official Sidewalk Request list is maintained and future projects are evaluated and selected from this list, which is continually updated as new requests are received.										
16 Facility: Bethesda Bikeway and Pedestrian Facilities			1,146 a	1,786 c		407 b			Local	3,339	
From: Bethesda CBD									0/ 0/ 100		
To:											
Jurisdiction: Montgomery County									Total:	\$3,339	
Description:	This project provides for the planning, design, and construction of bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda CBD Sector Plan to complete the requirements of Stage I development.										
17 Facility: Forest Glen Pedestrian Bridge			704 a						NHS	4,888	N/A
From: west side of Georgia Avenue at Locust Grove			4,184 c						56/ 40/ 4		
To: west side of Georgia Avenue at Forest Glen											
Jurisdiction: Montgomery County									Total:	\$4,888	
Description:	This project consists of an elevated pedestrian walkway that will span over the interchange ramps for I-495 on the west side of Georgia Avenue. The total length of the walkway is 1,357 feet. The project consists of two bridges spanning three interchange ramps. The remaining portions of the elevated path will be constructed on cantilevered retaining walls. The typical width of the path is 12 feet and the profile conforms to ADA requirements. Recessed lighting will be provided along the curb of each bridge, and light poles will be provided elsewhere along the path.										
18 Facility: Mathew Henson Trail			772 a	3,672 c					Local	4,444	
From: Rock Creek Trail (west of Viers Mill Rd.)									0/ 0/ 100		
To: Georgia Avenue											
Jurisdiction:									Total:	\$4,444	
Description:											
19 Facility: North Bethesda Trail			173 a						Local	1,150	
From: Twinbrook Metro Station			424 b						0/ 0/ 100		
To: Norfolk/Rugby Ave. intersection (Bethesda)			553 c								
Jurisdiction: Montgomery County,									Total:	\$1,150	
Description:	This project provides for completion of the eight-foot wide hiker-biker trail, right-of-way acquisition, and construction of the missing and substandard segments of the trail already located on the alignment of the old Washington and Rockville Trolley, from Cedar Lane to Montrose Road. The project provides a 50% match to meet the State requirement to obtain ISTE, STP funds through the County's and private developer's past expenditures on this trail. Another portion of the trail already completed extends north to the Twinbrook Metro Station and south to the intersection of Norfolk Avenue and Rugby Avenue in Bethesda.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
20 Facility: North Bethesda Trail Bridges From: crossings of I-495 and I-270 To: Jurisdiction: Montgomery County,			78 a 418 c						STP 80/ 0/ 20	496	N/A
									Total:	\$496	
Description:	Construct bicycle/pedestrian bridges for 10-foot bikeway over I-495 and I-270. This projec in conjunction with the North Bethesda Trail, provides a vital commuter and recreational link between the NIH, Capital Crescent Trail, Rock Creek Regional Park, and White Flint/Rockville area.										
21 Facility: Silver Spring Green Trail From: Silver Spring Metro Station To: Sligo Creek Hiker-Biker Trail Jurisdiction: Montgomery County,			1,144 a 140 b	4,419 c					Local / / 100 STP 0/ 50/ 50	140 5,563	N/A
									Total:	\$5,703	
Description:	This project provides for the construction of an enhanced pedestrian/bicycle facility to include a consistent five-foot wide sidewalk and a parallel eight-foot wide bicycle lane through the Silver Spring CBD and to connect to the Sligo Creek Hiker-Biker Trail.										
Montgomery County ITS											
22 Facility: Advanced Transportation Management Syste From: Countywide To: Jurisdiction: Montgomery County,			1,690 a 13,310 c						Local / 50/ 50	15,000	
									Total:	\$15,000	
Description:	This provides for planning, design, and installation of the Countywide Advanced Transportation Management System (ATMS). The ATMS features multiple integrated subsystems that provide real-time transportation control, monitoring, and information capabilities. The ATMS is an integrated transit/traffic management system designed to manage the County's transportation infrastructure in an effort to create a regional seamless transportation system. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system. ATMS controls, monitors, and provides management support for: over 700 County-maintained traffic signals, electronic lane use signs, reversible lane signal systems, vehicle detection systems, video surveillance systems, variable message signs, travelers' advisory radio system, integration with the poice/fire computer aided dispatch system, cable and broadcast television, Internet & Intranet, kiosks, transportation incident management, automatic vehicle location, automated transit operations management (Ride-On), automated ride sharing, parking management, automated accident analysis, and automated traffic counting.										

Prince George's County

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Prince George's County Secondary													
1	Facility: Accokeek Fringe Parking Lot From: To: Jurisdiction: Prince George's County,	50 c										N/A	
Description:	Construction of a parking lot at the intersection of of MD373 (Livingston Road) and MD210 (Indian Head Highway). Future development will consist of the expansion of the parking area and joint development of a commuter service center.												
2	Facility: Addison Road From: MD 214 To: Walker Mill Road Jurisdiction: Prince George's County,	550 a		1,800 b	1,502 b	2,810 c	5,025 c	5,353 c		BD / / 100	16,490	N/A	
Description:	Widening to provide for four-lane facility to support development and improve traffic flow.										Total:	\$16,490	
3	Facility: Addison Road From: MD 214 To: Eastern Ave. Jurisdiction:				40 a	150 a	1,662 c	1,216 c		BD / / 100	3,068	N/A	
Description:	Rehabilitate existing Addison Road.										Total:	\$3,068	
4	Facility: Ammendale/Virginia Manor Road From: I-95 To: west of US 1 Jurisdiction:	8,561 c		4,350 c	4,350 c	4,000 c	2,432 c			BD / / 100	15,132	N/A	
Description:	New construction of a four-lane facility to improve access to local development and improve traffic flow										Total:	\$15,132	
5	Facility: Ardwick-Ardmore Road From: MD 704 To: 91st Ave. Jurisdiction: Prince George's County,	400 a					100 a	100 a		BD / / 100	200	N/A	
Description:	Phase II includes widening of shoulders and resurfacing. Phase III includes complete construction of roadway between MD 704 and 91st Street.										Total:	\$200	
6	Facility: Bell Station Road From: Glenn Dale Road (MD 193) To: Annapolis Road (MD 450) Jurisdiction: Prince George's County,	100 c										N/A	
Description:	Construction and reconstruction of existing 2-lane roadway to 4 lanes to improve geometry and provide capacity for planned development in the area												
7	Facility: Bridge Replacement and Rehab From: Countywide To: Jurisdiction:	16,379 c		11,403 c	2,221 c	1,640 c	1,465 c	1,265 c		BD / / 100	17,994		
Description:	The Bridge replacement and Rehabilitation program is for continued funding throughout the CLRP period. This program provides for the needed maintenance of the county's briges. This program includes:construction of new bridges, and replacement as well the rehabilitation of existing bridges to current county standards.												

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
8	Facility: Brightseat Road From: Sheriff road To: MD 214 Jurisdiction: Prince George's County,	993 c		1,118 c						BD / / 100	1,118	N/A	
											Total:	\$1,118	
Description:	Reconstruction to provide a four-lane arterial facility to improve access to local development, improve traffic flow and support planned development based on the forecasts.												
9	Facility: Brinkley Road From: St. Barnabas Road (MD 414) To: Allentown Road (MD 337) Jurisdiction:							1,000 a		BD / / 100	1,000	N/A	
											Total:	\$1,000	
Description:	Reconstruction to provide a six-lane arterial facility to improve access to local development, improve traffic flow and support planned development based on the forecasts.												
10	Facility: Cherry Hill Road From: Montgomery County line To: Baltimore Avenue (US 1) Jurisdiction: Prince George's County,					705 c		4,187 c		BD / / 100	4,892	N/A	
											Total:	\$4,892	
Description:	Reconstruction to provide a four-lane facility to support local development and improvement area traffic flow.												
11	Facility: Contee Road From: US 1 To: Van Dusen Road Jurisdiction:	600 c											
Description:	Construction, reconstruction and realignment. Cross section will vary from 36 feet wide urban section to 2-lane collector roadway.												
12	Facility: Forestville Road From: Allentown Road (MD 337) To: Pennsylvania Avenue (MD 4) Jurisdiction:			50 a	200 a	1,350 b	400 c	3,365 c		BD / / 100	5,365		
											Total:	\$5,365	
Description:	Construction and reconstruction to provide a four-lane facility to support local development, and to improve safety and area traffic flow.												
13	Facility: Governor Bridge Road From: US301 To: Anne arundel County Jurisdiction: Prince George's County,			50 a				966 c		BD / / 100	1,016	N/A	
											Total:	\$1,016	
Description:	this project consist of the reconstruction of the existing road to a four -lane facility in the vicinity of US301 and to a two-lane roadway to Anne Arundel County.												
14	Facility: Highbridge Road From: Annapolis Road (MD 450) To: Fletchertown Road Jurisdiction:			50 a			100 a	205 a		BD / / 100	355	N/A	
											Total:	\$355	
Description:	Construction and reconstruction of a two-lane facility to support local development and to improve safety and area traffic flow.												

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
15 Facility: Hill Road From: Central Avenue (MD 214) To: ML King Jr Highway (MD 704) Jurisdiction: Prince George's County,					1,525 b	1,792 c	3,500 c		BD / / 100	6,817	N/A	
Description: Construction and reconstruction of a four-lane facility to support local development, reduce regional traffic on local facilities, and to improve safety and area traffic flow.										Total:	\$6,817	
16 Facility: Intersection Improvement program From: Countywide To: Jurisdiction:	3,369 c		1,656 c	1,515 c	800 c	800 c	800 c		BD / / 100	5,571		
Description: This project provides for the improvement of various intersections in the County. This program makes selected intersections to operate more efficient, safer and more attractive to all users.										Total:	\$5,571	
17 Facility: Iverson St. Extended From: Wheeler Road To: 19th Avenue Jurisdiction: Prince George's County,				50 b	308 b	1,075 c	2,165 c		BD / / 100	3,598	N/A	
Description: This would provide for the extension of Iverson Street from 19th Avenue to Wheeler Road.										Total:	\$3,598	
18 Facility: Larchmont Avenue From: Marlboro Pike Road To: MD214 Jurisdiction: Prince George's County,						175 a	300 a		BD / / 100	475	N/A	
Description: Reconstruction of approximately 5,500 feet of roadway from Marlboro Pike to MD214										Total:	\$475	
19 Facility: Livingston Road From: Indian Head Highway (MD 210) at Eastover To: Indian Head Highway (MD 210) at Kerby Hill Jurisdiction:	50 a					150 a	700 b		BD / / 100	850	N/A	
Description: Construction and reconstruction of a four-lane facility to support local development and to improve safety and area traffic flow.										Total:	\$850	
20 Facility: Lottsford Road From: Landover Road (MD 202) To: Enterprise Road (MD 193) Jurisdiction:							800 c		BD / / 100	800		
Description: Construction of a multi-lane arterial facility										Total:	\$800	
21 Facility: Lottsford Vista Road From: ML King Jr Highway (MD 704) To: Lottsford Road Jurisdiction: Prince George's County,						100 a	200 a		BD / / 100	300	N/A	
Description: a) Construction and reconstruction of a two-lane facility with shoulders and pedestrian facilities to support local development, and to improve safety and area traffic flow.										Total:	\$300	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
22 Facility: Mitchellville Road From: US 301 To: Mount Oak Road Jurisdiction: Prince George's County,	636 c											
Description: Improve to paved shoulders and resurface roadway												
23 Facility: Mt. Oak From: Church Road To: Mitchellville Road Jurisdiction:							150 b		BD / / 100	150	N/A	
										Total:	\$150	
Description: Construction, reconstruction and relocation of a four- lane arterial facility to support local development, and to improve safety and area traffic flow.												
24 Facility: National Harbor Main Circulation Roads From: I-95/I-295 Interchange To: Waterfront Parcel, National Harbor Jurisdiction: Prince George's	500 a		3,400 c	12,000 c	5,000 c				BD / / 100	20,400	N/A Under review	
										Total:	\$20,400	
Description: Provides for construction of Phase I												
25 Facility: Old Branch Avenue From: north of Piscataway Road (MD 223) To: Allentown Road (MD 337) Jurisdiction:							980 b		BD / / 100	980	N/A	
										Total:	\$980	
Description: Construction and reconstruction to provide a four-lane facility to support local development and to improve area traffic flow.												
26 Facility: Old Gunpowder Road From: Powder Mill Road To: Greencastle Road Jurisdiction:							60 a		BD / / 100	60		
										Total:	\$60	
Description: a) Construction to provide a four-lane facility to support local development, and to improve safety and area traffic flow. b) Construction and reconstruction of existing two-lane facility to support local development, and to improve safety and area traffic flow.												
27 Facility: Oxon Hill Road From: Fort foote Rd -North To: Md 210 Jurisdiction: Prince George's County,	1,146 a		1,700 c	1,439 c	2,500 c	3,075 c	700 c		BD / / 100	9,414	N/A	
										Total:	\$9,414	
Description: Construction and reconstruction to provide a four-lane facility to support local development, improve access to Oxon Hill Road Fringe Parking Lot, improve safety and area traffic flow.												
28 Facility: Regency Parkway/ Regency Lane From: Regency Lane To: Hill-Mar Drive Jurisdiction:	145 c		655 c	500 c					BD / / 100	1,155		
										Total:	\$1,155	
Description: Construction of the extension of Regency Pkwy from Regency Lane to Hill-Mar Drive.												

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
29 Facility: Revitalization Improvement program From: Countywide To: Jurisdiction:	23,686 c		17,206 c	15,725 c	11,645 c	12,661 c	11,800 c		BD / 20 / 80	69,037		
Description: This project provides for the planning, design and construction of amenities that enhance attractiveness, safety, lighting, access, streetscape, pedestrian/ bicycle facilities and mass transit usage.										Total:	\$69,037	
30 Facility: Rhode Island Avenue From: University Boulevard (MD 193) To: Baltimore Avenue (US 1) Jurisdiction:						170 c	500 c		BD / / 100	670		
Description: Construction and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow.										Total:	\$670	
31 Facility: Ritchie Marlboro Road From: Ritchie Rd To: White House Road Jurisdiction: Prince George's County	2,123 c											
Description: Construction, reconstruction and relocation to provide a four-lane arterial facility to support local development, improve safety and area traffic flow and to provide access to the Ritchie-Marlboro Road/I-95 interchange.												
32 Facility: Ritchie Road/Forestville Road From: Alberta Drive To: MD 4 Pennsylvania Avenue Jurisdiction: Prince George's County,	3,000 b		3,101 c	3,000 c	3,091 c				BD / / 100	9,192	N/A	
Description: a) Construction and reconstruction to provide a four-lane facility to support local development, and to improve safety and area traffic flow. d) Construction to provide a four-lane facility to support local development and to improve safety and area traffic flow e) Construction and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow										Total:	\$9,192	
33 Facility: Ritchie Road/Forestville Road From: Alberta Drive To: Edgeworth Drive Jurisdiction: Prince George's County,	4,484 c										N/A	
Description: a) Construction and reconstruction to provide a four-lane facility to support local development, and to improve safety and area traffic flow. d) Construction to provide a four-lane facility to support local development and to improve safety and area traffic flow e) Construction and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow												
34 Facility: Sheriff Road From: Addison Road To: MD 704 Jurisdiction: Prince George's County,						200 a	100 a		BD / / 100	300	N/A	
Description: Revitalization of existing road										Total:	\$300	
35 Facility: Suitland Road From: Allentown Road (MD 337) To: Suitland Parkway Jurisdiction: Prince George's County,	2,070 b		4,751 c	6,462 c					BD / / 100	11,213	N/A	
Description: Construction and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow.										Total:	\$11,213	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
36 Facility: Surratts Road From: Beverly Avenue To: Brandywine Road Jurisdiction:	167 a		200 a	1,000 b	1,098 c	2,278 c			BD / / 100	4,576	
Total:										\$4,576	
Description:	Construction and reconstruction to provide a four-lane facility to support local development, and to improve safety and area traffic flow.										
37 Facility: Trumps Hill Road From: Charles Branch To: N. Marlton Ave. Jurisdiction: Prince George's County,			50 a	106 a	700 c	1,065 c			BD / / 100	1,921	CE Approved
Total:										\$1,921	
Description:	Bridge Replacement										
38 Facility: Walker Mill Road From: Silver Hill Road To: I-95 Jurisdiction: Prince George's County,	2,014 c		1,826 c				1,500 c		BD / / 100	3,326	N/A
Total:										\$3,326	
Description:	Construction to provide for a four-lane arterial facility to support local development and to improve safety and area traffic flow. INCLUDED AS PART OF PGS69 (RECORD 524) Phase I from I-95/Ritchie Marlboro Rd. Interchange to Ritchie Road. Phase II from Ritchie Road to County Road. Phase I are improvements associated with I-95/Ritchie Marlboro interchange (0.6 miles), two 36' wide curbed roadways. Phase II consists of construction of ultimate arterial section between Harry S. Truman and MD 202.										
39 Facility: White House Road From: Ritchie-Marlboro Road To: Largo-Landover Road (MD 202) Jurisdiction:	650 b		1,500 c	2,000 c			700 c		BD / / 100	4,200	
Total:										\$4,200	
Description:	Construction and reconstruction of a six-lane arterial facility to support local development, and to improve safety and area traffic flow.										
40 Facility: Woodmore Road From: Enterprise Road (MD 193) To: Church Road Jurisdiction:							950 c		BD / / 100	950	N/A
Total:										\$950	
Description:	Construction, reconstruction and relocation of a four- lane arterial facility to support local development, and to improve safety and area traffic flow.										
Prince George's County Transit											
41 Facility: Metro access improvement program From: countywide To: Jurisdiction:	11,330 c		1,910 c	4,600 c	1,350 c	350 c	350 c		Local 60/ / 40	8,560	
Total:										\$8,560	
Description:	This project provides for the planning, design and construction of amenities that enhance attractiveness, safety, lighting, access, streetscape, pedestrian/ bicycle facilities around various metro station within the county.										

Virginia

Virginia Department of Transportation

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Interstate													
1	Facility: I-395 / 14th Street Bridge From: VA 27 To: DC Line Jurisdiction:	1,445 c	1,445	1,445 c						Demo 100 / /	1,445		
											Total:	\$1,445	
Description:	Install signs and pavement markings as part of Eastern Lands Federal Highway Admn. project to improve access to / egress from 14th Street Bridge and Geo. Washington Parkway.												
2	Facility: I-495 From: @ West Langley To: Erect Noise Wall Jurisdiction: Fairfax County,	2,330 c	2,330	2,330 c						State / 100 /	2,330	PCE Proposed for preparation	
											Total:	\$2,330	
Description:	Erect noise wall on I-495 at West Langley.												
3	Facility: I-66 (HOV during peak) From: VA 234 (Prince William Parkway) To: VA 234 Business (Sudley Road) Jurisdiction: Prince William County,	40,000 c	40,000	40,000 c						NHS 80 / 20 /	40,000	CE Approved	
											Total:	\$40,000	
Description:	Phase I of the plan to widen I-66 between US 29 Gainesville and VA 234 Business. The existing 4-lane roadway will be widened to provide 8 conventional lanes during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed. To be constructed in phases.												
4	Facility: I-66 (HOV during peak) From: US 29 (Gainesville) To: VA 234 (Prince William Parkway) Jurisdiction: Prince William County,							64,686 c		NHS 80 / 20 /	64,686	CE Approved	
											Total:	\$64,686	
Description:	The existing 4-lane roadway will be widened to provide 8 conventional lanes during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed. To be constructed in phases. Includes VA 234 (Prince William Parkway) and US 29 (Gainesville) interchange modifications.												
5	Facility: I-66 Interchange From: @ I-495 (Capital Beltway) To: Jurisdiction: Fairfax County	12,000 a	12,000	12,000 a						FRANS 90 / 10 / PTF/NHS 90 / 10 /	9,335 2,665	DEA Proposed for preparation	
											Total:	\$12,000	
Description:	Reconstruct I-66's Interchange with the Capital Beltway (I-495).												

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
6 Facility: I-95 (provide 4th lane) From: Newington To: VA 123 Jurisdiction: Fairfax County, Prince William County, Description: Widen from six to eight lanes.						797 b			NHS 90/ 10/ Total:	797 \$797	CE Proposed for preparation
7 Facility: I-95 (Wilson Bridge and approaches) From: VA 241 (Telegraph Rd.) To: MD 210 Jurisdiction: Description: This alternative consists of two side-by-side 70 foot clearance drawbridges on the current alignment, along with associated interchange improvements. The facility would provide for general-pupose lanes to match the Beltway, plus two merge/auxiliary lanes, and an express/local configuration with shoulders. The new facility would be designed to enable reconfiguration within the initially constructed footprint to accommodate an additional two lanes exclusively for HOV/express bus/rail transit, in the event such service is established on connecting systems in Maryland and Virginia.	360,000 c		350,500 c	100,500 a 200,000 c					NHS/State*** 50/ 50/ WWMBA95* 100/ / WWMBA95** 100/ / Total:	201,000 150,000 300,000 \$651,000	SEIS Under preparation
8 Facility: I-95 Interchange From: @ VA 7900 (Franconia-Springfield Parkway) To: LOV Access to & from West/from & to North Jurisdiction: Fairfax County, Description: Provide LOV (Low Occupancy Vehicle) access to and from the west/from and to the north at the Franconia-Springfield Parkway (Route 7900) / I-95 Interchange, which currently only provides HOV access. That is, EB to NB and SB to WB movements will be permitted.	5,500 b										DEA Proposed for preparation
9 Facility: I-95/395/495 Interchange From: (Phases VI & VII) To: Jurisdiction: Fairfax County, Description: Construct/reconstruct NB I-95 to I-95 inner loop ramp, I-95 northbound express lanes, various ramps, I-395/I-95 southbound and HOV lanes, I-495 outer loop to I-95 southbound.	125,362 c	125,362	125,362 c						NHS 90/ 10/ Total:	125,362 \$125,362	FONSI Approved
10 Facility: I-95/395/495 Interchange From: Marketing & Public Affairs To: Jurisdiction: Fairfax County, Description: Marketing and public affairs intended to relieve congestion due to Springfield Interchange reconstruction. Marketing will espouse the value of car pooling, use of the Virginia Railroad Express, or other non-SOV means of travel.	800 a		900 a	450 a	250 a				NHS 90/ 10/ Total:	1,600 \$1,600	FONSI Approved
11 Facility: I-95/395/495 Interchange From: Congestion Management To: Jurisdiction: Fairfax County, Prince William County, Description: Congestion management efforts intended to relieve the congestion which is expected to occur during the Springfield Interchange reconstruction.	1,030 a		5,082 a	766 a	399 a				NHS 90/ 10/ Total:	6,247 \$6,247	FONSI Approved

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
12	Facility: I-95/395/495 Interchange From: Backlick Run Wetland Mitigation To: Jurisdiction: Fairfax County,	450 c										FONSI Approved
Description:		Mitigate wetland impacts to Backlick Run. The development of the Springfield Interchange will impact approximately 4,000 linear feet of Backlick Run in Fairfax County. The scope of this environmental project will provide compensatory stream mitigation design and construction services for these unavoidable impacts.										
13	Facility: I-95/395/495 Interchange From: Incident Management & TMS To: Jurisdiction: Fairfax County,	1,279 a		1,125 a	1,143 a	670 a				NHS 90/ 10/	2,938	FONSI Approved
Description:		Incident management efforts, and construction and implementation of TMS measures intended to relieve the congestion which is expected to occur during the Springfield Interchange reconstruction.										
14	Facility: I-95/395/495 Interchange From: Interchange Reconstruction Information Cent To: Jurisdiction: Fairfax County, Prince William County,	700 a		900 a	700 a	730 a				CMAQ 80/ 20/ NHS 90/ 10/	400 1,930	FONSI Approved
Description:		Establish Interchange Reconstruction Information Center. Intended to serve as a resource center for the public so that they can be kept abreast of the progress on the Interchange's reconstruction and inform themselves as to options to avoid the congestion associated with the Springfield Interchange reconstruction.										
15	Facility: Interstate System From: Pavement Markers To: Jurisdiction: District-wide,	125 c		125 c	125 c	125 c	125 c	125 c	125 c	IM 90/ 10/	750	
Description:		Provision of maintenance and operational improvements along the primary system. Projects associated with environmental mitigation or mitigation monitoring programs will also be covered; as well as projects associated with improving highway aesthetics. Items covered include, but are not limited to, beautification improvements, new signs and signals, pavement markers, guardrails, rumble strips, variable message signs, a highway advisory radio network, and wild flower seeding.										
16	Facility: Interstate System From: Guardrail To: Jurisdiction: District-wide,	145 c		50 c	125 c	125 c	125 c	125 c	125 c	IM 90/ 10/	675	
Description:		Provision of maintenance and operational improvements along the primary system. Projects associated with environmental mitigation or mitigation monitoring programs will also be covered; as well as projects associated with improving highway aesthetics. Items covered include, but are not limited to, beautification improvements, new signs and signals, pavement markers, guardrails, rumble strips, variable message signs, a highway advisory radio network, and wild flower seeding.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
17	Facility: Interstate System From: New Signals To: Jurisdiction: District-wide,	240 c		200 c	200 c	200 c	200 c	200 c	200 c	IM 90/ 10/	1,200	
											<i>Total:</i>	\$1,200
Description:	Provision of maintenance and operational improvements along the primary system. Projects associated with environmental mitigation or mitigation monitoring programs will also be covered; as well as projects associated with improving highway aesthetics. Items covered include, but are not limited to, beautification improvements, new signs and signals, pavement markers, guardrails, rumble strips, variable message signs, a highway advisory radio network, and wild flower seeding.											
18	Facility: Interstate System From: New Signs To: Jurisdiction: District-wide,	150 c		800 c	100 c	100 c	100 c	100 c	100 c	IM 90/ 10/	1,300	
											<i>Total:</i>	\$1,300
Description:	Provision of maintenance and operational improvements along the primary system. Projects associated with environmental mitigation or mitigation monitoring programs will also be covered; as well as projects associated with improving highway aesthetics. Items covered include, but are not limited to, beautification improvements, new signs and signals, pavement markers, guardrails, rumble strips, variable message signs, a highway advisory radio network, and wild flower seeding.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Primary												
19 Facility:	Primary System	500 c		750 c	750 c	1,000 c	1,000 c	1,000 c	1,000 c	State	5,500	
From:	Strengthen & Widen Bridges									/ 100 /		
To:												
Jurisdiction:	District-wide,									Total:	\$5,500	
Description:	Strengthen & Widen Bridges - No additional lanes.											
20 Facility:	Primary System	300 c		300 c	300 c	300 c	300 c	300 c	300 c	State	1,800	
From:	Traffic Operations & Safety Improvements									/ 100 /		
To:												
Jurisdiction:	District-wide,									Total:	\$1,800	
Description:	Implement improvements arising from VDOT's State Traffic Operations and Safety Improvement Program.											
21 Facility:	Primary System	525 c		100 c	100 c	100 c	100 c	100 c	100 c	State	600	
From:	New Signs									/ 100 /		
To:												
Jurisdiction:	District-wide,									Total:	\$600	
Description:	Install new signs.											
22 Facility:	Primary System	200 c		133 c	133 c	161 c	133 c	133 c	123 c	State	816	N/A
From:	Beautification Improvements									/ 100 /		
To:												
Jurisdiction:	District-wide,									Total:	\$816	
Description:	Beautification Improvements											
23 Facility:	Primary System	1,020 c		1,350 c	1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	State	8,850	N/A
From:	New Signals									/ 100 /		
To:												
Jurisdiction:	District-wide,									Total:	\$8,850	
Description:	Install new signals on primary roads.											
24 Facility:	Primary System	100 c		100 c	100 c	100 c	100 c	100 c	100 c	State	600	
From:	Guardrail									/ 100 /		
To:												
Jurisdiction:	District-wide,									Total:	\$600	
Description:	Install guardrail along primary highways.											
25 Facility:	Primary System	200 c		216 c	277 c	275 c	274 c	275 c	274 c	State	1,591	
From:	Pavement Markers									/ 100 /		
To:												
Jurisdiction:	District-wide,									Total:	\$1,591	
Description:	Installation of pavement markers along the primary system.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
26	Facility: Techway From: Dulles Toll Road To: MD State Line Jurisdiction: Fairfax County,	400 a	400	400 a						STP 80 / 20 /	400	N/A	
Description: Feasibility study.											<i>Total:</i>	\$400	
27	Facility: US 1 From: @ VA 619 (Joplin Road) To: USMC HERITAGE CENTER ACCESS Jurisdiction: Prince William County,			2,911 a						FLHP-VA 100 / /	2,911	PCE Proposed for preparation	
Description: Reconstruct intersection to improve access to future USMC Heritage Center.											<i>Total:</i>	\$2,911	
28	Facility: US 1 From: @ VA 1332 (Huntington Avenue) To: Jurisdiction: Fairfax County	2 a 18 c	20	2 a 18 c						STP 80 / 20 /	20	N/A	
Description: Install advance signal detection											<i>Total:</i>	\$20	
29	Facility: US 1 (3la. NB - 4 la. SB) From: Lorton Rd. To: Telegraph Rd. Jurisdiction: Fairfax County,	14,828 c	14,828	17,988 c						State / 100 / STP 80 / 20 /	2,628 15,360	FONSI Approved	
Description: Construct 4 southbound lanes and 3 northbound lanes, along with intersection improvements at US 1's intersections with Telegraph Rd., Pohick Rd., and Lorton Rd. These improvements are included in Fairfax County's adopted Comprehensive Plan.											<i>Total:</i>	\$17,988	
30	Facility: US 1 (Neabsco Creek Bridge) From: VA 610 (Neabsco Road) To: VA 638 (Neabsco Mills Road) Jurisdiction: Prince William County,						13,886 c			FRANs / 100 / State / 100 /	928 12,958	CE Approved	
Description: The bridge maintenance system indicates a need to replace the existing bridge. Consistent with the recommendations of the US Route 1 Corridor Study, the replacement bridge and approaches will be constructed to the ultimate six-lane width.											<i>Total:</i>	\$13,886	
31	Facility: US 1 (part of 1/123 interchange) From: Occoquan Rd. To: Annapolis Way Jurisdiction: Prince William County,											FONSI Under preparation	
Description: Construct interchange at intersection of US 1 and VA 123 including: constructing bridge over CSX railroad to provide new access point to Belmont Bay, widening US 1 to 6 lanes from Occoquan Road to Occoquan River, and widening VA 123 to 6 lanes from Horner Road to US 1.													

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
32 Facility: US 15 (James Madison Highway) From: I-66 To: VA 234 Jurisdiction: Prince William County,			16,700 c						County Bond & / / 100	16,700	N/A
									Total:	\$16,700	
Description:	Widen the existing 2-lane roadway to a 4-lane divided highway. Implement safety and operational improvements as necessary. Realign the intersection of Route 234 and Waterfall Road.										
33 Facility: US 15 (James Monroe Highway) From: VA 662 (Lucketts Road) To: Maryland State Line Jurisdiction: Loudoun County,			57 b	2,414 c					BD / / 100	2,471	N/A
									Total:	\$2,471	
Description:	Perform a corridor safety study. Implement safety and operational improvements, as necessary.										
34 Facility: US 15 (James Monroe Highway) From: Village of Lucketts To: Vicinity of VA 662 Jurisdiction: Loudoun County,			250 a 150 b	600 c					ISTEA DEMO 100 / /	1,000	PCE Proposed for preparation
									Total:	\$1,000	
Description:	Implement safety improvements.										
35 Facility: US 15 (James Monroe Highway) From: VA 655 (Whites Ferry Road) To: VA 662 (Lucketts Road) Jurisdiction: Loudoun County,			381 a 400 b	1,200 c					ISTEA DEMO 100 / /	1,981	PCE Proposed for preparation
									Total:	\$1,981	
Description:	Implement safety improvements.										
36 Facility: US 15 (James Monroe Highway) From: VA 655 (Whites Ferry Road) To: VA 662 (Lucketts Road) Jurisdiction: Loudoun County,	2,898 b	1,270	1,270 b						BD / / 100	1,270	N/A
									Total:	\$1,270	
Description:	Perform a corridor safety study. Implement safety and operational improvements, as necessary.										
37 Facility: US 29 From: Merrilee Drive To: I-495 Jurisdiction: Fairfax County,			5,300 b						RSTP 80 / 20 /	5,300	CE Proposed for preparation
									Total:	\$5,300	
Description:	Widen US 29 to 6 lanes between Nutley Street and I-495, and study the feasibility of constructing an interchange at US 29 and Gallows Road. Break into three segments: ECL City of Fairfax (vic. Nutley St.) to Espana Court, Espana Court to Merrilee Drive, and Merrilee Drive to I-495. As part of this project, widen VA 650 (Gallows Road) from 4 to 6 lanes between Gatehouse Road and Prescott Drive.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
38 Facility: US 50 From: VA 742 (Poland Road) To: VA 661 (Lee Rd.) Jurisdiction: Fairfax County, Loudoun County			500 a						STP 80 / 20 /	500	PCE Proposed for preparation	
Description: Evaluate safety and operational improvements, including an examination of the desirability / method(s) of adding additional lanes.										Total:	\$500	
39 Facility: US 50 From: @ VA 609 (Pleasant Valley Road) To: Jurisdiction: Fairfax County			63 c						STP 80 / 20 /	63	PCE Proposed for preparation	
Description: Extend the westbound left-turn lane at the cited intersection.										Total:	\$63	
40 Facility: US 50 (Loudoun traffic calming) From: Fauquier County Line To: Village of Lenah Jurisdiction: Loudoun County,	3,317 b	3,317	2,096 b 22,396 c						Local / / 100 TEA-21 100 / /	17,399 7,093	CE Proposed for preparation	
Description: Study, design, and implement traffic calming measures on US 50 within the above limits.										Total:	\$24,492	
41 Facility: US 50 Interchange From: @ Courthouse Road / 10th Street To: Jurisdiction: Arlington County,	1,017 b	1,017	1,951 b		17,434 c				BD / / 100 STP 80 / 20 /	7,498 11,887	CE Prepared for review	
Description: Interchange reconstruction.										Total:	\$19,385	
42 Facility: US 50 Traffic Circle From: @ US 15 (Gilbert's Corner) To: Jurisdiction: Loudoun County,							3,000 c		TEA-21 100 / /	3,000	PCE Proposed for preparation	
Description: Construct a traffic circle at Gilbert's Corner, the intersection of US 50 and US 15. Implement safety and operational improvements, as necessary.										Total:	\$3,000	
43 Facility: VA 120 From: @ 24th Road South To: Jurisdiction: Arlington County,	25 c	21	21 c						STP/HES 90 / 10 /	21	PCE Proposed for preparation	
Description: Provide safety improvements in accordance with the County's master plan. Install advanced warning signal										Total:	\$21	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
44	Facility: VA 120 From: @ Arlington Ridge Road To: Left-Turn Lanes Jurisdiction: Arlington County,	30 a 108 b	108	160 b 331 c						HES/STP 90/ 10/	491	PCE Proposed for preparation	
Description: Construction of left turns at the intersection of Route 120 (Glebe Rd.) and Arlington Ridge Road & upgrade signal system.											<i>Total:</i>	\$491	
45	Facility: VA 120 (Glebe Road) From: @ VA 244 (Columbia Pike) To: Jurisdiction: Arlington County,	935 c	935	950 c						State / 100/	950	N/A Approved	
Description: Construct turn lanes											<i>Total:</i>	\$950	
46	Facility: VA 120 (Glebe Road) Bridge From: over US 50 To: Jurisdiction: Arlington County,			2,146 b	5,434 c					STP/BR 80/ 20/	7,580	CE Proposed for preparation	
Description: Reconstruct bridge (strengthen and widen) over US 50. No additional through travel lanes will be added.											<i>Total:</i>	\$7,580	
47	Facility: VA 123 From: @ VA 620 (Braddock Road) To: Jurisdiction: Fairfax County,	160 a	160	160 a 10 b 321 c						HES/STP 90/ 10/	491	PCE Proposed for preparation	
Description: Add acceleration lanes and right-turn islands.											<i>Total:</i>	\$491	
48	Facility: VA 123 (Occoquan River Bridge) From: South Approach To: VA 772 North Jurisdiction: Fairfax County, Prince William County,	27,075 c	25,846	25,846 c						BD / / 100 NHS 80/ 20/ STP 80/ 20/ TEA-21 80/ 20/	5,500 8,096 9,478 2,772	FONSI Approved	
Description: Widen Route 123 (Ox Road) to 6-lanes and replace the bridge over the Occoquan as part of an overall project to widen Ox Road between the City of Fairfax and the Woodbridge area.											<i>Total:</i>	\$25,846	
49	Facility: VA 123 (Ox Road) From: Lee Chapel Rd. To: Burke Lake Rd. Jurisdiction: Fairfax County,	900 c										FONSI Approved	
Description: Landscape this segment of VA 123 following its widening.													

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
50 Facility: VA 123 Interchange From: @ US 1 To: Jurisdiction: Prince William County,				26,393 c					STP 80/ 20/ TEA-21 100/ /	17,959 8,434	FONSI Approved
									Total:	\$26,393	
Description:	Construct an interchange at the intersection of US 1 and VA 123 including: constructing bridge over CSX railroad to provide new access point to Belmont Bay, widening US 1 to 6 lanes from Occoquan Road to Occoquan River, and widening VA 123 to 6 lanes from Horner Road to US 1.										
51 Facility: VA 193 From: @ Riverbend Road & To: @ Nethercliff Hall Road Jurisdiction: Fairfax County,			160 b 506 c						STP/HES 90/ 10/	666	CE Proposed for preparation
									Total:	\$666	
Description:	Lower vertical curve										
52 Facility: VA 193 - Traffic Calming From: VA 7 To: VA 123 Jurisdiction: Fairfax County,	50 b	50	50 b						State / 100/	50	N/A Ongoing
									Total:	\$50	
Description:	Identify & implement traffic calming strategies on the Georgetown Pike.										
53 Facility: VA 234 (Dumfries Road) From: Eclipse Dr. To: Snowfall Dr. Jurisdiction: Prince William County,	16,800 c	16,800	21,395 c						FRANs / 100/	21,395	FONSI/4(f) Approved
									Total:	\$21,395	
Description:	Widen VA 234 (Dumfries Road) from 2 lanes to 4 lanes on a 6-lane right-of-way										
54 Facility: VA 234 (Dumfries Road) From: Waterway To: Eclipse Dr. Jurisdiction: Prince William County,	19,195 c	19,195	19,884 c						FRANs / 100/	19,884	FONSI/4(f) Approved
									Total:	\$19,884	
Description:	Widen VA 234 (Dumfries Road) from 2 lanes to 4 lanes on a 6-lane right-of-way										
55 Facility: VA 236 (intersection/spot improvements) From: Pickett Road To: Lake Drive Jurisdiction: Fairfax County, City of Fairfax,	6,588 b	6,588	2,454 b	8,134 c					CMAQ 80/ / 20 RSTP 80/ 20/ STP 80/ 20/	4,134 4,000 2,454	PCE Proposed for preparation
									Total:	\$10,588	
Description:	Intersection and spot improvements										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
56 Facility: VA 236 EB From: @ VA 620 (Braddock Road) To: Jurisdiction: Fairfax County,	130 a	130	55 a 274 c						HES/STP 90/ 10/ Total:	329 \$329	PCE Proposed for preparation
Description: Construct second left-turn lane from VA 236 eastbound to Braddock Road northbound and modify signal.											
57 Facility: VA 236 WB From: @ VA 620 (Braddock Road) To: Jurisdiction: Fairfax County,	105 a	105	55 a 277 c						HES/STP 90/ 10/ Total:	332 \$332	PCE Proposed for preparation
Description: Construct second left-turn lane from VA 236 westbound to Braddock Road southbound and modify signal.											
58 Facility: VA 267 (DTR) HOV Marketing From: VA 28 To: I-66 Jurisdiction: Fairfax County, Loudoun County,	300 a		300 a	300 a	300 a	300 a			TF / 100/ Total:	1,200 \$1,200	N/A Ongoing
Description: Market - fund public advertising campaigns promoting HOV usage on the Dulles Toll Road. Ongoing											
59 Facility: VA 267 (Dulles Toll Road) Ramps From: @ I-495 Interchange To: Jurisdiction: Fairfax County, Loudoun County,	5,622 c										N/A
Description: Reconstruct / widen the ramp leading from the eastbound (EB) Dulles Toll Road (DTR) to I-495 (Capital Beltway). Also, as part of this project, widen to two lanes the ramp leading from the Outer Loop of I-495 to westbound (WB) DTR.											
60 Facility: VA 27 Interchange From: @ VA 244 (Columbia Pike) To: Jurisdiction: Arlington County,			7,064 b						State / 100/ STP 80/ 20/ Total:	6,739 325 \$7,064	FONSI Under preparation
Description: Rehabilitate Washington Blvd. Interchange (Rte 27 & 244). Rehabilitate the existing grade-separated Washington Boulevard Interchange at Columbia Pike to eliminate existing safety hazards and provide geometric improvements. Proposed rehabilitation will also aid traffic flow and reduce congestion.											
61 Facility: VA 28 From: Bridge over Broad Run To: Replace / Widen to ultimate width Jurisdiction: Prince William County,			7,187 c						HES/STP 90/ 10/ RSTP 80/ 20/ Total:	5,500 1,687 \$7,187	PCE Proposed for preparation
Description: Replace the existing bridge over Broad Run with a 6-lane structure and 4-lane approaches.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
62	Facility: VA 28 PPTA (Phase I) From: I-66 To: VA 7 Jurisdiction: Fairfax County, Loudoun County,	38,783 c		3,500 c	6,500 c	10,000 c	11,217 c			State / 100 /	31,217	N/A	
Description: VA's share of the funding for the following Phase I VA 28 PPTA projects:													
Construct interchanges at the following locations: <ul style="list-style-type: none"> o Barnsfield (SASM) Interchange (Phase 2) - Construct a full cloverleaf interchange and a 4-lane bridge carrying Barnsfield Road over Route 28. o Route 625 - Construct a partial cloverleaf interchange and a 4-lane bridge carrying Route 625 over Route 28 with a directional flyover ramp from northbound Route 28 to westbound Route 625. Widen existing Route 625 crossing Broad Run from four to six lanes. Construct a bridge on Route 625 crossing over the W&OD Trail. o Route 606 - Construct a full cloverleaf interchange and a 4-lane bridge carrying Route 606 over VA 28. o Westfields - Construct a full cloverleaf interchange and a 4-lane bridge carrying Westfields Boulevard over Route 28. o Sterling Boulevard - Construct a full cloverleaf interchange and a 4-lane bridge carrying Sterling Boulevard over Route 28. Completion of this interchange and associated mainline widening will result in an eight-lane freeway between VA 606 and VA 625. o McLearen Road - Construct a trumpet style interchange and a 2-lane bridge carrying McLearen Road over Route 28. Completion of this interchange and associated mainline widening will result in an eight-lane freeway between the Barnsfield (SASM) interchange and McLearen Road. Implement safety and operational improvements, as necessary. Reconstruct / replace bridges, as necessary.													
63	Facility: VA 7 From: Rolling Holly Drive To: Reston Parkway Jurisdiction: Fairfax County			1,544 b						BD / / 100	1,544	PCE Proposed for preparation	
Description: Widen to six lanes within the cited limits													
64	Facility: VA 7 From: @ VA 711 (Williams Gap Road) To: Jurisdiction: Loudoun County	30 a 54 b	84	46 a 54 b 500 c						Local / / 100	600	PCE Proposed for preparation	
Description: Improve intersection													
65	Facility: VA 7 From: @ VA 606 (Baron Cameron Ave.) To: Jurisdiction: Fairfax County	385 c	385	2,000 c						HES/STP 90/ 10/	2,000	PCE Proposed for preparation	
Description: Reconstruct intersection of VA 7/ VA 606 (Baron Cameron Ave.) to provide dual right-turn lanes from northbound (NB) VA 606 to eastbound (EB) VA 7 and remove signal for NB to EB right-turn movement.													

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
66 Facility: VA 7 From: Route 9 To: Market Street (Leesburg) Jurisdiction: Loudoun County, Leesburg	467 a										DEA Proposed for preparation
Description:	Widen to six lanes between Route 9 and West Market Street in Leesburg and implement limited access on Route 7 Construct an interchange at the Route 7/White Gate Road intersection and construct frontage roads. This segment of Route 7 is characterized by traffic in excess of 46,000 vehicles per day, a steep grade, four at-grade and unsignalized intersections, and high travel speeds on Route 7 that makes access difficult and dangerous. As currently envisioned, the Route 7 Implementation Plan (for this segment of Route 7) will do the following: a. Eliminate the at-grade access points b. Provide an interchange at White Gate Road c. Construct frontage roads to provide adjacent properties access to the proposed White Gate Road interchange.										
67 Facility: VA 9 From: @ VA 662 (Clarks Gap Road) To: Jurisdiction: Loudoun County			240 b	1,400 c					State / 100 /	1,640	N/A
Description:	Intersection Improvement										
68 Facility: VA 9 From: Shoulder Analysis & Improvement To: Jurisdiction: Loudoun County,			497 c						ISTEA DEMO 100 / /	497	PCE Proposed for preparation
Description:	Shoulder Analysis & Improvement										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Urban											
69 Facility: Battlefield Parkway From: Kincaid Boulevard To: Route 7 Jurisdiction: Leesburg,	2,666 a					5,183 b			STP 80/ 20/	5,183	CE Proposed for preparation
Total:										\$5,183	
Description: Construct Battlefield Parkway within the cited limits.											
70 Facility: Beulah Road From: Maple Avenue To: NCL of Vienna Jurisdiction: Vienna,	1,250 b	1,250	461 b	2,780 c					State / 100/	3,241	N/A
Total:										\$3,241	
Description: Reconstruct 2-lane roadway.											
71 Facility: Branch Road From: Maple Avenue To: Valley Drive Jurisdiction: Vienna,			1,407 b		1,878 c				STP 80/ 20/	3,285	CE Under preparation
Total:										\$3,285	
Description: Reconstruct 2-lane roadway.											
72 Facility: Catoctin Circle and Market Street From: Coordinate 6 Traffic Signals To: Jurisdiction: Leesburg	90 c	90	150 c						CMAQ 100/ / STP 80/ 20/	90 60	
Total:										\$150	
Description: Coordinate traffic signals.											
73 Facility: City of Alexandria From: Old Town Alexandria To: Congestion Reduction Study Jurisdiction: Alexandria	200 a	200	200 a						CMAQ 80/ / 20	200	N/A
Total:										\$200	
Description: Phase 1: Study to determine the best alternatives to reduce traffic congestion and improve access to Old Town Alexandria, including an analysis of existing and potential parking improvements. Phase 2: Implement the traffic reduction improved access measures.											
74 Facility: Clermont Ave. From: Eisenhower Ave. To: Duke St. Jurisdiction: Alexandria,			2,032 a		7,342 b		21,176 c		STP 80/ 18/ 2	30,550	EA Approved
Total:										\$30,550	
Description: This project proposes the extension of Clermont Avenue between Duke Street and the recently constructed I-95/495 (Capital Beltway) interchange, to provide improved access to the Eisenhower Valley area of the City. Clermont Avenue (renamed the Eisenhower Avenue Connector) has, as part of the Capital Beltway/Clermont Ave. (Eisen. Ave. Conn.) Interchange construction, been widened to four lanes. Ultimately, Clermont Avenue will be constructed/extended to Duke Street along Alignment #5 as a four-lane facility.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
75 Facility: East Elden Street From: Herndon Parkway East To: Fairfax County Parkway Jurisdiction: Herndon,								2,196 a	HPD 80/ 20/	2,196	CE Proposed for preparation
									Total:	\$2,196	
Description:	Widen Elden Street to six lanes from Herndon Parkway East to Fairfax County Parkway.										
76 Facility: George Mason Boulevard From: University Drive @ Armstrong Street To: University Drive @ Parking Lot Entrance Jurisdiction: City of Fairfax,			500 a	588 b				1,526 c	STP 80/ 20/	2,614	FONSI Proposed for preparation
									Total:	\$2,614	
Description:	Construct a 2-lane roadway on new location within the cited limits. The proposed facility will provide an alternate route for traffic oriented towards George Mason University; thereby, reducing traffic on University Drive, which is primarily a residential street.										
77 Facility: Mill Road Extension From: Telegraph Rd. To: DMV complex Jurisdiction: Alexandria,			475 b	2,500 c					State / 100/	2,975	N/A
									Total:	\$2,975	
Description:	Extend Mill Road 1500 feet from Telegraph Road to the DMV complex, as a new 2-lane roadway.										
78 Facility: Pickett Road From: Mathy Drive To: Main Street Jurisdiction: City of Fairfax,	250 a 647 b	897	286 a 381 b 1,579 c						Local / / 100 STP 80/ 20/	996 1,250	EA Proposed for preparation
									Total:	\$2,246	
Description:	Reconstruct Pickett Rd to provide turn lanes and install/improve signals as needed.										
79 Facility: Richmond Ave. From: Dumfries Road To: Ellicott Lane Jurisdiction: City of Manassas	3,235 c	3,235	4,212 c						STP 80/ 20/	4,212	FONSI Approved
									Total:	\$4,212	
Description:	Widen to 4 lanes. Project has been split into two segments at the request of the City of Manassas. Section of Richmond/Fairview between Ellicott Lane and Nagle Street is already four lanes.										
80 Facility: Slaters Lane From: @ N-S Railroad Crossing To: (DOT #714-292X) Jurisdiction: Alexandria,			200 c						HES/STP 90/ 10/	200	PCE Under preparation
									Total:	\$200	
Description:	Install cantilever flashing lights and gates, interconnect and install concrete surface										
81 Facility: South Elden Street/Centreville Road From: Worldgate Drive To: Herndon Parkway Jurisdiction: Herndon,	529 c	529		5,139 c					STP/RSTP 80/ 20/	5,139	FONSI Approved
									Total:	\$5,139	
Description:	Widen Elden Street to six lanes from Worldgate Drive to Herndon Parkway.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
82	Facility: US 1 - Monroe Avenue Bridge From: Vernon Street To: Bellefonte Avenue Jurisdiction: Alexandria,	4,446 a		9,585 b			43,000 c			Developer / / 100 STP 80/ 18/ 2	24,085 28,500	PCE Proposed for preparation
Description: The project has two components. The first is to build a spine road through the Potomac Yard development (between the G.W. Parkway and Rt. 1.) The second component is to straighten the Monroe Street Bridge.												
										Total:	\$52,585	
83	Facility: US 15 (South King Street) From: Evergreen Mill Road To: SCL of Leesburg Jurisdiction: Leesburg,	3,015 b	3,015	2,424 b	4,500 c					STP 80/ 20/	6,924	CE Proposed for preparation
Description: Widen to four lanes.												
										Total:	\$6,924	
84	Facility: US 29 (Lee Highway) From: WCL of City of Fairfax To: Chain Bridge Road Jurisdiction: City of Fairfax,	1,200 a	1,200	1,415 a		5,707 b				BD / 100/ STP 80/ 20/ TEA-21 90/ 10/	3,100 1,650 2,372	CE Proposed for preparation
Description: Widen the existing roadway to 6 lanes. Between the WCL and US 50, developers have already widened many segments to 6 lanes.												
										Total:	\$7,122	
85	Facility: US 29 (Lee Highway) From: Chain Bridge Road To: Eaton Place Jurisdiction: City of Fairfax,	3,501 b	3,501	1,845 b			9,159 c			STP 80/ 20/	11,004	CE Proposed for preparation
Description: Widen the existing roadway to six lanes.												
										Total:	\$11,004	
86	Facility: VA 123 (Chain Bridge Road) From: US 50 To: I-66 Jurisdiction: City of Fairfax,	1,945 b	1,945	192 b				1,856 c		STP 80/ 20/	2,048	EA Approved
Description: Construct an additional lane on northbound Chain Bridge Road from US 50 to I-66.												
										Total:	\$2,048	
87	Facility: VA 28 (Centreville Road) From: Sudley Road To: Liberia Avenue Jurisdiction: City of Manassas	70 a	70	70 a 220 b 480 c						HES/STP 90/ 10/	770	PCE Approved
Description: Reconstruct with a center left-turn lane.												
										Total:	\$770	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
88 Facility: VA 28 Overpass & Interchange (Phase II) From: Overpass Norfolk-Southern RR B Line To: Interchange w/ Wellington Road Jurisdiction: City of Manassas				13,584 c					NHS 80/ 20/ STP 80/ 20/ Total:	2,000 11,584 \$13,584	CE Approved
Description: Construct overpass of Norfolk-Southern Railroad B Line and an overpass of/interchange (probably one-quadrant) with Wellington Road. VA 28 will be reconstructed adjacent to its existing alignment as a four-lane divided roadway from the vicinity of Foster Drive to the vicinity of Cockrell Road. Existing VA 28 is currently four lanes wide and has at-grade intersections with the railroad and with Wellington Road.											
89 Facility: VA 7 (East Market Street) From: Loudoun Street To: Sycolin Road Jurisdiction: Leesburg,	2,334 c										CE Approved
Description: Widen to 4 lanes between the Market Street/Loudoun Street split and the existing 5-lane roadway at Sycolin Road.											
90 Facility: VA 7 (King Street) From: @ Beauregard Street To: Jurisdiction: Alexandria,			703 b		4,241 c				STP 80/ 18/ 2 Total:	4,944 \$4,944	DEA Proposed for preparation
Description: PROJECT SCOPE REDUCED from "Widen King Street (VA 7) to 6 lanes between I-395 and the western corporate limits of the city," to "Reconstruct King Street's intersection with Beauregard Street to provide additional turning lanes and improved pedestrian and bicycle flows through the intersection."											
91 Facility: VA 7 (King Street) - spot improvements From: Quaker Lane To: Dearing Street Jurisdiction: Alexandria,	647 c	647	647 c						State / 100/ Total:	647 \$647	N/A
Description: Spot improvements											
92 Facility: VA 7 (Main Street) From: South Maple Avenue To: VA 287 (Berlin Turnpike) Jurisdiction: Town of Purcellville			332 a						STP 80/ 20/ Total:	332 \$332	PCE Proposed for preparation
Description: Intersection improvements to VA 7 (Main Street) within the cited limits.											
93 Facility: VA 773 (Edwards Ferry Road) From: @ US 15 Bypass To: Jurisdiction: Leesburg,			420 c						Minimum Guara 80/ 20/ Total:	420 \$420	PCE Proposed for preparation
Description: Design and construct a right-turn / acceleration lane for the movement from eastbound VA 773 (Edwards Ferry Road) to southbound US 15 Bypass in Leesburg.											
94 Facility: Wellington Road From: Godwin Drive To: VA 28 (Nokesville Road) Jurisdiction: City of Manassas			431 b			1,269 c			STP 80/ 20/ Total:	1,700 \$1,700	PCE Proposed for preparation
Description: Widen to four lanes.											

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	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Bike/Ped											
95 Facility: Duke Street Ped Bridge	5 a	5	75 a						CMAQ	525	PCE
From: Near Cameron Station			450 c						80 / / 20		Proposed for preparation
To: Alexandria,											
Jurisdiction: Alexandria,									Total:	\$525	
Description: Construct a pedestrian bridge over Duke Street near the Cameron Station development.											
96 Facility: Eisenhower Avenue Multi-Use Trail	102 a		828 c						STP / Enhancem	828	PCE
From: Trail extension									80 / / 20		Proposed for preparation
To: Alexandria,											
Jurisdiction: Alexandria,									Total:	\$828	
Description: Improvements and expansion of Eisenhower Avenue multi-use trail.											
97 Facility: Main Street	10 a	45	10 a						STP / Enhancem	45	PCE
From: Town of Hamilton	35 c		35 c						80 / / 20		Proposed for preparation
To: Town of Hamilton											
Jurisdiction: Town of Hamilton									Total:	\$45	
Description: Construct curb ramps, perform pavement striping, landscape, and erect gateway signage on Main Street in the Town of Hamilton.											
98 Facility: Manassas Drive Sidewalk	334 c	334	334 c						Local	111	PCE
From: Andrew Drive									/ / 100		Proposed for preparation
To: Euclid Avenue									STP / Enhancem	223	
Jurisdiction: City of Manassas Park									80 / / 20		
									Total:	\$334	
Description: Install sidewalk, curb, and gutter on the north side of Manassas Drive and place a "Welcome" sign on Euclid Avenue.											
99 Facility: Old Town Manassas City Square, Walkways,			125 c						STP / Enhancem	125	PCE
From: Phase II									80 / / 20		Approved
To: City of Manassas											
Jurisdiction: City of Manassas									Total:	\$125	
Description: Phase II: Paint / Stripe 28 crosswalks.											
100 Facility: Ped & Bike Path Network	122 b	374	122 b						Local	147	PCE
From: Town of Lovettsville	252 c		252 c						/ / 100		Proposed for preparation
To: Town of Lovettsville									STP / Enhancem	227	
Jurisdiction: Town of Lovettsville									80 / / 20		
									Total:	\$374	
Description: Design & construct a 6-mile network of sidewalks & bike paths to link community, social, & business centers together.											
101 Facility: Pedestrian/Bicycle Plaza & Pathways	100 b	156	100 b						Enhancement (S	156	PCE
From: Town of Clifton	56 c		56 c						80 / / 20		Proposed for preparation
To: - Phase II											
Jurisdiction: Town of Clifton									Total:	\$156	
Description: Pedestrian/Bicycle Plaza & Pathways - Phase II in Town of Clifton											

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CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
102 Facility: Potomac Avenue From: CSX Railroad To: Potomac River Jurisdiction: Town of Quantico,	354 c	354	354 c						Local / / 100 STP / Enhancem 80 / / 20	323 31	PCE Proposed for preparation
									Total:	\$354	
Description: Landscape, streetscape, erect street lights, and widen sidewalks on Potomac Avenue within the cited limits.											
103 Facility: Potomac Transportation Facility From: AMTRAK / VRE Station To: Potomac River Jurisdiction: Town of Quantico	1 b 353 c	354	1 b 353 c						Local / / 100 STP / Enhancem 80 / / 20	171 183	PCE Proposed for preparation
									Total:	\$354	
Description: Construct a timber-deck trail, to be used by bicyclists and pedestrians, starting at the AMTRAK / VRE Station leading to the Potomac River; a paved parking lot, and paved and graveled walkways.											
104 Facility: Riverfront Boardwalk From: on the Occoquan River To: in the Town of Occoquan Jurisdiction: Town of Occoquan	519 c	519	519 c						Local / / 100 STP / Enhancem 80 / / 20	265 254	PCE Proposed for preparation
									Total:	\$519	
Description: Design and construct a riverfront boardwalk.											
105 Facility: Sidewalk Construction From: City of Alexandria To: City-wide Jurisdiction: Alexandria,	25 a 913 c	938	25 a 913 c						CMAQ 80 / / 20	938	
									Total:	\$938	
Description: Study sidewalk connectivity, determine deficiencies, and construct sidewalk improvements, primarily near metro stations and bus stops.											
106 Facility: Sugarland Run Trail From: W&OD Trail To: Fairfax County's Sugarland Run Trail Jurisdiction: Herndon,	898 c	898	898 c						CMAQ 33 / / 66	898	
									Total:	\$898	
Description: Construct an 8 foot paved trail within the Sugarland Run Stream Valley that will provide connection to the W&OD Regional Trail to the south and to an existing Sugarland Run Fairfax County trail to the north. Trail construction will include the replacement of 4 bridges and one constructed ford. Most of the property is under Town ownership or trail easement. In addition, this trail will require safe passage across Elden Street, a minor arterial within the Town.											
107 Facility: Town of Haymarket Streetscaping From: Washington Street To: Phase II Jurisdiction: Town of Haymarket	55 c	55	55 c						STP / Enhancem 80 / / 20	55	PCE Proposed for preparation
									Total:	\$55	
Description: Town of Haymarket Streetscaping, Washington Street, Phase II - Installation of five-foot wide brick sidewalks, storm drainage system, colonial style streetlights, street trees and planter boxes, street furniture, and designated bicycle lanes and bike racks.											

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CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
108 Facility: US 29 (Lee Highway) Fairfax Circle From: @ US 50 To: Jurisdiction: City of Fairfax,			400 c						Minimum Guara 80 / 20 /	400	PCE Proposed for preparation
									<i>Total:</i>	\$400	
Description:	Review and revise signing and pavement marking, install missing sidewalk segments, provide pedestrian crosswalks and pedestrian signals, etc. Implement safety and operational improvements, as necessary.										

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CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
ITS											
109 Facility: 511 Virginia - Travel Information	200 c		300 c	300 c	300 c	300 c	300 c		NHS 90/ 10/	1,500	N/A
From: District-wide											
To: District-wide											
Jurisdiction: District-wide									Total:	\$1,500	
Description: Provision of accurate, timely information to the traveling public.											
110 Facility: Dynamic Message Signs	25 a	250	25 a						RSTP 80/ 20/	250	PCE Proposed for preparation
From: 3 Locations in the City of Fairfax	10 b		10 b								
To: City of Fairfax	215 c		215 c								
Jurisdiction: City of Fairfax									Total:	\$250	
Description: Purchase and install three dynamic message signs at three locations in the City of Fairfax: one on the east side, one on the west side, and one in the center of the City. The signs will post traffic conditions, incidents, traffic congestion, and any major event in the City. In addition, the signs would also post parking availability in the City.											
111 Facility: I-95 (provide 4th lane) TMS				1,200 c					NHS 80/ 20/	1,200	CE Proposed for preparation
From: Newington											
To: VA 123											
Jurisdiction: Fairfax County, Prince William County,									Total:	\$1,200	
Description: RELOCATE EXISTING & INSTALL NEW TMS FACILITIES prior to Widening from 6 to 8 lanes.											
112 Facility: Interstate ITS	1,600 c		1,600 c	1,000 c	1,000 c	500 c	500 c		NHS 90/ 10/	4,600	N/A
From: District-wide											
To: District-wide											
Jurisdiction: District-wide									Total:	\$4,600	
Description: Implement Intelligent Transportation Systems (ITS) on NoVA's Interstate Highways.											
113 Facility: NoVA's Smart Traffic Center	1,000 c		1,000 c	1,000 c	1,000 c	1,000 c	1,000 c		NHS 90/ 10/	5,000	N/A
From: District-wide											
To: District-wide											
Jurisdiction: District-wide									Total:	\$5,000	
Description: Monitor and enhance the Smart Traffic Center's existing operating software to reflect a dynamic environment and changing needs.											

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CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
114 Facility: Primary System From: Technology To: Districtwide Jurisdiction: District-wide,			250 c	250 c	250 c	250 c	250 c		State / 100 /	1,250	
									Total:	\$1,250	
Description:	ITS improvements Districtwide including, but not limited to, the following programs: ITS Planning, elements to include: * Modification of the regional travel demand model to reflect ITS factors. * Professional training. * Travel data archiving. * Strategic plan development & maintenance. * Regional ITS deployment tracking. * Communication Study for Arlington Co.'s TMS. * Inventory of communications infrastructure. * GIS-based inventory of regional ITS systems. Incident Management and Safety, elements to include: * Advanced Law Enforcement and Response Technology (ALERT) * Grade crossing safety enhancement. * Head-on traffic warning system. * Illuminated pedestrian crosswalks in Fairfax County. Traffic Cameras Signal Operation Improvements, elements to include: * Congestion mapping decision support system. * Signal priority/pre-emption strategies										
115 Facility: Real-Time Transit Information for DASH Tran From: Alexandria To: Citywide Jurisdiction: Alexandria,			500 c						State Cong. Relie / 100 /	500	N/A
									Total:	\$500	
Description:	Real-Time Transit Information for DASH Transit Patrons										
116 Facility: Signal System From: Town of Herndon's boundary To: Interjurisdictional traffic signal coordination Jurisdiction: Herndon,			80 a						CMAQ 100 / /	80	N/A
									Total:	\$80	
Description:	Analyze and design coordinated signal timings for key regionally interconnected intersections / arterials at the town's boundary with adjacent VDOT traffic signals.										
117 Facility: Traffic Monitoring Cameras From: City of Fairfax To: Signal-Controlled Intersections Jurisdiction: City of Fairfax,	295 c	295	295 c						CMAQ 100 / /	240	
									STP 80 / 20 /	55	
									Total:	\$295	
Description:	Install Video Surveillance Cameras at major intersections in the City of Fairfax in order to photograph red-light runners.										

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CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
118 Facility: Traffic Monitoring Cameras From: City of Alexandria To: Jurisdiction: Alexandria			1,220 c						RSTP 80 / 20 /	1,220	PCE Proposed for preparation
									Total:	\$1,220	
Description:	Install traffic monitoring video cameras, city-wide, for enhanced incident and operations management.										
119 Facility: Traffic Signal Coordination From: Falls Church To: City-wide Jurisdiction: Falls Church	140 c	140	140 c						CMAQ 100 / / Local / / 100	86 54	PCE Prepared for review
									Total:	\$140	
Description:	Implement coordinated city-wide signal system.										
120 Facility: Traffic Signal Optimization From: City of Manassas To: Jurisdiction: City of Manassas			50 a						CMAQ 100 / /	50	N/A
									Total:	\$50	
Description:	Use computer software to identify optimal signal timings and offsets for 23 traffic signals in Manassas.										
121 Facility: Traffic Signal Optimization From: City of Fairfax To: Jurisdiction: City of Fairfax			165 c						CMAQ 100 / /	165	N/A
									Total:	\$165	
Description:	Hire a consultant to optimize the City's traffic signal system over a period of three years.										
122 Facility: Traffic Signal Software From: City of Fairfax To: Jurisdiction: City of Fairfax			100 c						CMAQ 100 / /	100	N/A
									Total:	\$100	
Description:	Hire a consultant, purchase and install software to upgrade the City's main traffic signal system computer.										
123 Facility: Traffic Signal System From: Town of Vienna's boundary To: Interjurisdictional traffic signal coordination Jurisdiction: Vienna,			75 a						CMAQ 100 / /	75	N/A
									Total:	\$75	
Description:	Analyze and design coordinated signal timings for key regionally interconnected intersections / arterials at the town's boundary with adjacent VDOT traffic signals.										
124 Facility: Traffic Signal System From: City of Alexandria's boundary To: Interjurisdictional traffic signal coordination Jurisdiction: Alexandria,			193 a						CMAQ 100 / /	193	N/A
									Total:	\$193	
Description:	Analyze and design coordinated signal timings for key regionally interconnected intersections / arterials at the City's boundary with adjacent traffic signal systems.										

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
125	Facility: Traffic Signal Upgrade From: City of Manassas To: Jurisdiction: City of Manassas	30 a 370 c	400	30 a 723 c						CMAQ 100 / /	753	N/A	
Description: Traffic Signal Upgrade to the Econolite Icon system													
126	Facility: VA 236 (Duke Street) Congestion Relief From: I-395 To: Telegraph Road Jurisdiction: Alexandria,			732 c						Minimum Guara 80 / 20 /	732	PCE Proposed for preparation	
Description: Reduce congestion on Route 236, Duke Street; improve existing transit service reliability; and construct pedestrian accessibility improvements. The scope of this project will include the following: 1. Installation of video detection equipment. 2. Installation of accessible pedestrian signal controls. 3. Optimization of traffic signal phasing. 4. Development of new traffic signal coordination timing plans. 5. Implementation of traffic responsive signal controls.													
											Total:	\$753	
											Total:	\$732	

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	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Enhancement											
127 Facility: Ashbys Gap Turnpike Museum From: @ the Asbury Church To: in Middleburg Jurisdiction: Town of Middleburg	7 a	7	7 a	200 b	75 c				Local / / 100 STP / Enhancem 80 / / 20	113 169	PCE Proposed for preparation
Total:										\$282	
Description: Acquire and restore the Asbury Church for use as the Ashbys Gap Turnpike Museum.											
128 Facility: Ben Lomond Manor House From: To: Jurisdiction: Prince William County,	20 a	20	20 a	180 c					Local / / 100 STP / Enhancem 80 / / 20	160 40	PCE Proposed for preparation
Total:										\$200	
Description: Preserve and restore the Ben Lomond Manor House.											
129 Facility: Downtown Parking Facility From: Purcellville To: Jurisdiction: Town of Purcellville				161 c					Local / / 100 STP / Enhancem 80 / / 20	130 31	PCE Proposed for preparation
Total:										\$161	
Description: Design, construct, and landscape a parking facility in downtown Purcellville.											
130 Facility: Goose Creek Bridge From: Old Route 7 To: Adjacent to Keep-Loudoun-Beautiful Park Jurisdiction: Loudoun County	155 c	155	155 c						STP / Enhancem 80 / / 20	155	PCE Proposed for preparation
Total:										\$155	
Description: Rehabilitate the Goose Creek Bridge on Old Route 7 Adjacent to Keep-Loudoun-Beautiful Park.											
131 Facility: Mount Zion Church Visitors Center From: Adjacent to Mount Zion Church To: On US Route 50 Jurisdiction: Loudoun County,	100 a	100	100 a		30 b	220 c			Local / / 100 STP / Enhancem 80 / / 20	50 300	PCE Proposed for preparation
Total:										\$350	
Description: Mount Zion Church Visitors Center - Acquisition of land and construction of a visitors center, exhibit hall and parking.											
132 Facility: Oatlands Plantation From: Scenic Vistas To: Jurisdiction: Loudoun County	5 a	5	5 a		2,095 b				Local / / 100 STP / Enhancem 80 / / 20	1,850 250	PCE Proposed for preparation
Total:										\$2,100	
Description: Acquisition of scenic vistas adjacent to Oatlands Plantation.											

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	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
133 Facility: Rippon Lodge From: Parking lot To: Trail connection to Potomac Heritage National Scenic Trail Jurisdiction: Prince William County,	47 a	47	47 a	251 c					Local / / 100 STP / Enhancem 80 / / 20	235 63	PCE Proposed for preparation
Total:										\$298	
Description: Construct a parking lot at the Rippon Lodge and a trail connection from the Rippon Lodge to the Potomac Heritage National Scenic Trail.											
134 Facility: Scenic Easements From: Town of Waterford To: Jurisdiction: Town of Waterford	20 a 1,180 b	1,200	20 a 1,180 b						Local / / 100 STP / Enhancem 80 / / 20	431 769	PCE Proposed for preparation
Total:										\$1,200	
Description: Town of Waterford Enhancement Projects includes acquisition of scenic easements and properties.											
135 Facility: The Freedom Museum (Phase I) From: adjacent to the Broad Run VRE Station & To: to the Manassas Regional Airport Jurisdiction: Prince William County,	275 a	275	275 a	100 c					Local / / 100 STP / Enhancem 80 / / 20	154 221	PCE Proposed for preparation
Total:										\$375	
Description: This multi-year, phased project consists of design, construction, and landscaping for the permanent facility. Total project costs are estimated between \$10 million and \$15 million. Phase I of the plan includes the design of the museum and exhibition areas, landscaping design for the gateway to the museum and to the VRE station, dismantling a dilapidated building on the site, and planting appropriate landscaping. Future phases of the project would include engineering and construction of the museum.											
136 Facility: Transportation and Information Center From: South Liberty Street To: in Middleburg Jurisdiction: Town of Middleburg	4 a	4	4 a 12 b	184 c					STP / Enhancem 80 / / 20	200	PCE Proposed for preparation
Total:										\$200	
Description: Construct a Middleburg Area Visitor / Commuter Information Center on Liberty Street in Middleburg.											

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	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
TERMs												
137 Facility: Clean Air Partners Regional Public Education From: District-wide, To: Jurisdiction: District-wide,	158 c		158 c	108 c	108 c	108 c			CMAQ 80 / 20 /	482		
										Total:	\$482	
Description: Implement Clean Air Partners (nee Endzone) Regional Public Education Campaign. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.												
138 Facility: Commuter Connections Operation Center (T From: District-Wide To: Jurisdiction: District-wide,	165 c		169 c	174 c	181 c	187 c			CMAQ 80 / 20 /	711		
										Total:	\$711	
Description: Implement Commuter Connections Operation Center. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.												
139 Facility: Employer Outreach (M47C) From: District-Wide To: Jurisdiction: District-wide,	426 c		426 c	426 c	426 c	426 c	426 c		CMAQ 80 / 20 /	2,130		
										Total:	\$2,130	
Description: M - 47C Implement Employer Outreach. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.												
140 Facility: Employer Outreach for Bicycling From: (M70B) To: District-Wide Jurisdiction: District-wide,	6 c		6 c	6 c	6 c	6 c	6 c		CMAQ 80 / 20 /	30	N/A Ongoing	
										Total:	\$30	
Description: M70B Implement Employer Outreach for Bicycling. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.												
141 Facility: Incident Management From: I-395 / 14th Street Bridge & To: Memorial, Roosevelt and Key Bridges Jurisdiction: Arlington, DC			250 c						CMAQ 80 / 20 /	250	N/A Ongoing	
										Total:	\$250	
Description: Virginia and the District of Columbia will station incident response units on the north and southbound approaches to the 14th Street Bridge to respond more quickly in removing disabled vehicles from the travel lanes of the bridge, and to respond to incidents on the Memorial, Roosevelt and Key bridges, when practicable. VDOT's Safety Service Patrol will station a flatbed tow truck from 5 a.m. to 9 p.m. on the I-395 north approach to the 14th Street Bridge where the vehicle's operator will be able to quickly spot and respond to an incident. The D.C. Department of Transportation's Roadway Operations Patrol will position a push-bumper patrol unit on the I-395 south approach to the bridge from 6 a.m. to 10 p.m. This joint effort is aimed at keeping the travel lanes open and reducing delays to commuters.												

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	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
142 Facility: Integrated Ridesharing (M42) From: District-Wide To: District-Wide Jurisdiction: District-wide,	99 c		99 c	99 c	99 c	99 c	99 c		CMAQ 80 / 20 /	495	
Description: M - 47 Implement Integrated Ridesharing. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.										Total: \$495	
143 Facility: Mass Marketing Campaign From: (M101A) To: District-Wide Jurisdiction: District-wide,	459 c		367 c	270 c	225 c	225 c	225 c	367 c	CMAQ 80 / 20 /	1,679	N/A Ongoing
Description: Implement Mass Marketing Campaign. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.										Total: \$1,679	
144 Facility: Regional Guaranteed Ride Home Program From: (M47C) To: District-Wide Jurisdiction: District-wide,	755 c		755 c	755 c	755 c	755 c	755 c		CMAQ 80 / 20 /	3,775	N/A Ongoing
Description: M - 47C Implement Regional Guaranteed Ride Home Program. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.										Total: \$3,775	
145 Facility: Undesignated TERMS Support From: District-wide, To: District-wide, Jurisdiction: District-wide,	511 c		464 c	1,664 c	2,114 c	2,114 c	2,114 c		CMAQ 80 / 20 /	8,470	
Description: Continued support and funding for undesignated Transportation Emission Reduction Measures (TERMs).										Total: \$8,470	
146 Facility: Vanpool Incentives (M77B) From: Operating, Marketing, & Admin. Funds To: District-Wide Jurisdiction: District-wide,	171 c		171 c	171 c	171 c	171 c	171 c	171 c	CMAQ 80 / 20 /	1,026	N/A Ongoing
Description: M - 77B Implement Vanpool Incentives - Capital Cost of Contracting. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.										Total: \$1,026	

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		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
147	Facility: Vanpool Incentives (M77B) From: Capital Cost of Contracting To: District-Wide Jurisdiction: District-wide,	855 c		684 c	684 c	684 c	684 c	684 c	684 c	CMAQ 80 / 20 /	4,104	N/A Ongoing	
											<i>Total:</i>	<i>\$4,104</i>	
Description:	M - 77B Implement Vanpool Incentives - Capital Cost of Contracting. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.												
148	Facility: Washington Telework Resource Center From: (M92) To: District-Wide Jurisdiction: District-wide,	378 c		604 c	378 c	378 c	378 c	378 c		CMAQ 80 / 20 /	2,116	N/A Ongoing	
											<i>Total:</i>	<i>\$2,116</i>	
Description:	Implement Metropolitan Washington Telework Resource Center. (M92) Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.												

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CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Federal Lands Highway Program											
149 Facility:	14th Street Bridges and George Washington	13,000 c		2,161 c					NHS	2,161	EA
From:									100 / /		Under preparation
To:											
Jurisdiction:	Washington, DC and Arlington County, VA								Total:	\$2,161	
Description:	Planning, environmental documentation (EA), and preliminary engineering regarding safety and congestion improvements for the 14th Street Bridges and George Washington Memorial Parkway. The project will include reconstruction of the Humpback Bridge on the GWMP, reconstruction of the entrance to the Columbia Island Marina from the GWMP, construction of a new bridge from VA Route 27 to the Columbia Island Marina, and ramp improvements along the GWMP.										
150 Facility:	Bell Haven Parking						550 c		Park Roads	550	
From:									100 / /		
To:											
Jurisdiction:									Total:	\$550	
Description:	Rehab										
151 Facility:	Columbia Island Roads			2,700 c					Park Roads	2,700	
From:									100 / /		
To:											
Jurisdiction:									Total:	\$2,700	
Description:	Smoothride Columbia Island Roads										
152 Facility:	Daingerfield Island Parking						500 c		Park Roads	500	
From:									100 / /		
To:											
Jurisdiction:									Total:	\$500	
Description:	Rehab										
153 Facility:	East and West Abingdon Road						350 c		Park Roads	350	
From:									100 / /		
To:											
Jurisdiction:									Total:	\$350	
Description:	Rehab										
154 Facility:	Fort Hunt Entrance Road						100 c		Park Roads	100	
From:									100 / /		
To:											
Jurisdiction:									Total:	\$100	
Description:											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
155	Facility: George Washington Memorial Parkway From: To: Jurisdiction:	1,270 c		3,500 c	3,300 c	9,300 c	8,000 c	10,050 c	11,150 c	Park Roads 100/ /	45,300		
											<i>Total:</i>	\$45,300	
Description:	a. Clean/Paint, Bridge over Gleebe Road (006P) b. Rehab., Memorial Drive/Circle c. Repair footing erosion, Pimmit Run Bridge, (005P) d. Clean/Paint, Nat'l Airport Entrance Bridge (021P) e. Rehab., Gulf Branch Bridge Painting f. Rehab., VA Route 123, CIA interchange, mainline g. Rehab./Reconst., I-495 to VA 123 h. Rehab Arlington Memorial Bridge i. Rehab., SB GWMP from VA 123 to Spout Run j. Rehab., SB Bridge from National Airport (#27P)												
156	Facility: George Washington Memorial Parkway From: To: Jurisdiction: Arlington County, Fairfax County,				5,000 c		5,000 c			PLH 100/ /	10,000	CE	
											<i>Total:</i>	\$10,000	
Description:	Reconstruction of the George Washington Memorial Parkway between Spout Run Parkway and the Capital Beltway, including the interchanges at CIA and Virginia Route 123.												
157	Facility: Northdown Road, East & West Blvd. Dr. (MV) From: To: Jurisdiction:					650 c			6,500 c	Park Roads 100/ /	7,150		
											<i>Total:</i>	\$7,150	
Description:	Resurface Northdown Fd, East & West Boulevard Drive (MVMH). Rehab. MVMH from Alex. to TR Bridge.												
158	Facility: Occoquan Bay NWR Entrance Road From: To: Jurisdiction:					526 c				Refuge Roads 100/ /	526		
											<i>Total:</i>	\$526	
Description:	Repair Entrance Road, parking lot, bridge												
159	Facility: Prince William Forest Park Roads From: To: Jurisdiction:						3,200 c			Park Roads 100/ /	3,200		
											<i>Total:</i>	\$3,200	
Description:	Resurface												
160	Facility: Spout Run Parkway From: To: Jurisdiction:				475 c					Park Roads 100/ /	475		
											<i>Total:</i>	\$475	
Description:	Erosion repair												

12/31/2003

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2004 - 2009

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
161	Facility: Turkey Run Park Roads and Parking				1,400 c		630 c			Park Roads 100 / /	2,030	
	From:											
	To:											
	Jurisdiction:									<i>Total:</i>	<i>\$2,030</i>	
Description:	Rehab.											

Arlington County

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Arlington County Secondary											
1 Facility: US 29 (Lee Highway) From: N. Quincy To: N. Kenmore Jurisdiction: Arlington County,	2,000 c		1,294 c						Local / / 100	1,294	FONSI Approved
									Total:	\$1,294	
Description:	Geometric modifications and pedestrian signals at the five points intersection, construction of new sidewalks, and streetscape improvements and street trees along Lee Highway.										
2 Facility: VA 244 (Columbia Pike) From: S. Orme St. To: Southgate Rd. Jurisdiction: Arlington County,				1,200 a	2,800 c	5,000 c			Revenue Sharin / 50/ 50 STP 80/ / 20	2,000 7,000	DEA Proposed for preparation
									Total:	\$9,000	
Description:	Redesign and rebuild the eastern end of Columbia Pike to upgrade the roadway and to make it consistent with changes occurring at Arlington Cemetery and the Navy Annex.										
3 Facility: VA 244 (Columbia Pike) From: Fairfax County Line To: Southgate Rd. Jurisdiction: Arlington County,	17 a			135 c					REVSH / 50/ 50	135	N/A
									Total:	\$135	
Description:	Roadway/Streetscape improvements.										
4 Facility: VA 244 (Columbia Pike) From: Fairfax County Line To: Oakland St. Jurisdiction: Arlington County,	5,000 c		5,000 c	2,500 c	2,500 c				BD / / STP / /	2,000 8,000	DEA Proposed for preparation
									Total:	\$10,000	
Description:	Redesign and rebuild all street infrastructure to make them compatible with redevelopment plans for the the corridor.										
5 Facility: Wilson Blvd. From: N. Frederick To: George Mason Dr. Jurisdiction: Arlington County,	120 c	120	120 c						Local / / 100	120	N/A
									Total:	\$120	
Description:	Construct a raised median between George Mason Drive and Frederick Street.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Arlington County Bike/Ped											
6	Facility: 10th St. Pedestrian Facilities From: Wilson Blvd. To: Washington Blvd. Jurisdiction: Arlington County,					500 c			Local / / 100	500	N/A
Description: Install sidewalks along 10th St.										Total:	\$500
7	Facility: Arlington Boulevard Ped and Bike Trail From: Fairfax County Line To: N. Meade Street Jurisdiction: Arlington County			250 c					Local / / 100	250	PCE Proposed for preparation
Description: Construct missing segments of ped-bike trail along Arlington Boulevard within the cited limits.										Total:	\$250
8	Facility: Four Mile Run Trail From: Shirlington Road To: West Glebe Road Jurisdiction: Arlington County,	50 b	50	50 b 880 c					Local / / 100 RSTP 80/ 20/ STP/ENH 90/ / 10	44 880 6	PCE Proposed for preparation
Description: Construct a multi-use trail following Four Mile Run between Shirlington Road and West Glebe Road, with either an underpass or overpass of I-395										Total:	\$930
9	Facility: Rosslyn Circle Bike/Ped Grade Separation From: @ Key Bridge To: Jurisdiction: Arlington County,	1,200 c	1,200	250 a 1,000 c					BD / / 100 RSTP 80/ 20/	250 1,000	PCE Proposed for preparation
Description: Construct a grade separation to eliminate conflicts between bicycles, pedestrians, and motorists.										Total:	\$1,250
10	Facility: Route 110 Bicycle Trail From: North Pentagon Parking Lot To: Memorial Drive Jurisdiction: Arlington County			180 c					CMAQ 80/ / 20 Local / / 100	153 27	PCE Proposed for preparation
Description: Construct a trail between the North Pentagon Parking Lot and Memorial Drive on an unpaved path paralleling Route 110.										Total:	\$180
11	Facility: VA 120 (Glebe Road) From: @ 27th Street To: @ Ramp from I-395 to West Glebe Road Jurisdiction: Arlington County	7 a 65 c	72	7 a 65 c					HES/STP 90/ 10/	72	PCE Proposed for preparation
Description: Install crosswalks, pedestrian signals, refuge areas. Reconstruct curb corners.										Total:	\$72

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
12 Facility: VA 120 (Glebe Road) From: @ South Walter Reed Drive To: Jurisdiction: Arlington County,			144 c						STP 90 / 10 /	144	N/A
Description: Modify signal & crosswalk, improve lighting at intersection of S. Walter Reed Drive.											
13 Facility: VA 120 (Glebe Road) From: N. Randolph Street To: Fairfax Drive Jurisdiction: Arlington County,			450 c						Local / / 100	450	PCE Proposed for preparation
Description: Provide safety improvements in accordance with the County's master plan. Reconstruct four intersections for enhanced pedestrian safety.											
14 Facility: VA 120 (N. Glebe) Pedestrian Overpass From: @ Carlin Springs Road To: Jurisdiction: Arlington County,			280 a 120 b	1,206 c					CMAQ 80 / / 20 Local / / 100	1,188 418	PCE Under preparation
Description: Construction of a pedestrian overpass of North Glebe Road, to include elevator access for persons with disabilities.											
15 Facility: VA 237 - Washington Blvd. Trail From: Arlington Boulevard To: Columbia Pike Jurisdiction: Arlington County,				250 c					Local / / 100	250	CE
Description: Construct a multi-use trail on the westside of Washington Boulevard..											
16 Facility: VA 237 (Fairfax Dr.) From: Courthouse Rd. To: Ft. Myer Dr. Jurisdiction: Arlington County,		500	500 c						Local / / 100	500	N/A
Description: Within the project limits, reconstruct Fairfax Drive to create a uniform cross section, primarily through the addition of sidewalks.											
17 Facility: VA 309 (Old Dominion Drive) (Pedestrian & B From: Fairfax County Line To: US 29 (Lee Highway) Jurisdiction: Arlington County,	120 a 1,290 c	1,290	1,470 c						CMAQ 80 / / 20 Local / / 100 STP 80 / 20 /	1,030 120 320	CE Proposed for preparation
Description: Construction of sidewalk, curb, gutter, and bus stop waiting areas along a road that currently lacks facilities for pedestrians and bus passengers. Road geometrics and on-road bicycle accommodations will also be provided with the project.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Arlington County ITS													
18	Facility: Bus Information Technology Deployment From: Columbia Pike To: Jurisdiction: Arlington County,	50 a 450 c	500	50 a 450 c						STP 80 / 20 /	500	PCE Proposed for preparation	
											Total:	\$500	
Description: Utilize technology to provide real time passenger information on Columbia Pike. A bus information technology deployment program to disseminate information gathered from the Columbia Pike signal priority program to the general public. This information will be distributed by kiosks along Columbia Pike that will indicate information about bus arrivals and other information of interest to transit patrons.													
19	Facility: Bus Information Technology Deployment From: North-South Corridors To: Jurisdiction: Arlington County,			50 a	250 c					STP 80 / 20 /	300	PCE Proposed for preparation	
											Total:	\$300	
Description: Utilize technology to provide real time passenger information to north-south corridors in Arlington County. A bus information technology deployment program costing \$500,000 will disseminate information gathered from the north-south Travel Corridors signal priority program to the general public. This information will be distributed by kiosks that will indicate information about bus arrivals and other information of interest to transit patrons.													
20	Facility: Traffic Monitoring Cameras From: Arlington County To: County-wide Jurisdiction: Arlington County	35 a 403 c	438	35 a 403 c						CMAQ 80 / / 20	438	PCE Proposed for preparation	
											Total:	\$438	
Description: Install 25 traffic monitoring cameras, county-wide, for enhanced incident management.													
21	Facility: Traffic Signal Optimization From: Arlington County To: 139 County Signals Jurisdiction: Arlington County,			175 c						CMAQ 100 / /	175	PCE Proposed for preparation	
											Total:	\$175	
Description: Optimize 139 County Signals.													
22	Facility: VA 244 (Columbia Pike) Signal Prioritization From: Fairfax County Line To: Pentagon Jurisdiction: Arlington County,	1,020 c	500	500 c						CMAQ 100 / /	500	PCE	
											Total:	\$500	
Description: Acquire hardware and software to give signal prioritization to buses on Columbia Pike.													

Fairfax County

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Fairfax County Secondary													
1	Facility: Fairfax County Congestion Relief Projects From: @ 7 County Intersections To: Jurisdiction: Fairfax County			1,875 c						Minimum Guara 80/ 20/	1,875	PCE Proposed for preparation	
Description: Improve the following intersections, primarily, as described below: Balls Hill Road at Old Dominion Drive - Add southbound left-turn lane. Leesburg Pike at Glen Carlyn Road - Extend eastbound left-turn lane. Beauregard Street near Little River Turnpike - Install raised median between Little River Turnpike and N. Chambliss Street. West Ox Road at Monroe Street - Add eastbound left-turn lane. Poplar Tree Road between Lee's Corner and Stringfellow Road - realign substandard curve. Gallows Road at Idylwood Road - Extend southbound left-turn lane. Reston Parkway at South Lakes Drive - Add dual northbound left-turn lanes.											Total:	\$1,875	
2	Facility: TYTRAN Congestion Relief Projects From: Tysons Corner To: Jurisdiction: Fairfax County			300 c						Minimum Guara 80/ 20/	300	PCE Proposed for preparation	
Description: Improve the following intersections, primarily, as described below: Route 7 at Tyco Road - Extend westbound auxiliary lane. Route 7 at Marshall's entrance - Extend westbound left-turn lane. Route 7 at Spring Hill Road - Extend westbound right-turn lane. International Drive / Spring Hill Road / Jones Branch Drive - Improve signing, pavement marking, signal timing, signal placement, etc.											Total:	\$300	
3	Facility: VA 602 (Reston Pkwy.) From: @ VA 5320 (Sunrise Valley Dr.) To: Jurisdiction: Fairfax County	56 a		160 c						STP / Open Cont 80/ 20/	160	PCE Proposed for preparation	
Description: Construct a second left-turn lane at the cited intersection.											Total:	\$160	
4	Facility: VA 606 (Baron Cameron Avenue) From: @ VA 6390 (Bennington Woods Road) To: ADVANCE SIGNAL detection Jurisdiction: Fairfax County,	2 a 18 c	20	2 a 18 c						STP/HES 90/ 10/	20	PCE Proposed for preparation	
Description: INSTALL ADVANCE SIGNAL detection											Total:	\$20	
5	Facility: VA 606 (Baron Cameron Avenue) From: @ VA 602 (Reston Parkway) To: Replace signals Jurisdiction: Fairfax County			100 a	120 c					STP/HES 90/ 10/	220	PCE Proposed for preparation	
Description: Replace signals and extend eastbound and westbound left-turn lanes.											Total:	\$220	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
6	Facility: VA 608 (West Ox Road) From: VA 6985 (Ox Trail) To: VA 602 (Lawyers Road) Jurisdiction: Fairfax County,	10,500 c										PCE Proposed for preparation	
Description: Widen existing 2-lane facility to 4-lanes, divided.													
7	Facility: VA 608 (West Ox Road) From: VA 6558 (Penderbrook Drive) To: VA 6985 (Ox Trail) Jurisdiction: Fairfax County,	5,500 b			13,000 c					STP 80/ 20/	13,000	FONSI Approved	
											Total:	\$13,000	
Description: Widen existing 2-lane facility to 4-lanes, divided.													
8	Facility: VA 609 (Pleasant Valley Road) From: Braddock Road To: Herndon Ave. Jurisdiction: Fairfax County,	369 b		422 c						STP/HES 90/ 10/	422	PCE Proposed for preparation	
											Total:	\$422	
Description: Straighten curves.													
9	Facility: VA 609 (Pleasant Valley Road) From: VA 8566 (Martins Hundred Dr.) To: Ellick Run Jurisdiction: Fairfax County,	100 b		300 c						STP/HES 90/ 10/	300	PCE Proposed for preparation	
											Total:	\$300	
Description: Straighten curves.													
10	Facility: VA 609 (Pleasant Valley Road) From: Ellick Run To: Braddock Road Jurisdiction: Fairfax County,	102 b		417 c						STP/HES 90/ 10/	417	PCE Proposed for preparation	
											Total:	\$417	
Description: Straighten curves.													
11	Facility: VA 611 (Telegraph Road) From: VA 635 (Hayfield Road) To: VA 633 (S. Kings Hwy.) Jurisdiction: Fairfax County,			1,500 a		2,500 b		8,277 c		STP 80/ 20/	12,277	DEA Proposed for preparation	
											Total:	\$12,277	
Description: Widening of existing 2 lane roadway to a 4 lane divided roadway on 6 lane right of way.													
12	Facility: VA 613 (Beulah Street) From: VA 644 (Franconia Road) To: VA 7900 (Franconia-Springfield Pkwy) Jurisdiction: Fairfax County,	8,875 c										N/A	
Description: Widen to a 4-lane divided section with curb and gutter, bicycle lanes, sidewalk, trail and turn lanes at intersections. A flush median will be provided near the Franconia Fire Station for emergency access.													

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
13 Facility: VA 613 (Van Dorn Street) From: @ VA 644 (Franconia Road) To: interchange Jurisdiction: Fairfax County,			10,781 b						STP 80/ 20/	10,781	PCE Proposed for preparation
Description: Construct an interchange.									Total:	\$10,781	
14 Facility: VA 620 (Braddock Road) From: @ VA 617 (Backlick Road) To: Jurisdiction: Fairfax County	51 a 25 b	76	61 a	70 b	305 c				STP (OC) 90/ 10/	436	PCE Proposed for preparation
Description: REMOVE ISLAND & EXTEND Right Turn -Lane EB ONTO ROUTE 617 SouthBound									Total:	\$436	
15 Facility: VA 620 (Braddock Road) From: @ VA 2865 (Ravensworth Road) To: Jurisdiction: Fairfax County	65 a	65	22 a		110 c				STP/HES 90/ 10/	132	PCE Proposed for preparation
Description: RTE 620 - ADD 575' ACCEL LANE WB FOR Right Turn movement FROM ROUTE 2864 SB									Total:	\$132	
16 Facility: VA 636 (Hooes Road) From: @ VA 6100 (Newington Forest Avenue) To: Jurisdiction: Fairfax County	59 a										PCE Proposed for preparation
Description: RTE 636 - SUPER ELEVATE CURVE vicinity of VA 6100 & RELOCATE UTILITIES											
17 Facility: VA 638 (Rolling Road) From: connection to VA 4600 (Fullerton Road) To: Jurisdiction: Fairfax County,	1,430 c										N/A
Description: This project will connect Fullerton Road to Rolling Road opposite Edinburgh Drive. This project is a part of the Congestion Management Program (CMP) for the Springfield Interchange.											
18 Facility: VA 638 (Rolling Road) From: VA 7100 (Fairfax County Parkway) To: VA 644 (Old Keene Mill Road) Jurisdiction: Fairfax County,			1,900 a		3,800 b		17,000 c		State / 100/	22,700	N/A
Description: Widen Rolling Road from existing 2 lanes to a 4 lane divided facility.									Total:	\$22,700	
19 Facility: VA 642 (Lorton Road) From: VA 600 (Silverbrook Road) To: US 1 (Richmond Highway) Jurisdiction: Fairfax County,	2,575 c	6,525	20,700 c						Local / / 100 State / 100/ STP 80/ 20/	173 7,702 12,825	Re-eval- Approved
Description: Widen Lorton Road from 2 lanes to a 6-lane, divided facility.									Total:	\$20,700	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
20 Facility: VA 645 (Burke Lake Road) From: VA 643 (Lee Chapel Road) To: VA 7100 (Fairfax County Parkway) Jurisdiction: Fairfax County,			6,500 c						State / 100 /	6,500	N/A
									Total:	\$6,500	
Description: Widen from existing 2 lanes to 4 lanes.											
21 Facility: VA 654 (Popes Head Road) From: VA 5435 (Lewisham Road) To: VA 5436 (O'Faly Road) Jurisdiction: Fairfax County,	305 b	305	184 b	711 c					State / 100 / STP/HES 90/ 10 /	707 188	CE Proposed for preparation
									Total:	\$895	
Description: Straighten curve.											
22 Facility: VA 657 (Centreville Road) From: VA 608 (West Ox Rd) To: VA 608 (Frying Pan Rd) Jurisdiction: Fairfax County,					5,000 b	8,700 c			State / 100 /	13,700	N/A
									Total:	\$13,700	
Description: This project widens Centreville Road from 2 lanes to 4 lanes.											
23 Facility: VA 677 (Old Court House Road) From: @ VA 650 (Gallows Road) To: Jurisdiction: Fairfax County			174 a	15 b 213 c					STP/HES 90/ 10 /	402	PCE Proposed for preparation
									Total:	\$402	
Description: Extend eastbound right-turn lane.											
24 Facility: VA 684 (Spring Hill Road) From: VA 7 (Leesburg Pike) To: VA 6034 (International Drive) Jurisdiction: Fairfax County,			2,000 b		5,000 c				State / 100 /	7,000	N/A
									Total:	\$7,000	
Description: Widen to a 4 lane divided section with curb and gutter and sidewalks on both sides of the road.											
25 Facility: VA 7100 (Fairfax Co Pkwy HOV) From: VA 123 (Ox Road) To: VA 5320 (Sunrise Valley Dr.) Jurisdiction: Fairfax County,	4,271 a	4,271	7,098 a						STP 80/ 20 /	7,098	PCE Proposed for preparation
									Total:	\$7,098	
Description: Study the widening of the Parkway to 6 lanes within the existing right of way. Additional lanes will function as HOV lanes in the peak period.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
26 Facility: VA 7100 (Fairfax County Parkway) From: VA 4600 (Fullerton Road) To: VA 7900 (Franconia-Springfield Parkway) Jurisdiction: Fairfax County,	7,474 b	7,474		15,971 b	64,740 c				BD / / 100 Minimum Guara 80/ 20/ NHS 80/ 20/ RSTP 80/ 20/ STP 80/ 20/ Total:	57,400 6,621 8,259 7,600 831 \$80,711	Approved
Description:	VSF25n - Construct the Fairfax County Parkway on new location as 6-lane, divided roadway. An interchange will be provided at Rolling Road, as well as a multipurpose trail running parallel to the roadway.										
27 Facility: VA 7100 Interchange From: @ VA 7735 (Fair Lakes Pkwy) & To: Monument Drive Jurisdiction: Fairfax County,			4,925 b						RSTP 80/ 20/ Total:	4,925 \$4,925	PCE Proposed for preparation
Description:	Construct interchange at Fair Lakes Parkway & Monument Drive, widen VA 7100 to 8 lanes between I-66 and Fair Lakes Parkway, widen VA 7100 to 6 lanes between Fair Lakes Parkway and Rugby Road, and upgrade VA 7100 to a freeway between I-66 and US 50. Additional lanes will function as HOV lanes in the peak period. Widen VA 7735 (Fair Lakes Pkwy) to 5 lanes (3 lanes EB) between Fair Lakes Parkway and Fair Lakes Circle.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Fairfax County Bike/Ped												
28	Facility: Accotink Gateway Connector Trail From: King Arthur Drive To: Wakefield Park Jurisdiction: Fairfax County	966 c	966	30 b 2,200 c						CMAQ 80/ / 20 HP/TEA-21 80/ / 20 Local / / 100 Total:	160 510 1,560 \$2,230	CE Approved
Description:		Construct the Accotink Gateway Connector Trail within the cited limits. This project involves constructing the segment of the Cross County Trail between King Arthur Road and Wakefield Park. When completed, this section will link with existing trails on both ends to provide an alternate transportation route from Annandale to the Vienna Metrorail Station, as well as the Northern Virginia Community College, the City of Fairfax and numerous commercial establishments, recreational facilities and schools.										
29	Facility: Bike/Ped Trails From: Various Locations - 2 Transit Stations & To: 4 Regional Malls Jurisdiction: Fairfax County,	75 a 675 c	750	75 a 675 c						CMAQ 80/ 20/ Total:	750 \$750	PCE Proposed for preparation
Description:		This project will construct approximately three miles of trails around two transit stations and four regional malls in Fairfax County. The transit stations include the Huntington Metrorail Station and the Burke Centre VRE Station. The regional malls include Fair Oaks, Springfield, Tysons Corner Center and the Galleria at Tysons II.										
30	Facility: Chain Bridge Road Landscaping and Planting From: Phase II (Streetscape demo) To: @ Various locations Jurisdiction: Fairfax County,			70 a	361 c					STP / Enhancem 80/ / 20 Total:	431 \$431	PCE Proposed for preparation
Description:		Landscaping and planting for pedestrian friendly improvements at various locations. Phase II - Streetscape demo.										
31	Facility: Columbia Pike Asphalt Multi-Use Path From: Holmes Run To: Powell Lane Jurisdiction: Fairfax County,	395 c	395	395 c						CMAQ 80/ / 20 Total:	395 \$395	PCE Proposed for preparation
Description:		Construct 555 linear feet of an 8-foot wide asphalt multi-use path on the south side of Columbia Pike between Holmes Run and Powell Lane.										
32	Facility: Cross County Trail From: Great Falls Park to Alban Road To: Lake Accotink Dam to Hunter Village Drive se Jurisdiction: Fairfax County	200 a	200	200 a	800 c					Local / / 100 STP / Enhancem 80/ / 20 Total:	875 125 \$1,000	PCE Proposed for preparation
Description:		The Cross County Trail is proposed to be 32 miles in length, of which 27 miles is existing trail and 5 miles will be developed. The trail will travel from Great Falls Park to Alban Road, passing through all nine Magisterial Districts. This project proposes construction of the segment between the Lake Accotink Dam and Hunter Village Drive										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
33 Facility: Huntington Metro Station Vicinity From: Pedestrian Improvements To: Jurisdiction: Fairfax County,			150 c						Governor's Cong / 100 /	150	PCE Proposed for preparation
Description: Install pedestrian crossings with traffic signals and safety islands to encourage walking at all intersections within one-half mile of the Huntington Metro Station.									Total:	\$150	
34 Facility: NoVi (Northern Vienna) Trail From: Phase I To: Jurisdiction: Fairfax County,	100 a	100	100 a						STP / Enhancem 80 / / 20	100	PCE Proposed for preparation
Description: Engineering & design for Phase I of Northern Vienna Trail.									Total:	\$100	
35 Facility: On-Road Bike Trails From: Fairfax County-wide To: Jurisdiction: Fairfax County,			50 a 50 b 400 c						CMAQ 80 / / 20	500	N/A
Description: Develop bike lanes on existing roadways primarily through restriping within existing rights-of-way with additional minor construction on segments where restriping is not feasible. Projects will focus on roads leading to Metrorail stations, colleges, and major employment centers.									Total:	\$500	
36 Facility: Pedestrian Improvements, Bus Stop Access I From: Bike Projects To: Fairfax County Jurisdiction: Fairfax County,			300 a 100 b	800 c					RSTP 80 / 20 /	1,200	PCE Proposed for preparation
Description: Implement improvements consistent with the comprehensive plan of action approved by the Fairfax County Board of Supervisors on July 22, 2002. This plan of action addresses pedestrian safety and access in the county, and endorsed the creation of a Pedestrian Task Force which will address all facets of pedestrian and bicycle modes of travel, including access, safety, trails, regional cooperation efforts, public education, and other issues.									Total:	\$1,200	
37 Facility: Safety Improvements to Existing Trails From: Fairfax Countywide To: Jurisdiction: Fairfax County			75 c	75 c	75 c	75 c	75 c	75 c	Local / / 100	450	N/A Ongoing
Description: On an ongoing basis, upgrade and perform emergency maintenance of existing trails to address safety concerns and hazardous conditions; deterioration of trail surfaces; and the replacement and repair of guardrails, handrails, and pedestrian bridges.									Total:	\$450	
38 Facility: Sidewalks & Trails to Metro Facilities From: County-wide To: Jurisdiction: Fairfax County	75 a 675 c	750	75 a 675 c						CMAQ 80 / 20 /	750	PCE Proposed for preparation
Description: Construct Sidewalks & Trails to Metro Facilities.									Total:	\$750	
39 Facility: Soapstone Drive Pedestrian Improvements From: South Lakes Drive To: Snakeden Branch Jurisdiction: Fairfax County,	605 c	605	767 c						CMAQ 80 / / 20	767	PCE Proposed for preparation
Description: Construct 1,200 feet of pedestrian and parallel parking improvements to allow a new and safe pedestrian access along this road.									Total:	\$767	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
40 Facility: South Backlick Gateway From: South Backlick Road To: Amherst Avenue Jurisdiction: Fairfax County,	60 a 50 b	110	60 a 50 b	250 c					Local / / 100 STP / Enhancem 80/ / 20	210 150	PCE Proposed for preparation
									Total:	\$360	
Description:	Construction of streetscape improvements from South Backlick Road to Amherst Avenue.										
41 Facility: Tysons Corner From: Pedestrian Improvements Identified by To: the HJR 276 Committee Jurisdiction: Fairfax County,			718 c						CMAQ 80/ / 20	718	PCE Proposed for preparation
									Total:	\$718	
Description:	Construct nine improvements identified by the HJR 276 Committee. These improvements will provide safety to pedestrians and access to transit facilities, shopping centers, and offices. The improvements identified include the following: o Transit center island, Jones Branch Drive at International Drive o Transit center island, Spring Hill Road under the Dulles Toll Road o Missing segment in island on Galleria Drive at International Drive o West side of Gosnell Road between Tyspring St. and Ragland Road o West side of Gosnell Road between Route 7 and Boone Blvd. o West side of Gosnell Road between Boone Blvd. and Old Courthouse Road o East side of Aline Drive between Route 7 and Gallows Branch Road o West side of Old Gallows Road between Route 7 and Gallows Branch Road o North side of Old Courthouse Road between 8310 and 8320										
42 Facility: Tysons Corner - Pedestrian Access to Transit From: To: Jurisdiction: Fairfax County,			998 c						Job Access and 50/ / 50	998	PCE Proposed for preparation
									Total:	\$998	
Description:	Fairfax County will improve the existing network of pedestrian access to transit services in Tysons Corner. Completing missing segments of the transit access pedestrian network will result in 4,000 linear feet of new walkways and connect job seekers to approximately 140,000 linear feet of existing walkways and bus stops that were previously inaccessible.										
43 Facility: Union Mill Trail From: To: Jurisdiction: Fairfax County,	26 a	26	26 a	102 c					STP / Enhancem 80/ / 20	128	PCE Proposed for preparation
									Total:	\$128	
Description:	Reconstruction to meet current design standards.										
44 Facility: US 29 Shared-Use Path From: I-66 To: Trinity Parkway Jurisdiction: Fairfax County			100 a 50 b 601 c						CMAQ 80/ / 20 Local / / 100	625 126	PCE Proposed for preparation
									Total:	\$751	
Description:	Construct a 1.6 meter (6 foot) asphalt path on the north side of US 29 within the cited limits										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
45 Facility: US 50 install median barrier & fence From: VA 7 To: Patrick Henry Drive Jurisdiction: Fairfax County,			55 b 579 c						HES/STP 90/ 10/	634	PCE Proposed for preparation
									Total:	\$634	
Description: Install median barrier & fence on US 50 between VA 7 and Patrick Henry Drive.											
46 Facility: US 50 Pedestrian Bridge From: Vicinity of the Seven Corners Shopping Cent To: Jurisdiction: Fairfax County			229 b 2,039 c						STP(OC) 80/ 20/	2,268	PCE Proposed for preparation
									Total:	\$2,268	
Description: Construct a pedestrian bridge across Route 50 in the vicinity of the Seven Corners Shopping Center.											
47 Facility: US 50 Pedestrian Improvements From: Jaguar Trail To: Patrick Henry Drive Jurisdiction: Fairfax County,				297 a	1,649 c				CMAQ 80/ / 20 Local / / 100	650 1,296	PCE Proposed for preparation
									Total:	\$1,946	
Description: Pedestrian access improvements along Route 50 from Jaguar Trail to Patrick Henry Drive.											
48 Facility: VA 193 - Georgetown Pike From: VA 7 to VA 123 landscaping, etc. To: Langley Fork Scenic Pull-off Jurisdiction: Fairfax County,	108 a	108	108 a 33 b	859 c					Local / / 100 STP / Enhancem 80/ / 20	375 625	PCE Proposed for preparation
									Total:	\$1,000	
Description: Construct a historic information scenic pull-off at Langley Fork, erect gateway and historic signage, landscape, and paint pedestrian crosswalks.											
49 Facility: VA 193 - Georgetown Pike Trail From: Innsbruck Road To: River Bend Road Jurisdiction: Fairfax County,	25 b 158 c	183	25 b 158 c						Local / / 100 STP / Enhancem 80/ / 20	43 140	PCE Proposed for preparation
									Total:	\$183	
Description: Construct a 4.5 mile trail from Innsbruck Road to River Bend Road and Applewood Lane to Seneca Road.											
50 Facility: VA 236 Pedestrian Bridge From: @ Oasis Drive To: Jurisdiction: Fairfax County,	125 a	125	155 a 328 b 396 c						HES/STP 90/ 10/ STP(RO) 90/ 10/	396 483	PCE Proposed for preparation
									Total:	\$879	
Description: Construct Pedestrian Bridge over VA 236 @ Oasis Drive.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
51 Facility: Walker Road Trail From: Columbine Street To: Colvin Run Road Jurisdiction: Fairfax County,	49 b 350 c	399	49 b 350 c						Local / / 100 STP / Enhancem 80 / / 20	189 210	PCE Proposed for preparation
									Total:	\$399	
Description: Construct a 4' natural surface path from Columbine Street to Colvin Run Road and a 6' stone dust path from the G.F. School to Beach Mill Road.											
Fairfax County ITS											
52 Facility: US 1 Traffic Signal Pre-emption From: Mount Vernon Highway / Old Mill Road To: Fort Hunt Road Jurisdiction: Fairfax County	500 c	500	500 c						CMAQ 100 / /	500	N/A Proposed for preparation
									Total:	\$500	
Description: Install traffic signal pre-emption equipment at 19 intersections in the corridor, allowing buses to extend green times on signals; thereby improving bus speeds and bus schedule reliability.											

Loudoun County

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Loudoun County Secondary												
1 Facility: VA 1036 (Pacific Boulevard) From: VA 846 (Sterling Boulevard) To: Green Road Jurisdiction: Loudoun County,			100 a	800 b					RSTP 80/ 20/	900	PCE Proposed for preparation	
										Total:	\$900	
Description:	Construct new 4-lane roadway paralleling the west side of Route 28 within the cited limits. Segments have been constructed by developers.											
2 Facility: VA 607 (Loudoun County Pkwy) From: Gloucester Parkway To: Russell Branch Parkway Jurisdiction: Loudoun County,			1,150 b		10,100 c				State/Local / 100/	11,250	N/A	
										Total:	\$11,250	
Description:	Construct/widen 6/4-lane divided roadway											
3 Facility: VA 625 (Church Rd.) From: VA 28 To: VA 637 Jurisdiction: Loudoun County,	2,210 b		2,700 c						State / 100/	2,700	EA Under preparation	
										Total:	\$2,700	
Description:	Widen to 4 lanes, divided											
4 Facility: VA 625 (Waxpool Rd.) From: Loudoun County Parkway To: Broad Run Jurisdiction: Loudoun County,	540 b		1,900 c						State / 100/	1,900	EA Under preparation	
										Total:	\$1,900	
Description:	Widen to 4 lanes.											
5 Facility: VA 637 (Potomac View Rd.) From: 0.28 mi. south of VA 7 To: 0.66 mi. south of VA 7 Jurisdiction: Loudoun County,	475 b		679 c						STP 80/ 20/	679	EA Approved	
										Total:	\$679	
Description:	Construct left and right-turn lanes into the First Baptist Church.											
6 Facility: VA 659 (Belmont Ridge Road)/VA 659 Reloca From: VA 642 (Hearford Lane) To: VA 7 Jurisdiction: Loudoun County,	8,100 a	2,800	2,800 a						STP 80/ 20/	2,800		
										Total:	\$2,800	
Description:	Construct or widen to a four-lane, divided road.											
7 Facility: VA 729 (Shelburne Glebe Rd.) From: Bridge and appr. at N. Fork Goose Ck. To: Jurisdiction: Loudoun County,	21 b 974 c										CE Proposed for preparation	
Description:	Reconstruct bridge and approaches at North Fork Goose Creek.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
8	Facility: VA 846 (Sterling Boulevard) From: VA 28 To: US 7 Jurisdiction: Loudoun County,	5 a	5	5 a			46 c			Local / / 100 STP / Enhancem 80/ / 20	13 38	PCE Proposed for preparation	
											<i>Total:</i>	\$51	
Description: Landscape to improve corridor aesthetics.													
Loudoun County Bike/Ped													
9	Facility: VA 9 From: @ VA 704 To: in the Town of Hillsboro Jurisdiction: Loudoun County,			1,490 c						ISTEA DEMO 100/ /	1,490	PCE Proposed for preparation	
											<i>Total:</i>	\$1,490	
Description: Pedestrian Study & Improvements at the cited location.													
10	Facility: W&OD Trail Extension From: W&OD Trail End (Purcellville) To: Round Hill Jurisdiction: Loudoun County,	150 b	150	150 b 500 c						STP / Enhancem 80/ / 20	650	PCE Proposed for preparation	
											<i>Total:</i>	\$650	
Description: Construct a multi-purpose trail within the above limits.													
Loudoun County Enhancement													
11	Facility: Harper House From: Stabilization To: Jurisdiction: Loudoun County,	173 c	173	173 c						STP / Enhancem 80/ / 20	173	PCE Proposed for preparation	
											<i>Total:</i>	\$173	
Description: Harper House - Provide planning and stabilization of the stone house at Harper Park that was built around 1822.													
12	Facility: The George C. Marshall International Center From: Town of Leesburg To: Jurisdiction: Leesburg,	704 c	704	704 c						STP / Enhancem 80/ / 20	704	PCE Proposed for preparation	
											<i>Total:</i>	\$704	
Description: Provide parking and access to the George C. Marshall House.													

Prince William County

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Prince William County Secondary											
1 Facility: East-West Connector From: VA 674 (Wellington Road) To: US 29 @ Ent. to Conway Robinson MSF Jurisdiction: Prince William County,	2,544 b	2,544	2,544 b 13,842 c						HP/TEA-21 90/ 10/	16,386	DEA Under preparation
									Total:	\$16,386	
Description:	As the first phase of the reconstruction of the I-66/US 29 Interchange in Gainesville, construct a four-lane East-West Connector link bridging over I-66 between Route 29 (opposite Conway Robinson Memorial State Forest) to Route 674 (Wellington Road).										
2 Facility: VA 1530 (Lomond Drive) From: @ VA 234 Business To: Jurisdiction: Prince William County	136 a		331 b	280 c					HES/STP 90/ 10/	611	PCE Proposed for preparation
									Total:	\$611	
Description:	RTE 1530 - ADD Left-Turn Lane WestBound TO RTE 234 SouthBound & NEW ENTRance at WESTGATE PLAZA										
3 Facility: VA 1566 (Sudley Manor Drive Extension) From: VA 619 (Linton Hall Road) To: VA 234 Bypass Jurisdiction: Prince William County,			1,800 a	2,600 b	18,500 c				BD / / 100	22,900	N/A
									Total:	\$22,900	
Description:	Construct 4-lane roadway on new alignment.										
4 Facility: VA 1566 (Sudley Manor Drive) From: @ VA 234 (Sudley Road) To: Jurisdiction: Prince William County,			134 b 188 c						HES/STP 90/ 10/	322	PCE Proposed for preparation
									Total:	\$322	
Description:	Remove slip ramp from eastbound Sudley Manor Drive to southbound Sudley Road and replace with a right-turn lane.										
5 Facility: VA 2000 (Smoketown Road) From: @ VA 641 (Old Bridge Road) To: Jurisdiction: Prince William County	89 a 15 b	15	1 b 198 c						HES/STP 90/ 10/	199	PCE Proposed for preparation
									Total:	\$199	
Description:	Add left-turn lane										
6 Facility: VA 2480 (Benita Fitzgerald Drive, Extended) From: VA 610 (Cardinal Drive) To: VA 2480 (Benita Fitzgerald Drive) Jurisdiction: Prince William County			1,900 c						BD / / 100	1,900	N/A
									Total:	\$1,900	
Description:	Widen VA 2480 from 3 to 4 lanes, from VA 610 to VA 2480.										
7 Facility: VA 3000 (Prince William Parkway) From: @ VA 2834 (Malta Street) To: @ VA 640 (Minnieville Road) Jurisdiction: Prince William County			150 a	340 c					STP/HES 90/ 10/	490	PCE Proposed for preparation
									Total:	\$490	
Description:	Close crossover @ VA 2834 (Malta Street) and extend northbound dual left-turn lanes @ VA 640 (Minnieville Road).										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
8 Facility: VA 3000 (Prince William Parkway) From: I-95 To: US 1 at Longview Drive Jurisdiction: Prince William County	1,000 b 4,176 c										PCE
Description: Construct 4-lane roadway within the above limits.											
9 Facility: VA 611 (Valley View Drive) From: @ VA 619 (Bristow Road) To: Jurisdiction: Prince William County	34 a 13 b	13	92 b	462 c					STP 80/ 20/ Total:	554 \$554	PCE Proposed for preparation
Description: Construct left-turn lane and realign intersection.											
10 Facility: VA 619 (Joplin Road) From: @ Quantico National Cemetery Entrance To: Jurisdiction: Prince William County,			10 b 221 c						Local / / 100 STP / Enhancem 80/ / 20 Total:	188 43 \$231	PCE Proposed for preparation
Description: Beautify the entrance to the Quantico National Cemetery.											
11 Facility: VA 619 (Linton Hall Road) From: US 29 (Lee Highway) To: VA 675 (Glenkirk Road) Jurisdiction: Prince William County,			25,081 c						Local / proffer / / 100 STP 80/ 20/ Total:	451 24,630 \$25,081	FONSI Approved
Description: Widen to 6 lanes											
12 Facility: VA 619 (Linton Hall Road) From: VA 621 (Devlin Road) To: VA 1566 (Sudley Manor Drive) Jurisdiction: Prince William County,						2,500 b	6,000 c		STP 80/ 20/ Total:	8,500 \$8,500	FONSI Approved
Description: Widen to four lanes.											
13 Facility: VA 619 (Linton Hall Road) From: VA 1566 (Sudley Manor Drive) To: VA 28 (Nokesville Road) Jurisdiction: Prince William County,							4,839 b		Local / proffer / / 100 STP 80/ 20/ Total:	550 4,289 \$4,839	FONSI Approved
Description: Widen to four lanes, includes bridge over Broad Run.											
14 Facility: VA 625 (Jefferson Street) From: @ N-S Railroad Crossing To: (DOT #714-365F) Jurisdiction: Prince William County,			16 c						HES/STP 90/ 10/ Total:	16 \$16	PCE Under preparation
Description: Install concrete crossing surface.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
15	Facility: VA 635 (Cherry Hill VRE Access Road) From: US 1 To: Future VRE Station site Jurisdiction: Prince William County,	750 a			2,500 c					CMAQ 80/ 20/	2,500	PCE Proposed for preparation	
Description: Construct 2 lane road on 4-lane right of way											Total:	\$2,500	
16	Facility: VA 636 (Featherstone Road) From: CSX Railroad - grade separation To: DOT #860600A Jurisdiction: Prince William County,	200 a			300 c					HSR/Sec. 130 90/ 10/	300	PCE Proposed for preparation	
Description: Construct grade separation (DOT #860-600A) over CSX railroad.											Total:	\$300	
17	Facility: VA 636 (Featherstone Road) From: @ VA 638 (Colchester Road) To: Replace Traffic Signal Jurisdiction: Prince William County			25 a	150 c					STP/HES 90/ 10/	175	PCE Proposed for preparation	
Description: Replace existing traffic signal to allow for new signal that will allow for exclusive traffic movements.											Total:	\$175	
18	Facility: VA 640 (Minnieville Road) From: VA 610 (Cardinal Drive) To: VA 643 (Spriggs Road) Jurisdiction: Prince William County,			700 a	700 b 7,870 c					BD / / 100	9,270		
Description: Widen/Construct 4-lane facility.											Total:	\$9,270	
19	Facility: VA 640 (Minnieville Road) From: VA 849 (Caton Hill Road) To: VA 641 (Old Bridge Road) Jurisdiction: Prince William County,			17,000 c						BD / / 100	17,000	N/A	
Description: Widen to 4 lanes											Total:	\$17,000	
20	Facility: VA 640 (Minnieville Road) From: @ VA 2000 (Smoketown Road) To: Jurisdiction: Prince William County			75 a	120 c					STP/HES 90/ 10/	195	PCE Proposed for preparation	
Description: Extend the left turn lane from westbound Minnieville Road onto Smoketown Road and modify the traffic signal to provide for exclusive movements.											Total:	\$195	
21	Facility: VA 643 (Spriggs Rd.) From: VA 234 (Dumfries Rd.) To: VA 642 (Hoadly Road) Jurisdiction: Prince William County,	14,124 c	14,124	18,000 c						BD / / 100	18,000	N/A	
Description: Widen to 4 lanes											Total:	\$18,000	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
22 Facility: VA 660 (Hornbaker Road - previously Bethleh From: VA 28 (Nokesville Rd.) To: VA 840 (University Boulevard Extended) Jurisdiction: Prince William County,			2,290 c						PRIV / / 100	2,290	N/A
Description: Widen to 4 lanes									Total:	\$2,290	
23 Facility: VA 674 (Wellington Rd.) From: VA 619 (Relocated Linton Hall Rd) To: VA 621 (Devlin Road) Jurisdiction: Prince William County,			3,686 c						BD / / 100 Proffer / / 100	3,556 130	N/A
Description: Widen to 4 lanes from Relocated Linton Hall Road to VA 621 (Devlin Road). Relocate Wellington Road from the vicinity of its intersection with Limestone Drive and tie it into Relocated Linton Hall Road in the vicinity of Relocated Linton Hall's intersection with Lakeview Drive. The access point to Wellington Road from US 29 will be disconnected.									Total:	\$3,686	
24 Facility: VA 674 (Wellington Road) From: @ N-S Railroad Crossing To: (DOT # 714-361D) Jurisdiction: Prince William County,	150 c	150	150 c						HES/STP 90/ 10/	150	PCE Under preparation
Description: Improve approach grade and coordinate RR signal with the traffic signal at the US 29/Wellington Road intersection									Total:	\$150	
25 Facility: VA 707 (Gallerher Road) From: @ N-S Railroad Crossing To: (DOT #714-364Y) Jurisdiction: Prince William County,			160 c						HES/STP 90/ 10/	160	PCE Under preparation
Description: Upgrade mast mounted flashing lights & gates with motion detectors & simultaneous interconnect with signal at VA 707 / US 29 intersection.									Total:	\$160	
26 Facility: VA 776 (Liberia Avenue) Sound Walls From: VA 3000 (Prince William Parkway To: VA 234 Jurisdiction: Prince William County,	374 a	374	300 a		343 b	1,918 c			STP 80/ 20/	2,561	FONSI Approved
Description: Sound wall requirement remaining from construction of Liberia Avenue Extended.									Total:	\$2,561	
27 Facility: VA 784 (Dale Boulevard) From: @ VA 1826 East (Darbydale/Forestdale) To: Jurisdiction: Prince William County	57 a	57	58 a		290 c				STP 80/ 20/	348	PCE Proposed for preparation
Description: RTE 784 - EXTEND LTL'S & MODIFY EXISTING SIGNAL									Total:	\$348	
28 Facility: VA 861 (Clover Hill Road Extended) From: VA 234 Bypass To: Manassas Airport Jurisdiction: Prince William County,	3,000 c	3,000	3,000 c						FRANs / 100/	3,000	N/A
Description: Construct 2-lane roadway on new alignment									Total:	\$3,000	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Prince William County Bike/Ped												
29	Facility: VA 234 Bike Trail From: US 1 to I-95 & To: Montclair to vic. Manassas Jurisdiction: Prince William County,	150 a 1,350 c	1,311	150 a 1,161 c						CMAQ 80 / / 20	1,311	CE Approved
<i>Total:</i>											<i>\$1,311</i>	
Description: Construct a bike trail.												
Prince William County Enhancement												
30	Facility: Beverly Mill From: Stabilization and Interpretation To: Jurisdiction: Prince William County,	5 b 400 c	405	5 b 400 c						Local / / 100 STP / Enhancem 80 / / 20	50 355	PCE Proposed for preparation
<i>Total:</i>											<i>\$405</i>	
Description: Preservation and restoration of the stone walls and environs of Beverly Mill.												

Transit Capital

The District of Columbia

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
Transit													
1	Facility: Bus Shuttle Services From: To: Jurisdiction:			1,100 c						SP 100 / /	1,100		
Description:											<i>Total:</i>	\$1,100	
a. Foggy Bottom/Georgetown Shuttle b. Woodley Park/Adams Morgan/U St. Shuttle													
2	Facility: CSX Shepherd Branch Industrial Railroad Rig From: Pennsylvania Avenue, SE To: South Capitol Street, SW Jurisdiction: District of Columbia			5,000 b						Local / / 100	5,000	CE Proposed for preparation	
Description:											<i>Total:</i>	\$5,000	
This project will acquire existing CSX Shepherd Branch Industrial Spur railroad right-of-way (ROW) to preserve the transportation value of the ROW.													
3	Facility: CSX Shepherd Branch Industrial Railroad Rig From: Pennsylvania Avenue, SE To: South Capitol Street, SW Jurisdiction: District of Columbia			8,000 a						Local / / 100	8,000	CE Proposed for preparation	
Description:											<i>Total:</i>	\$8,000	
The District of Columbia, in cooperation with the Washington Metropolitan Area Transit Authority will prepare an alternatives analysis, general plans and environmental assessment for a rail demonstration project. The study area encompasses 2.7 miles of unused CSX Shepherd Branch Industrial Railroad track between Pennsylvania Avenue, SE and the entrance to Bolling Air Force Base at DIA (Defense Intelligence Agency) Access Road and South Capitol Street, SW. Study elements will include determining the number and location of passenger stops and the selection of a mode of fixed guideway operation.													
4	Facility: CSX Shepherd Branch Industrial Railroad Rig From: Pennsylvania Avenue, SE To: South Capitol Street, SW Jurisdiction: District of Columbia			15,000 c						Local / / 100	15,000	CE Proposed for preparation	
Description:											<i>Total:</i>	\$15,000	
Purchase transit vehicles to enhance the transit fleet; rehabilitate track structures, construct power, signal and communications systems and operating equipment for vehicles, and rail storage and maintenance facilities.													
5	Facility: D.C. Transit Development Study From: To: Jurisdiction: District of Columbia	2,178 a		2,660 a	2,660 a					SP 80 / 20 /	5,320	DEIS Prepared for review	
Description:											<i>Total:</i>	\$5,320	
he project would consist of an Alternative Analysis and Environmental Impact Study of light rail transit routes along corridors identified through feasibility studies and community input. Corridors include: a. Silver Spring to Minnesota Avenue Metro Station b. Woodley Park Metro Station to Minnesota Avenue Metro Station c. Minnesota Avenue Metro Station to National Harbor, Prince George's County d. Georgetown to Minnesota Avenue Metro Station. e. K Street Busway, Union Station to Georgetown.													

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
6	Facility: Downtown Circulator Bus System From: Implementation Study To: Jurisdiction: District of Columbia			500 a						SP / /	500	EA Proposed for preparation	
Description: he Downtown Circulator bus system will provide five high frequency bus routes in Downtown Washington, D. C. to create a single coherent surface transit system connecting the Monumental Core of the Nation's Capital with downtown and with the existing regional transit system. The Circulator will distribute visitors, residents and workers within Downtown DC, and between Downtown DC and the Monumental Core, and will serve as a supplement to existing transit services that generally move people into and out of the downtown.													
											Total:	\$500	
7	Facility: East Entrance Foggy Bottom From: To: Jurisdiction: District of Columbia				100 a					STP 80/ 20/	100	CE Proposed for preparation	
Description: Currently, Foggy Bottom Metrorail Station has no entrance on the east side. The project will study the feasibility of implementing an additional entrance on the east side of the Metrorail station.													
											Total:	\$100	
8	Facility: Farragut Station Pedestrian Tunnel From: To: Jurisdiction: District of Columbia				100 a					STP 80/ 20/	100	CE	
Description: Currently, there is no direct subsurface connection between Farragut North and Farragut West Metrorail Stations. This project will study the feasibility of connecting the two stations through a tunnel.													
											Total:	\$100	
9	Facility: K Street, NW Priority Busway From: 7th Street, NW To: 23rd Street, NW Jurisdiction: District of Columbia			800 a	1,700 a	27,800 c				STP 80/ 20/ STP 80/ 20/	2,500 27,800	EA	
Description: A reconstruction project on K Street, NW provides an opportunity to improve transit and general vehicular operations by converting a portion of the roadway from its current cross section consisting of four general automobile lanes, two curb parking lanes, and median-separated local access and service lanes, into four general auto lanes, two curbside parking lanes, and two dedicated transit lanes. The project includes pedestrian, bicycle and signal improvements as well as other Intelligent Transportation System applications.													
											Total:	\$30,300	
10	Facility: Metrobus Replacement Program From: To: Jurisdiction: District of Columbia,	3,000 a		3,000 a	3,000 a	3,000 a	3,000 a			BD / / 100	12,000	CE	
Description: WMATA proposes to purchase standard transit buses to replace existing Metrobuses over the six-year CIP project period. This action will permit reduction of the average fleet vehicle age from the current 9.8 years by 2002. The Federal Transit Administration's latest recommended bus specifications suggest a desirable average bus fleet age of 12 years. A mid-life bus overhaul program at WMATA will extend the useful life of Metrobuses to 15 years, with an acceptable average fleet age of 7.5 years. The proposed Metrobus procurement program, in combination with a mid-life overhaul program, will achieve an acceptable Metrobus average fleet age of 7.5 years by 2002.													
											Total:	\$12,000	
11	Facility: Metrochek Pilot Demonstration Project From: To: Jurisdiction: District of Columbia,			300 a	300 a	300 a				CMAQ 80/ 20/	900		
Description: The Metrocheck Program is a fare subsidy program that allows employers to provide up to \$100 per month for each employee's public transportation commuting costs. Alternatively an employee may deduct from pre-tax earnings the allowable cost of commuting. Employees are provided with a MetroChek farecard, which can be applied towards the cost of commuting to work by any mode of public transportation. The MetroChek Program in the region is comprised of various structures including full employer subsidy, employee contributions and partial state or local government subsidy, and pre-tax payroll deduction.													
											Total:	\$900	

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
12	Facility: Metrorail and Metrobus CIP From: To: Jurisdiction: District of Columbia	23,900 c		45,000 c	205,700 c	100,700 c	94,000 c	64,000 c	64,000 c	BD / / 100	573,400	CE	
											<i>Total:</i>	<i>\$573,400</i>	
Description:		As a signatory to the multi-jurisdiction Interstate compact that was established to build and run the mass transit system, the District of Columbia is required to make capital contribution payments for Metrobus and Metrorail improvements. CIP includes District's share. FY 2005 120 new rail cars											
13	Facility: Pedestrian Passageway/Tunnel From: 1st Street Metro Station Kiosk To: 1st Street, N.E. (Under H Street Overpass) Jurisdiction:			2,300 c						HP/TEA-21 80/ 20/	2,300	CE	
											<i>Total:</i>	<i>\$2,300</i>	
Description:		WMATA built 600 feet of a pedestrian tunnel from near the kiosk at the 1st Street Union Station Metrorail Station entrance toward H Street. The tunnel was never completed. Nion Center Plaza Associates, developer of an office building complex near 1st and H Streets, N.E. has proposed completing the tunnel for approximately \$2 million. This proposal was never implemented due to difficulties in obtaining indemnification agreements with the National Railroad Passenger Corporation (Amtrak). The district proposes to use funds appropriated for the Intermodal Transportation Center to facilitate the indemnification agreement so that the project can move forward.											
14	Facility: Specialized Transportation Services for the El From: and Handicapped To: Jurisdiction:	320 c		320 c	320 c	320 c	320 c	320 c	320 c	PRIV / / 20 Section 5310 80/ /	384 1,536	CE	
											<i>Total:</i>	<i>\$1,920</i>	
Description:		Section 5310 Projects											

Maryland

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
MDOT/Maryland Transit Administration											
1	Facility: Bi-County Transitway From: Bethesda To: Silver Spring Jurisdiction: Montgomery, Prince George's			2,910 a					Section 5307 80/ 20/	2,910	DEIS Under preparation
Description: Study to construct a 4.4 mile light rail transit (LRT) line or busway (Bus Rapid Transit -BRT) on the county-owned Georgetown Branch railroad right-of-way between Bethesda and Silver Spring. Project will include hiker-biker trail for full length as well as bike accommodation.										Total:	\$2,910
2	Facility: Bi-County Transitway From: Silver Spring To: New Carrollton Jurisdiction: Montgomery, Prince George's			2,910 a					Section 5307 80/ 20/	2,910	
Description: Project planning for the Silver Spring to New Carrollton portion of the Bi-County Transitway as either light rail transit (LRT) or bus rapid transit (BRT). Project will include hiker-biker trail for full length as well as bike accommodation.										Total:	\$2,910
3	Facility: Corridor Cities Transitway From: Shady Grove To: Metropolitan Grove Jurisdiction: Montgomery			438 a					NHS 80/ 20/	438	
Description: Study on the Corridor Cities Transitway (CCT) as either light rail transit (LRT) or bus rapid transit (BRT) line from Shady Grove to Metropolitan Grove. The CCT will provide an essential connection between the Washington, DC metropolitan area and central and western Maryland. Project will include hiker -biker trail for full length as well as bike accommodation.										Total:	\$438
4	Facility: Corridor Cities Transitway From: Metropolitan Grove To: COMSAT Jurisdiction: Montgomery			438 a					NHS 80/ 20/	438	
Description: To be built as either light rail transit (LRT) or bus rapid transit (BRT) line along the corridor between Metropolitan Grove and COMSAT. Project will include hiker-biker trail for full length as well as bike accommodation.										Total:	\$438
5	Facility: CSX & Amtrak Efficiency Improvements From: To: Jurisdiction: Areawide			6,250 c	6,250 c	6,250 c	6,250 c	6,250 c	6,250 c	Section 5309 FG 80/ 20/	37,500 CE
Description: MARC system track improvement project for efficient service as identified and recommended in the MARC Master Plan from the MARC Comprehensive Study.										Total:	\$37,500
6	Facility: Local Bus Replacement From: To: Jurisdiction: Montgomery, Prince George's			3,331 c	3,350 c	3,370 c	3,486 c	3,340 c	3,340 c	State / 100/	20,217
Description: The State of Maryland will allocate funds for the replacement of buses that have exceeded their useful life. The buses will replace older buses used by Prince George's County and Montgomery County in the delivery of local transit service.										Total:	\$20,217

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
7 Facility: Maglev Rail System for Baltimore/Washington From: Washington, DC To: Baltimore Jurisdiction: Statewide			1,500 a						FRA MAGLEV D 66/ 34/	1,500		
Description: Development of a Magnetic Levitation (MAGLEV) Rail System between Baltimore and Washington.										<i>Total:</i>	\$1,500	
8 Facility: MARC II Overhaul From: To: Jurisdiction: Areawide			1,086 c	99 c					Section 5309 FG 80/ 20/	1,185	CE	
Description: Perform overhaul of MARC cars. Overhaul includes upgrade of powered doors, trucks, couplers, HVAC system, emergency lighting and other necessary modifications.										<i>Total:</i>	\$1,185	
9 Facility: MARC Storage Facility From: Washington, DC To: Jurisdiction: Areawide			15,328 c	10,219 c					Section 5309 80/ 20/	25,547		
Description: Known as MARC Maintenance, Layover and Storage Facility in previous CLRP. Construction of MARC mid-day storage facility at the Wedge Yard within Washington Union Station Terminal. The facility will include a partially electrified storage yard and a building to accommodate mechanical and transportation personnel.										<i>Total:</i>	\$25,547	
10 Facility: MARC/VRE Run-Through Services From: To: Jurisdiction: Statewide			100 a						State / 100/	100		
Description: Analyzing the possibility of implementing the capability to operate MARC and VRE commuter trains through Union Station to selected stations.										<i>Total:</i>	\$100	
11 Facility: MD Transit Syst Preserv/Impr/Prev Maintenanc From: To: Jurisdiction: Areawide			19,411 c	31,305 c	31,481 c	31,668 c	31,862 c	31,862 c	Section 5307 80/ 20/ Section 5309 FG 80/ 20/	65,089 112,500	CE	
Description: Improvements, modifications, rehabilitation, and preventive maintenance for Maryland transit systems, rolling stock, facilities, yards, and stations. This includes MARC and locally operated transit systems.										<i>Total:</i>	\$177,589	
12 Facility: Metrobus Procurement From: To: Jurisdiction: Montgomery County, Prince George's County,			3,636 c	3,636 c	3,636 c	3,636 c	3,636 c	3,636 c	CMAQ 80/ 20/ 0	21,816		
Description: The State of Maryland will allocate funds for the procurement of Metrobuses. The buses will be used in Prince George's County and Montgomery County in the delivery of local transit service.										<i>Total:</i>	\$21,816	
13 Facility: Point of Rocks MARC Station Parking Expans From: To: Jurisdiction: Frederick County,			1,250 c	603 c					Section 5309 80/ 20/	1,853	EA Under preparation	
Description: Construct expanded parking facilities at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.										<i>Total:</i>	\$1,853	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
14	Facility: Public Transit Systems From: To: Jurisdiction: Frederick, Montgomery, Prince George's			3,700 c	3,700 c	3,800 c	3,800 c	3,900 c		Section 5309 80/ 10/ 10	18,900	CE	
Description: Vehicles, equipment, and other projects in support of public transportation. Federal assistance from TEA-21, 49 U.S.C. Section 5309. Project selection based on application from local providers.											Total:	\$18,900	
15	Facility: Ridesharing - Statewide Program From: To: Jurisdiction: Frederick, Montgomery and Prince Georges C			1,000 c	1,000 c	1,000 c	1,000 c	1,000 c	1,000 c	CMAQ 80/ 20/	6,000	CE	
Description: To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's and Montgomery Counties.											Total:	\$6,000	
16	Facility: Silver Spring Transit Center From: Phase II To: Jurisdiction: Montgomery			6,250 c						Section 5309 80/ 20/	6,250		
Description: Previously known as Silver Spring Transit Center and MARC Station Relocation. Construction of an integrated MARC, WMATA, and a potential Bi-County Transitway station at the current Silver Spring Metrorail station. This will include increased bus capacity for Ride-On buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/Intercity bus station building. This phase involves participation by Montgomery County.											Total:	\$6,250	
17	Facility: Small Urban Systems - Vehicles & Equipment From: To: Jurisdiction: Frederick County, Charles County			900 c	1,828 c	2,062 c	2,188 c	2,298 c	2,298 c	Section 5307 80/ 10/ 10	11,574	CE	
Description: Vehicles, equipment and other projects in support of public transportation for citizens in Frederick and Charles Counties. Federal assistance from TEA-21, 49 U.S.C. Section 5307. Project selection based on applications from local providers.											Total:	\$11,574	
18	Facility: Smart Card Implementation From: To: Jurisdiction: Montgomery, Prince George's, Frederick, MA			5,905 c						Section 5307 80/ 20/	5,905	CE	
Description: Implementation of Smart Card Technology and fare collection equipment for MARC, Commuter Bus and Locally Operated Transit Systems. Smart Card would allow for quicker and seamless travel between different transit systems by allowing passengers to pay fares for any transit system throughout the state with the swipe of a card.											Total:	\$5,905	
19	Facility: Southern Maryland Commuter Bus Initiative From: To: Jurisdiction: Southern Maryland			1,344 c	1,995 c					Section 5307 80/ 20/	3,339		
Description: Planning, design and construction of the Southern Maryland Commuter Bus Initiative. Components of the initiative include construction of parking facilities in Charles, St. Mary's and Calvert Counties, acquisition of over the road coaches to provide the service and intersection improvements at key locations along the MD 5 corridor from Waldorf to Branch Avenue Metrorail Station just inside the Capital Beltway.											Total:	\$3,339	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
20	Facility: Southern Maryland Mass Transportation Anal From: Branch Avenue Metrorail Station To: White Plains Area Jurisdiction: Southern Maryland	871 a		120 a	120 a	120 a				State / 100/ <i>Total:</i>	360 \$360	DEIS Under Preparation
Description: Conduct studies to identify both short and long range transit alternatives and associated environmental impacts in Southern Maryland, as well as preserve right-of-way in the MD 5/US 301 corridor from the Branch Avenue Metrorail Station to the Waldorf area.												

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Montgomery County											
21 Facility: ADA Compliance Transportation Access			620 a						Local	8,110	
From: Countywide			7,490 c						/ / 100		
To:											
Jurisdiction: Montgomery County,									Total:	\$8,110	
Description:	This project provides for planning, design, and reconstruction of existing infrastructure Countywide to enable obstruction free access to public facilities, public transportation, central business districts, and transit sectors serviced by Metrorail. The project was initiated as a means of providing compliance with the Americans With Disabilities Act of 1990 (ADA). Funds are provided through this project for the removal of barriers to wheelchair users such as: signs, poles, fences; and to make intersection improvements, such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops.										
22 Facility: Bus Stop Improvement Program			50 a						Local	500	
From: countywide			450 c						/ / 100		
To:											
Jurisdiction:									Total:	\$500	
Description:	This project provides for the improvement of capital amenities at bus stops in Montgomery County. Funding is provided for the construction and installation of capital connections, improved pedestrian access, area lighting, paved passenger standing areas, and other safety upgrades.										
23 Facility: CNG Fueling Stations			143 a						Local	972	
From:			829 c						/ 50/ 50		
To:											
Jurisdiction: Montgomery County									Total:	\$972	
Description:	Construct a state of the art Compressed Natural Gas fueling station which convert standard pressure natural gas to CNG.										
24 Facility: Grovesnor Metro Parking Garage			200 a						Local	2,200	
From: Grosvenor Metrorail Station			2,000 c						/ / 100		
To:											
Jurisdiction: Montgomery County,									Total:	\$2,200	
Description:	This project would construct a new 500 space parking garage at the Grosvenor Metrorail Station.										

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Prince George's County											
25 Facility: Metro access improvement program	11,330 c		1,910 c	4,600 c	1,350 c	350 c	350 c		Local	8,560	
From: countywide									60 / / 40		
To:											
Jurisdiction:									<i>Total:</i>	<i>\$8,560</i>	
Description:	This project provides for the planning, design and construction of amenities that enhance attractiveness, safety, lighting, access, streetscape, pedestrian/ bicycle facilities around various metro station within the county.										

Virginia

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
NVTC													
1	Facility: Free Bus Fares on Forecasted Code Red Ozone From: NOVA District-Wide To: Jurisdiction: District-wide,	300 c		85 a 320 c						CMAQ 100 / /	405	N/A Ongoing	
											Total:	\$405	
Description:	This project provides free bus service on forecasted MCOG Code Red ozone alert days as part of a continuing regional air quality improvement program. With this funding, bus passenger fares on Code Red days are subsidized, making trips free and providing an incentive not to drive single occupancy vehicles. Participating providers include Arlington Transit, CUE, DASH, Fairfax Connector, Loudoun County Transit, VRTA, NoVA Metrobus, OmniRide, and OmniLink. Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.												
2	Facility: POS device purchases for Loudoun and PRTC From: Loudoun County and PRTC jurisdictions To: Jurisdiction: Loudoun County and PRTC jurisdictions			140 c						State Experiment / 95 / 5	140	N/A	
											Total:	\$140	
Description:	Purchase point-of-sale devices for Loudoun County and PRTC transit systems so that these systems may have seamless integration with the regional SmartTrip Card fare network.												
VDOT													
3	Facility: Alex.'s Union Station / King Street Metrorail Station From: Pedestrian Improvements To: Jurisdiction: Alexandria	1 a 304 c	304	304 c						STP 80 / 20 /	304		
											Total:	\$304	
Description:	Project includes brick sidewalk improvements, installation of new light fixtures and street enhancements such as landscaping, new curbs and gutters, and catch basins. Project will increase access to the station, improve interconnectivity of the transit system and improve safety at the station												
4	Facility: Alexandria's Share of WMATA's Capital Program From: To: City-wide Jurisdiction: Alexandria,	156 c		1,019 c	1,300 c	1,481 c				STP 80 / 20 /	3,800	N/A Ongoing	
											Total:	\$3,800	
Description:	City share of WMATA Capital Program, including infrastructure replacement program.												
5	Facility: Arlington Bus Acquisition From: To: Jurisdiction: Arlington County,	1,500 c			1,500 c					BD-Local / / 100	1,500	PCE	
											Total:	\$1,500	
Description:	Acquire buses for Arlington County's bus system.												
6	Facility: Ballston Transit Station Access Improvements From: Phase II To: Jurisdiction: Arlington County,	800 a 6,700 c		8,300 c						BD-State/Private / /	8,300	PCE Proposed for preparation	
											Total:	\$8,300	
Description:	Phase II of Ballston Metro Station Access Improvements. Construct another station entrance at the west side of the Ballston Metro station.												

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
7	Facility: Burke Centre & Rolling Road VRE Stations From: Subscription Bus Service To: Jurisdiction: Fairfax County			800 c						Governor's Cong / 100/	800	N/A	
											<i>Total:</i>	\$800	
Description:	Implement a subscription bus service to serve the Burke Centre & Rolling Road VRE Stations.												
8	Facility: Bus Bay Improvement From: @ West Falls Church-VT/UVA Metro Station To: Jurisdiction: Fairfax County,			1,000 c						CMAQ 80/ / 20	1,000	N/A	
											<i>Total:</i>	\$1,000	
Description:	This project involves the design and construction of short-term modifications to the bus bay area at the West Falls Church-VT/UVA Metrorail Station. It will allow buses to operate more efficiently and improve the reliability of bus service.												
9	Facility: Bus Garage From: Fairfax Connector To: @ US 29 and West Ox Road (VA 608) Jurisdiction: Fairfax County,	9,760 b		1,250 c	9,000 c	4,000 c	170 c			BD / / 100	14,420	N/A	
											<i>Total:</i>	\$14,420	
Description:	This project involves the land acquisition, design, and construction of a Fairfax Connector bus garage at West Ox Road, to accommodate and service additional buses added to the fleet, and the purchase of maintenance equipment. These buses will be used to operate transit service in the western part of the County, particularly the I-66 and Dulles Corridors. The new garage will reduce operating costs by minimizing non-revenue hours spent traveling to and from existing garages farther away.												
10	Facility: Bus Garage (WMATA) Arl. Division From: Wilson Blvd. / Randolph St. To: Another Location in Ballston Jurisdiction: Arlington County	1,000 a	1,000	1,000 a						RSTP 80/ 20/	1,000	DEA Proposed for preparation	
											<i>Total:</i>	\$1,000	
Description:	Relocate WMATA's Arlington Division bus garage, currently located in Ballston in the block bounded by Randolph Street, Wilson Boulevard, Quincy Street, and 5th Road to another location in Ballston. Project includes construction of a replacement garage.												
11	Facility: Bus Operations - Express Service From: Loudoun County To: Rosslyn, the Pentagon, & DC Jurisdiction: Loudoun County,	2,287 c		2,625 c						State / Local sha / 11/ 89	2,625	N/A Ongoing	
											<i>Total:</i>	\$2,625	
Description:	Operation of express bus service between Loudoun County, Rosslyn, the Pentagon, & DC. Convenient transfers to Metrorail. Service has expanded to 15 week day round trips to the District plus three reverse commute trips and a shuttle service between Cascades and the West Falls Church Metroail. Yearly ridership is projected to 277,514 in FY-03 and 303,180 in FY-04.												
12	Facility: Bus Repacement From: FAIRFAX CONNECTOR To: Fairfax County Jurisdiction: Fairfax County,	2,920 c										N/A	
Description:	This project will provide for replacement of existing FAIRFAX CONNECTOR buses on approximately a 12 year cycle.												

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
13 Facility: Bus Replacement Prog. (WMATA) From: District-wide CMAQ / RSTP Funds To: Jurisdiction: District-wide,	4,885 c		3,326 c						CMAQ 80/ 20/	3,326	N/A Ongoing
Description: Continue on-going program of replacing aging buses with new buses using CMAQ / RSTP funds allocated to NoVA.									Total:	\$3,326	
14 Facility: Bus Replacement Program From: PRTC To: Jurisdiction: Prince William County,	4,832 c		1,200 c						CMAQ 80/ 20/	1,200	N/A Ongoing
Description: Enhancement and/or replacement of existing buses within the PRTC fleet.									Total:	\$1,200	
15 Facility: Bus Replacement Program From: Loudoun County Transit To: Commuter Bus Service Jurisdiction: Loudoun County,			3,564 c						DTR Transit Set- / 100/ Governor's Cong / 100/	1,564 2,000	N/A Ongoing
Description: Continue on-going program of replacing aging buses with new buses.									Total:	\$3,564	
16 Facility: Bus Shelters From: In the Town of Leesburg To: Jurisdiction: Leesburg	2 a 5 b	7	2 a 5 b 18 c						CMAQ 80/ / 20	25	PCE Proposed for preparation
Description: Install Bus Shelters in the Town of Leesburg									Total:	\$25	
17 Facility: Bus Shelters (Enhancement funded) From: Fairfax County To: Jurisdiction: Fairfax County,	15 b 270 c										
Description: Bus Passenger Waiting Shelters											
18 Facility: Commuter Assistance Program (CAP) From: Arlington County To: Jurisdiction: Arlington County,	1,200 c		1,200 c						CMAQ 80/ / 20	1,200	N/A ongoing
Description: Fund the continued operation of commuter stores at Crystal City, Ballston, and Rosslyn, which served a record 216,177 customers in FY-99. (An increase of more than 26%) selling \$3,605,769 in tickets, tokens, and passes. This program also funded the Employer Services and Outreach Program, the Commuter Page web site, CAP administration, project monitoring and evaluation, and a comprehensive marketing and promotion program for transit ridership.									Total:	\$1,200	
19 Facility: Commuter Assistance Program (PRTC) From: Prince William County To: Manassas & Manassas Park Jurisdiction: Prince William County, Manassas, & Manassa	300 c										N/A Ongoing
Description: Commuter Assistance Program includes programs, such as OmniMatch, to facilitate ridesharing. An on-going program in Prince William County, City of Manassas, and City of Manassas Park.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
20	Facility: Courthouse Metro Station From: Additional elevator To: Jurisdiction: Arlington County,	60 a					2,000 c			STP/BD/PRIV 80/ / 20	2,000	PCE Proposed for preparation	
Description: Improve the access to the Courthouse Metro Station by installing an additional elevator.											Total:	\$2,000	
21	Facility: Crystal City / Potomac Yard Transitway From: Pentagon To: North of 26th Street Jurisdiction: Arlington County,			705 a						RSTP 80/ 20/	705	PCE Proposed for preparation	
Description: Study / design, and ultimately construct, a Potomac Yard - Crystal City Transitway between the Pentagon and Potomac Yard.											Total:	\$705	
22	Facility: HOV Marketing (Non-Dulles Share) From: District-Wide To: Jurisdiction: District-wide,	450 c		1,050 c	450 c					CMAQ 80/ 20/ 0	1,500	N/A Ongoing	
Description: Implement HOV Marketing Campaign (Non-Dulles Share). Implement a variety of projects proposed by regional jurisdictions or agencies which will assist in improving the air quality or reducing levels of highway congestion for the Northern Virginia region, and assist the region in meeting air quality standards.											Total:	\$1,500	
23	Facility: Incentive Based Ridesharing From: Northern Virginia To: Jurisdiction: Northern Virginia			450 c						Governor's Cong / 100/	450	N/A	
Description: Provide incentives and benefits necessary to encourage and maintain participation in ridesharing.											Total:	\$450	
24	Facility: Information Kiosk Deployment From: To: Jurisdiction: Arlington County,	20 c		20 c	20 c					BD-Local / / 100 BD-State / 100/	8 32	PCE Proposed for preparation	
Description: Distribute passenger information kiosks at various locations throughout Arlington.											Total:	\$40	
25	Facility: Metro Station (King Street) From: Platform Extension, etc. To: Jurisdiction: Alexandria,	13,365 c	13,365	13,365 c						BD / 100/ Section 5309 80/ / 20 STP 80/ 18/ 2	9,000 1,365 3,000	PCE Proposed for preparation	
Description: Extend the platform at the King Street Metro Station.											Total:	\$13,365	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
26 Facility: Metro Station (King Street) Mezzanine From: North Side of King Street To: North End of Passenger Platform Jurisdiction: Alexandria,			13,290 c						BD / 100/ Section 5309 80/ / 20 State / 95/ 5 Total:	9,000 1,360 2,930 \$13,290	PCE Proposed for preparation
Description: The King Street Station mezzanine will provide another access point for transit patrons wishing to access the station from the north.											
27 Facility: Metro Station (King Street) Sidewalk From: King Street Metrorail Station To: Duke Street Pedestrian Concourse Jurisdiction: Alexandria,			1,842 c						Section 5309 80/ / 20 Total:	1,842 \$1,842	PCE Proposed for preparation
Description: The City of Alexandria will construct a sidewalk connecting the station to the Duke Street Pedestrian Concourse. The Duke Street Pedestrian Concourse will be constructed under Duke Street by private developers and will connect the new development on the south side of Duke Street to the King Street Metro / Amtrak Station and the existing development on the north side of Duke Street.											
28 Facility: Park and Ride Vanpool Facilities From: Rosslyn-Ballston Corridor To: Jurisdiction: Arlington County,	10 a 40 c		10 a 40 c	10 a 40 c	10 a 40 c	10 a 40 c	10 a 40 c		BD / / 100 Developer / / 100 PRIV / / 100 Total:	40 120 40 \$200	PCE
Description: Erect or lease spaces for vanpools in the Rosslyn-Ballston Corridor.											
29 Facility: Park-and-Ride Lot From: Purcellville To: 100-space park-and-ride lot. Jurisdiction: Town of Purcellville	35 a 20 b	55	130 a 20 b 554 c						CMAQ 80/ / 20 Local / / 100 Total:	538 166 \$704	PCE Proposed for preparation
Description: Construction of a 100-space park-and-ride lot with expansion capability to 150 spaces. Coordinated with commuter bus service to the regional core.											
30 Facility: Park-and-Ride Lot From: VA 7900 (F-S Pkwy.) PnR To: @ Backlick Road North Jurisdiction: Fairfax County,	440 a		1,695 b	1,862 c					CMAQ 80/ / 20 Total:	3,557 \$3,557	PCE Proposed for preparation
Description: Develop park-and-ride lot @ Backlick Road North in the Franconia-Springfield Parkway Corridor to ease congestion during reconstruction of the I-95/395/495 interchange.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
31 Facility: Park-and-Ride Lot From: Dulles Corridor Park-and-Ride Lots To: Reston East at Wiehle Ave & Herndon-Monro Jurisdiction: Fairfax County,	1,200 c	1,200	1,200 c						Section 5309 80/ / 20	1,200	PCE Proposed for preparation
									Total:	\$1,200	
Description:	The 850 space surface facility at Reston East, and the 1,800 space, structured facility at Herndon-Monroe are now operational. Additional work at the two facilities include adding lighted canopies over the bus bay platforms at both park-and-ride lots.										
32 Facility: Park-and-Ride Lot From: Reston East Parking Structure To: @ Reston East Park-and-Ride Lot Jurisdiction: Fairfax County,	2,000 a 3,801 c	5,801	2,000 a	18,001 c					CMAQ 80/ / 20 Local / / 100	5,801 14,200	N/A
									Total:	\$20,001	
Description:	This project will include the design and construction of a 2,200 space parking garage at, or adjacent to, the site of the current Reston East Park-and Ride Lot, to meet existing and future demand.										
33 Facility: Park-and-Ride Lot From: I-95 Springfield Interchange Congestion Mitig To: @ Backlick South Jurisdiction: Fairfax County	1,400 c		1,100 c						NHS 90/ 10/	1,100	PCE Proposed for preparation
									Total:	\$1,100	
Description:	Construct a 200 space Park and Ride Lot at the Backlick South location, Backlick & the Franconia-Springfield Parkway Interchange; as part of the Springfield Interchange Congestion Management Program.										
34 Facility: Park-and-Ride Lot From: Springfield CBD To: vic. I-95 & Old Keene Mill Road Jurisdiction: Fairfax County	1,250 a	1,250	3,000 a 750 b						CMAQ 80/ / 20	3,750	PCE Proposed for preparation
									Total:	\$3,750	
Description:	This project includes the design, land acquisition, and construction of a park-and-ride / multi-modal transportation facility in the vicinity of the I-95 interchange with Old Keene Mill Road in Springfield. This facility will include up to 1,000 parking spaces for commuters and other travelers who ride buses or travel via carpools / vanpools, particularly in the Shirley Highway (I-395) HOV lanes. It is expected that this facility will be a multi-level structure adjacent to Old Keene Mill Road.										
35 Facility: Park-and-Ride Lot From: VA 7900 (F-S Pkwy.) PnR To: @ Gambrill Road Location Jurisdiction: Fairfax County,	1,970 c	1,970	2,049 c						CMAQ 80/ / 20	2,049	PCE Proposed for preparation
									Total:	\$2,049	
Description:	Develop park-and-ride lot (225+ spaces) @ Gambrill Road Location in the Franconia-Springfield Parkway corridor to ease congestion during reconstruction of the I-95/395/495 interchange.										
36 Facility: Park-and-Ride Lot (Leesburg) From: Relocate to vic. of Leesburg Bypass To: VA 7, and / or the Dulles Greenway Jurisdiction: Loudoun County, Leesburg,	3,125 c	3,125	4,470 c						CMAQ 80/ / 20	4,470	PCE Proposed for preparation
									Total:	\$4,470	
Description:	Relocate the Park-and-Ride Lot leased from the Kohl's Store on Edwards Ferry Road by the Town of Leesburg to a site accessible to the Leesburg Bypass, VA 7, and / or the Dulles Greenway. Construct a 350-space replacement lot, with an expansion capability to 600 spaces.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
37 Facility: Park-and-Ride Lot Enhancements From: @ Reston, Centreville, West Springfield To: Jurisdiction: Fairfax County,	60 a	60	60 a 70 c						FTA Section 3 80/ / 20	130	N/A
Description: Enhance passenger amenities and facility operations at three existing park-and-ride lots by adding larger shelters, and reconfiguring traffic flow.									Total:	\$130	
38 Facility: Pentagon City Metrorail Station From: Construct an elevator To: Jurisdiction: Arlington County,	1,000 c	1,000	1,000 c						CMAQ 80/ / 20	1,000	PCE Proposed for preparation
Description: Improve the access to the Pentagon City Metro Station by building an additional elevator shaft.									Total:	\$1,000	
39 Facility: Pentagon City Metrorail Station From: Construct a canopy To: Jurisdiction: Arlington County,	400 c										
Description: Construct a canopy to cover pedestrians entering the Metrorail facility at Pentagon City											
40 Facility: Priority Bus Service Enhancement Program From: To: Jurisdiction: Arlington County,	200 c			200 c					BD / / 100	200	PCE Proposed for preparation
Description: Implement the bus priority techniques pioneered in the Columbia Pike Corridor to other major transportation corridors in Arlington, as envisioned by the Northern Virginia 2020 Transportation Plan.									Total:	\$200	
41 Facility: PRTC - Capital Cost of Contracting From: To: Jurisdiction: Northern Virginia, Prince William County	1,765 b		1,765 b	1,765 b	1,765 b	1,765 b	1,765 b	1,765 b	Section 5307 80/ 20/	10,590	N/A Ongoing
Description: PRTC contracts for the operation and maintenance of the OmniRide and OmniLink bus services. Under Capital Cost of Contracting, a percentage of the contract cost is eligible for use of Federal Section 5307 Transit funds.									Total:	\$10,590	
42 Facility: PRTC - Job Access and Reverse Commute (J From: West Falls Church to & from Manassas To: Woodbridge to / from Manassas Jurisdiction: Northern Virginia	440 c		384 c						JARC 50/ 50/	384	N/A
Description: PRTC will continue to provide Job Access and Reverse Commute (JARC) services on two linked bus routes. Headways on the all-day direct service between the West Falls Church Metrorail Station and the City of Manassas will continue to be no more than 100 minutes. On the all-day cross-county service linking Woodbridge and Manassas, hours of operation will continue to extend from approximately 6:30 AM to 11:00 PM, and headways will continue to be 90-minutes. The latter service allows transfers to local OmniLink buses at the major hubs on each end of the route.									Total:	\$384	

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
43 Facility: Rosslyn Metro Station From: Access Improvements To: Jurisdiction: Arlington County,	300 c	300	1,000 a	1,000 a 2,300 c	6,000 c				BD-Local / / 100 BD-State / 100/ PRIV / / 100 RSTP 80/ 20/ Total:	1,000 8,000 1,000 300 \$10,300	PCE Proposed for preparation
Description: Redesign and rebuild the Metrorail station access at Rosslyn											
44 Facility: Smithsonian Air & Space Museum Annex From: @ Dulles Airport To: Acquire Buses Jurisdiction: Fairfax County,	1,519 c	1,519	1,519 c						TF / 100/ Total:	1,519 \$1,519	N/A
Description: Using Dulles Toll Road Transit Set-Aside Funds, acquire buses for use as part of transit service for Smithsonian Air & Space Museum Annex.											
45 Facility: TDM (Transportation Demand Management) From: City of Alexandria To: Implement a TDM Program Jurisdiction: Alexandria,	100 c	100	100 c						CMAQ 80/ / 20 Total:	100 \$100	N/A
Description: Start-up funding for a citywide Transportation Demand Management (TDM) Program in Alexandria.											
46 Facility: TDM (Transportation Demand Management) From: City of Alexandria To: TDM Media Program Jurisdiction: Alexandria,	200 c	200	200 c						CMAQ 80/ / 20 Total:	200 \$200	N/A
Description: Develop a comprehensive transportation media package, benefiting residents and commuters.											
47 Facility: Tour Bus Facility From: Rosslyn-Ballston Corridor To: Jurisdiction: Arlington County,	500 c		2,000 c						STP 100/ / Total:	2,000 \$2,000	
Description: Erect parking facilities for tour buses in the Rosslyn-Ballston corridor.											
48 Facility: Transit Center (Reston) From: Reston Town Center To: @ Explorer Drive and Bluemont Way Jurisdiction: Fairfax County,	200 a 1,800 c	2,000	200 a 1,800 c						CMAQ 80/ / 20 Total:	2,000 \$2,000	PCE Proposed for preparation
Description: This project involves land acquisition, design, engineering and construction of a transit center at the Reston Town Center, without parking, to serve the Reston area. It will provide a convenient place for passengers to transfer between local circulator buses and express buses serving Tysons Corner and the West Falls Church Metrorail Station.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
49 Facility: Transit Center (Seven Corners) From: Seven Corners Shopping Center To: Jurisdiction: Fairfax County	100 a 900 c	1,000	100 a 900 c						CMAQ 80/ / 20	1,000	N/A
									Total:	\$1,000	
Description:	Construct a transit center at the Seven Corners Shopping Center to facilitate transit use in eastern Fairfax County and western Arlington County. This will be an efficient transfer area with bus shelters, information kiosks, landscaping, trash cans, and a reinforced bus bay area and travelway.										
50 Facility: Transit Store From: @ Springfield Mall To: Jurisdiction: Fairfax County,	200 c		200 c						CMAQ 100/ /	200	N/A
									Total:	\$200	
Description:	Operate a transit store at Springfield Mall.										
51 Facility: Transit Store (Alexandria) From: 1775 - C Duke Street To: Jurisdiction: Alexandria	280 c		280 c						STP 80/ 20/	280	N/A
									Total:	\$280	
Description:	Open & operate a transit store @ 1775-C Duke Street.										
52 Facility: Transit Transfer Facility From: Lee Highway To: @ N. Glebe Jurisdiction: Arlington County,				100 a 400 c	500 c				STP/BD 80/ / 20	1,000	PCE Proposed for preparation
									Total:	\$1,000	
Description:	Construct a transfer facility to facilitate bus transfers at Lee Highway and N. Glebe.										
53 Facility: Transit Transfer Facility From: Columbia Pike To: Walter Reed Dr. Jurisdiction: Arlington County,	60 c		440 c						STP/BD 80/ / 20	440	PCE Under preparation
									Total:	\$440	
Description:	Construct a bus transfer facility at Columbia Pike and S. Walter Reed Dr.										
54 Facility: Transit Transfer Facility From: Shirlington To: 31st St. @ I-395 Jurisdiction: Arlington County,	100 a 700 c	800	100 a 225 b 700 c						Local / / 100 RSTP 80/ / 20	25 1,000	PCE Proposed for preparation
									Total:	\$1,025	
Description:	Build a bus transfer facility at Shirlington. Currently, Shirlington, in Arlington's south end is the third busiest transit transfer facility in the County, being served by 424 scheduled bus trips every weekday. More than 1,000 daily passenger boardings and alightings occur in the vicinity of the existing Shirlington Metrobus stop on Quincy Street. This area is also the subject of considerable amounts of community redevelopment activity. The Quincy Office Tower site plan resulted in an agreement to build a bus transfer facility at Shirlington.										
55 Facility: US 1 Transit Improvements From: Gunston Road To: Huntington Avenue Jurisdiction: Fairfax County	200 a 1,800 c	2,000	200 a 1,800 c						CMAQ 80/ / 20	2,000	PCE Proposed for preparation
									Total:	\$2,000	
Description:	Improve pedestrian crossings, particularly those accessing bus stops; upgrade bus stops; establish transit centers, and park-and-ride lots.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
56 Facility: VA 244 (Columbia Pike) Bus Service Enhanc From: Fairfax County Line To: Pentagon Jurisdiction: Arlington County			1,867 c						Governor's Cong / 100/ Total:	1,867 \$1,867	PCE Proposed for preparation
Description:	Standardize bus stops along Columbia Pike to include an adequate landing pad, clear curb and stop area, shelter, seating, display boxes, and coordinated streetscape.										
57 Facility: Valley Commuter Assistance Program From: Shenandoah Valley To: Northern Virginia / DC Metro Area Jurisdiction: Shenandoah Valley, Northern Virginia, DC Me			30 a						Governor's Cong / 100/ Total:	30 \$30	N/A
Description:	Supplement existing commuter assistance program with increased marketing and promotion of ridesharing in the region (Clark, Frederick, Page, Shenandoah, and Warren Counties and the City of Winchester) and provide financial assistance to offset start-up costs for new vanpools and private commuter bus services.										
VDRPT											
58 Facility: Dulles Corridor Rapid Transit Project From: East Falls Church Metrorail Station To: Route 772 Jurisdiction: Fairfax County, Loudoun County,			73,666 a						Section 5309 80/ 20/ Total:	73,666 \$73,666	FEIS Under preparation
Description:	Complete NEPA requirements and initiate / perform preliminary engineering for construction of a 23.1 mile extension of WMATA's Metrorail system in the Dulles Corridor. The Dulles Corridor Rapid Transit Project (DCRTP) will extend the Metrorail Orange Line in Fairfax County, through Tysons Corner to Washington Dulles International Airport and beyond the airport to Route 722 in Loudoun County and the Town of Herndon. The extension will include 11 new Metrorail Stations, a new rail yard on Dulles Airport property, and an expansion of the existing rail yard at West Falls Church.										
VRE											
59 Facility: VRE - Burke Centre Station From: Parking Lot Expansion To: Add 1100 spaces Jurisdiction: Fairfax County	2,580 c	5,375	7,957 c	500 c					CMAQ 80/ 20/ New Starts Earm 80/ 20/ Section 5307 80/ 20/ Section 5309 80/ 20/ Total:	2,000 3,106 1,851 1,500 \$8,457	EA Under review
Description:	As VRE ridership grows, passenger demand for parking continues to increase. As a result, parking expansion and enhancement projects, including Burke, are an important component of the VRE CIP. This project would add 1100 spaces to the existing 543-space surface parking lot at the Burke Centre VRE Station.										
60 Facility: VRE - Burke Centre Station From: Extend Canopy To: Jurisdiction: Fairfax County	20 a 180 c	200	20 a 180 c						Enhancement 80/ / 20 Total:	200 \$200	PCE Proposed for preparation
Description:	As ridership grows, additional covered area is needed to protect the number of people waiting on the platforms. For this project, the canopy at the Burke Centre Station will be extended 250 feet in order to cover the platform area.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
61 Facility: VRE - Cherry Hill Commuter Rail Station From: Cherry Hill To: Prince William County Jurisdiction: Prince William County	1,890 c	1,890	1,890 c						Earmark 80/ 20/ Total:	1,890 \$1,890	EA Proposed for preparation
Description:	This project includes the development of VRE's 13th station on its Fredericksburg Line. The VRE station is part of a larger development project on the Cherry Hill Peninsula being managed by Prince William County. Conceptual work has begun on the station. Efforts to construct the station will be coordinated with the developer and are scheduled to begin in 2004.										
62 Facility: VRE - Fare Collections System / Communicati From: Systemwide To: Jurisdiction: Northern Virginia and the District of Columbia	1,880 c	1,880	2,355 c	475 c	475 c	475 c	475 c	475 c	Section 5307 80/ 20/ STP 80/ 20/ Total:	3,480 1,250 \$4,730	CE Approved
Description:	Fare Collections System II. Development and installation of a fare collection system that will replace the current fare collection system, which will become functionally obsolete by 2001. The current system is no longer supported by the manufacturer, Schlumberger Technologies, and parts are increasingly difficult to obtain. The replacement system will continue the operating practice of self-service, automated ticket vending on the platform for credit and debit cards. Application of new technologies such as smart cards is also included in this project, as well as a communications upgrade to the stations.										
63 Facility: VRE - Grant and Project Management From: To: Jurisdiction: Northern Virginia	1,435 a	1,435	2,345 a	1,025 a	925 a	950 a	950 a	950 a	Section 5307 80/ 20/ Section 5309 80/ 20/ Total:	3,785 3,360 \$7,145	N/A
Description:	The costs of grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision. This also includes the Strategic Planning Study.										
64 Facility: VRE - Manassas Station From: Expand Parking / Construct Old Town Parking To: Jurisdiction: Prince William County	2,826 c	2,476	3,871 c						CMAQ 80/ 20/ Federal Earmark 80/ 20/ Section 5307 80/ 20/ STP 100/ / Total:	140 1,856 600 1,275 \$3,871	EA Under review
Description:	As VRE ridership grows, passenger demand for parking continues to increase. As a result, parking expansion and enhancement projects are an important component of the VRE CIP. Current parking capacity will be exhausted within the next year. A 320 space parking deck will be built to serve VRE commuters adjacent to VRE's Manassas station.										
65 Facility: VRE - Quantico Bridge From: To: Jurisdiction: Prince William County,	16,310 c	16,310	16,310 c						HP/TEA-21 100/ / State / 100/ Total:	12,173 4,137 \$16,310	Approved
Description:	This project will construct a second bridge over Quantico Creek and install a second track parallel to the existing single-track crossing. There are currently delays several times per week within the vicinity of the bridge. This project will remove this bottleneck, improve safety, and increase operating capacity south of Woodbridge. The bridge will be designed to accommodate a third track at a future date.										

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
66	Facility: VRE - Railway System Improvements From: To: Jurisdiction: Northern Virginia and the District of Columbia	500 c		500 c	500 c	500 c				Section 5307 80/ 20/ Total:	1,500 \$1,500	EA Proposed for preparation
Description:	As development continues to the south and west of the Washington D.C. core area, demand for VRE railroad improvements will continue to grow. As a result, VRE anticipates future expansion and improvements within the corridor. These projects may be the result of new jurisdictional members, increases in ridership, and new operating requirements. Projects could include track and signal work, improvements to grade crossings, and addition of third track.											
67	Facility: VRE - Rolling Stock Acquisition From: To: Jurisdiction: Northern Virginia and the District of Columbia	5,203 c	5,203	7,920 c	2,683 c	3,069 c	2,284 c	3,356 c	5,456 c	Federal Earmark 80/ 20/ Section 5307 80/ 20/ Section 5309 80/ 20/ Total:	1,208 15,483 8,077 \$24,768	CE Approved
Description:	VRE has exercised an option (on an MTA contract) to purchase 13 bi-level commuter rail passenger cars. This project includes an annual payment of \$1,850,000 for the acquisition of rail cars, which represents the approximate cost of financing this equipment over 20 years. In addition, the purchase of two 3,000 horsepower locomotives is programmed for FY-05. The aging of the original fleet & the higher horsepower requirements of the bi-level trainsets will require additional power. The proposed locomotive acquisition will require approximately 18 months, with delivery anticipated in FY05. Includes \$3,675 K in State funds in FY-02 for a two-year lease of two (2) Sounder trains. In addition, the purchase of two 3,000 horsepower locomotives is programmed for FY05. The aging of the original fleet and the higher horsepower requirements of the bi-level trainsets will require additional power. The proposed locomotive acquisition will require approximately 18 months, with delivery anticipated in FY05.											
68	Facility: VRE - Rolling Stock Modifications and Overha From: To: Jurisdiction: Northern Virginia and the District of Columbia	2,940 c	2,940	4,540 c	2,053 c	2,265 c	7,566 c	6,494 c	5,068 c	Section 5307 80/ 20/ Section 5309 80/ 20/ Total:	16,477 11,509 \$27,986	CE Approved
Description:	Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. In addition, advances in electronic systems and controls present opportunities for safety and reliability improvements. Finally, projects that improve passenger travel conditions, as well as crew working conditions, will be accomplished through equipment modifications. More specifically, the VRE Mafersa fleet will soon require an overhaul of brakes, air conditioning, trucks and related equipment which will be phased in over several years to minimize the number of railcars out-of-service at any one time.											
69	Facility: VRE - Stations and Facilities From: To: Jurisdiction: Northern Virginia and the District of Columbia	2,432 c	2,432	8,865 c	6,128 c	3,696 c	1,149 c	1,996 c	300 c	Governor's Cong / 100/ Section 5307 80/ 20/ Section 5309 80/ 20/ Total:	950 15,030 6,154 \$22,134	EA Proposed for preparation
Description:	Involves the addition of parking spaces, second platforms and related improvements at various VRE stations, including Fredericksburg, Leeland Road, Manassas Park, Woodbridge, Rippon, Rolling Road, Broad Run and other stations to be determined. Environmental reviews and land acquisition are in progress.											

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
70 Facility: VRE - Storage Yards Improvements From: To: Jurisdiction: Northern Virginia and the District of Columbia	3,006 c	3,006	3,869 c	2,000 c	4,294 c	770 c			Section 5307 80/ 20/ Section 5309 80/ 20/	4,759 6,174	Ongoing
Total:										\$10,933	
Description:	As ridership continues to grow, additional rolling stock is needed to provide service as well as seats. As a result, the need for additional storage and maintenance facilities must be considered as part of any rolling stock or major service expansion.										
71 Facility: VRE - Track Lease / Improvements From: To: Jurisdiction: Northern Virginia and the District of Columbia	6,900 c	6,900	13,900 c	7,200 c	7,571 c	7,873 c	8,187 c	8,514 c	STP 80/ 20/	53,245	CE Approved
Total:										\$53,245	
Description:	Due to both regular and increased commuter rail service, improvements and maintenance activities on the tracks must occur. As the freight railroads are best equipped to carry out and finance this work, a multi-year agreement was established, allowing the work to be financed and constructed by the freight railroads and reimbursed by VRE over time.										
72 Facility: VRE - Washington's Union Station From: To: Jurisdiction: Northern Virginia and the District of Columbia	790 c	790	790 c						Section 5307 80/ / 20	790	CE Approved
Total:										\$790	
Description:	VRE is committed to funding improvements at Washington's Union Station as a condition of the service agreement between VRE and Amtrak. Amtrak will furnish the local match. The project scope includes the replacement of platform canopies, escalator rehabilitation, repair and resurfacing of platforms and related station improvements.										
73 Facility: VRE - Woodbridge Station From: Expand Parking Phase I To: Construct 150-space surface lot Jurisdiction: Prince William County	821 c	821	821 c						CMAQ 80/ 20/	821	CE Approved
Total:										\$821	
Description:	Improvements to VRE stations and parking facilities are necessary to increase ridership. Construct 150-space surface lot adjacent to existing parking structure.										
74 Facility: VRE - Woodbridge Station From: Expand Parking Phase II To: Add 600 spaces to parking deck Jurisdiction: Prince William County						1,556 c	1,472 c	2,500 c	Section 5307 80/ 20/ Section 5309 80/ 20/	848 4,680	PCE Proposed for preparation
Total:										\$5,528	
Description:	Improvements to VRE stations and parking facilities are necessary to increase ridership. Add 600 additional spaces to the existing parking structure at VRE's Woodbridge Station.										
75 Facility: VRE - Woodbridge Station From: Extend Passenger Platform To: Jurisdiction: Prince William County	250 c	250	250 c						State / 100/	250	EA Approved
Total:										\$250	
Description:	This project will add a second passenger platform at the Woodbridge VRE station in order to improve current scheduling flexibility and help to reduce delays. Delays occur at this station due to friction between north and south-bound VRE, Amtrak, and freight traffic using the same tracks. Project scope also includes working with Prince William County to acquire necessary property for a kiss-and-ride and adjacent interchange.										

**Washington Metropolitan Area
Transit Authority**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
Transit											
1 Facility: Alternatives Analysis Study	7,800 a										
From:											
To:											
Jurisdiction: District of Columbia											
Description:	This project funds an engineering and environmental study of rail routes in the District.										
2 Facility: Bladensburg/Pennsy Bus Outfitting	4,500 c										
From:											
To:											
Jurisdiction: Prince George's County											
Description:	This project funds the design and construction of a heavy maintenance facility at Pennsy Drive.										
3 Facility: IRP- 3rd CNG Facility			1,000 a	19,000 c					TIIF	20,000	N/A
From:									/ / 100		
To:											
Jurisdiction: Montgomery County									Total:	\$20,000	
Description:	Provides funds to build a 3rd CNG facility in Maryland.										
4 Facility: IRP-Bladensburg Heavy Equipment/CNG	500 a		9,500 c						Section 5307	9,500	
From:									80 / / 20		
To:											
Jurisdiction: District of Columbia									Total:	\$9,500	
Description:	This project funds construction to accommodate a heavy maintenance area for CNG buses at the Bladensburg Garage.										
5 Facility: IRP-Bus/Rail Support Equipment	10,049 c		15,581 c	10,462 c	5,275 c	5,535 c		6,000 c	Section 5307	42,853	N/A
From:									80 / / 20		
To:											
Jurisdiction:									Total:	\$42,853	
Description:	Provides funds for non-revenue vehicles, computer equipment, shop equipment and various other equipment needed for bus and rail operations.										
6 Facility: IRP-Comprehensive Radio System	1,762 c										N/A
From:											
To:											
Jurisdiction: Region-wide,											
Description:	Provides funds for the replacement of the transit police and bus operations radio systems.										
7 Facility: IRP-Fare Collection Equipment	1,200 c		4,092 c	2,753 c					Section 5307	6,845	N/A
From:									80 / / 20		
To:											
Jurisdiction: Region-wide,									Total:	\$6,845	
Description:	Provides for the upgrade/replacement of fare collection equipment.										

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
8	Facility: IRP-Information Technology From: To: Jurisdiction: Region-wide,	9,300 c		4,000 c	4,000 c	4,000 c	4,000 c	2,000 c	2,000 c	Section 5307 80/ / 20	20,000	N/A	
Description: Provides funds for the procurement and development of information technology systems.											Total:	\$20,000	
9	Facility: IRP-Mechanical Systems Rehabilitation From: To: Jurisdiction: Region-wide	15,064 c		12,653 c	12,575 c	13,242 c	10,215 c	11,365 c	10,000 c	Section 5309 80/ / 20	70,050	N/A	
Description: Provides funds for station and tunnel mechanical systems rehabilitation throughout the Metrorail system.											Total:	\$70,050	
10	Facility: IRP-Parking Lot Rehabilitation From: To: Jurisdiction: Region-wide,	11,309 c		12,882 c	10,726 c	8,000 c	8,000 c		8,000 c	Section 5307 80/ / 20	47,608	N/A	
Description: Provides funds for parking lot rehabilitation.											Total:	\$47,608	
11	Facility: IRP-Preventive Maintenance From: To: Jurisdiction: Region-wide,	20,700 c		20,700 c	20,700 c	20,700 c	20,700 c	20,700 c	20,700 c	Section 3037 80/ / 20 Section 5307 80/ / 20	20,700 103,500	N/A	
Description: Provides funds for maintenace of the bus and rail systems.											Total:	\$124,200	
12	Facility: IRP-Program Management and Support From: To: Jurisdiction: Region-wide,	19,750 a		18,139 a	10,431 a	9,053 a	8,412 a	6,817 a	6,000 a	Section 5307 80/ / 20	58,852	N/A	
Description: Provides funds consultants, engineers and project management in support of the program as well as financing costs.											Total:	\$58,852	
13	Facility: IRP-Rail Car Enhancements From: To: Jurisdiction: Region-wide,	1,000 c		1,100 c	1,100 c					Section 5309 80/ / 20	2,200	N/A	
Description: Provides funds rail car enhancements.											Total:	\$2,200	
14	Facility: IRP-Rail Car Rehabilitation From: To: Jurisdiction: Region-wide,	10,540 c		4,330 c	814 c					Section 5309 80/ 0/ 20	5,144	N/A	
Description: Provides funds for the rehabilitation of 364 Breda cars which have reached their mid-life.											Total:	\$5,144	

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
15 Facility: IRP-Rail Work Equipment From: To: Jurisdiction: Region-wide,	1,920 c		3,382 c	4,081 c	1,000 c	2,100 c		2,000 c	Section 5307 80/ / 20	12,563	N/A
Description: Provides funds for the procurment of work equipment and locomotives.									Total:	\$12,563	
16 Facility: IRP-Regional Fare Integration From: To: Jurisdiction: Region-wide,	7,500 c										N/A
Description: Provides funds to establish a regional Fare Technology Clearinghouse.											
17 Facility: IRP-Repairable Parts From: To: Jurisdiction: Region-wide,	5,150 c		5,300 c	5,450 c	5,600 c	5,750 c	5,794 c	5,900 c	Local / / 100	33,794	N/A
Description: Provides funds for the procurement of repairable parts.									Total:	\$33,794	
18 Facility: IRP-Rolling Stock Bus From: To: Jurisdiction: Region-wide,	31,800 c		32,782 c	33,765 c	34,778 c	23,251 c	14,000 c	20,000 c	Section 5307 80/ 20/	158,576	
Description: Provides funds for bus replacement on an annual basis to maintain a 15 year life, an average age of 7.5 years in accordance with the Fleet Plan.									Total:	\$158,576	
19 Facility: IRP-Station and Tunnel Leak Mitigation From: To: Jurisdiction: Region-wide	2,198 c		2,264 c	2,332 c	2,402 c	2,474 c	2,548 c	2,700 c	Section 3037 80/ / 20 Section 5307 80/ / 20	2,548 12,172	N/A
Description: Provides funds to work in stations on tunnel leaks.									Total:	\$14,720	
20 Facility: IRP-Station Enhancement Program From: To: Jurisdiction: Region-wide,	5,737 c		5,916 c	6,093 c	6,291 c	6,291 c	6,291 c	6,291 c	Section 5307 80/ / 20	37,173	N/A
Description: Provides funds for station enhancement program.									Total:	\$37,173	
21 Facility: IRP-Track and Structures Rehabilitation From: To: Jurisdiction: Region-wide,	14,363 c		18,033 c	16,657 c	14,184 c	10,000 c	10,067 c	10,000 c	Section 5307 80/ / 20	78,941	N/A
Description: Provides funds for track and structures rehabilitation throughout the Metrorail system.									Total:	\$78,941	

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review	
22 Facility: IRP-UPS/Electrical Systems Rehabilitation. From: To: Jurisdiction: Region-wide,	11,137 c		7,994 c	7,842 c	4,784 c	6,500 c	3,000 c	3,000 c	Section 5307 80 / / 20	33,120	N/A	
Description: Provides funds for the rehabilitation of uninterruptible power supply and electrical systems.										<i>Total:</i>	\$33,120	
23 Facility: IRP-Vertical Transportation Rehabilitation and From: To: Jurisdiction: Region-wide,	37,387 c		32,476 c	11,889 c	12,764 c	13,956 c	16,363 c	17,181 c	Section 5309 80 / / 20	104,629	N/A	
Description: Provides funds for escalator and elevator rehabilitation/maintenance.										<i>Total:</i>	\$104,629	
24 Facility: Job Access and Reverse Commute From: To: Jurisdiction: Regionwide	2,000 c		2,500 c	2,500 c	2,500 c	2,500 c	2,500 c	2,500 c	Section 3037 50 / / 50	15,000	N/A	
Description: This project funds a variety of means to transport workers to the workplace.										<i>Total:</i>	\$15,000	
25 Facility: Outer F Route From: To: Jurisdiction: District of Columbia, Prince George's County,	3,000 c										FEIS Approved	
Description: The Green Line extension to Branch Avenue opened on January 13, 2001. A yard is also being constructed and is scheduled for completion in 2002.												
26 Facility: Precision Stopping for 8 Car Trains From: To: Jurisdiction:	1,500 a		1,500 a						TIIF / / 100	1,500		
Description: This project funds the design of system to allow braking for 8 car trains in Metrorail stations.										<i>Total:</i>	\$1,500	
27 Facility: SAP-Ballston Station Improvements From: To: Jurisdiction: Arlington County,	500 c		7,300 c						BD / /	7,300		
Description: Funds a new entrance, escalators, elevators and a new West mezzanine inside the station.										<i>Total:</i>	\$7,300	
28 Facility: SAP-Buses From: To: Jurisdiction: Regionwide	2,500 c											
Description: Provides funds for CNG buses.												

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
29 Facility: SEP-Largo Extension and Parking From: To: Jurisdiction: Prince George's County	17,100 c		6,500 c	4,500 c					Section 5309 60/ 40/	11,000	EA Approved
Description: Funds the design and construction of a Metrorail extension to Largo and a parking facility											
30 Facility: SEP-Project Development From: To: Jurisdiction: Regionwide	3,000 a		3,000 a	3,000 a	3,000 a	3,000 a	3,000 a	3,000 a	Local / / 100	18,000	N/A
Description: Provides funding for engineering and project development for transit projects in the District of Columbia, Maryland and Virginia.											
31 Facility: SEP-Purple Line DEIS From: To: Jurisdiction: Maryland-PG/Montgomery	10,600 a										
Description: Provides funds to complete a Draft EIS for rail service from New Carrollton to Bethesda.											

Transit Operating

The District of Columbia

**DDOT
TRANSIT IMPROVEMENT PROGRAM
OPERATING COSTS (in \$1,000)**

Agency	System	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	WMATA	162,258	170,371	178,890	187,835	197,227		896,581	0%	0%	0%	
	<i>Total:</i>	<i>162,258</i>	<i>170,371</i>	<i>178,890</i>	<i>187,835</i>	<i>197,227</i>						
Funding	Local Funds	162,258	170,371	178,890	187,835	197,227		896,581				
	<i>Total:</i>	<i>162,258</i>	<i>170,371</i>	<i>178,890</i>	<i>187,835</i>	<i>197,227</i>						

Maryland

**MDOT/Maryland Transit Administration
TRANSIT IMPROVEMENT PROGRAM
OPERATING COSTS (in \$1,000)**

Agency	System	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	ADA	3,100	3,100	3,100	3,100	3,100	3,100	18,600	0%	100%	0%	Statewide
	Job Access & Reverse Comm	1,262	1,262	1,262	1,262	1,262	1,262	7,572	50%	25%	25%	Montgomery, Prince George's Counties
	Public Transit Systems	7,000	7,000	7,000	7,000	7,000	7,000	42,000	50%	25%	25%	
	Commuter Bus	18,795	18,795	18,795	18,795	18,795	18,795	112,770	0%	100%	0%	Washington Region
	Statewide Special Transportat	4,800	4,800	4,800	4,800	4,800	4,800	28,800	0%	100%	0%	Statewide
	Local Transit Systems	1,800	1,800	1,800	1,800	1,800	1,800	10,800	50%	25%	25%	Charles, Frederick Counties
	MARC Operating	56,917	56,917	56,917	56,917	56,917	56,917	341,502	0%	100%	0%	Statewide
Total:		93,674	93,674	93,674	93,674	93,674	93,674	562,044				
Revenue	ADA	0	0	0	0	0	0	0				
	Job Access & Reverse Comm	0	0	0	0	0	0	0				
	Public Transit Systems	0	0	0	0	0	0	0				
	Commuter Bus	0	0	0	0	0	0	0				
	Statewide Special Transportat	0	0	0	0	0	0	0				
	Local Transit Systems	0	0	0	0	0	0	0				
	MARC Operating	0	0	0	0	0	0	0				
Total:		0	0	0	0	0	0	0				
Deficit	Total:	93,674	93,674	93,674	93,674	93,674	93,674	562,044				
Funding	MARC Operating	56,917	56,917	56,917	56,917	56,917	56,917	341,502				
	Local Transit Systems	1,800	1,800	1,800	1,800	1,800	1,800	10,800				
	Statewide Special Transportat	4,800	4,800	4,800	4,800	4,800	4,800	28,800				
	Commuter Bus	18,795	18,795	18,795	18,795	18,795	18,795	112,770				
	Public Transit Systems	7,000	7,000	7,000	7,000	7,000	7,000	42,000				
	Job Access & Reverse Comm	1,262	1,262	1,262	1,262	1,262	1,262	7,572				
	ADA	3,100	3,100	3,100	3,100	3,100	3,100	18,600				
Total:		93,674	93,674	93,674	93,674	93,674	93,674	562,044				

**Montgomery County
TRANSIT IMPROVEMENT PROGRAM
OPERATING COSTS (in \$1,000)**

Agency	System	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Smartcard Fareboxes	0	0	0	0	0	0	0	0%	40%	60%	Montgomery County
	Bethesda TMD	766	766	766	766	766	766	4,596	0%	0%	100%	
	NIH/Medical Ctr. TMO	10	10	10	10	10	10	60	0%	0%	100%	
	North Bethesda TMD	1,004	1,004	1,004	1,004	1,004	1,004	6,024	0%	0%	100%	
	Commuter Services	1,571	1,571	1,571	1,571	1,571	1,571	9,426	0%	0%	100%	
	COG Grant	164	164	164	164	164	164	984	0%	100%	0%	
	Ride-On	60,956	60,956	60,956	60,956	60,956	60,956	365,736	0%	0%	0%	
	Total:	64,471	64,471	64,471	64,471	64,471	64,471	386,826				
Revenue	Ride On Fares	11,789	11,789	11,789	11,789	11,789	11,789	70,734				
	Total:	11,789	11,789	11,789	11,789	11,789	11,789	70,734				
Deficit	Total:	52,682	52,682	52,682	52,682	52,682	52,682	316,092				
Funding	State Local Bus Grant	22,093	22,093	22,093	22,093	22,093	22,093	132,558				
	Property Tax Revenue	30,181	30,181	30,181	30,181	30,181	30,181	181,086				
	COG Grant	164	164	164	164	164	164	984				
	Smartcard (State)	0	0	0	0	0	0	0				
	Section 5307	0	0	0	0	0	0	0				
	Commuter Asst. Grant	244	244	244	244	244	244	1,464				
	Total:	52,682	52,682	52,682	52,682	52,682	52,682	316,092				

**Prince George's County
TRANSIT IMPROVEMENT PROGRAM
OPERATING COSTS (in \$1,000)**

Agency	System	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Ride Share	269	282	282	296	296		1,425	80%	20%	0%	Prince George's County
	Senior Services	1,846	1,938	2,035	2,137	2,244		10,200	0%	14%	86%	
	Paratransit	1,391	1,461	1,534	1,610	1,691		7,687	0%	46%	54%	
	The Bus System	10,701	11,236	11,797	12,387	13,006		59,127	0%	66%	34%	
	<i>Total:</i>	<i>14,207</i>	<i>14,917</i>	<i>15,648</i>	<i>16,430</i>	<i>17,237</i>						
Revenue	Senior Services	11	11	11	12	13		58				
	Paratransit	74	78	82	86	91		411				
	The Bus System	1,050	1,103	1,158	1,216	1,276		5,803				
	<i>Total:</i>	<i>1,135</i>	<i>1,192</i>	<i>1,251</i>	<i>1,314</i>	<i>1,380</i>						
Deficit	<i>Total:</i>	<i>13,072</i>	<i>13,725</i>	<i>14,397</i>	<i>15,116</i>	<i>15,857</i>						
Funding	State/Local	12,467	13,090	13,730	14,416	15,122		68,825				
	ADA Grant	605	635	667	700	735		3,342				
	<i>Total:</i>	<i>13,072</i>	<i>13,725</i>	<i>14,397</i>	<i>15,116</i>	<i>15,857</i>						

Virginia

**VRE
TRANSIT IMPROVEMENT PROGRAM
OPERATING COSTS (in \$1,000)**

Agency	System	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Operating Expenses	30,215	33,098	35,992	38,233	41,683		179,221	18%	20%	62%	NVTC/PRTC
	<i>Total:</i>	<i>30,215</i>	<i>33,098</i>	<i>35,992</i>	<i>38,233</i>	<i>41,683</i>						
Revenue	Investment Income	250	258	267	275	284		1,334				
	Passenger Revenue/Equip. R	16,998	18,522	19,342	21,028	22,135		98,025				
	<i>Total:</i>	<i>17,248</i>	<i>18,780</i>	<i>19,609</i>	<i>21,303</i>	<i>22,419</i>						
Deficit	<i>Total:</i>	<i>12,967</i>	<i>14,318</i>	<i>16,383</i>	<i>16,930</i>	<i>19,264</i>						
Funding	State	5,440	5,603	5,771	5,944	6,123		28,881				
	Federal/Local	7,527	8,715	10,612	10,986	13,141		50,981				
	<i>Total:</i>	<i>12,967</i>	<i>14,318</i>	<i>16,383</i>	<i>16,930</i>	<i>19,264</i>						

**Potomac & Rappahannock Trans.
TRANSIT IMPROVEMENT PROGRAM
OPERATING COSTS (in \$1,000)**

Agency	System	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares Fed/St/Loc			Jurisdiction
									7%	16%	43%	
Operating Cost	OmniLink/OmniRide	11,892	14,600	15,255	16,631	16,964	17,303	92,645	7%	16%	43%	Prince William County, Manassas, Manassas Park
	<i>Total:</i>	<i>11,892</i>	<i>14,600</i>	<i>15,255</i>	<i>16,631</i>	<i>16,964</i>	<i>17,303</i>	<i>92,645</i>				
Revenue	OmniRide	4,454	4,705	4,967	5,239	5,521	5,669	30,555				
	<i>Total:</i>	<i>4,454</i>	<i>4,705</i>	<i>4,967</i>	<i>5,239</i>	<i>5,521</i>	<i>5,669</i>	<i>30,555</i>				
Deficit	<i>Total:</i>	<i>7,438</i>	<i>9,895</i>	<i>10,288</i>	<i>11,392</i>	<i>11,443</i>	<i>11,634</i>	<i>62,090</i>				
Funding	State	2,053	2,835	2,447	2,371	2,635	2,650	14,991				
	Local	4,235	5,910	6,691	7,871	7,658	7,834	40,199				
	Federal Grants	1,150	1,150	1,150	1,150	1,150	1,150	6,900				
	<i>Total:</i>	<i>7,438</i>	<i>9,895</i>	<i>10,288</i>	<i>11,392</i>	<i>11,443</i>	<i>11,634</i>	<i>62,090</i>				

**Loudoun County
TRANSIT IMPROVEMENT PROGRAM
OPERATING COSTS (in \$1,000)**

Agency	System	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Commuter Bus	2,656	0	0	0	0		2,656	0%	0%	0%	Loudoun County
	<i>Total:</i>	2,656	0	0	0	0						
Revenue	Local Gasoline Tax	760	0	0	0	0		760				
	Commuter Bus	1,586	0	0	0	0		1,586				
	<i>Total:</i>	2,346	0	0	0	0						
Deficit	<i>Total:</i>	310	0	0	0	0						
Funding	Local	310	0	0	0	0		310				
	<i>Total:</i>	310	0	0	0	0						

**Washington Metropolitan Area
Transit Authority**

**Washington Metropolitan Area Transit Authority
TRANSIT IMPROVEMENT PROGRAM
OPERATING COSTS (in \$1,000)**

Agency	System	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Debt Service	27,500	27,500	27,500	27,500	27,500	27,500	165,000	0%	0%	100%	Regionwide
	WMATA	870,803	914,343	960,060	1,008,063	1,058,466	1,111,389	5,923,124	0%	0%	100%	
	<i>Total:</i>	<i>898,303</i>	<i>941,843</i>	<i>987,560</i>	<i>1,035,563</i>	<i>1,085,966</i>	<i>1,138,889</i>	<i>6,088,124</i>				
Revenue	audit adjustment	3,771	0	0	0	0	0	3,771				
	WMATA	475,984	499,783	524,772	551,011	578,562	607,490	3,237,602				
	<i>Total:</i>	<i>479,755</i>	<i>499,783</i>	<i>524,772</i>	<i>551,011</i>	<i>578,562</i>	<i>607,490</i>	<i>3,241,373</i>				
Deficit	<i>Total:</i>	<i>418,548</i>	<i>442,060</i>	<i>462,788</i>	<i>484,552</i>	<i>507,404</i>	<i>531,399</i>	<i>2,846,751</i>				
Funding	State/Local	418,548	442,060	462,788	484,552	507,404	531,399	2,846,751				
	<i>Total:</i>	<i>418,548</i>	<i>442,060</i>	<i>462,788</i>	<i>484,552</i>	<i>507,404</i>	<i>531,399</i>	<i>2,846,751</i>				

V. FINANCIAL PLAN

This section presents the financial plan for the Washington Region's TIP. TEA-21 funding for the region is under either Title I, Surface Transportation, or Title III, Transit. Within each title are several programs or funding categories, such as the National Highway System program and the Surface Transportation Program under Title I and the Section 3 transit capital program under Title III.

All TEA-21 funding is apportioned to states. Thus, in order to assess the projected funding authorized in TEA-21 to the funding programmed in the Washington region's TIP, financial summaries for the TIP projects from agencies in the District of Columbia, Maryland and Virginia as well as WMATA are prepared. To demonstrate that funding can reasonably be expected to be available, the projects in the TIP tables in the previous section have been examined by the proposed funding categories under Title I and Title III.

Financial summaries of funds by type of improvement and source of funds for FY 2003, the Annual Element, for the District, Suburban Maryland, Northern Virginia, and WMATA are presented in the following pages. A financial summary of total dollars programmed each year over the six-year period FY 2004-2009 is also presented.

The funds programmed in the TIP for each state by TEA-21 program category have been compared with TEA-21 and state funding that has been authorized by each state for the region. The funding programmed for the projects in the first year is consistent with the anticipated TEA-21 funding authorized for FY 2004. The funding programmed for the second through sixth years is consistent with the anticipated federal dollars authorized by the states.

12/31/03

FY 2004 - FY 2009
 METROPOLITAN WASHINGTON AREA
 FINANCIAL SUMMARY
 (in millions of dollars)

Jurisdiction	2004		2005		2006		2007-2009		2004-2009	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
District of Columbia	275.2	433.5	192.3	466.5	251.2	433.5	542.2	955.0	1,260.9	2,288.5
Suburban Maryland	593.7	991.2	147.0	426.2	100.1	325.4	114.0	573.8	954.8	2,316.6
Northern Virginia	495.7	873.9	146.3	250.9	86.8	254.3	275.5	454.7	1,004.3	1,833.8
WMATA	171.7	651.3	129.7	632.7	110.4	610.4	266.4	1,906.9	678.2	3,801.3
Regional Total:	1,536.3	2,949.9	615.3	1,776.3	548.5	1,623.6	1,198.1	3,890.4	3,898.2	10,240.2
Woodrow Wilson Bridge	250.5	350.5	300.5	300.5					551.0	651.0

12/31/03

FY2004 Annual Element
 Metropolitan Washington Area
 Financial Summary
 (In Millions of Dollars)

JURISDICTION	Highway	Transit Capital	Transit Operating	Rideshare	Bicycle/ Pedestrian	Private	State/Local Only	Match	Federal	TOTAL IN TIP
District of Columbia	332.2	84.7		1.4	15.2		116.1	42.2	275.2	433.5
Suburban Maryland	804.2	97.1	65.7	5.0	19.2		277.3	120.2	593.7	991.2
Northern Virginia	556.0	209.5	20.6	62.8	25.0	11.9	274.9	91.4	495.7	873.9
WMATA		232.8	418.5				436.6	43.0	171.7	651.3
Regional Total:	1,692.4	624.1	504.8	69.2	59.4	11.9	1,104.9	296.8	1,536.3	2,949.9
Woodrow Wilson Bridge	559.4							142.3	417.1	559.4

FY 2004
 DISTRICT OF COLUMBIA
 FINANCIAL SUMMARY
 (in millions of dollars)

FUNDING SOURCE	MODE					SOURCE				TOTAL IN TIP
	HIGHWAY IMPROVEMENT	TRANSIT CAPITAL	TRANSIT OPERATING	RIDESHARE PROGRAM	PEDESTRIAN/BIKE IMPROVEMENT	PRIVATE	LOCAL ONLY	MATCH	FEDERAL	
TITLE I										
Interstate Maintenance	25.9							2.6	23.3	25.9
National Highway System	40.2							8.1	32.1	40.2
Bridge	54.2							10.8	43.4	54.2
Surface Transportation Program	86.2	1.6			2.7			12.9	77.6	90.5
Transportation Enhancement	2.8							0.6	2.2	2.8
Transportation Safety	7.5							1.5	6.0	7.5
Congestion Mitigation Air Quality	7.4	0.3		1.4	2.0			2.6	8.5	11.1
TITLE I SUBTOTAL:	224.2	1.9	0.0	1.4	4.7	0.0		39.1	193.1	232.2
TITLE III										
Section 5310		0.3						0.1	0.2	0.3
TITLE III SUBTOTAL:		0.3						0.1	0.2	0.3
OTHER FUNDS										
Federal Lands Highway Program	44.4								44.4	44.4
Other Federal Funds	23.5	6.5			10.5			3.0	37.5	40.5
Local/Bond/TIIF	40.1	76.0	162.2				278.3			278.3
OTHER FUNDS SUBTOTAL:	108.0	82.5	162.2	0.0	10.5	0.0	278.3	3.0	81.9	363.2
TOTAL	332.2	84.7	162.2	1.4	15.2	0.0	278.3	42.2	275.2	595.7

12/31/03

FY 2004
MARYLAND
FINANCIAL SUMMARY
(in millions of dollars)

FUNDING SOURCE	MODE					SOURCE				TOTAL IN TIP
	Highway Improvement	Transit Capital	Transit Operating	Rideshare	Bike/Ped Improvement	Private	State/Local Only	Match (State/Local)	Federal	
TITLE I										
Interstate Maintenance	60.8							6.2	54.6	60.8
National Highway System	194.1							38.8	155.3	194.1
Bridge	25.0							5.0	20.0	25.0
Surface Transportation Program	160.5							32.2	128.3	160.5
Transportation Safety	7.7							1.6	6.1	7.7
Transportation Enhancement	30.2							6.1	24.1	30.2
Congestion Mitigation Air Quality	66.8			3.4				14.1	56.1	70.2
TITLE I SUBTOTAL:	545.1	0.0	0.0	3.4	0.0	0.0	0.0	104.0	444.5	548.5
TITLE III										
Section 5309, 5309/FG, 5309/NS		59.8						12.0	47.8	59.8
Section 5307		21.1						4.2	16.9	21.1
TITLE III SUBTOTAL:	0.0	80.9	0.0	0.0	0.0	0.0	0.0	16.2	64.7	80.9
OTHER FUNDS										
Frederick County										
Montgomery County	54.2	11.8	52.7		18.3		137.0			137.0
Prince George's County	54.9	1.9	13.0				69.8			69.8
State	67.0	1.0		1.6	0.9		70.5			70.5
Private										
Federal Lands Highway - NPS	3.6								3.6	3.6
Other Federal	79.4	1.5							80.9	80.9
OTHER FUNDS SUBTOTAL:	259.1	16.2	65.7	1.6	19.2	0.0	277.3	0.0	84.5	361.8
TOTAL	804.2	97.1	65.7	5.0	19.2	0.0	277.3	120.2	593.7	991.2
Woodrow Wilson Bridge	208.9							41.8	167.1	208.9

12/31/03

FY 2004
 NORTHERN VIRGINIA
 FINANCIAL SUMMARY
 (in millions of dollars)

FUNDING SOURCE	MODE					SOURCE					TOTAL IN TIP
	Highway Improvement	Transit Capital	Transit Operating	Rideshare	Bikeway Improvement	Private	Local Only	State Only	Match	Federal	
TITLE I											
Interstate Maintenance	1.2								0.2	1.0	1.2
National Highway System	148.8			41.1					22.9	167.0	189.9
Surface Transportation Program	125.3	24.5			10.5				29.9	130.4	160.3
Congestion Mitigation Air Quality	16.8	3.3		19.8	9.5				9.6	39.8	49.4
TITLE I SUBTOTAL:	292.1	27.8	0.0	60.9	20.0		0.0	0.0	62.6	338.2	400.8
TITLE III											
Section 5309		91.7		1.2					18.6	74.3	92.9
Section 5307		22.1							4.4	17.7	22.1
New Starts		7.2							1.5	5.7	7.2
TITLE III SUBTOTAL		121.0		1.2					24.5	97.7	122.2
OTHER FUNDS											
Local/Bonds	95.8	31.5	4.5	0.2	4.9		136.9				136.9
State	59.7	16.7	7.4	0.5	0.1			84.4			84.4
FRANS	53.6							53.6			53.6
Federal Lands Highway - NPS	6.4									6.4	6.4
Private	11.9					11.9					11.9
Demo	4.6									4.6	4.6
Other Federal	31.9	12.5	8.7						4.3	48.8	53.1
OTHER FUNDS SUBTOTAL:	263.9	60.7	20.6	0.7	5.0	11.9	136.9	138.0	4.3	59.8	350.9
TOTAL	556.0	209.5	20.6	62.8	25.0	11.9	136.9	138.0	91.4	495.7	873.9
Woodrow Wilson Bridge	350.5								100.5	250.0	350.5

FY 2004 WMATA
FINANCIAL SUMMARY
(in millions of dollars)

12/31/03

FUNDING SOURCE	State/Local Only	Match (State/Local)	Federal	TOTAL IN TIP
TITLE III				
Section 5307		30.4	121.4	151.8
Section 5309		11.4	45.6	57.0
Section 3037		1.2	4.7	5.9
Other Federal				
TITLE III SUBTOTAL:		43.0	171.7	214.7
OTHER FUNDS				
Other Capital Costs	18.1			18.1
Local Operating Costs	418.5			418.5
TITLES I & III AND OTHER TOTAL:	436.6	43.0	171.7	651.3
TOTAL:	436.6	43.0	171.7	651.3

VI
Public Comments
and Responses

Key to Codes

PROGRAM CODES AND ABBREVIATIONS

(1) CODES FOR PROJECT PHASE

To be used in the Phase Column of Table 1 and 2.

These abbreviations are used after the dollar figures in the tables to indicate the purpose of funding:

Preliminary Engineering	a
Right-of-way Acquisition	b
Construction	c

(2) ABBREVIATIONS FOR SOURCE OF FUNDS

To be used in the Funding Source Column of Tables 1, 2 and 3.

Identification of the funding source is for programming purposes only, and does not necessarily represent approval from the appropriate federal agency.

TITLE I

BR, BH	Bridge Replacement and Rehabilitation Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CRP	Congestion Relief Project
DEMO	Demonstration
DEMO (HPD)	High Priority Demonstration
FLHP	Federal Lands Highway Program
FRANS	Federal Reimbursement Anticipatory Notes
HES/STP (STP-HES)	Hazard Elimination Safety Improvement Program
HPD	High Priority Demonstration
IC	Interstate Completion
IM	Interstate Maintenance
IVHS	Intelligent Vehicle Highway System
NHS	National Highway System
NPS	National Park Service
NRT	National Recreational Trails
PTF-NHS (NHS-PTF)	NHS funds allocated prior to District
RSTP	Regional Surface Transportation Program
SP	Special Project
SPR-PL	State Planning & Research-Metropolitan Planning
STP	Surface Transportation Program
STP-ENH	Enhancement
STP-HES	Hazard Elimination Safety
STP-OC	Open Container
TF	Toll Facilities

FTA TITLE III

HSR-Sec 130	High Speed Rail – Section 130
JARC	Job Access and Reverse Commute
NCTA	Metrorail funding under PL 101-551 (National Capital Transportation Act)

Section 4(i)	Innovative Techniques & Methods Grant
Section 3037	Job Access and Reverse Commute Program
Section 5303	Planning Program
Section 5307	Block Grant Program
Section 5309	Capital Grant
Section 5309 FG	Fixed Guideway
Section 5309 NS	
Section 5310(b)(1).....	Capital Grant to Public Agencies
Section 5310(b)(2).....	Capital Grant to Private Non-Profit Agencies
Section 5311	Non-Urbanized Area Formula Program
Section 5313/5314	Planning and Research Program
Section 5333(b).....	Labor Protection Certifications
Section 6	Demonstration Grant
SH	Metrorail funding under PL 96-184 (Stark-Harris)
TIIF	Transit Infrastructure Investment Fund

OTHER SOURCES

BD	State/local Bond
LOCAL.....	Local Funds
P.....	Proffers
PRIV.....	Private Developer
REVSH.....	Revenue Sharing
SR	Surplus Toll Revenues
STATE.....	State Funds
TD.....	Tax District
TF.....	Toll Financing

(3) ABBREVIATIONS FOR IMPLEMENTING AGENCIES

To be used in Column 2 in Tables 1 and 2, and Column 1 in Table 3

NPS	National Park Service
FHWA.....	Federal Highway Administration
DCDOT.....	District of Columbia Department of Transportation
MDOT.....	Maryland Department of Transportation
FDC	Frederick County
MCDOT	Montgomery County Department of Transportation
MNCPPC.....	Maryland-National Capital Park & Planning Commission
PGCPWT	Prince George's County Public Works & Transportation
VDOT	Virginia Department of Transportation
ACDPW	Arlington County Department of Public Works
FCDOT	Fairfax County Department of Transportation
LCDTS.....	Loudoun County Department of Transportation Services

NVTC.....	Northern Virginia Transportation Commission
PRTC.....	Potomac & Rappahannock Transportation Commission
PWCDPW	Prince William County Department of Public Works
PRIV.....	Private
WMATA.....	Washington Metropolitan Area Transit Authority

(4) ABBREVIATIONS AND CODES FOR STATUS OF ENVIRONMENTAL REVIEW

To be used in the Environmental Review Column Table 1 and 2.

Identification of the type of environmental work is for programming purposes only, and does not necessarily represent approval from the appropriate Federal agency.

These abbreviations are used to indicate the type of environmental work associated with certain projects:

CE	Categorical Exclusion
DEIS.....	Draft Environmental Impact Statement
EA.....	Environmental Assessment
FEIS	Final Environmental Impact Statement
4F	Determination of Environmental Impact on Parkland
FONSI	Finding of No Significant Impact

In addition, the following subscripts are used to indicate the status of this environmental work:

Proposed for Preparation	(1)
Under Preparation.....	(2)
Prepared for Review.....	(3)
Approved.....	(4)