

ID	Form Submission Date	Contact Name	Submitted By	Project Name	Jurisdiction	Implementing Agency	Limits (From / To)	Project Type	Project Cost (Millions)	% Tiger	Description
1	NONE		Arlington County	Arlington Blvd Rt 50	Arlington, Fairfax County, Fairfax City, District of Columbia	WMATA	Seven Corners to Rosslyn	Bus Priority Route	scalable \$125,000 - \$4 million		*ITS improvements. *Passenger amenity upgrades, including new and improved bus stations and access to stops. *Potential for limited "skip-stop" service. *Curb improvements, such as bulb outs. *Potential for dedicated transit lanes. *New bus procurement.
2	NONE		Arlington County	Glebe Road - Tysons to Crystal City	Arlington, Fairfax County	WMATA	Ballston to Crystal City	Bus Priority Route	Scalable \$125,000 to \$2 million		* Restructuring of the 23A and 10B Metrobus service. * ITS improvements. * Passenger amenity upgrades, such as shelter improvements. * Potential for limited "skip-stop" service. * Curb improvements, such as bulb-outs.
3	NONE		Arlington County	Lee Highway Rt 29	Arlington, Fairfax County, Fairfax City, District of Columbia, Falls Church	WMATA	East Falls Church to Rosslyn	Bus Priority Route	Scalable \$125,000 to \$2 million		*ITS improvements. *Passenger amenity upgrades, including new and improved bus shelters. *Potential for limited "skip-stop" service. *Curb improvements, such as bulb outs. *Potential for dedicated transit lanes.
4	6/29/2009	Dan Malouff	Arlington County	Regional Bike-sharing Service	Arlington County; Washington, D.C.; City of Alexandria; and Montgomery County	Arlington County; Washington, D.C.; City of Alexandria; and Montgomery County		Technology	\$ 39.00	100%	With the success of D.C.'s pilot bike-sharing, or bike transit service, Arlington's bike-sharing RFP process underway, and other urban core jurisdictions interested in having their own service, the time is right for a regional bike-sharing service. With global warming upon us, the D.C.-region must step up to the challenge of providing cleaner and more efficient modes of transport. Bike-sharing fills a niche in the provision of public transit and is a low-cost and healthy manner of doing so. <input type="checkbox"/> <input type="checkbox"/> There are many benefits of a regional bike-sharing service versus each jurisdiction having its own separate service. These benefits include: <input type="checkbox"/> - ensure cross-jurisdictional compatibility of bikes and stations for a good customer experience; <input type="checkbox"/> - positive economies of scale, serving both the public and jurisdictions; <input type="checkbox"/> - each jurisdiction is able to launch the bike-sharing service by Spring 2010 through a negotiated COG-rider in Arlington's RFP; <input type="checkbox"/> - the multitude of benefits of cycling at a grand scale, including improved health and air quality, decreased traffic congestion, etc.; and <input type="checkbox"/>
5	6/17/2009	Dan Malouff	Arlington County	Rosslyn Metrorail Station Access Improvements	Arlington	Arlington DOT		Transit Center	\$ 42.00	24%	Improve access to the Rosslyn Metrorail Station via new entrance consisting of three (3) new high speed, high capacity elevators, a mezzanine at train platform level, emergency stairs from the train platform to street level, and related systems and infrastructure. In conjunction with the JBG Central Place site plan development. Also includes improved lighting and signage, widened sidewalks, bus bays, and a reconstructed roadway.
6	6/17/2009	Jim Maslanka/Pierre Holloman	City of Alexandria	Kingstowne-Pentagon BRT	City of Alexandria	Alexandria	Van Dorn Street Metrorail Station via Shirlington	Bus Priority Route	\$ 0.60	100%	Service will be a new BRT service from Van Dorn Street Metrorail station to Shirlington Transit Center and Pentagon, using Van Dorn Street, Sanger Ave., Bearegard Street, Walter Reed Dr., Four Mile Run Drive, and I-395. It will be hopefully funded by funds coming from the I-95-I-395 HOT lanes project and will incorporate limited stop service, signal prioritization, super stops, and possibl queue jumpers. Alexandria eventually wants to build exclusive bus lanes on Van Dorn Avenue. This project will hopefully be started in time for the BRAC facility opening at Seminary Road and I-395 in September 2011.
7	6/30/2009	Jim Maslanka	WMATA/Alexandria/Arlington County	US Rte 1 Transitway			Braddock Road Metrorail Station to Northern City Limits	Bus Priority Route	\$8.50	100%	Develop BRT transitway in the median of Route 1 in Alexandria
8	6/23/2009	KARINA RICKS	DC Department of Transportation	K Street Transitway	DC	DDOT	Franklin Square to Washington Circle	Bus Priority Route	\$ 95.00	100%	The K Street, NW corridor will enhance the performance for all modes of movement: pedestrian, bicycle, transit, vehicles (resident, commuter, visitor), taxi, and delivery services. The goal of the project are: <input type="checkbox"/> <input type="checkbox"/> 1. Create a dedicated Transitway on K Street. <input type="checkbox"/> 2. Create a Great Street experience that is extra high-performing and safe for all modes: pedestrians, bicyclists, transit, and automobiles. This must also ensure efficient management of loading and unloading areas and access to parking. <input type="checkbox"/> <input type="checkbox"/> 3. Reinforce K Street as a defining and organizing corridor for this part of the city with connections to other great destinations north and south. <input type="checkbox"/> <input type="checkbox"/> 4. Develop K Street as a signature green street, featuring highly inventive ways of achieving sustainability.

9	6/30/2009	Diane Ratcliff	Maryland Transit Administration	Takoma/Langley Transit Center	Prince George's County, Maryland	MTA	University @ New Hampshire	Transit Center	\$ 21.90	100%	The Maryland Transit Administration is planning a transit center at the intersection of University Boulevard and New Hampshire Avenue (Maryland State Highways 193 and 650, respectively). Eleven bus routes currently serve the area, making it one of the busiest transit locations in the DC area. Currently the bus stops are scattered far from each other at different locations around the intersection. The new transit center to bring all the buses in the area to one facility, making transfers safe and easy. The site of the transit center will be the northeast corner of University Boulevard and New Hampshire Avenue. The transit center will include stops for all bus routes and a weather-protected waiting area for passengers. The goals of the project are: <ul style="list-style-type: none"> <li>To provide a safe, attractive, pleasant, comfortable and efficient facility for passengers and for bus transfer activities.</li> <li>To improve pedestrian safety, accessibility, and connections to bus services.</li> </ul> A separate, but related project is the Purple Line, a proposed light rail transit line. If the Purple Line goes forward it would also use the transit center.
10	6/30/2009	Arthur Holmes, Jr.	Montgomery County Department of Transportation	Medical Center Station Access Improvement	Montgomery County	Montgomery County/MDOT/WMATA	MD 355 @ South Drive	Transit Center	\$ 30.00	100%	Construction of a grade separated pedestrian tunnel to connect the existing Medical Center Metrorail Station and Transit Center to the National Navy Medical Center complex (BRAC).
11	6/17/2009	Corey Hill	Virginia	I-66 BRT	Northern Virginia	DRPT	Gainesville to Rosslyn (2012), US 15 to Rosslyn (2030)	Bus Priority Route	\$ 80.00	100%	New ramps and parking spaces in support of BRT on I-66 at Stringfellow Rd, Monument Dr and Vaden Dr. Additional 1600 parking spaces. To include: <ul style="list-style-type: none"> <li>Ramp at Stringfellow Rd - \$15 million</li> <li>Ramp at Monument Dr - \$15 million</li> <li>Ramp at Vaden Dr - \$25 million</li> <li>Additional Parking - \$25 million</li> </ul>
12	6/17/2009	Corey Hill	Virginia	I-95/395 BRT	Northern Virginia	DRPT	Dale Blvd to Eads st (2012), Massaponix to Eads St (2030)	Bus Priority Route	\$ 127.00	100%	New trunk line facilities and other facilities in support of BRT on I-95/395. To include: <ul style="list-style-type: none"> <li>Trunk Line Facilities (including inline stations)</li> <li>Seminary Road \$20m</li> <li>Lorton \$35m</li> <li>Dale Blvd \$35 m</li> <li>Other Facilities (including direct or in-directs access) <ul style="list-style-type: none"> <li>Pentagon \$3m</li> <li>F-S Metro Station \$7m</li> <li>Tysons Corner \$3m</li> <li>Additional Parking at VRE Stations \$24m</li> </ul> </li> </ul>
13	6/17/2009	Sean Kennedy	WMATA	14th Street Bus Priority Improvements	Washington DC	WMATA/DDOT		Bus Priority Route	\$ 5.20	100%	This project will link the bus priority/HOV lanes in Virginia along I-395 with K Street in the Washington D.C. central business district, providing a key link in the PCN.
14	6/17/2009	Sean Kennedy	WMATA	16th Street Bus Priority Improvements	Washington DC	WMATA/DDOT		Bus Priority Route	\$ 18.50	100%	This corridor currently has almost 15,000 daily riders. With the enhanced service it is expected to attract over 2,000 new riders a day.
15	6/17/2009	Sean Kennedy	WMATA	Addison Road Bus Priority Improvements	Prince George's County, Maryland	WMATA/Maryland SHA/Prince George's County		Bus Priority Route	\$ 4.55	100%	This corridor currently has almost 6,000 daily riders. With the enhanced service it is expected to attract over 1,000 new riders a day.
16	6/17/2009	Sean Kennedy	WMATA	Georgia Avenue Bus Priority Improvements	Washington DC	WMATA/DDOT		Bus Priority Route	\$ 11.10	100%	This corridor currently has over 15,000 daily riders. With the enhanced service it is expected to attract over 2,000 new riders a day.
17	6/17/2009	Sean Kennedy	WMATA	H Street/Benning Road Bus Priority Improvements	Washington DC	WMATA/DDOT		Bus Priority Route	\$ 0.79	100%	This project would implement running way improvements along the existing X2 service corridor. Ridership estimates indicate that there will be around 8,000 to 10,000 new riders a day.
18	6/17/2009	Sean Kennedy	WMATA	University Boulevard Bus Priority Improvements	Prince George's County	WMATA/Maryland SHA/Montgomery County/Prince George's County		Bus Priority Route	\$ 7.44	100%	This corridor currently has almost 8,000 daily riders. With the enhanced service it is expected to attract over 1,000 new riders a day.
19	6/17/2009	Sean Kennedy	WMATA	Leesburg Pike Bus Priority Improvements	Northern Virginia	WMATA/VDOT	Tysons Westpark to King Street Metrorail Station	Bus Priority Route	\$ 1.99	100%	This corridor currently has almost 7,000 daily riders. With the enhanced service it is expected to attract over 1,000 new riders a day.
20	6/17/2009	Sean Kennedy	WMATA	Route 1 (MD) Bus Priority Improvements	Washington DC	WMATA/Maryland SHA/Prince George's County		Bus Priority Route	\$ 1.26	100%	The bus Priority Corridor Network (PCN) is composed of 24 corridors and provides a framework for regional transit mobility. Once fully implemented, bus service in each corridor will be more reliable, travel time will be reduced and customer experience will be enhanced. Project improvements extend from Eastern Avenue (Washington DC line) to Gorman Avenue.
21	6/17/2009	Sean Kennedy	WMATA	TR Bridge to K Street Bus Priority Improvements	Washington DC	WMATA/DDOT		Bus Priority Route	\$ 1.80	100%	This project will link the bus priority/HOV lanes along I-66 in Virginia with K Street in the Washington D.C. central business district, providing a key link in the PCN.
22	6/17/2009	Sean Kennedy	WMATA	Veirs Mill Bus Priority Improvements	Washington DC	WMATA/Maryland SHA/Montgomery County		Bus Priority Route	\$ 8.00	100%	This corridor currently has almost 11,000 daily riders. With the enhanced service it is expected to attract over 1,500 new riders a day.
23	6/17/2009	Sean Kennedy	WMATA	Wisconsin Avenue Bus Priority Improvements	Washington DC	WMATA/DDOT		Bus Priority Route	\$ 31.00	100%	This corridor currently has over 18,000 daily riders. With the enhanced service it is expected to attract over 2,500 new riders a day.