

TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
WASHINGTON METROPOLITAN REGION
FY 2005-2010

November 17, 2004

The preparation of this report was financially aided through grants from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Rail & Public Transportation, the Virginia Department of Transportation, Federal Highway Administration, and the U.S. Department of Transportation, Federal Transit Administration, under the Urban Mass Transportation Act of 1964, as amended.

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments

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

**RESOLUTION ON THE CERTIFICATION OF
THE URBAN TRANSPORTATION PLANNING PROCESS 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 Washington 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 State and MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements ..."; and

WHEREAS, on June 9, 2003, FHWA and FTA transmitted their final report: *Washington Metropolitan Area Certification Review: A Review of the Transportation Planning Process for the National Capital Region*, which found that "the transportation planning process for the National Capital Region meets the requirements of the October 28, 1993 Federal metropolitan planning regulations, 23 CFR 450 and 49 CFR 613;" and

WHEREAS, on December 17, 2003, the TPB approved the third triennial update to the CLRP, which was published in October 2004 as the document: *2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

WHEREAS, on February 23, 2004, FHWA and FTA found that the 2003 CLRP and FY 2004-2009 TIP conform to the region's State Implementation Plans; and

WHEREAS, on November 17, 2004, the TPB approved the 2004 CLRP; and

WHEREAS, on November 17, 2004, the TPB approved the FY 2005-2010 Transportation Improvement Program (TIP); and

WHEREAS, a Statement of Certification, dated November 17, 2004 has been prepared and is appended to this resolution.

NOW, THEREFORE BE IT RESOLVED BY THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD THAT:

The appended Statement of Certification dated November 17, 2004, which finds that the transportation planning process for the National Capital Region is being carried out in conformance with all applicable requirements as specified in the final planning regulations issued by FHWA and FTA on October 28, 1993, is hereby adopted.

Adopted by the Transportation Planning Board at its regular meeting on November 17, 2004.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

November 17, 2004

The National Capital Region Transportation Planning Board (TPB), which has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area as delineated under the Transportation Equity Act for the 21st Century (TEA-21), the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Part 450 and 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the following:

1. The FY 2005 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 17, 2004, and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on May 18, 2004. The UPWP was developed to address the U.S. Department of Transportation's final metropolitan planning requirements as well as to comply with the final regulations issued by the Environmental Protection Agency on November 24, 1993 and subsequently amended on August 7 and November 14, 1995, August 1997, and with additional guidance published in May 1999, and by the FHWA and FTA on June 14, 1999, regarding criteria and procedures for determining air quality conformity of the transportation plan, program and projects.
2. The roles and responsibilities involving the TPB, state and local government transportation agencies, the transit authority, and other metropolitan planning organizations (MPOs) for cooperatively carrying out transportation planning and programming have been established over several decades. General Memoranda of Agreement, defining the roles of the various local agencies and the state transportation agencies in the transportation planning process, which were executed prior to July 1, 1965, were reviewed and continue to be in effect. The state transportation agencies have an agreement with the Metropolitan Washington Council of Governments (COG) that specifies the transportation planning responsibilities and provides the administrative support of the transportation planning process. The responsibilities for the primary planning and programming activities are indicated in the UPWP. In addition, an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP. Also included is a new agreement involving the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia which identifies the roles and responsibilities for cooperatively conducting the planning and programming process in the FAMPO portion of the Metropolitan Washington Urbanized Area.

3. To foster greater participation by citizens, transportation, environmental, and other advocacy groups in the transportation planning process, the TPB adopted on September 21, 1994 its public involvement process that fulfills the requirements and criteria provided for public involvement in the final planning regulations. During 1998, the TPB received a consultant report presenting an assessment of the public involvement activities and recommending several improvements and changes. On May 19, 1999 the TPB released a set of proposed revisions the TPB Public Involvement Process for public comment. At the September 15, 1999 TPB meeting, the Board received a summary and a complete set of the public comments on the proposed revisions. On October 20, 1999 the TPB approved its Revised Public Involvement Process, which includes an appointed Citizen Advisory Committee (CAC) and other changes to improve the effectiveness of the process.
4. In 1995, the TPB began an extensive planning process involving citizens, elected officials and interested organizations of the region in developing a consensus about a transportation vision that would not be constrained to facilities and actions that can be funded with existing resources. On October 21, 1998, the TPB adopted its Transportation Vision. In 1999 the TPB took steps to translate its Vision into some new facilities and programs with new funding sources to be advanced for the next triennial update of the Financially Constrained Long-Range Transportation Plan (CLRP) in 2000. An extensive public education and outreach campaign was launched to obtain public input on four key themes from the vision. A national polling firm hired by the TPB conducted random telephone surveys, disseminated brochures, and led a series of focus groups in which citizens responded to the key vision themes.

On November 15, 2000, the TPB created the Access for All (AFA) Advisory Committee. The mission of the AFA committee is to identify concerns of low-income and minority populations and persons with disabilities, and to determine whether and how these issues might be addressed within the TPB planning process. The TPB has conducted community outreach activities that encourage the participation of low income and minority groups and persons with disabilities within the transportation planning process. The committee was created to ensure an on-going dialogue between regional decision makers and population groups typically under-represented in the transportation planning process. The AFA Committee is comprised of diverse community leaders, representatives from transportation agencies, and is chaired by Kathy Porter, TPB member and the Mayor of Takoma Park.

5. On July 15, 1998, the TPB approved the publication entitled: *1997 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*, which documents the first triennial update to the CLRP covering the TPB actions affecting the CLRP between September 21, 1994 and July 17, 1997. During 1998 and 1999 and in July 2000, it was necessary to amend the CLRP to delete or add some projects, or adjust their phasing.

6. 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*; on November 15, 2000, June 20, 2001, October 17, 2001 and April 17, 2001 the TPB amended the CLRP to include studies and projects that are exempt from the air quality conformity requirement.
7. On December 17, 2003, the TPB approved the third triennial update to the CLRP, which was published in October 2004 as the document: *2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*.
8. On February 23, 2004, FHWA and FTA found that the 2003 CLRP and FY 2004-2009 TIP conform to the region's State Implementation Plans; and
9. On January 21, 2004, the TPB began an update to the CLRP by releasing the final solicitation document for the 2004 CLRP and FY 2005-2010 TIP, which requested the transportation implementing agencies to explicitly consider the Vision as the policy framework when they submitted projects and programs for inclusion in the CLRP. All submissions for the 2004 CLRP included a description of how the project or program contributes to specific Vision goals and objectives.
10. During the development of the 2004 CLRP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the February 12, 2004 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2004 CLRP and the FY 2005-2010 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 February 18, March 17 and April 21 TPB meetings; (2) At the April 21, 2004 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On October 1, 2004, the draft air quality conformity analysis, the draft 2004 CLRP, and the draft FY 2005-2010 TIP were released for a 30-day public comment period which closed on October 31; (4) An opportunity for public comment on these documents was provided at the beginning of the October 20 TPB meeting; (5) The comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 17, 2004; and the final version of the TIP includes summaries of the comments and the responses.
11. The determination of conformity of the 2004 CLRP and FY 2005-2010 TIP for the Washington Planning Region with the requirements of the Clean Air Act Amendments (CAAA) of 1990 as required under the Environmental Protection Agency final regulations issued November 24, 1993 and subsequently amended in August and November 1995, August 1997 and with additional guidance published

in May 1999, was approved by the TPB on November 17, 2004.

The TPB "Consultation Procedures with Respect to Transportation Conformity Regulations Governing TPB Plans and Programs," adopted by the TPB on September 21, 1994 and amended on May 20, 1998, which are compatible with those adopted in the District of Columbia, Maryland, and Virginia, were followed for the air quality conformity determination of the 2004 CLRP, the FY 2005-2010 TIP and for the FY 2005 UPWP.

12. The 2004 CLRP was developed according to the requirements in the Metropolitan Planning Rules and was adopted by the TPB on November 17, 2004.
13. The FY 2005-2010 TIP, which includes transit, highway, bikeway and pedestrian, and ridesharing improvement projects, and transit and ridesharing operating support, was developed according to the requirements in the final planning regulations. This TIP was adopted by the TPB on November 17, 2004.
14. The TPB's planning area is designated as a Transportation Management Area (TMA) and is classified as a non-attainment area for ozone. Thus the Washington metropolitan area is subject to Congestion Management System (CMS) law and regulations, as enumerated in the December 19, 1996 *Federal Register*. Under these regulations, metropolitan areas that are TMAs must have an operational CMS by October 1, 1997. The Washington metropolitan area complied with this requirement by having an operational CMS as of October 1, 1997.

Under the 2000 Census, the Metropolitan Washington Urbanized Area was extended into the northern portion of Stafford County, Virginia. Thus, this portion of the county now must meet TMA planning requirements. Because Stafford County is a member of the Fredericksburg Area Metropolitan Planning Organization (FAMPO), the Stafford County Board of Supervisors determined that it is in the best interest of the county that all metropolitan planning and programming functions for the county be conducted by FAMPO. An agreement was finalized on November 17, 2004 between TPB and FAMPO that identifies the planning and programming roles and responsibilities for the northern portion of the county. In this agreement FAMPO commits to being responsible for meeting the TMA and CMS responsibilities for the urbanized portion of northern Stafford County and for providing TPB the appropriate inputs related to this portion for incorporation into the TPB's CMS and UPWP. The TPB in this agreement commits to coordinating its TMA, CMS, and UPWP processes with FAMPO.

In the Washington Region, the planning process satisfies CMS requirements through study and consideration of congestion management alternatives to increases in single-occupant vehicle capacity. The planning process has identified a number of corridors or locations throughout the region having congestion or requiring study of other transportation issues. The region is pursuing the study and consideration for

implementation of reasonable congestion management strategies in each location, either through a major investment study (MIS), project planning study, or regional strategy assessment. For corridors or locations in which a study has forecast a significant increase in single occupant vehicle travel, the implementing agencies of the region assessed or will assess reasonably available travel demand reduction and operational management strategies.

A CMS documentation process is included in the TPB's process for soliciting projects from implementing agencies for the CLRP and TIP. Starting with the FY99-04 TIP and 1997 CLRP update, the region's transportation implementing agencies submit documentation of CMS strategies considered in conjunction with significant federally-funded CLRP or TIP projects. This documentation, for a given project or location, includes information on: the CMS strategies that the corridor or location is already benefitting from; additional CMS strategies considered for the corridor or location; CMS strategies to be implemented in conjunction with the project; and a statement as to whether CMS strategies could preclude the need for the project. The completed CMS documentation forms are included with the relevant project line items in Supplements A, B, and C of the CLRP.

In addition to the CMS documentation forms for individual projects, the CMS in the Washington metropolitan area includes monitoring, forecasting, evaluation, and implementation components. Congestion on the transportation system of the region is monitored through the travel monitoring activities in the region's Unified Planning Work Program, as well as through activities of the operating agencies. The potential impacts of proposed transportation facilities and strategies are assessed through TPB's regional travel modeling process as well as through analyses conducted by member agencies in project planning studies. Evaluation and implementation of a full range of CMS strategies have been undertaken by TPB and its members.

The region has benefitted from many existing congestion management strategies, including but not limited to the regional Commuter Connections ridesharing and alternative commuting program, extensive transit systems, Intelligent Transportation System (ITS) technologies and incident management for operational improvements, and high-occupancy vehicle (HOV) facilities. Thus future roadway capacity increases will occur within the context of a strong regional commitment to alternatives to single-occupant automobile travel.

TPB and member agencies will continue to study and develop such CMS strategies. Results of these studies help inform the region's decision makers and implementing agencies, and are considered for incorporation into the region's long-range transportation plan. The CMS is an element of the region's long-range transportation plan; therefore, for a transportation project or proposal, consistency with the region's long-range transportation plan shall indicate consistency with the region's CMS.

The implementing agencies in the region follow a robust environmental impact

review/environmental impact statement process as established in the National Environmental Policy Act (NEPA). The CMS process is coordinated with the air quality planning process, including the process of assessing and implementing transportation emissions reduction measures (TERMs) for air quality purposes.

15. COG/TPB is an equal employment opportunity (EEO) employer and has an incentive program to ensure the participation of Disadvantaged and Women Business Enterprises (DBE and WBE), including procedures to provide for subcontracting to women and disadvantaged only proposals for contracting work.

Based upon this activity, the planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794. Those policies and procedures also conform to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

16. On September 6, 1991, the U.S. Department of Transportation issued regulations (49 CFR, Parts 27, 37 and 38) on transportation for persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990. On July 15, 1992, the TPB certified that the WMATA ADA Paratransit Plan for the WMATA Region and the Frederick County ADA Paratransit Plan are in conformance with the Constrained Long Range Plan and these plans were submitted to FTA in July 1992. By January 1997 both the WMATA and Frederick County paratransit services were operating as planned in conformance with the regulations.

The TPB Access for All Advisory Committee has developed recommendations to improve transportation services for people with disabilities. These recommendations were transmitted to the WMATA Board from the TPB on January 21, 2004. In addition, the TPB and the AFA hosted a "Disability Awareness Day" on October 20, 2004 to highlight a typical commute for a person with a disability where members of the TPB, a person with a disability, and a member of the press traveled together to a press conference to COG. Also on October 20, 2004, the TPB adopted a resolution recognizing "the importance of accessible and dependable transit service, sidewalks, and safe pedestrian crossings for people with disabilities." and encouraging TPB members to implement the AFA recommendations to improve transit services for people with disabilities.

17. In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Additional guidance was provided by FHWA and the Federal Transit Administration (FTA) in a memorandum dated October 7, 1999 titled "Implementing Title VI Requirements in Metropolitan and Statewide Planning". The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decisionmaking to

assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process.

Actions have been taken to ensure that the planning process includes participation by low-income, minority, disabled and elderly communities. First, the TPB in January 2000 appointed members to the new Citizens Advisory Committee including appropriate representation from low-income, minority, and disabled groups as specified in the TPB Public Involvement Process as amended on October 20, 1999. The TPB CAC holds monthly meetings open to the public and six of the twelve meetings are held in different communities in the region. Second, the TPB held a workshop "Ensuring Access for All" on June 22, 2000 that was designed for community leaders representing low-income, minority, and disabled groups to provide input on how to better involve these groups in the regional transportation planning process. The outcome of the workshop was a proposal for an advisory committee to the TPB, which would conduct additional outreach and develop a report recommending priority projects, programs and actions for low-income, minority, and disabled communities.

On October 2, 2000, the TPB received a Title VI and Environmental Justice Challenge Grant from FTA to assist in the implementation of the advisory committee. The TPB Access for All Advisory (AFA) Committee was established by the TPB on November 15, 2000. The committee is chaired by a TPB member who regularly reports to the TPB on the issues and concerns of low-income and minority communities and persons with disabilities. Twenty-five non-profit and community agency representatives serve on the committee. The committee also has ex-officio representation from the major transportation implementing agencies in the Washington metropolitan region. The membership for the committee was approved by the TPB on May 16, 2001 and on June 18, 2003 the TPB approved changes and additions to the AFA membership. The committee meets every other month.

The committee's first annual report was presented to the TPB at its March 20, 2002 meeting. On June 18, 2003, the AFA committee's report: *Improving Transit Information for Limited English Speakers* was approved by the TPB for transmittal to all transit agencies in the region. The committee's 2003 report was presented to the TPB at its March 17, 2004 meeting.

In addition, a subcommittee on improving transit information for limited English speakers and a subgroup on improving transit service for people with disabilities have been active. AFA issues or recommendations have been brought to the TPB in May, June, October, and December of 2003 and in January of 2004.

On September 23, 2004, the AFA committee was briefed on the major projects proposed for the 2004 CLRP as depicted on maps with 2000 Census demographic information on low-income and minority populations. The AFA committee made several observations about the proposed projects in the CLRP and expressed

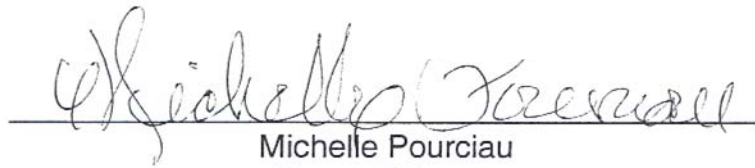
continued concern that more transportation improvements are on the Western side of the region than on the Eastern side, and recommended that more transit should be planned for transit-dependent communities which tend to be in the inner parts of the region. It also reiterated its serious concerns about near-term transit issues not highlighted in the CLRP, including possible reductions in current bus services and limits on funding and reductions to regional paratransit services for people with disabilities. The committee's comments on the draft 2004 CLRP were provided to the Board at its October 20, 2004 meeting.

18. When making grants, FTA will assess the financial capacity of applicants to operate and maintain their transit systems. FTA Circular 7008.1A, published January 30, 2002, describes how financial reviews will be conducted. For Section 5309 grants, FTA will assess financial capacity both at the stage when TIPs are approved and when selecting projects for Section 5309 funds. For Section 5307 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.

As required by the final planning regulations, the TIP is financially realistic by year from FY 2005 through FY 2010. The Washington Metropolitan Area Transit Authority, the state transportation agencies, the transportation commissions, and the cities and counties in the region have identified available revenues for the transit improvements programmed in the TIP. In October 2004, WMATA and the state and local governments reached agreement on commitments of \$3.3 billion in local, state and federal funding for WMATA's near-term rehabilitation, preservation and access and capacity needs through 2010. The jurisdictions have committed to this funding via general funds, general obligation bonds (some of which were approved in referenda on November 2), state and local funds and the Maryland Transportation Trust Fund. To address the WMATA needs beyond 2010, a panel was established in September 2004 to address dedicated funding sources for WMATA. The panel is cosponsored by the Metropolitan Washington Council of Governments, the Greater Washington Board of Trade, and the Federal City Council. It will report its findings and recommendations by December 15, 2004. Since the identified revenues are expected to cover the costs associated with these projects, the region is found to have the financial capacity to operate and maintain an expanded transit system in accordance with FTA financial capacity requirements.

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION

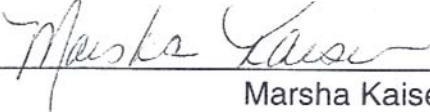
STATEMENT OF CERTIFICATION
November 17, 2004

A handwritten signature in cursive script, reading "Michelle Pourciau", is written over a horizontal line.

Michelle Pourciau
Deputy Director
District of Columbia Department of Transportation

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION**

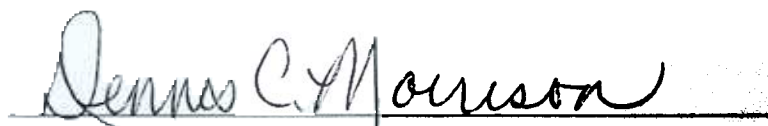
**STATEMENT OF CERTIFICATION
November 17, 2004**



Marsha Kaiser
Director, Office of Planning and Capital Programming
Maryland Department of Transportation

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION**

**STATEMENT OF CERTIFICATION
November 17, 2004**

A handwritten signature in black ink that reads "Dennis C. Morrison". The signature is written in a cursive style and is positioned above a solid horizontal line.

**Dennis Morrison
District Administrator
Virginia Department of Transportation**

**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 2005-2010**

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 transportation implementing agencies in the region provided submissions for the 2004 CLRP and inputs to the FY2005-2010 TIP, which were in response to the January 2004 solicitation document issued by the TPB, and the TPB Technical Committee and the TPB reviewed the submissions and the draft FY2005-2010 TIP at meetings in May, June, July, September, and October; and

WHEREAS, the FY 2005-2010 TIP includes projects which are consistent with the 2004 Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region as approved by the TPB on November 17, 2004; 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 FY 2005-2010 TIP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the February 12, 2004 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2004 and the FY 2005-2010 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 February 18,

March 17 and April 21 TPB meetings; (2) At the April 21, 2004 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On October 1, 2004, the draft air quality conformity analysis, the draft 2004 CLRP, and the draft FY 2005-2010 TIP were released for a 30-day public comment period which closed on October 31; (4) An opportunity for public comment on these documents was provided at the beginning of the October 20 TPB meeting; (5) The comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 17, 2004; 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 2005-2010 TIP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, as explained in the attached memorandum of November 10, 2004, staff has recommended that the funding from the District of Columbia Department of Transportation (DDOT) for the Commuter Connections program in the FY 2005-2010 TIP should incorporate the funding level as shown in the draft FY 2005-2010 TIP dated September 3, 2004; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2005-2010 TIP by the Board,

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

- incorporates DDOT funding for the Commuter Connections program in the FY 2005-2010 TIP as shown in the draft FY 2005-2010 TIP dated September 3, 2004;
- certifies that this TIP complies with the FTA requirements for assessing transit financial capacity; and

- approves the Transportation Improvement Program for FY 2005-2010.

Adopted by the Transportation Planning Board at its regular meeting on November 17, 2004.

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

**RESOLUTION APPROVING
THE 2004 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 published in July 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 published in May 2002 as the document: *2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

WHEREAS, on December 17, 2003, the TPB approved the third triennial update to the CLRP, which was published in October 2004 as the document: *2003 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 2004 CLRP and inputs to the FY2005-2010 TIP, which were in response to the January 2004 solicitation document issued by the TPB, and the TPB Technical Committee and the TPB reviewed the submissions and the financial analysis at meetings in February, March and April; and

WHEREAS, during the development of the 2004 CLRP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1)

At the February 12, 2004 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2004 and the FY 2005-2010 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 February 18, March 17 and April 21 TPB meetings; (2) At the April 21, 2004 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On October 1, 2004, the draft air quality conformity analysis, the draft 2004 CLRP, and the draft FY 2005-2010 TIP were released for a 30-day public comment period which closed on October 31; (4) An opportunity for public comment on these documents was provided at the beginning of the October 20 TPB meeting; (5) The comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 17, 2004; and the final version of the TIP includes summaries of the comments and the responses; and

WHEREAS, the Maryland Department of Transportation (MDOT) in the attached letter of November 10, 2004 has indicated that the Intercounty Connector (ICC) project be included in the 2004 CLRP with the "Corridor 1" alignment which is the general location of the former "Master Plan" alignment; and

WHEREAS, the significant changes for the 2003 CLRP are described in Attachment A and detailed information on all of the projects in the 2004 CLRP is provided in Appendix B of the Air Quality Conformity report as adopted November 17, 2004; and

WHEREAS, the 2004 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; and

WHEREAS, on November 17, 2004, the TPB has determined that the 2004 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 2004 CLRP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2004 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.

Adopted by the Transportation Planning Board at its regular meeting on November 17, 2004.



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

November 10, 2004

The Honorable Christopher Zimmerman
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington D.C. 20002-4239

Dear ^{Chris} Chairman Zimmerman:

As you are aware, the Maryland Department of Transportation (MDOT) requested that conformity analysis be performed on two different Constraint Long Range Plans (CLRP). The only difference between the two CLRPs was the alignment corridor for the Intercounty Connector (ICC) project.

Now that the analysis is complete, MDOT requests that TPB proceed with the CLRP that includes Corridor 1, Master Plan alignment, as a placeholder for the ICC, since the analysis generally demonstrated higher emission levels and therefore represented a "worst case" for air quality conformity purposes.

Thank you for your cooperation during this process. If you have any questions or concerns, please do not hesitate to contact Mr. Ron Spalding, Manager, Regional Planning and Programming at 410-865-1284, toll free at 1-888-714-1313 or by email rspalding@mdot.state.md.us.

Sincerely,

Marsha J. Kaiser, Director
Office of Planning & Capital Programming

cc: The Honorable Robert L. Flanagan, Secretary, MDOT
Mr. James F. Ports, Jr., Deputy Secretary, MDOT
Mr. Ron Spalding, Manager, Regional Planning and Programming, MDOT
TPB members

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21078

ATTACHMENT A

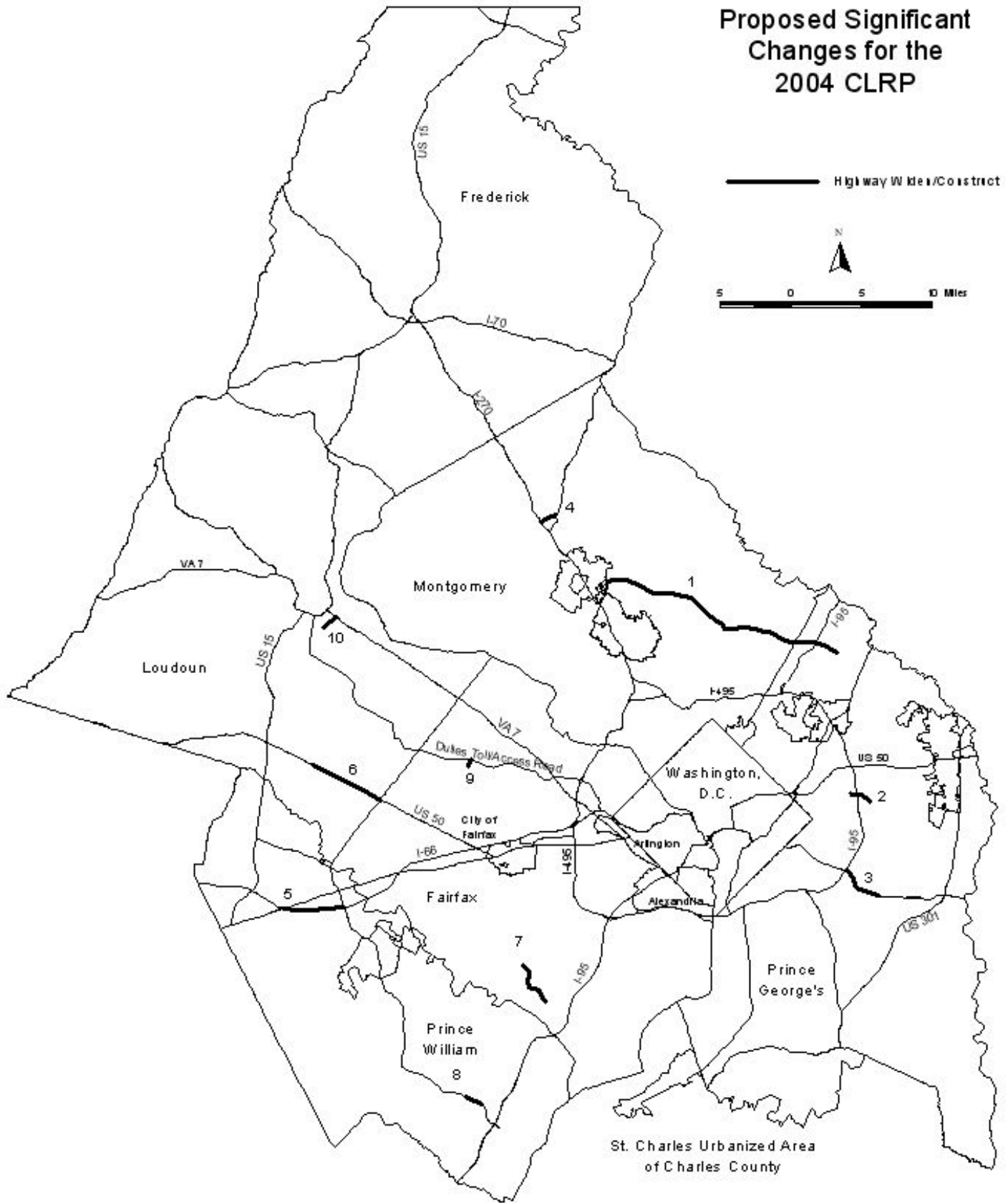
Table 1a
Significant Changes
for the
Air Quality Conformity Analysis
of the
2004 CLRP and FY2005-2010 TIP
Projects Inside the TPB Planning Area

ID	Agency	Improvement	Facility	From/At	To	Completion Date	Fac. Type from to	# Lanes from to
MARYLAND								
1	MDOT	Study- Construct	Intercounty Connector	I-270	I-95 / US 1	not coded- 2010	0 1	0 6
2	MDOT	Reconstruct- Widen	MD 202	N. of Brightseat Rd.	S. of Technology Way	2005- 2015	2 2	6 6+2
3	MDOT	Upgrade/Widen	MD 4 HOV and general-use lanes	MD 223	I-95 / I-495	2015	2 5	4 6+2
4	Mont. Co.	Widen	Father Hurley/ Ridge Rd.	I-270	existing MD 27	2020- 2010	2 2	4 6
VIRGINIA								
5	VDOT	Widen	I-66 (HOV during peak) (5 lanes EB)	US 29 Gainesville	VA 234	2010	1 1	4 8
6	VDOT	Widen	US 50	Loudoun/Fairfax Line- VA 659 Relocated	VA 661 (Lee Rd.)	2020- 2012	2 2	4 6
7	VDOT	Widen	VA 123	Lee-Chapel Hooes Rd.	Fairfax County Parkway	2015	2 2	4 6
8	VDOT	Widen	VA 234	Waterway-Dr.- Country Club Dr.	Eclipse Dr.	2006	2 2	2 4
9	VDOT	Modify	Fairfax County Pkwy. (convert existing 5th & 6th lanes to HOV)	Sunrise Valley Dr.	Dulles Toll Rd.	2015	2 2	6 4+2
10	VDOT	Construct	Battlefield Parkway	Kincaid Blvd.	VA 7	2006- 2009	0 2	0 4

Table 1b
Significant Changes
for the
Air Quality Conformity Analysis
of the
2004 CLRP and FY2005-2010 TIP
Projects Outside the TPB Planning Area

ID	Agency	Improvement	Facility	From/At	To	Completion Date	Fac. Type		# Lanes	
							from	to	from	to
MARYLAND										
1	MDOT	Widen	MD 2/4	S. of MD 765	N. of Stoakley Rd.	2025 2015	2	2	4	6- 6+2
VIRGINIA										
2	FAMPO	Reconstruct	I-95 Interchange w/CD lanes (Phase 2 construction)	at VA 627		2025				
3	FAMPO	Widen	US 17 Bypass	I-95	VA-654- Parkway Village	2010	2	2	4	6
4	FAMPO	Widen	VA 218 (White Oak Rd.)	VA-212/VA-218	VA-600	2015	3	3	2	4
5	FAMPO	Construct	Outer Connector	US 1 in Stafford	VA-3 (W. of Fred. brg)	2010	0	3	0	4
6	FAMPO	Widen	US 1	1.5 mi. n. of US 637N	VA 610	2025	2	2	4	6
7	FAMPO	Widen	US 1	VA 610	VA 630	2025	2	2	4	6
8	FAMPO	Widen	US 1	VA 212	Princess Anne St.	2030	2	2	4	6

Exhibit 1 Proposed Significant Changes for the 2004 CLRP



Proposed Significant Changes from the 2003 CLRP

1. Construct a new east-west , multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations. The conformity analysis will include each of the two submitted alignments of the six-lane facility. The completion date is 2010. The 2003 CLRP includes the project as a study only.
2. Add an auxiliary lane to the reconstruction of MD 202 from north of Brightseat Rd. to south of Technology Way, and change the completion date to 2015. The 2003 CLRP does not include the auxiliary lane and has a completion date of 2005.
3. Remove HOV lanes from the widening to a six-lane freeway of MD 4 from MD 223 to I-95/I-495. The 2003 CLRP includes a widening to four conventional lanes plus two HOV lanes.
4. Change the completion date to 2010 on the widening to a six-lane divided highway of Father Hurley/ Ridge Rd. from I-270 to existing MD 27. The 2003 CLRP has a completion date of 2020.
5. Add an east-bound auxiliary lane to the widening of I-66 from US 29 Gainesville to VA 234. The facility will now provide eight conventional lanes plus the auxiliary lane during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. The 2003 CLRP does not include the auxiliary lane.
6. Change the project limits to include widening to six lanes of an additional segment of US 50 from the Loudoun/Fairfax County line to VA 659 relocated. Change the completion date to 2012. The 2003 CLRP includes the widening from VA 661 (Lee Rd.) to the Fairfax/Loudoun County line, with a completion date of 2020.
7. Change the project limits to include widening to six lanes of an additional segment of VA 123 from Hooes Rd. to Lee Chapel Rd. with a completion date of 2015. The 2003 CLRP includes the widening of VA 123 from Lee Chapel Rd. to the Fairfax County Parkway by 2015.
8. Change the project limits to include widening to a four lane facility (on a six-lane right-of-way) of an additional segment of VA 234 from County Club Dr. to Waterway Dr. by 2006. The 2003 CLRP includes the widening from Waterway Dr. to Eclipse Dr. by 2006.
9. Modify the Fairfax County Parkway to convert the existing 5th and 6th lanes to HOV from Sunrise Valley Dr. to the Dulles Toll Rd. with a completion date of 2015. The 2003 CLRP does not include this conversion.
10. Add an additional lane in each direction to the construction of the Battlefield Parkway from Kincaid Blvd. to VA 7 with a completion date of 2009. The new facility will be a four-lane divided roadway. The 2003 CLRP includes the construction of a two-lane facility with a completion date of 2006.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Intercounty Connector**
 From/At: **I-270**
 To: **I-95/US 1**
 Jurisdiction: **Montgomery County, Prince George's County**

2. Submitting Agency: MDOT/SHA/MdTA

Last Modified On: **2/17/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>	Construct	Intercounty Connector		I-270	I-95/US 1	0	6	2010

5. Purpose/contribution to regional goals

The purpose of the Intercounty Connector (ICC) project is to link existing and proposed developed areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal, east-west highway that limits access and accommodates passenger and goods movement. This transportation project is intended to increase community mobility and safety; to facilitate the movement of goods and people to and from economic centers; to provide cost-effective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives; to help restore the natural, human and cultural environments from past development impacts in the project area; and to advance homeland security.

6. Funding and Schedule Information

Cost (In Thousands): **\$1,700,000** Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

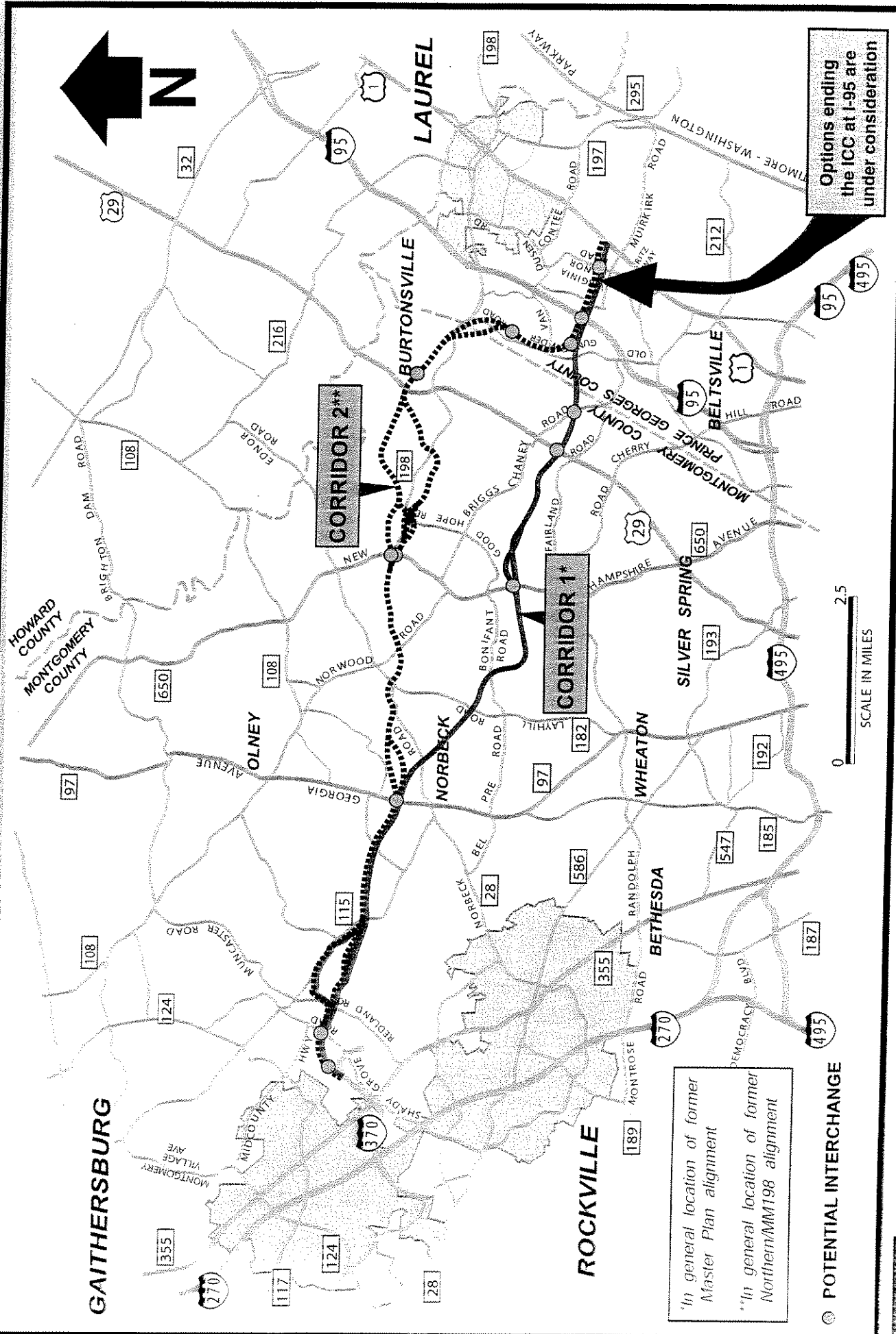
Project is in preliminary planning. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, special federal funds, Garvee bonds, tolls and state funds. (See attached table)

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:



● POTENTIAL INTERCHANGE

*In general location of former Master Plan alignment
 **In general location of former Northern/MM198 alignment



LEGEND

———— CORRIDOR 1
 CORRIDOR 2

Options ending the ICC at I-95 are under consideration

Preliminary Alternatives



ICC CONCEPTUAL FUNDING PLAN - OPTIONS

Components (Funding Sources)	Range (millions)	Comments
Total Required	\$1,700	<ul style="list-style-type: none"> - Preliminary estimate - subject to change
GARVEE Bonds (Federal Funds)	\$900 - \$1,000	<ul style="list-style-type: none"> - New / additional future federal highway funds pay debt service - Approx. \$60 million /yr. for 30 years. Compare to: <ul style="list-style-type: none"> - FY 98-03 MD average = \$430 M / year - \$50 M to \$100 M in new federal funds from reauthorization; \$480 M to \$530 M / year total - MdTA could issue GARVEES; does not impact MDOT debt affordability / caps - Issues: amount, term, interest rates, bond insurance and pledge requirements. - Reasonable contribution from MdTA - May need to reduce amount / term of GARVEES
MdTA Bonds (ICC Tolls)	\$400 - \$600	<ul style="list-style-type: none"> - No final decision to impose tolls - Tolls assist in financing project without causing burden to other parts of program - Tolls could be effective way to manage traffic - Toll-managed roadway could assure predictable and travel time for transit - Amount supported by tolls not yet defined; more study required
MdTA Bonds (bonding capacity)	\$100 - \$350	<ul style="list-style-type: none"> - Reasonable contribution from MdTA - If ICC is a toll project - MdTA involvement would enhance financing (pooled resources).
Pay-As-You-Go (MDOT - TTF)	\$50 - \$300	<ul style="list-style-type: none"> - Logical - given that ICC has been such a high priority for state - and for DC area - Could include revenues from sale of assets and additional federal funds from re-authorization
Pay-As-You-Go (Special Fed Funds)	\$10 - \$50	<ul style="list-style-type: none"> - Specific to ICC from re-authorization and / or annual appropriations - Special request to Congress and Bush Administration

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

2. Submitting Agency: **MDOT/State Highway Administration**

Facility: **MD 202 Largo Town Center Metro Access**
 From/At: **North of Brightseat Road**
 To: **South of Technology Way**
 Last Modified On: **2/11/2004**
 Jurisdiction: **Prince George's County**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)

 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Provide improved access to the planned metro station at Largo Town Center. This includes intersection improvements and auxiliary lanes between intersections along MD 202 from north of Brightseat Road to south of Technology Way, and including minor ramp improvements for I-95 at MD 202 and MD 214. Major intersections included are as follows:

- MD 202 at Brightseat Road;**
- MD 202 at Lottsford Road;**
- MD 202 at Technology Way;**
- MD 202 at McCormick Road;**
- I-95 at MD 202 Interchange;**
- I-95 at MD 214 Interchange.**

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Reconstruct	MD 202 Largo Town Center Metro Access Improvement	North of Brightseat Road	South of Technology Way	6	6	2015

5. Purpose/contribution to regional goals

This project will improve traffic operation along MD 202 and will enhance access to the new Largo Town Center Metro Station and the joint Transit Oriented Development (TOD) in the vicinity of the Metro Station. This project is consistent with the local master plans and is compatible with the following TPB's adopted vision, policy, goals and objectives:

Policy Goals 1, 2, 3 and 4.

6. Funding and Schedule Information

Cost (In Thousands): **\$17,000** Date of completion or implementation: **2015**
 Source: **Federal, State**
 Cost and schedule remarks:

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

The purpose of this project is to improve access to the Largo Town Center Metro Station and the proposed TOD at the Metro Station.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 4, Pennsylvania Avenue**
From/At: **MD 223**
To: **I-95/I-495**
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/11/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

MD 4 west of MD 223 is currently a four-lane divided principal arterial with partial access controls. This project will eliminate all at-grade intersections, widen the existing MD 4 to a six-lane freeway. Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Construct	MD 4 (Pennsylvania Avenue)	Interchanges at Westphalia Rd., Suitland Pkwy., Dower House Rd.		4	4	2015
<input checked="" type="checkbox"/>		Upgrade/Wide	MD 4	MD 223	I-95/I-495	4	6	2015

5. Purpose/contribution to regional goals

This project would eliminate existing congestion and accommodate projected development in the corridor. This project is consistent with local land-use plans, including the Master Plan for Melwood-Westphalia and the Master Plan for Subregion V.

6. Funding and Schedule Information

Cost (In Thousands): **\$180,455**

Date of completion or implementation: **2015**

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CMS requirements was addressed as part of project planning in 1996 (See Congestion Management Document Form).

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Father Hurley/ Ridge Rd.**
From/At: **eastern gore Father Hurley/I-270 interch.**
To: **existing Ridge Rd. (MD 27) between MD**
Jurisdiction: **Montgomery County,**

2. Submitting Agency: **Montgomery County**

Last Modified On: **3/10/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
- Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

This project provides for the widening of Father Hurley Blvd/Ridge Road from four lanes to a six lane divided highway. The widening extends for approximately 4200 feet from the eastern gore of the interchange with I-270 to north of MD 355.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MC5c	<input type="checkbox"/>	Widen	Father Hurley/ Ridge Rd.	I-270	existing MD 27	4	6	2010

5. Purpose/contribution to regional goals

This project improves the transportation system and reduces congestion between MD 27, I-270 and the Germantown Town Center.

6. Funding and Schedule Information

Cost (In Thousands): **\$2,500**

Date of completion or implementation: **2010**

Source: **Local, Bonds, Other,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-66 (HOV during peak)**
 From/At: **US 29 (Gainesville)**
 To: **VA 234 Business (Sudley Road)**
 Jurisdiction: **Prince William County,**

2. Submitting Agency: VDOT

Last Modified On: **2/10/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

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. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed.

To be constructed in phases.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Widen	I-66 (HOV during peak)	VA 234 (Prince William Parkway)	VA 234 Business (Sudley Road)	4	8	2006
<input checked="" type="checkbox"/>		Widen	I-66 (HOV during peak) (5 lanes EB)	US 29 (Gainesville)	VA 234 (Prince William Parkway)	4	9	2010

5. Purpose/contribution to regional goals

Goal 1, Objective 1; Goal 2, Objective 3; & Goal 5, Objectives 2, 3, 4, & 5: Provision of an HOV lane for use in the peak direction during the peak period, in conjunction with the traffic management system, will increase the people moving capacity of this facility and increase the attractiveness of the existing HOV lanes on I-66 between VA 234 and Washington, D.C.'s CBD. By encouraging multi-modal (carpool, vanpool, and bus) use of the existing HOV facility to the east, vehicle emissions and fuel consumption will be improved.

The region's Vision Plan encourages HOV measures. This facility will improve reliability, reduce travel times for HOVs, and improve and expand regional ridesharing activities. The HOV lanes would encourage increased bus ridership in the region by reducing bus travel times in the corridor.

The proposed construction is consistent with the county master plan. Adding capacity within an existing corridor minimizes impacts on watersheds and other natural resources. Construction of an additional conventional lane in each direction will accommodate existing high volumes of regional and interregional traffic and increase the efficient movement of freight.

6. Funding and Schedule Information

Cost (In Thousands): **\$122,028** Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

I-66 (HOV during peak), US 29 (Gainesville) to VA 234 (Prince William Parkway): \$65 M
I-66 (HOV during peak), VA 234 (Prince William Pkwy) to VA 234 Bus. (Sudley Road): \$40 M

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **2/10/2004**

2. Location and Jurisdiction

Facility: **I-66 (HOV during peak) (5 lanes EB)**
From/At: **US 29 (Gainesville)**
To: **VA 234 (Prince William Parkway)**
Jurisdiction: **Prince William County,**

3. Description of Project or Action

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. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. 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.

No bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, reprogrammed

5. Environmental Review

CE Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
NHS					
	2008	\$64,686	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **US 50**
 From/At: **VA 659 Relocated**
 To: **VA 661 (Lee Road)**
 Jurisdiction: **Fairfax County, Loudoun County**

2. Submitting Agency: VDOT

Agency Project ID:
 Last Modified On: **2/11/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)

- Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:
Widen to 6 lanes.

Implement safety and operational improvements, as necessary. Reconstruct / replace bridges, as necessary.
Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>	Widen	US 50 (3rd. EB Lane)	Avion / Airline Parkway	VA 661 (Lee Road)	4	5	1998
	<input type="checkbox"/>	Widen	US 50	South Riding Blvd.	VA 742 (Poland Road)	4	6	2000
	<input type="checkbox"/>	Widen	US 50 (3rd. EB Lane)	VA 621 (Elk Lick Road)	South Riding Blvd.	4	5	2003
	<input checked="" type="checkbox"/>	Reconstruct	US 50	@ VA 609 (Pleasant Valley Road)		4	4	2005
	<input checked="" type="checkbox"/>	Widen	US 50	VA 742 (Poland Road)	VA 661 (Lee Road)	4	6	2012
	<input checked="" type="checkbox"/>	Widen	US 50	VA 659 Relocated	VA 742 (Poland Road)	4	6	2015
	<input type="checkbox"/>	Widen	US 50	Loudoun Co. Line	VA 661 (Lee Rd.)	4	6	2020

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands):

Date of completion or implementation: **2015**

Source: **Federal, State, Local, Private,**

Cost and schedule remarks:

VP8c-\$7,628,000

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Not funded for construction - VP8c or Constructed by private developers.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **VA 234 (Dumfries Road)**
 From/At: **US 1**
 To: **VA 234 Bypass (at Limstrong, VA 649)**
 Jurisdiction: **Prince William County,**

2. Submitting Agency: VDOT

Agency Project ID:
 Last Modified On: **3/10/2003**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Study/Widen VA 234 (Dumfries Road) from 2 to 4 lanes on a 6-lane right-of-way between US 1 and the VA 234 Bypass, south of the City of Manassas in the vicinity of Limstrong. Construct an interchange w/ US 1.

Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary.

VP12c – Study/Design the widening from US 1 to VA 234 Bypass

VP12d - Widen from US 1 to I-95 & construct an interchange w/ US 1 (see also VI2j)

Completed 6 lanes from I-95 to Waterway Drive

VP12b - Widen to 4 lanes from Waterway Drive to Eclipse Drive

VP12a - Widen to 4 lanes from Eclipse Drive to Snowfall Drive

VP12ea Widen to 4 lanes from Snowfall Drive to Purcell Road

VP12eb Widen to 4 lanes from Purcell Road to VA 234 Bypass

Bicycle/pedestrian accomodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Purcell Rd.	VA 234 Bypass (at Limstrong, VA 649)	2	4	2002
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Snowfall Dr.	Purcell Rd.	2	4	2003
<input checked="" type="checkbox"/>		Construct	VA 234 Bike Trail	US 1 to I-95 &	Montclair to vic. Manassas	-	-	2005
<input checked="" type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Eclipse Dr.	Snowfall Dr.	2	4	2006
<input checked="" type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Country Club Drive	Eclipse Drive	2	4	2006
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	I-95	US 1	2	6	2011
<input type="checkbox"/>		Construct	VA 234 Interchange	@ US 1		-	-	2011

5. Purpose/contribution to regional goals

Policy Goal 2, Objective 5: The Washington Metropolitan Region will develop, implement, and maintain an interconnected transportation system ... Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.

6. Funding and Schedule Information

Cost (In Thousands): **\$96,380** Date of completion or implementation: **2003**

Source: **Federal, State, Local, Bonds,**

Cost and schedule remarks:

VP12a - \$17,625

VP12b - \$14,575

VP12d - \$25,000 K (formerly, \$23,275 K)

VP12ea - \$15,725

VP12eb - \$20,300

VP12m - \$3,075

7. CMS Documentation

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **1/30/2004**

2. Location and Jurisdiction

Facility: **VA 234 (Dumfries Road)**
From/At: **Country Club Drive**
To: **Eclipse Drive**
Jurisdiction: **Prince William County,**

3. Description of Project or Action

Widen VA 234 (Dumfries Road) from 2 lanes to 4 lanes on a 6-lane right-of-way

4. Project Status

In previous TIP, delayed or reprogrammed

5. Environmental Review

FONSI/4(f) Approved

6. Funding and Schedule Information

Date of completion or implementation: **2006**

Source	FY	Amount	Phase	% Fed/State/Loc
FRANs				
	2004	\$19,884	Construction	100

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Battlefield Parkway**
 From/At: **US 15 south of Leesburg**
 To: **US 15 Bypass north**
 Jurisdiction: **Leesburg,**

2. Submitting Agency: VDOT

Last Modified On: **3/12/2003**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct Battlefield Parkway; totaling approximately 2.4 miles of 4-lane divided on 6-lane right-of-way and 1 mile of 4-lane divided. Construct 3 interchanges planned at the Dulles Greenway, Route 7 East, and Route 15 Bypass North. A short portion of the northern end of Battlefield Parkway has been completed through the Potomac Crossing development. Some other portions will be built in accordance with proffered conditions as development occurs, however, the interchanges remain unfunded.

- VU28b - US 15 south to Dulles Greenway - 2005 - 4 lanes on 6-lane ROW - by developer
 - VU28c - Dulles Greenway to Sycolin Road - 2006 - 4 lanes on 6-lane ROW - by developer
 - VU28d - Sycolin Road to Kincaid Blvd. - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town
 - VU28? - Kincaid Blvd. to Route 7 - 2006 - construct 2 lanes on 6-lane ROW - by VDOT
 - VU28? - Kincaid Blvd. to Route 7 - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town
 - VU28e - Route 7 to Fort Evans Road - 2005 - 4 lanes on 6-lane ROW - by developer
 - VU28f - Fort Evans Road to Edwards Ferry - 2010 - 4 lanes on 6-lane ROW - by Leesburg
 - VU28g - Edwards Ferry to Cattail Branch - 2003 - 4 lanes - by developer
 - VU28h - Cattail Branch to US 15 Bypass - completed - 4 lanes - by developer
- Bicycle/pedestrian accomodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>		Construct	Battlefield Parkway	Edwards Ferry Road	Cattail Branch		4	2003
<input type="checkbox"/>		Construct	Battlefield Parkway	Route 7	Fort Evans Road		4	2005
<input type="checkbox"/>		Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway		4	2005
<input type="checkbox"/>		Construct	Battlefield Parkway	Dulles Greenway	Sycolin Road		4	2006
<input type="checkbox"/>		Construct	Battlefield Parkway	Sycolin Road	Kincaid Boulevard		4	2009
<input checked="" type="checkbox"/>		Construct	Battlefield Parkway	Kincaid Boulevard	Route 7		4	2009
<input type="checkbox"/>		Study	Battlefield Parkway	US 15 south of Leesburg	US 15 Bypass North		4,6	2010
<input type="checkbox"/>		Construct	Battlefield Parkway	Fort Evans Road	Edwards Ferry Road		4	2010

5. Purpose/contribution to regional goals

Policy Goal 2, Objective 5: The proposed projects will promote a strong and growing economy in Leesburg while contributing to the efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.

Battlefield Parkway will be a semi-circumferential, arterial roadway serving two-thirds of the town's land area. It will be the primary distributor of traffic from Route 7, the Bypass, and the Dulles Greenway to all parts of town outside of the Bypass. Intensive urban development is projected in this area. Battlefield Parkway is included in the Town's Transportation Plan and in the 2010 Statewide Highway Plan. Furthermore, the Route 7 interchange is indicated in VDOT's Route 7 Corridor Study.

6. Funding and Schedule Information

Cost (In Thousands): **\$45,000**

Date of completion or implementation: **2010**

Source: **Federal, State, Local, Private,**

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **1/28/2004**

2. Location and Jurisdiction

Facility: **Battlefield Parkway**
From/At: **Kincaid Boulevard**
To: **Route 7**
Jurisdiction: **Leesburg,**

3. Description of Project or Action

Construct Battlefield Parkway within the cited limits.
Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

EA/4F Proposed for preparation

6. Funding and Schedule Information

Date of completion or implementation: **2009**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc
STP	2007	\$5,183	R.O.W. Acquisition	80 20

Cost and schedule remarks:

RSTP (w/ state match): FY-04 \$600 K.

**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 2004 CONSTRAINED LONG RANGE PLAN AND
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2005-2010
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 this guidance 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, 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 9, 2003, EPA determined that the mobile source emissions budgets in the updated SIP approved by MWAQC on August 13, 2003 were adequate for a conformity determination, and in the Federal Register published December 16, 2003 EPA stated that these adequacy findings were effective on December 31, 2003; and

WHEREAS, TPB staff developed a work program to address all procedures and

requirements, including public and interagency consultation, and the work program was released for public comment on February 12, 2004 and approved by the TPB at its April 21, 2004 meeting; and

WHEREAS, on September 9, 2004, the TPB announced that the air quality conformity analysis of the 2004 CLRP and FY 2005-2010 TIP had begun; and

WHEREAS, on October 1, 2004 the TPB released the draft Air Quality Conformity Determination of the 2004 CLRP and the FY 2005-2010 TIP, the draft 2004 CLRP and the FY 2005-2010 TIP for a 30-day public comment period and inter-agency review, and the comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 17, 2004; and

WHEREAS, the analysis reported in *Air Quality Conformity Determination of the 2004 Constrained Long Range Plan and the FY 2005-2010 Transportation Improvement Program for the Washington Metropolitan Region*, dated October 1, 2004 demonstrates adherence to the approved mobile source emissions budgets, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan and program with the requirements of the CAAA; and

WHEREAS, in the attached letter of October 27, 2004, MWAQC has provided favorable comments on the *Air Quality Conformity Determination of the 2004 Constrained Long Range Plan and the FY 2005-2010 Transportation Improvement Program for the Washington Metropolitan Region*, urging “...TPB and the States to maintain the margins of safety for the benefit of air quality and the health of all residents in the region”, as well as encouraging “... the States and local governments to maintain their commitments to TERMS and other emission reduction measures, regardless of whether implementation of these measures is necessary for conformity”;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2004 Constrained Long Range Plan and the Transportation Improvement Program for FY 2005-2010 conform with all requirements of the Clean Air Act Amendments of 1990.

Adopted by the Transportation Planning Board at its regular meeting on November 17, 2004.

Metropolitan Washington Air Quality Committee

Suite 300, 777 North Capitol Street, N.E. Washington , D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

October 27, 2004

Honorable Christopher Zimmerman, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Zimmerman:

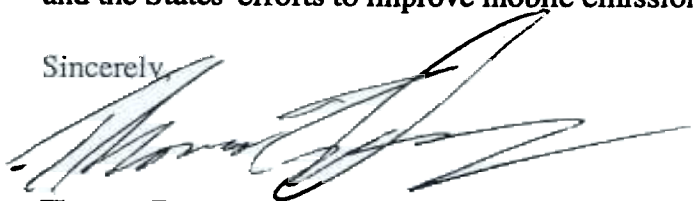
The Metropolitan Washington Air Quality Committee (MWAQC) has reviewed the draft *Air Quality Conformity Determination Of The 2004 Constrained Long Range Plan And The FY2005-2010 Transportation Improvement Program For The Washington Metropolitan Region*. We are pleased the proposed transportation plan meets the approved mobile emissions budgets set in 2003.

We note that the mobile emissions budgets set in 2003 used the earlier Travel Demand Model Version 2.1C. It appears that improvements and updates to the travel demand model have produced significantly reduced emissions estimates compared to previous years and compared to the region's mobile emissions budgets. As a result of the model improvements and updates, the 2005-2010 transportation emissions estimates for 2005 provide a sizable margin of safety for both the NOx and VOC budgets. We urge TPB and the States to maintain the margins of safety for the benefit of air quality and the health of all residents in the region.

We also encourage the States and local governments to maintain their commitments to TERMS and other emission reduction measures, regardless of whether implementation of these measures is necessary for conformity. Meeting the 8-hour ozone standard will be a much more difficult effort, requiring all measures including existing TERMS, and possibly new ones in the near future.

Thank you for the opportunity to comment on the draft conformity analysis. We look forward to continued cooperation in conducting future air quality conformity assessments. We appreciate TPB's and the States' efforts to improve mobile emissions in the region.

Sincerely,



Thomas Dernoga
Chair
Metropolitan Washington Air Quality Committee

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 sixth 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 second update. On October 18, 2000 the TPB adopted the third three-year update. On December 17, 2003, the TPB adopted fourth triennial update: the 2003 Financially Constrained Long-Range Transportation Plan for the National Capital Region.

On September 17, 2004, the TPB is scheduled to adopt the 2004 CLRP. 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 the 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 document 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 2005 to 2010. 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 2005 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 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 air quality conformity assessment of the 2004 CLRP and new TIP were made available to interested members of groups and the general public at the TPB Citizens Advisory Committee meeting on February 12, 2004 and at the TPB meeting on February 18, 2004. 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 amendments, the draft TIP, and the air quality conformity analysis at the TPB meetings on February 18, March 17, April 21, July 21, and September 14. A summary of the public comments and responses will be included in Chapter VI.

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 2005" 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 2005. 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 informational 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 document 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 long-range 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 specifies 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, TPB staff conducted the analyses needed to provide the basis for a finding of conformity of the 2004 CLRP and FY 2005-2010 TIP with the requirements of the CAAA. The results of these analyses are included in a report entitled: *Air Quality Conformity Determination of the 2004 Constrained Long-Range Plan and the FY 2009-2010 Transportation Improvement Program for the Washington Metropolitan Region*, 2004.

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 January 30, 2002, the Federal Transit Administration (FTA), issued Circular 7008.1A 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 Capital Investment grants, FTA will assess financial capacity both at the stage when TIPs are approved and when selecting projects Full Funding Grant Agreements. For Urbanized Area Formula 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 examine proposed programs of projects (as contained in the CLRP) for sufficiency of funds to cover total capital, operating and maintenance costs over the lives of the projects, as well as the operating and maintenance costs of the current system. FTA will evaluate TIPs based on these factors.

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 showed dramatic growth over the past decade. Ridership 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 2005 through FY 2010. 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 2005-2010 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.

Due to the concerns about the near-term financial crisis, the TPB directed that the new study be conducted and completed in February 2004. This study produced a brochure entitled "Time to Act," that quantified the region's near-term transit and highway funding needs and priorities and identify specific revenues needed over the six-year period 2005 to 2010. The TPB called for a partnership effort to engage all levels of government to address these critical funding needs. The brochure was widely distributed to the region's Congressional Delegation and the legislative bodies of the District of Columbia, Maryland and Virginia and it was featured in an article in the *Washington Post*.

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 Recision 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 2004, PRTC had contracted with WMATA for the management, maintenance and operation of express bus services to the Pentagon, Crystal City, the Vienna Metrorail station, and the District. After conducting a competitive procurement in 2003 PRTC selected a private firm to provide these services. 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 also 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:

- Documenting public transit operator efforts to involve the private sector.
- 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.
- 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 met 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:

- Conducting an annual forum where key public transit staff from state and local jurisdictions meet with interested private providers to discuss their plans for new or restructured bus services.
- Supporting the Private Providers Task Force (PPTF) which meets regularly, identifies opportunities for greater private provider participation in mass transit in the region, and provides comments to the TPB on the CLRP 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.
- 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.
- Documenting the activities and actions taken by transit operators receiving FTA funding to involve private transit operators.

Activities During FY2004

During FY2004, 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 fifteenth annual public transit forum on May 4, 2004 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.

Notification of New or Restructured Transit Services

During FY2004, 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 Private Enterprise Participation Policy and Procedures as adopted July 19, 1995.

IV
Transportation Improvement Tables
Surface Transportation Capital

The District of Columbia

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
Interstate												
1	Facility: Reconstruction and Widening of Theodore Ro From: Rock Creek Parkway, N.W. To: Memorial Parkway in Virginia Jurisdiction: District of Columbia				16,000 a				BR/IM 80/ 20/	16,000	EA(2) 4(F)	
										<i>Total:</i>	\$16,000	
Description:	Reconstruction and widening of the Theodore Roosevelt Memorial Bridge Over the Potomac River and Little River to accommodate the many traffic movements and pedestrian/bicycle movements at the District and Virginia approaches and connect with E Street, Constitution Avenue, the Rock Creek and Potomac Parkway, the George Washington Memorial parkway and Route 50. Included is design and construction of a signature bridge that is compatible with the numerous cultural and natural features of local and national significance, including the Lincoln Memorial, the John F Kennedy Center for the Performing Arts, Arlington Cemetery, the natural features of Roosevelt Island, the Potomac River and surrounding parkland											
Primary												
2	Facility: East Capitol Street From: Benning Road To: Jurisdiction: District of Columbia						300 a		STP 80/ 20/	300		
										<i>Total:</i>	\$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		
										<i>Total:</i>	\$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: Intersection Realignment To: Jurisdiction:				500 a	3,000 c			NHS 80/ 20/	3,500	EA	
										<i>Total:</i>	\$3,500	
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	
										<i>Total:</i>	\$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		
										<i>Total:</i>	\$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.											

Primary

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	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/ Total: \$250	250	EA
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/ Total: \$1,000	1,000	EA
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: Street Rehabilitation Program From: K Street Transit Way Implementation To: Jurisdiction: District of Columbia	625 a		2,100 a	15,000 c	20,000 c				SP 80/ 20/ STP 80/ 20/ Total: \$37,100	35,000 2,100	
Description:	This project is also listed under the Transit element. This project will provide for the redesign and reconstruction of a major east/west arterial roadway serving the downtown area. The new roadway will provide improved transit and vehicular mobility, reduce congestion and air pollution and improve transportation safety. The reconstruction of K Street will strengthen the economic vitality of the downtown core of the city.										
10 Facility: Whitehurst Freeway/Theodore Roosevelt From: Bridge/M St/Lower K St Renewal & To: Environmental Study Jurisdiction: District of Columbia	1,000 a										DEIS Proposed for preparation
Description:	Analysis and recommendations as to alternative alignments for Whitehurst Freeway, Theodore Roosevelt Bridge, and any related interchanges and approaches										
Secondary											
11 Facility: Georgetown Southern Entrance From: To: Jurisdiction: District of Columbia	3,900 c										EIS(4) 4F Approved
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.										
12 Facility: Minnesota Avenue NE Extension From: Sheriff Road To: Meade Street, N.E. Jurisdiction: District of Columbia			513 b	500 a	2,000 c				STP 80/ 20/ Total: \$3,013	3,013	EA
Description:	Feasibility and environmental study to examine construction of a new section of Minnesota Avenue, N.E.										

Secondary

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
13 Facility: Southern Avenue From: Naylor Road To: Erie Street Jurisdiction: District of Columbia,			500 a						STP 80/ 20/	500	EA (1) Proposed for preparation
Total:										\$500	
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.											
14 Facility: Southern Avenue Boundary Streets From: Southern Avenue, SE to To: Eastern Ave, NE Jurisdiction: District of Columbia			400 a	2,400 c					STP 80/ 20/	2,800	CE
Total:										\$2,800	
Description: An analysis will be conducted to determine streetscape needs including pedestrian safety and traffic calming, designated tree box locations, trees, improved lighting, sidewalk and curb and gutter and infrastructure improvements.											
Bridge											
15 Facility: 11th Street Bridge and From: Interchange Replacement To: Jurisdiction: District of Columbia						4,000 a	3,500 a	52,500 a	SP/BH 80/ 20/	60,000	DEIS Under preparation
Total:										\$60,000	
Description: Replace the deteriorating bridges and ramps at the river crossings near 11th Street, S.E. and the connections to the Anacostia and Southeast Freeways to meet the future needs of the traveling public and to meet the goals of the Anacostia Waterfront Initiative. While the study and design phases of the bridge are underway, DDOT is proceeding with a preventive maintenance project to make needed repairs and keep the bridges in service until this project is ready for construction.											
16 Facility: 11th Street Bridge Over From: CSX Railroad and To: D Street Jurisdiction: District of Columbia				6,000 c					IM 90/ 10/	6,000	CE 4(F)
Total:										\$6,000	
Description: Replace deck and superstructure and improve lighting, drainage and safety											
17 Facility: 11th Street Bridge SW (#516) From: D Street and Penn. RR To: Jurisdiction: District of Columbia,				4,000 c					BR 80/ 20/	4,000	CE 4(F)
Total:										\$4,000	
Description: Replace deck and superstructure and improve lighting, drainage and safety. May impact NPS property.											
18 Facility: 11th Street Connecting Ramps SE Freeway B From: (Bridge #1405, 1407, 1408) To: Jurisdiction: District-wide,	362 a			9,000 c	4,500 c				BH/IM 80/ 20/	13,500	CE
Total:										\$13,500	
Description: Rehabilitate the structures and adjacent ramps and roadways											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
19 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	1,000 a		300 a						NHS 80/ 20/	300	CE(4)
Total:										\$300	
Description: Study recommendations proposed by Virginia Department of Transportation study for traffic improvements to the I-395 corridor.											
20 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											
21 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.											
22 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.											
23 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.											
24 Facility: 9th Street Bridge Over From: New York Ave. Railroad To: Jurisdiction: District of Columbia,	40,000 c	40,000	40,000 a						BR 80/ 20/	40,000	CE(4) Under preparation
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.											
25 Facility: Asset Preservation & Preventive From: Maintenance of Tunnels (NHS) To: Jurisdiction: District of Columbia	320 a	320	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											

Bridge

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
26 Facility: Asset Preservation and Preventive From: Maintenance of Tunnels in DC To: STP Jurisdiction: District of Columbia	160 a	160	160 a 5,000 c						STP 80/ 20/ Total:	5,160 \$5,160	CE
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										
27 Facility: Benning Road, NE From: Kenilworth Ave (#104) To: Jurisdiction: District of Columbia,						1,150 c			BR 80/ 20/ Total:	1,150 \$1,150	CE(1)
Description:	Remove and replace PCC deck; general structural upgrade.										
28 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		BR 80/ 20/ Total:	5,000 \$5,000	CE(3)
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.										
29 Facility: Bridge Painting and Renovation From: To: Jurisdiction: District of Columbia,	500 c	500	500 c						STP 80/ 20/ Total:	500 \$500	CE(4)
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										
30 Facility: Citywide Consultant Bridge Inspection From: To: Jurisdiction: District-wide,	1,200 a		1,200 a			1,200 a	1,200 a	1,200 a	STP 80/ 20/ Total:	4,800 \$4,800	CE(1) Proposed for preparation
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.										
31 Facility: Citywide Culvert Inventory From: To: Jurisdiction: District-wide,	500 a			1,000 c					Local / / 100 Total:	1,000 \$1,000	CE(1) Proposed for preparation
Description:	Perform survey and inspection, develop culvert inventory, and prepare condition reports.										

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
32 Facility: Citywide FA Preventive Maintenance From: and Emergency Repairs on Highway To: Structures Jurisdiction: District of Columbia			100 a	4,000 c		100 a 4,000 c			BR 80/ 20/	8,200	CE
Total:										\$8,200	
Description:	Funds will be used to provide a three-year contract for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guidrails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.										
33 Facility: Connecticut Ave, NW From: Klinge Valley (#27) To: Jurisdiction: District of Columbia	5,750 c										CE(1)
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.										
34 Facility: Connecticut Ave. Underpass (#101) From: Dupont Circle To: Jurisdiction: District of Columbia,			4,600 c						BR 80/ 20/	4,600	CE(1) 4F
Total:										\$4,600	
Description:	Restore pavement; repair tiles; lighting and mechanical improvements; median-island treatment.										
35 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										
36 Facility: Development and Implementation of From: Document Management System To: Jurisdiction: District of Columbia			700 a						State/Local / / 100	700	CE
Total:										\$700	
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.										
37 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										

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
38 Facility: Electrical/Mechanical Rehabilitation From: of Air Right Tunnel Over Center Leg To: Jurisdiction: District of Columbia						12,000 c			BH 80/ 20/	12,000	CE Approved
Description: Rehabilitation of electrical/mechanical facilities in tunnel; overlay bridge deck; paint structural steel; replace deck joints; minor structural repair									Total:	\$12,000	
39 Facility: Frederick Douglass Mem. Bridge From: Electrical & Mechanical System To: Jurisdiction: District of Columbia,			20,000 c						BH 80/ 20/	20,000	CE(4)
Description: Rehabilitate electrical and mechanical system and install traffic safety devices. Repairs also will be made to expansion joints, steel components, damaged girders, pin and hanger connections. In addition, the bridge will be painted and given a new overlay. Lighting, signing, drainage and safety features will be upgraded.									Total:	\$20,000	
40 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) Approved
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.									Total:	\$3,500	
41 Facility: Jefferson Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,	850 c	850	850 c						STP 80/ 20/	850	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.									Total:	\$850	
42 Facility: K Street Bridge Over From: Center Leg To: Jurisdiction: District of Columbia						1,875 c			BR 80/ 20/	1,875	CE(1) Approved
Description: Rehabilitation of electrical/mechanical facilities in tunnel; overlay bridge deck; paint structural steel; replace deck joints; minor structural repair.									Total:	\$1,875	
43 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
Description: Reconstruction of K Street, N.W. from 21st Street to 25th Street									Total:	\$3,598	
44 Facility: Kenilworth Avenue Corridor Study From: North of Pennsylvania Avenue To: to Eastern Avenue Jurisdiction: District of Columbia	1,400 a										CE(1)
Description: Traffic analysis, access control, preliminary design of improvements to Kenilworth Avenue Corridor, including service road and Kenilworth Terrace. Study of possible removal of railroad bridge. Reconfiguration of Benning Road Interchange.											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
45 Facility: Kenilworth Ave. From: Nannie Helen Burroughs Ave., NE & Watts Br To: Foote St. to Lane Pl Jurisdiction: District-wide,	20,000 c	20,000	20,000 c						BR 80/ 20/ NHS 80/ 20/ Total:	5,000 15,000 \$20,000	CE(4) 4(F)
Description: Removal and replacement of deteriorated deck, improve lighting, drainage and safety improvements											
46 Facility: Key Bridge From: Over Potomac River To: (Bridge No. 7) Jurisdiction: District of Columbia	825 a			10,000 c					BR 80/ 20/ Total:	10,000 \$10,000	CE
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.											
47 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/ Total:	14,000 \$14,000	CE(3) Approved
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.											
48 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/ Total:	3,680 \$3,680	CE(3) Approved
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.											
49 Facility: NB 11th Street Bridge, SE From: Anacostia River/N Street To: Jurisdiction: District of Columbia,	525 a			6,650 c	3,350 c				BH/IM 80/ 20/ Total:	10,000 \$10,000	CE
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 additional, studies are underway to explore the feasibility of a rail crossing for the Light-Rail Transit (LRT) Starter Line on the 11th Street Bridges.											
50 Facility: NB 14th Street Bridge From: Potomac River (Arland Williams) To: Jurisdiction: District-wide,				500 a					BH 80/ 20/ Total:	500 \$500	CE (1)
Description: Removal of existing concrete 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. Structural painting.											

Bridge

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
51 Facility: New York Ave. NE (#534) Over From: Railroad To: Jurisdiction: District-wide,					32,000 c				BR 80/ 20/	32,000	CE(4)
Description: Remove and replace PCC deck; general structural upgrade.									Total:	\$32,000	
52 Facility: Open End Bridge Repair From: To: Jurisdiction: District of Columbia,	3,000 c				3,000 c				BH 80/ 20/	3,000	CE(1)
Description: Routine preventive maintenance and emergency structural repairs on an as needed basis.									Total:	\$3,000	
53 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)
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.									Total:	\$4,761	
54 Facility: Pedestrian Bridges Over Canal From: 33rd, 34th, & Potomac Streets, NW (145, 144, To: Jurisdiction: District of Columbia,	1,150 c										CE(1)
Description: Repair structural steel, decking and pedestrian railing; repair abutments; pave and improve approaches.											
55 Facility: Rehabilitation and Repainting of Chain Bridge From: Over Potomac River To: Bridge No. 2 Jurisdiction: District of Columbia	120 a				4,600 c				BR 80/ 20/	4,600	CE
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.									Total:	\$4,600	
56 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/	1,600	CE
Description: Replace deck, approach slabs, bearing, joints, repair substructure and repaint steel.									Total:	\$1,600	
57 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/	1,300	CE
Description: Overlay bridge deck and approach slabs, replace bridge joints, remove efflorescence and seal cracks in superstructure, repair substructure and replace approach railing.									Total:	\$1,300	

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
58 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/	1,300	CE
Total:										\$1,300	
Description: Replace deck, approach slabs, bearing, joints, repair substructure and repaint steel.											
59 Facility: Rehabilitation of H St, N.W. over From: Washington Terminal Yards To: H St NE at First Street Jurisdiction: District of Columbia				700 a		7,400 c			BR 80/ 20/	8,100	CE
Total:										\$8,100	
Description: Rehabilitation of bridge that carries H Street, N.E. over the Washington Terminal Yards near Union Station. The work includes much needed retrofitting of fracture-critical pin and hanger connections, structural steel repair, concrete deck repair, replacement of expansion joints, application of a low slump concrete overaly, painting of structural steel, concrete repair, and upgradng of lighting, drainage and safety appurtenances.											
60 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.											
61 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/	5,750	
Total:										\$5,750	
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.											
62 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											
63 Facility: SB 11th Street Bridge, SE From: Anacostia River/N Street To: (Bridge # 55, 56, 1406) Jurisdiction: District of Columbia,	530 a			6,650 c	3,350 c				BH/IM 80/ 20/	10,000	CE
Total:										\$10,000	
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.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
64 Facility: SB/NB Anacostia Fwy (Bridge #1014, 1015, 1 From: Firth Sterling To: Chesapeake Jurisdiction: District-wide,			2,000 c						IM 90/ 10/ Total: \$2,000	2,000	CE(1)
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											
65 Facility: Size and Weight Enforcement Program From: To: Jurisdiction: District of Columbia			400 a	150 a	150 a	150 a	150 a	150 a	STP 80/ 20/ Total: \$1,150	1,150	CE
Description: The purpose of this project is to increase the number of trained personnel that enforce size and weight regulations as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate in decreasing weight violations as well as preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment											
66 Facility: South Capitol Street Bridge From: Over Anacostia Freeway To: (Frederick Douglass Memorial Bridge) Jurisdiction: District of Columbia			2,000 a 15,000 b		250,000 c				NHS 80/ 20/ SP 80/ 20/ Total: \$267,000	15,000 252,000	DEIS Proposed for preparation
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.											
67 Facility: South Capitol Street Bridge From: Over Anacostia Freeway To: (Structural Rehabilitation Jurisdiction:			27,000 c						BH 80/ 20/ Total: \$27,000	27,000	CE
Description: Structural rehabilitation of existing bridge											
68 Facility: South Dakota Avenue Bridge, NE From: Railroad To: Jurisdiction: District of Columbia								5,750 c	BR 80/ 20/ Total: \$5,750	5,750	CE(1)
Description: Remove and replace PCC deck; general structural upgrade											
69 Facility: Updating DDOT Standard Specifications for From: Highways and Structures To: Jurisdiction: District of Columbia	455 a										
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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**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Bike/Ped											
70 Facility: Anacostia Riverwalk Trail From: Benning Rd South to Navy Yard (West side of) To: Bladensburg Trail to Naval Annex (East Side) Jurisdiction: District of Columbia	1,950 a		1,500 a 4,000 c	4,000 c	4,000 c	4,000 c			State/Local / / 100 Total: \$17,500	17,500	EA Under preparation
Description: The Riverwalk Trail is planned to provide both a walking and bicycle trail for both recreational and commuter use running through the Anacostia National park. The trail connects the neighborhoods of east Washington and Capitol Hill with each other, the river and park, and to the Bladensburg Trail and the Washington Waterfront.											
71 Facility: Bike Station Feasibility Study From: (Union Station) To: Jurisdiction: District of Columbia			500 c						CMAQ 80/ 20/ Total: \$500	500	CE
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.											
72 Facility: Cultural/Heritage Trail System From: To: Jurisdiction: District of Columbia,	100 a 300 c		100 a 300 c	100 a 300 c					STP 80/ 20/ Total: \$800	800	CE 4F 106
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.											
73 Facility: District Wide Bicycle Management Program From: Bicycle Racks and Bicycle Signs To: Jurisdiction: District of Columbia,			200 c	200 c	200 c	200 c	200 c		CMAQ 80/ 20/ Total: \$1,000	1,000	CE(3)
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.											
74 Facility: Kingman Island Trail Construction From: Two island in the Anacostia River south (dow To: Benning Road in Ward 7 Jurisdiction: District of Columbia			600 c						NRT 80/ 20/ Total: \$600	600	CE
Description: The District Department of Transportation (DDOT) in conjunction with a multi-agency group including the DC Department of Parks and Recreation (DPR), the D. C. Department of Health (DOH) and the U.S. Army Corps of Engineers are planning the construction of the trail system on Kingman Island and Heritage Island in Ward 7. The construction effort will involve formalizing and building a trail network on both islands. Once completed, the trail will be a safe and popular recreation and community destination for both residents and visitors and an important piece of the Anacostia Watershed Initiative.											
75 Facility: Metropolitan Branch Trail From: To: Jurisdiction: District of Columbia,	6,000 c		1,500 a	7,000 c	7,000 c				CMAQ 80/ 20/ SP 80/ 20/ Total: \$15,500	14,000 1,500	CE(3) 4F
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.											

Bike/Ped

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
76 Facility: National Recreational Trails From: National Recreational Trails To: National Recreational Trails Jurisdiction: District of Columbia	120 c		10 a 50 c	10 a 50 c	10 a 50 c	10 a 50 c			NRT 80/ 20/ Total: \$240	240	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. 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 f. Arizona Avenue Trestle - Lighting and call boxes											
77 Facility: Oxon Run Trail Restoration From: Oxon Run Trail Restoration To: Oxon Run Trail Restoration Jurisdiction: District of Columbia				500 c					NRT 80/ 20/ Total: \$500	500	CE
Description: Develop Trail plan. Repair existing recreational trail, correct drainage problems, construct benches and signage.											
78 Facility: Rock Creek Park Trail From: Rock Creek Park Trail To: Rock Creek Park Trail Jurisdiction: National Park Service	300 a		2,000 c						NRT 80/ 20/ SP 80/ 20/ Total: \$2,000	1,000 1,000	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: Rose Park To: Rose Park Jurisdiction: District of Columbia			600 c						SP 80/ 20/ Total: \$600	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.											
80 Facility: Watts Branch From: Watts Branch To: Watts Branch Jurisdiction: District of Columbia	600 c		600 c						CMAW 80/ 20/ Total: \$600	600	
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.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
Enhancement												
81 Facility:	Transportation Enhancements Program	500 a		500 a	500 a	500 a	500 a	500 a	STP	14,000	CE 4(F)	
From:		2,300 c		2,300 c	2,300 c	2,300 c	2,300 c	2,300 c	80/ 20/			
To:												
Jurisdiction:	District of Columbia,								Total:	\$14,000		
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 [Under Construction] b. Historic Street and Bridge Lighting c. Vest Pocket Park Improvements d. Public Art on Rights of Way e. National Mall Sidewalk Improvements [Under Construction] f. Heritage Trails g. Innovative Stormwater Management [Alaska Avenue Under Construction] 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>											
CMAQ												
82 Facility:	Car Sharing	128 c		175 c	175 c	175 c			CMAQ	525		
From:									80/ 20/			
To:												
Jurisdiction:	District of Columbia								Total:	\$525		
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.											
83 Facility:	Clean Natural Gas Infrastructure	258 c		750 c					CMAQ	750		
From:	Development								80/ 20/			
To:												
Jurisdiction:	District of Columbia								Total:	\$750		
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.											
84 Facility:	Downtown Traffic Control Aides			1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	CMAQ	9,000	CE
From:									80/ 20/			
To:												
Jurisdiction:	District of Columbia								Total:	\$9,000		
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.											

CMAQ

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
85 Facility: Mass Marketing Campaign From: To: Jurisdiction: District of Columbia	80 a		82 a						CMAQ 80/ 20/ Total: \$82	82	CE
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 no Single Occupany Vehicle (SOV) travelers. The consumer campaign will use mass media such as Radio and TV to achieve an aggressively moderate marketing level, specified in terms of Gross Rating Points (GRP) - media measurements for the reach and frequency of an advertising message (the higher the GRPs, the higher the frequency and reach of the advertising message.)										
86 Facility: Pedestrian Management Program From: To: Jurisdiction: District of Columbia	200 a	200	600 a	400 a	400 a	400 a	400 a	400 a	CMAQ 80/ 20/ Total: \$2,200	2,200	
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.										
87 Facility: Roadway Operations Patrol From: To: Jurisdiction: District of Columbia	1,500 c		1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	CMAQ 80/ 20/ Total: \$9,000	9,000	CE
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.										
Other											
88 Facility: Anacostia Waterfront Initiative From: Maine Ave and Water Street To: Access Traffic Improvements Jurisdiction: District of Columbia	500 a		600 a	3,500 c					STP 80/ 20/ Total: \$4,100	4,100	CE
Description:	Redevelopment of the Southwest Waterfront is a part of the Anacostia Waterfront Initiative. Reconfiguring vehicular, bicycle and pedestrian flow into and out of the Fish Wharf area allows for improved access to the waterfront and the waterfront businesses, supporting economic growth strategies lined out in the Anacostia Waterfront Initiative Southwest Waterfront Plan. The scope of work includes consultant design of roadway, bike/pedestrian improvements, lighting, signals, and utility work; construction of roadway, bike/pedestrian improvements, lighting and traffic signals.										
89 Facility: Anacostia Waterfront Initiative From: St Elizabeth's Transportation Access To: Study Jurisdiction: District of Columbia			600 a						STP 80/ 20/ Total: \$600	600	DEIS
Description:	DDOT will conduct a study of transportation access to the St. Elizabeth's Hospital campus. The DC Office of Planning is currently conducting a study to determine alternatives for redevelopment of the site. One of the issues that is beyond the scope of the Office of Planning's study is the need for providing access to the campus for the labor force that will eventually provide for business development. There is a need for a connection to the metro stations, as well as improved vehicular access from Suitland Parkway and I-295. This study will identify alternatives for providing that access.										
90 Facility: Anacostia Waterfront Initiative From: Streetscape Improvements To: Jurisdiction: District of Columbia			500 a 5,000 c						STP 80/ 20/ Total: \$5,500	5,500	CE
Description:	This project is to design and construct streetscape improvements to the Anacostia Waterfront.										

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
91 Facility: Anacostia Waterfront Initiative From: AWI Tier I EIS To: (Anacostia Crossings Study) Jurisdiction: District of Columbia			3,400 a						SP 80/ 20/	3,400	DEIS Proposed for preparation
Total:										\$3,400	
Description:	Funds are need to conduct an environmental impact study to provide NEPA clearance for various projects under the scope of the Anacostia Waterfront Initiative. This study will be an umbrella over subsequent studies that will allow a coordinated NEPA process to include cumulative affects of all the projects within the affected ecosystems, as required by NEPA. This study will also provide environmental clearance to allow design and construction of the South Capitol Gateway Corridor										
92 Facility: Anacostia Waterfront Initiative From: South Capitol Street Tunnel Study To: Jurisdiction: District of Columbia			1,200 a						STP 80/ 20/	1,200	DEIS Proposed for preparation
Total:										\$1,200	
Description:	This project will study the alignment alternatives, feasibility and geotechnical conditions for a tunnel to carry traffic from I-295 and Suitland Parkway to I-395 along the South Capitol Street corridor. Construction of a tunnel allows for mixed-use development of South Capitol Street, improved traffic movement of commuter traffic, and reduced impacts to neighborhoods and businesses along the corridor.										
93 Facility: Anacostia Waterfront Initiative From: Southeast Federal Center To: Waterfront Access Jurisdiction: District of Columbia			600 a						STP 80/ 20/	600	CE
Total:										\$600	
Description:	This project is to design and construction traffic improvements and improved access to the Southwest Waterfront area from Maine Avenue. Redevelopment of the Southwest Waterfront is a part of the Anacostia Waterfront Initiative. Reconfiguring vehicular, bicycle and pedestrian flow into and out of the Fish Wahf area allows for improved access to the waterfront and the waterfront businesses, supporting economic growth strategies lined out in the Anacostia Waterfront Initiative Southwest Waterfront Plan										
94 Facility: Asset Preservation of Major Arterials and Roadways From: in the District of Columbia To: Jurisdiction: District of Columbia			700 a	7,250 c	9,000 c	9,000 c	9,000 c	9,000 c	IM 80/ 20/ NHS 80/ 20/ STP 80/ 20/	4,820 23,850 15,280	CE
Total:										\$43,950	
Description:	Preservation and preventive maintenance of the many assets within the right of way of the District's streets and highways is one of the Department's highest priorities in the transportation element of the capital program because they link our many diverse neighborhoods, provide avenues for commerce within the city and are critical elements for national security. This project provides maintenance and asset preservation for major arterial streets and freeways in the city, including most National Highway System roads. This project provides a five-year contract for the preservation of roadway assets for the District's major streets and freeways, including maintenance of roadway pavement, shoulders, manholes, drainage structures, curbs, gutters, sidewalks, pavement markings, signs and highway, street and sign lighting.										
95 Facility: Canal Road 5-Lane Feasibility Study From: To: Jurisdiction: District of Columbia,					300 a				NHS 80/ 20/	300	CE(1)
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										

Other

11/17/2004

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
96	Facility: Civil Rights/EE) Program Implementation and From: To: Jurisdiction:			450 a						SP 100 / /	450	CE	
											<i>Total:</i>	\$450	
Description:	This project will continue program development, administration and implementation of EEO procedures, including complaints and investigations; establishment of Title VI & ADA Standards and Procedures; conducting citywide ADA self-evaluations; designing and structuring of automated tracking systems for all programs including EEO, DBE, ADA, Title VI and Public Participation; and facilitating mandatory training requirements. Additionally this program will support the Department's initiative/outreach efforts being coordinated with the DC Office of Latino Affairs (OLA) via the Latino Action Plan.												
97	Facility: Congestion Mitigation and Air Quality Improve From: To: Jurisdiction:	500 a 1,000 c		500 a 1,500 c	500 a 1,000 c	500 a 1,000 c	500 a 1,000 c	500 a 1,000 c		CMAQ 80 / 20 /	8,000	CE	
											<i>Total:</i>	\$8,000	
Description:	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. 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 Demonstration h. Commuter Rail Improvements i. First Street Sidewalk Improvements j. Bicycle Racks on Metrobuses k. Code Red - Free Bus Fares l. Car Sharing Space - provide free all day metered and all day, all zone parking to share cars. m. Traffic Synchronization												
98	Facility: Curbside Parking Study From: To: Jurisdiction:	400 a	400	400 a						Local / / 100	400	CE	
											<i>Total:</i>	\$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												
99	Facility: Disadvantaged Business Enterprise Program From: To: Jurisdiction:			365 a	90 a	90 a	90 a	90 a	90 a	DBE 100 / /	815	CE	
											<i>Total:</i>	\$815	
Description:	The program provides the ability to continue its existing Disadvantaged Business Enterprise (DBE) Supportive Services Program for DBEs certified by the Department and applicants seeking DBE certification. This program is established pursuant to 49 CFR Part 26.												

Other

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
100 Facility: Economic Development Initiatives	155 a		1,808 c	1,808 c					NHS	1,200	EA
From: Satellite Government Centers Infrastructure									80 / 20 /		
To: Support									STP	2,416	
Jurisdiction: District of Columbia									80 / 20 /		
									<i>Total:</i>	<i>\$3,616</i>	

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.

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
101	Facility: Economic Development Initiatives From: 2,000 a To: 5,500 c Jurisdiction: District of Columbia			500 a 6,300 c	500 a 2,000 c	500 a 4,300 c	500 a 4,500 c			Local / / 100 Total: \$19,100	19,100	N/A
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. 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>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.</p> <p>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.</p> <p>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.</p> <p>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 j. Eastern Market Metro Plaza</p>											
102	Facility: Economic Development Initiatives From: Historic Neighborhood Signage To: Jurisdiction: District of Columbia,			300 a			400 c			STP 80/ 20/ Total: \$700	700	CE
Description:	Prepare a uniform format for signs that designate historic districts within the city. Manufacture the signs and install them in approved historic districts.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
103 Facility: Economic Development Initiatives	1,000 a		1,000 a	683 a	8,398 c				NHS	9,243	EA
From: Streetscape Improvements on Federal-Aid Ro	4,000 c		12,000 c	12,798 c					80/ 20/		
To:									STP	25,636	
Jurisdiction: District of Columbia									80/ 20/		
									Total:	\$34,879	

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
- h. U Street, N.W. 7th Street to 13th Street, N.W.
- i. P Street, NW.

104 Facility: Economic Development Initiatives			100 c						STP	100	CE
From: Points of Light Commemorative									80/ 20/		
To: Walkway Ward 2											
Jurisdiction: District of Columbia,									Total:	\$100	

Description: Manufacture and install bronze pavement markers that commemorate leaders of organizations dedicated to improvin social conditions within the nation. Brozne plaques will be installed in the sidewalks of F Street, G Street, H Street and Eye Street, N.W. between 15th Street and 9th Street to commemorate civic leaders.

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
105 Facility: Economic Development Initiatives	2,000 a		1,200 a	491 a	6,200 c				NHS	5,498	EA
From: Neighborhood Transportation Planning	4,000 c		4,800 c	6,000 c				80/ 20/			
To: Improvements								STP	13,193		
Jurisdiction: District of Columbia								80/ 20/			
								Total:	\$18,691		

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.

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.

106 Facility: Emergency Transportation Projects			32 a						STP	1,000	CE
From:			968 c						80/ 20/		Proposed for preparation
To:											
Jurisdiction: District of Columbia									Total:	\$1,000	

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.

107 Facility: Federal Lands Highways - National Park Servi	14,104 c		23,065 c	4,880 c	130 c				FLHP	28,075	
From:									100/ /		
To:											
Jurisdiction: National Park Service									Total:	\$28,075	

Description: National Park Service Jurisdiction Roads

- Lincoln Circle Loop and access to Lincoln Memorial
- Constitution Ave NW, 15th St to 23rd St
- Inlet and Outlet Bridges
- Ohio Drive and Old Constitution
- East Potomac Park (Ohio/Buckeye Dr)
- Pennsylvania Avenue, madison & Jackson Place
- Rock Creek Parkway Thompson's Boat House and PA
- Repair and Rehab of Park Service Roads and Bridges
- Rock Creek Parkway, P Street to Calvert Street
- George Washington Memorial Parkway Bridges
- 16th Street Loop
- Memorial Bridge Rehab/painting
- 12th Street Ramp Between madison & Constitution
- 12th Street, N.W.
- Independence From 14th Street to 17th
- Rock Creek parkway, Joyce Road Bridge Over Luzon Branch
- Anacostia park roads and Parking
- Madison Drive
- Memorial DriveCircle

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
108 Facility: H Street, N.E. Streetscape Improvements From: H Street, N.E., North Capitol Street To: to 14th Street Jurisdiction: District of Columbia	500 a		5,165 c						STP 80/ 20/	5,165	CE
									<i>Total:</i>	\$5,165	
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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**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
109 Facility: High Priority Projects Program TEA-21 Sec. 1	2,500 a		2,500 c						HP/TEA-21	2,500	CE 4F EA
From: To:	7,000 c								80/ 20/		
Jurisdiction: District of Columbia,									Total:	\$2,500	

Description: 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:

- 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 Spring, 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 intersection of U.S. Route 50 with Kenilworth Avenue and the Baltimore-Washington Parkway in Maryland.
- l. 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.
- m. Ferry Boat and ferry boat facilities
- n. Kenilworth Avenue Bridge Over Nannie Helen Burroughs Avenue - Funding also listed under bridge program.

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
110 Facility: Intelligent Transportation Syst From: To: Jurisdiction: District of Columbia	500 a		500 a						SP 80/ 20/ Total:	500 \$500	CE
Description:	Identify and study elements of Intelligent Transportation System technology for implementation on District of Columbia highways and primary routes.										
111 Facility: Klinge Road Reconstruction From: Porter Street To: Woodley Road Jurisdiction: District of Columbia	800 a		400 a 5,700 c						STP 80/ 20/ Total:	6,100 \$6,100	DEIS
Description:	The department plans to conduct an environmental impact study to examine environmental, social and cultural impacts of reconstructing Klinge 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.										
112 Facility: Local Street Improvements Citywide From: To: Jurisdiction: District-wide,	5,000 c		5,000 c	5,000 c	5,000 c	5,000 c	5,000 c	5,000 c	Local - ROW / / 100 Local-ROW / / 100 Total:	5,000 25,000 \$30,000	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										
113 Facility: Mount Vernon Triangle Streetscape Improve From: New York Ave, N.W., Massachusetts Ave NW 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/ Total:	4,600 2,400 \$7,000	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										
114 Facility: National Arboretum Access From: New York Avenue To: Jurisdiction: District of Columbia	500 a										EA
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										

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
115 Facility: North Anacostia Crossings Studies From: (Formerly called Alternative to Barney Circle F To: Jurisdiction: District of Columbia	1,505 a										EA
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.										
116 Facility: OJT Supportive Services Program From: To: Jurisdiction: District of Columbia			700 a						SP 100 / /	700	CE
Description:	This program provides the ability to continue the On-The-Job Training (OJT) Supportive Services Program for individuals interested in employment on DDOT contracts and willing to participate in an established OJT Program. This project is established pursuant to 23 CFR Part 230, and consistent with the requirements of 49 CFT Part 26. The OJT Supportive Services Program provides outreach, recruitment, counseling, testing, basic skills development, pre-vocational and vocational training, and placement assistance to individuals interested in training and opportunities for employment on DDOT Federal-aid contracts.										
117 Facility: Planning and Management Systems From: To: Jurisdiction: District of Columbia,	4,100 a		7,100 a	7,100 a	4,100 a	4,100 a	4,100 a		SPR/PL 80 / 20 /	15,500	CE
									STP 80 / 20 /	11,000	
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 13) Kennedy Center Access Improvements Coordination 										
118 Facility: Professional Capacity Building Technical From: Support To: Jurisdiction: District of Columbia			150 a						STP 80 / 20 /	150	CE
Description:	The scope of work for Professional Capacity-Building Technical Support is to provide a web-based application that allows Performance Management based on job requirements, organizational skills and competency and professional certification profiles. The system will be flexible, and provide action focused skill gap analysis. The system will also integrate with DDOT and existing District HR and Training systems including the FELIX Travel-Training system, and the Center for Workforce Developments automated enrollment system.										

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
119 Facility: Professional Capacity-Building Strategy From: To: Jurisdiction: District of Columbia			600 a	600 a	600 a	600 a	600 a	600 a	STP 80/ 20/ Total: \$3,600	3,600	CE
Description: This project provides training and educational experiences that will build the technical capability and functional knowledge of DDOT employees to be a high performing DDOT organization that will enhance community involvement, and improve management's capacity.											
120 Facility: Public Parking From: To: Jurisdiction: District of Columbia			500 a	4,800 c					STP 80/ 20/ Total: \$5,300	5,300	CE 1 EA1
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											
121 Facility: Reconfiguration of Columbus Circle From: Massachusetts Avenue, 2nd Street, N.E. To: 1st Street, N.E. Jurisdiction: District of Columbia	822 a	822	822 a 5,478 c						HP/TEA-21 80/ 20/ SP/FTA 100/ / Total: \$6,300	4,500 1,800	
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.											
122 Facility: Reconstruction 4th Street, S.W. From: Eye Street To: M Street, S.W. Jurisdiction:	1,055 a		3,874 c						Local/State / / 100 Total: \$3,874	3,874	EA Proposed for preparation
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											

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
123	Facility: Regional Alternative Commute Program (TCM) From: To: Jurisdiction: District of Columbia,	767 a		776 a						CMAQ 80 / 20 /	776	CE(4)	
											<i>Total:</i>	\$776	
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 												
124	Facility: Resurfacing Streets and Freeways Citywide From: To: Jurisdiction: District of Columbia,	6,000 c		6,000 c	6,000 c	6,000 c	6,000 c	6,000 c	6,000 c	Local / / 100	36,000	CE(1) Proposed for preparation	
											<i>Total:</i>	\$36,000	
Description:	<p>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.</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> (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 												

Other

11/17/2004

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
125	Facility: Roadside Improvements Citywide	116 a		7,141 a	141 a	141 a	141 a	141 a	141 a	Local	42,486	CE
	From:	7,500 c		445 c	7,450 c	7,450 c	7,450 c	7,450 c	7,450 c	/ / ±+03		
	To:									NHS	750	
	Jurisdiction: District of Columbia,									80/ 20/	2,305	
										80/ 20/		
										Total:	\$45,541	
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										

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
126	Facility: Roadway Reconstruction Citywide	1,000 a		1,000 a	500 a	500 a	500 a	500 a	500 a	Local	3,000	CE
	From:	5,300 c		37,800 c	33,468 c	9,700 c				/ / 100		
	To:									NHS	6,000	
	Jurisdiction: District of Columbia									80/ 20/	75,468	
										STP		
										80/ 20/		
										<i>Total:</i>	<i>\$84,468</i>	

Description: 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.

Federal Aid

- 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. Q 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)
 - (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 Station
- s. Kenilworth Avenue, N.E., Foote Street to Railroad Bridge
- t. Kingle Road Environmental and Traffic Study
- u. 2nd Street, N.E., F Street to L Street
- v. 18th Street, N.E., Douglas Street to Franklin Street
- w. 11th Street, N.W., Pennsylvania Avenue to E Street
- x. Historic Streets and Alleys (Obligated)
- y. Potomac Avenue, S.E., South Capitol Street to 1st Street
- z. Wheeler Road, S.E., Barnaby Street to Barnaby Terrace

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
aa. Florida Avenue, N.W., 9th Street to Sherman Avenue bb. 18th Street, N.W., P Street to S Street cc. 11th Street, N.W., O Street to L Street dd. H Street, N.E., 14th Street to 16th Street ee. Stanton Rd, S.E., Suitland Parkway to Mississippi ff. Florida Avenue, N.W., 9th Street to North Capitol Street gg. P Street, N.W., 22nd Street to DuPont Circle hh. 11th Street, N.W., E Street to L Street ii. 4th Street, N.W., Florida Avenue to Bryant Street jj. Reconstruction of Overlook Avenue, S.W. Ramp 28 to S Capitol Street kk. 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											
127 Facility: Roadway Upgrading Citywide From: 200 a To: 2,000 c Jurisdiction: District of Columbia,											CE(1) Proposed for 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											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
128 Facility: Safety Improvements	224 a		2,600 a	3,600 a	4,000 a	4,000 a	4,000 a	4,000 a	STP	53,085	CE(1)
From: Citywide	4,200 c		8,885 c	3,000 c	5,000 c	6,000 c	5,000 c	3,000 c	80/ 20/		
To:											
Jurisdiction: District of Columbia,									Total:	\$53,085	
Description:	<p>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.</p> <p>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. Safety Management Systems j. Traffic Calming Measures k. Fire Station Safety Project l. Continuous Shoulder Rumble Strips Interstate Freeway System m. Roadway Safety Training Certification n. Update D.C. Work Zone Control Manual</p>										
129 Facility: Scenic Byways			2,000 c						SP	2,000	CE
From:									80/ 20/		
To:											
Jurisdiction: District of Columbia,									Total:	\$2,000	
Description:	<p>a. Corridor Management Plan - Canal Road-Work includes developing a corridor management plan for the five-mile corridor or 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.</p> <p>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 patterns of vegetation; information signage and kiosks that are consistent with a corridor 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.</p> <p>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.</p>										

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
130 Facility: Street Rehabilitation Program	2,000 a		5,300 a	3,000 a	3,000 a	4,000 a	3,300 a	3,000 a	BD	10,000	CE
From: Wards 1 through	37,000 c		42,000 c	80,600 c	88,000 c	73,000 c	90,500 c	68,000 c	/ / 100		
To: 8									IM	10,000	
Jurisdiction: District of Columbia									90/ 10/		
									Local	9,600	
									/ / 100		
									NHS	105,100	
									80/ 20/		
									State/Local	41,900	
									/ / 100		
									STP	287,100	
									80/ 20/		
									Total:	\$463,700	
Description:	<p>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.</p> <p>Upgrading and reconstruction 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.</p>										
131 Facility: Traffic Congestion Mitigation	1,000 a		1,000 a	750 a	750 a				STP	2,500	CE
From:									80/ 20/		
To:											
Jurisdiction: District of Columbia									Total:	\$2,500	
Description:	<p>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</p>										

11/17/2004

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
132	Facility: Traffic Operations Improvements Citywide	3,200 a		5,000 a	5,000 a	5,000 a	5,300 a	2,900 a	2,900 a	Local	6,000	CE(1) (4)
	From:	16,600 c		13,300 c	18,200 c	18,000 c	16,000 c	18,500 c	18,500 c	/ / 100		
	To:									NHS	20,800	
	Jurisdiction: District of Columbia,									100/ /	101,800	
										80/ 20/		
										Total:	\$128,600	

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

133	Facility: Transportation Electrical Systems Citywide	850 a		850 a	850 a	850 a	850 a	850 a	850 a	Local	44,400	CE
	From:	15,752 c		17,100 c	17,100 c	17,100 c	17,100 c	17,100 c	17,100 c	/ / 100		
	To:									NHS	12,000	
	Jurisdiction: District of Columbia,									80/ 20/	51,300	
										80/ 20/		
										Total:	\$107,700	

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
- j. Street Lighting Asset Management

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
134 Facility: Transportation Signage Improvement Progra From: To: Jurisdiction: District of Columbia,			1,200 c	1,200 c					NHS 80/ 20/ STP 80/ 20/	864 1,536	CE(4)
									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.

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

136 Facility: Urban Access/Freeway Noise Barriers From: To: Jurisdiction: District of Columbia,	500 a 3,300 c										CE
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Description: The Noise Barrier Environmental program will conduct feasibility studies, design and construct noise mitigation barriers adjacent to residential communities along the District of Columbia's Interstate and urban freeway system. These barriers will enhance the quality of life to residents and businesses that border congested freeways. The project will include portions of the Southeast-Southwest Freeway corridor with an average traffic volume of more than 125,000 vehicles per day and the Anacostia Freeway corridor with an average traffic volume of 85,000 vehicles per day. The Noise Barrier Environmental program will ameliorate the effects of overburdened roadways as the District of Columbia seeks ways to improve the urban environment for its residents. The Consolidated Appropriations Act of 2004 provides for the unobligated balance of funds made available to the District of Columbia under item 70 Section 1106(b) of ISTEA shall be made available to carry out a project for the replacement of the existing bridge on Kenilworth Avenue Over Nannie Helen

Federal Lands Highway Program

137 Facility: 12th Street Ramps From: Madison Dr. To: Constitution Ave. Jurisdiction: District of Columbia,				250 c					Park Roads 100/ /	250	
									Total:	\$250	

Description: Rehab. pavement and roadside features on 12th Street Ramp Southbound (NPS Route 511) and 12th Street Ramp Northbound (NPS Route 512). Both ramps connect Madison Drive to Constitution Avenue.

138 Facility: Beach Drive From: Rock Creek/Potomac Parkway Intersection To: Maryland State Line Jurisdiction: District of Columbia,			5,500 c						Park Roads 100/ /	5,500	
									Total:	\$5,500	

Description: Rehab Beach Drive, from the Rock Creek and Potomac Parkway intersection to the National Park boundary at the Maryland State line. Reconstruct Parkway from Beach Drive to the "P" street bridge. Include Thompson Boat Dock, Rock Creek Road to P Street & Harvard Ramp.

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
139 Facility: Bridges over C & O Canal From: 29th, 30th, and Thomas Jefferson Street To: Jurisdiction: District of Columbia,			3,400 c						STP 100/ /	3,400	
Description: Reconstruct											
140 Facility: Constitution Ave. From: 15th Street To: 23rd Street Jurisdiction: District of Columbia,				7,000 c					Park Roads 100/ /	7,000	
Description: Rehab. Constitution Ave. (US Route 50) including pavement rehabilitation, curbs, sidewalks, drainage inlets, and other roadside features, from the west side of the 15th St. intersection to the west side of the 23rd St. intersection.											
141 Facility: George Washington Memorial Parkway From: Humpback Bridge To: Jurisdiction: District of Columbia,			18,200 c						PLHD 100/ /	18,200	
Description: Rehabilitation of GWMP from Interstate 395 to the Columbia Island Marina entrance. It will include the replacement of the Humpback Bridge, construction of an acceleration lane, asphalt pavement removal and reconstruction through the project limits, realignment of portions of the Mount Vernon Trail (multi-use), construction of pedestrian underpasses, and other miscellaneous work.											
142 Facility: I-395/14th St. Corridor From: Signage improvements To: Jurisdiction: District of Columbia,			2,000 c						PLHD 100/ /	2,000	
Description: Roadside and overhead signage improvements along Interstate I-395 within the 14th Street Bridge Corridor.											
143 Facility: Inlet and Outlet Bridge From: To: Jurisdiction: District of Columbia,			2,000 c						Park Roads 100/ /	2,000	
Description: Rehabilitate BIP Structure No. 3400-033P (Inlet Bridge, Ohio Dr. over the Tidal Basin), and BIP Structure No. 3400-031P (Outlet Bridge, East Basin Dr. over the Washington Channel)											
144 Facility: Ohio Drive and Old Constitution Ave. From: To: Jurisdiction: District of Columbia,			2,000 c						Park Roads 100/ /	2,000	
Description: Rehab Ohio Dr. and Old Constitution Ave.											
145 Facility: Q Street From: 14th Street To: Rhode Island Ave. Jurisdiction: District of Columbia,			1,300 c						STP 100/ /	1,300	
Description: Rehab Q Street from 14th Street to R.I. Ave.											

11/17/2004

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
146	Facility: Rock Creek Parkway From: Virginia Ave. To: Cathedral Jurisdiction: District of Columbia,			4,000 c						Park Roads 100/ /	4,000		
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													
											<i>Total:</i>	\$4,000	
147	Facility: Safety Improvements From: District-wide To: Jurisdiction: District of Columbia,			6,000 c						STP 100/ /	6,000		
Description: Safety Improvements at Bladensburg Rd./New York Ave. NE, 13 St./Southern Ave. SE, Naylor Rd./Southern Ave. SE, 22nd St./Q St./Florida Ave./Massachusetts Ave. NW, North side of Washington Circle, NW at New Hampshire Ave.													
											<i>Total:</i>	\$6,000	

Maryland

**Maryland Department of Transportation
State Highway Administration**

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Interstate											
1 Facility: I-270	500 a	500	1,400 a						NHS 80 / 20 /	1,400	FONSI Approved
From: Interchange at Watkins Mill Road Extended											
To:											
Jurisdiction:											
									Total:	\$1,400	
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.										
2 Facility: I-270/US 15 Corridor	5,635 a	5,635	5,635 a						NHS 80 / 20 /	5,635	DEIS Under preparation
From: Shady Grove Metro											
To: I-70											
Jurisdiction: Montgomery County, Frederick County,											
									Total:	\$5,635	
Description:	Alternative 3 consists of a mix of additional auxiliary lanes, collector/distributor lanes, and managed lanes lanes between I-370 and I-70 in Frederick. It includes two new full movement interchanges at Newcut Road and MD 75, and two managed lane only direct access ramps to transit stations at Metropolitan Grove and Shady Grove via I-370.										
3 Facility: I-70 - Phases 2B, 2C, 2D, 3 and 4	600 a	5,600	680 a						IM 80 / 20 /	5,680	FONSI Approved
From: Mount Phillip Road	10,918 b		5,000 b								
To: MD 144FA											
Jurisdiction: Frederick County											
									Total:	\$5,680	
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.										
4 Facility: I-70 (Phase IIA)	9,656 c	3,052	3,052 c						IM 80 / 20 /	3,052	FONSI Approved
From: MD 85 Extended/MD 355											
To:											
Jurisdiction: Frederick County											
									Total:	\$3,052	
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.										
5 Facility: I-95	4,091 a	4,091	4,091 a						NHS 80 / 20 /	4,091	DEIS Under preparation
From: Contee Road Relocated w/ CD Roads											
To:											
Jurisdiction: Prince George's County,											
									Total:	\$4,091	
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.										

Interstate

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
6 Facility: I-95/I-495 (Capital Beltway) From: Interchange at Greenbelt Metro Station To: Jurisdiction: Prince George's County	6,297 a	6,297	6,297 a						NHS 80/ 20/ Total:	6,297 \$6,297	CE Under Preparation
Description: Construct a full interchange along the Capital Beltway at the Greenbelt Metro Station.											
7 Facility: I-95/I-495 (Capital Beltway) From: American Legion Bridge To: Woodrow Wilson Bridge Jurisdiction: Montgomery County, Prince George's County,	5,692 a	5,692	5,692 a						NHS 80/ 20/ Total:	5,692 \$5,692	DEIS Under Preparation
Description: Project planning study for upgrading the Maryland portion of the Capital Beltway.											
8 Facility: I-95/I-495 (Capital Beltway) From: Branch Avenue Metro Access To: Jurisdiction: Prince George's County,	50 a 2,594 b	2,644	1,560 a 4,650 b						CMAQ/NHS 80/ 20/ Total:	6,210 \$6,210	CE Approved
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 of the Capital Beltway. Provide four through lanes and a left-turn lane along Auth Road from Auth Place to MD 5.											
9 Facility: I-95/I-495 Woodrow Wilson Bridge From: MD 210 Interchange To: Virginia Line Jurisdiction: Prince George's County,		150,481	10,874 a 407 b 162,564 c	10,852 a 212,083 c	1,707 a 182,533 c	1,707 a 157,926 c	1,707 a 28,204 c		WWB/IM/NHS 80/ 20/ Total:	770,564 \$770,564	SFEIS Approved
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.											
10 Facility: I-95/I-495/Arena Drive Interchange From: MD 214 To: MD 202 Jurisdiction: Prince George's County	700 a	700	1,116 a						NHS 80/ 20/ Total:	1,116 \$1,116	DEIS Under preparation
Description: Study of the operational and safety issues along I-95/I-495 from MD 214 to MD 202 including potential conversion of the I-95/I-495 interchange at Arena Drive from a part-time interchange to a full-time interchange to handle the existing and proposed growth in the vicinity of the former US Air Arena, FedEx Field and the proposed Largo Town Center Metro Station.											
11 Facility: UM Connector From: I-95/I-495 Interchange To: University of Maryland campus Jurisdiction: Prince George's County	965 a	965	965 a						State / 100/ Total:	965 \$965	DEIS Proposed for preparation
Description: A study to provide improved access to the University of Maryland campus in College Park.											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Primary											
12 Facility: Intercounty Connector From: I-270 To: I-95/US 1 Jurisdiction: Montgomery County, Prince George's County	32,000 a 15,000 b		53,000 a 36,000 b						Federal/State 80 / 20 /	89,000	DEIS Under preparation
Description:	Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.										
									Total:	\$89,000	
13 Facility: MD 2/4 From: south of MD 765 To: north of Stoakley Road Jurisdiction: Calvert County	400 a	400	500 a 3,900 b						NHS 80 / 20 /	4,400	FONSI Approved
Description:	Upgrade MD 2/4 to a six-lane divided highway with auxiliary lanes.										
									Total:	\$4,400	
14 Facility: MD 210 (Indian Head Highway) From: MD 228 To: Capital Beltway Jurisdiction: Prince George's County	350 a	67	67 a						NHS 80 / 20 /	67	FEIS Under preparation
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										
									Total:	\$67	
15 Facility: MD 3 (Robert Crain Highway) From: US 50 To: Anne Arundel County Line Jurisdiction: Prince George's County,	976 a	360	360 a						STP 80 / 20 /	360	DEIS Under preparation
Description:	MD 3 is currently a 4 to 6-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.										
									Total:	\$360	
16 Facility: MD 4 From: MD 223 To: I-95/I-495 Jurisdiction: Prince George's County,											FONSI Approved
Description:	Provide one additional lane in each direction within the limits of project. Funding included with MD 4 Interchanges at Westphalia Rd., Suitland Pk...										
17 Facility: MD 4 (Pennsylvania Avenue) From: Interchanges at Westphalia Rd., Suitland Pkw To: Jurisdiction: Prince George's County,	500 a	500	1,500 a						NHS 80 / 20 /	1,500	FONSI Approved
Description:	This project will replace at-grade intersections at Westphalia Road, Dower House Road and Suitland Parkway with grade-separated interchanges and widen MD 4 to a 6 lane freeway.										
									Total:	\$1,500	

Primary

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
18 Facility: MD 5 Relocated at Hughesville From: End of divided highway south of Hughesville To: End of divided highway north of Hughesville Jurisdiction: Charles County	4,554 b	4,554	2,584 b 37,700 c						NHS 80/ 20/	40,284	FEIS Approved
Total:										\$40,284	
Description: Construct a bypass of Hughesville from end of divided highway south of Hughesville to end of divided highway north of Hughesville.											
19 Facility: US 15 Catoctin Mountain Highway From: MD 26 Liberty Road To: Jurisdiction: Frederick County,			338 a						Local / / 100	338	CE Approved
Total:										\$338	
Description: Constructing a directional ramp from westbound MD 26 to northbound US 15.											
20 Facility: US 29 (Columbia Pike) From: MD 198 To: Jurisdiction: Montgomery County,	17,683 c	9,161	300 b 8,861 c						NHS 80/ 20/	9,161	FEIS Approved
Total:										\$9,161	
Description: Construction of an interchange at US 29/MD 198. This project includes the relocation of US 29 at MD 198.											
21 Facility: US 29 (Columbia Pike) From: Randolph Road To: Jurisdiction: Montgomery County,	9,170 c	9,170	874 b 10,666 c						NHS/HPP 80/ 20/	11,540	FEIS Approved
Total:										\$11,540	
Description: Construct an interchange at US 29/Randolph Road.											
22 Facility: US 29 (Columbia Pike) From: Briggs Chaney Road To: Jurisdiction: Montgomery County,	5,374 c	5,374	275 b 30,912 c						NHS 80/ 20/	31,187	FEIS Approved
Total:										\$31,187	
Description: Construction of an interchange at US 29/Briggs Chaney Road.											
23 Facility: US 29 (Columbia Pike) From: Musgrove/Fairland Road To: Jurisdiction: Montgomery County	20 a 500 b	520	1,942 a 7,787 b						NHS 80/ 20/	9,729	FEIS Approved
Total:										\$9,729	
Description: Construct an interchange at Musgrove/Fairland Road.											
24 Facility: US 29 (Columbia Pike) From: Stewart Lane, Tech Road, Greencastle Road, To: and Blackburn Road Jurisdiction: Montgomery County,	1,249 a	1,249	1,890 a						NHS 80/ 20/	1,890	FONSI Approved
Total:										\$1,890	
Description: Construct interchanges along US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
25 Facility: US 301 From: North of Mount Oak Road To: US 50 Jurisdiction: Prince George's County	292 a	100	100 a						NHS 80/ 10/	100	DEIS Under preparation
<i>Total:</i>										\$100	
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 South Corridor Transportation Study From: South of LaPlata. To: Mount Oak Road Jurisdiction: Prince George's County	333 a 3,310 b	3,643	333 a 26,153 b						NHS 80/ 20/	26,486	DEIS Under preparation
<i>Total:</i>										\$26,486	
Description: Project planning study and right-of-way preservation along US 301, from south of LaPlata. to Mount Oak Road.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Secondary											
27 Facility:	East-West Intesection Improvement Program	146 a	23,152	100 a					STP	23,152	CE
From:	Categories I & II	10,636 b		1,865 b					80/ 20/		Approved
To:		34,183 c		21,187 c							
Jurisdiction:	Montgomery County, Prince George's County,								Total:	\$23,152	
Description:	<p>This project includes a series of minor intersection improvement projects that will relieve traffic congestion and improve east-west travel between I-270 and US 1.</p> <p>Category II (Mid term at-grade improvements) includes the following: MD 117/MD 124 Intersection (Under Construction) MD 355/Gude Drive Intersection MD 185/MD 586 Intersection (Under Construction) MD 586/Aspen Hill Road Intersection (Under Construction) MD 586/Randolph Road Intersection (Under Construction) 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 (Under Construction) MD 650/Lockwood Drive (Under Construction) MD 650/Michelson Road (Under Construction) MD 650/Schindler Drive/Mahan Road (Under Construction) MD 650/Powder Mill Road (Under Construction) MD 650/US 29 (Under Construction)</p>										
28 Facility:	MD 115, Muncaster Mill Road	1,419 b	3,463	959 b					STP	3,463	CE
From:	MD 28	2,566 c		2,504 c					80/ 20/		Approved
To:	MD 124										
Jurisdiction:	Montgomery County,								Total:	\$3,463	
Description:	<p>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 significant number of accidents and several intersections are identified as candidate safety improvement intersections.</p>										
29 Facility:	MD 117 (Clopper Road)	1,576 a	1,576	2,157 a					STP	2,157	CE
From:	Great Seneca Park								80/ 20/		Approved
To:	I-270										
Jurisdiction:	Montgomery County,								Total:	\$2,157	
Description:	<p>Intersection improvements along MD 117, from Great Seneca Park to I-270.</p>										
30 Facility:	MD 124 (Woodfield Road)	500 a	500	3,181 a					STP	3,181	CE
From:	Midcounty Highway								80/ 20/		Approved
To:	Warfield Road										
Jurisdiction:	Montgomery County,								Total:	\$3,181	
Description:	<p>Reconstruct MD 124 (Woodfield Road), from Midcounty Highway to Warfield Road. Sidewalks to be included where appropriate. Wide curb lanes will accommodate bicycles.</p>										

Secondary

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
31 Facility: MD 201 Extended/US 1 From: I-95/I-495 To: MD 198 Jurisdiction: Prince George's County	50 a	50	739 a						STP 80/ 20/ Total: \$739	739	DEIS Under preparation
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.											
32 Facility: MD 202 Largo Town Center Metro Access Im From: North of Brightseat Road To: South of Technology Way Jurisdiction: Prince George's County	200 a	200	1,900 a						STP 80/ 20/ Total: \$1,900	1,900	CE Proposed for preparation
Description: Provide improved access to the planned Largo Town Center Metro Station. This includes intersection improvements and auxiliary lanes between intersections along MD 202 from north of Brightseat Road to south of Technology Way, including minor ramp improvements for I-95 at MD 202 and MD 214. Major intersections included are as follows: MD 202 at Brightseat Road; MD 202 at Lottsford Road; MD 202 at Technology Way; MD 202 at McCormick Road; I-95 at MD 202 Interchange; I-95 at MD 214 Interchange.											
33 Facility: MD 212 Relocated (Ammendale/Virginia Man From: US 1 To: I-95 Jurisdiction: Prince George's County,	523 c	523	4,184 c	2,186 c					State / 100/ Total: \$6,370	6,370	N/A
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	1,042 b 8,873 c	303	50 b 253 c						STP 80/ 20/ Total: \$303	303	FEIS Approved
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 (Spencervill From: MD 97 To: I-95 Jurisdiction: Montgomery County, Prince George's County,	932 a	309	309 a						STP 80/ 20/ Total: \$309	309	DEIS Proposed for preparation
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.											
36 Facility: MD 28 (West Montgomery Ave.) From: MD586/MD911 To: Jurisdiction: Montgomery County,	520 a	420	420 a						STP 80/ 20/ Total: \$420	420	EA Proposed for preparation
Description: Study to construct interchange improvements at the MD 586/MD 911 intersection in Montgomery County. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.											

Secondary

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
37 Facility: MD 355 (Rockville Pike) From: CSX RR & Interchange @Montrose/Randolph To: Jurisdiction: Montgomery County,	50 a 1,000 b	1,050	3,796 a 5,150 b						STP 80/ 20/ Total:	8,946 \$8,946	EA/FONSI Approved
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	450 a 20,607 c	21,057	1,900 a 28,011 c						State / 100/ Total:	29,911 \$29,911	FEIS Approved
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	17,081 c	9,343	50 b 9,293 c						STP 80/ 20/ Total:	9,343 \$9,343	FONSI Approved
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: Whitfield Chapel Road To: Seabrook Road Jurisdiction: Prince George's County	3,764 c	3,764	3,827 c						STP 80/ 20/ Total:	3,827 \$3,827	FONSI Approved
Description: Upgrade and widen existing MD 450 to a multilane divided highway from east of Whitefield Chapel Rd. to Seabrook Rd.											
41 Facility: MD 450 (Annapolis Road) From: Overpass at CSX railroad crossing To: Jurisdiction: Prince George's County,	700 b 3,700 c	4,400	568 b 47,999 c						STP 80/ 20/ Total:	48,567 \$48,567	FONSI Approved
Description: Construction of a highway-railroad grade separated-crossing and intersection improvements near the Peace Cross.											
42 Facility: MD 475 (East Street Extended) From: South Street To: proposed Monocacy Boulevard Jurisdiction: Frederick County,	50 a	50	278 a						STP/Local 80/ 20/ Total:	278 \$278	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.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
43 Facility: MD 85 (Buckeystown Pike) From: English Muffin Way To: north of Grove Road Jurisdiction: Frederick County	530 a	530	605 a						State/Local / 50/ 50	605	CE Approved
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. Auxiliary lanes where necessary.										
44 Facility: MD 97 (Brookeville Bypass) From: South of Brookeville To: North of Brookeville Jurisdiction: Montgomery County	127 a	50	50 a						STP 80/ 20/	50	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.										
45 Facility: MD 97 (Georgia Avenue) From: MD 28 (Norbeck Road) To: Jurisdiction: Montgomery County,	2,200 a	1,377	1,377 a						STP 80/ 20/	1,377	EA/FONSI Approved
Description:	Construct interchange improvements along MD 97 at MD 28. Alt 7 VE Modivied (selected alternate) Relocated MD 28 under MD 97.										
46 Facility: MD 97 (Georgia Avenue) From: Randolph Road To: Jurisdiction: Montgomery County,	50 a 2,000 b	2,050	2,368 a 2,950 b						STP 80/ 20/	5,318	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, and			11,000 c	11,000 c	11,000 c				NHS/STP 80/ 20/	33,000	CE Approved
Description:	Roundabouts, geometric improvements, slope repairs, pedestrian crossings, rail crossings, safety improvements, intersection realignment, drainage improvements, pavement marking and joint sealing.										
48 Facility: US 1 (Baltimore Avenue) From: College Avenue To: Cherry Hill Road Jurisdiction: Prince George's County,	109 a	75	75 a						STP 80/ 20/	75	FEIS Under preparation
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											FEIS Under preparation
Description:	Widen US 1, from Cherry Hill Road to I-95/I-495, to a six-lane divided roadway with sidewalks. Funding included with College Avenue to Cherry Hill Road segment.										

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
Enhancement													
50	Facility: Enhancement Program From: Areawide To: Jurisdiction: Montgomery County, Prince George's County,	12,400 c	2,400	20,000 c						STP 50 / / 50	20,000	PCE or CE	
											<i>Total:</i>	\$20,000	
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 9) Wetlands Restoration Program 10) Watershed Revitalization Partnership Program 11) Prince George's County Gateway Signs 13) Forest Glen Pedestrian Bridge 14) Rock Creek Watershed Restoration 15) Bethesda Trail Bridges over I-270/Tuckerman Lane 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 Millenium Trail-Southern Connection 30) Smart Moves												

Enhancement

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
CMAQ											

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
51	Facility: CHART From: To: Jurisdiction: Montgomery County, Prince George's County,	5,020 a 16,880 c		2,639 a 9,461 c						CMAQ/ID 80 / 20 /	12,100	PCE Proposed for preparation
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 Intergation 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 Maintain and expand the number of information kiosks.</p> <p>Incident Management:</p>										
										Total:	\$12,100	

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FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
		<p>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	2,100 b		260 b						CMAQ	4,340	CE
	From:	1,270 c		4,080 c						80 / 20 /		Proposed for preparation
	To:											
	Jurisdiction:									Total:	\$4,340	
	Description:	The following projects are included in FY 2005 annual element: 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										
53	Facility: Signal Systemization Program	500 a		500 a						CMAQ/NHS/STP	2,000	PCE
	From:	1,500 c		1,500 c						80 / 20 /		Approved
	To:											
	Jurisdiction: Prince George's County, Frederick County,									Total:	\$2,000	
	Description:	Optimize signal systems on a recurring basis.										

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
TERMs											
54 Facility: Commuter Action From: Areawide To: Jurisdiction: Montgomery, Prince George's, Frederick, and			2,678 c	2,678 c	2,678 c				CMAQ 80/ 20/	8,034	PCE
Description: Engineering and construction of Park-n-Ride facilities.									Total:	\$8,034	
55 Facility: Commuter Operations Center From: Areawide To: Jurisdiction: Montgomery County, Prince George's County,	169 a		174 a	181 a	187 a				State/Local / 50/ 50	542	N/A
Description: Commuter Operations Center									Total:	\$542	
56 Facility: M101A: Mass Marketing Campaign From: Areawide To: Jurisdiction: Montgomery County, Prince George's County,	367 a		270 a	225 a	225 a				State / 100/	720	N/A
Description: M101A: Mass Marketing Campaign.									Total:	\$720	
57 Facility: M47C: Employer Outreach - Guaranteed Ride From: To: Jurisdiction: Montgomery County, Prince George's County,	1,182 c		1,182 c	1,182 c	1,182 c				State / 100/	3,546	N/A
Description: The information would be integrated into ongoing Employer Outreach/Guaranteed Ride Home (M47C) and Commuter Connection activities.									Total:	\$3,546	
58 Facility: M70B: Employer Outreach for Bicycles From: To: Jurisdiction: Montgomery County, Prince George's County,	6 c		6 c	6 c	6 c				State / 100/	18	N/A
Description: This measure would provide information to business about encouraging their employees to bike to work.									Total:	\$18	
59 Facility: Taxicab Replacement From: To: Jurisdiction: Montgomery County, Prince George's County,	1,980 c		990 c	990 c	990 c				Misc. State Fund / 100/	2,970	N/A
Description: Subsidize the replacement of older taxis with new or alternatively fueled vehicles to obtain emissions reductions benefits.									Total:	\$2,970	
60 Facility: Telecommuting/Telework Centers From: areawide To: Jurisdiction: Montgomery County, Prince George's County,	60 c		60 c	60 c	60 c				State / 100/	180	N/A
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.									Total:	\$180	

TERMs

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Other											
61 Facility: Bridge Replacement/Rehabilitation From: Areawide To: Jurisdiction: Montgomery, Prince George's, Frederick, and			37,700 c	37,700 c	37,700 c				BR 80/ 20/	113,100	PCE Approved
Description: Structural replacements, bridge deck rehabilitation, superstructure replacements, bridge parapet reconstruction, and painting.									Total:	\$113,100	
62 Facility: CHART From: Areawide To: Jurisdiction: Montgomery, Prince George's, Frederick, and			5,678 c	5,678 c	5,678 c				CMAQ 80/ 20/	17,034	PCE Approved
Description: Traffic and roadway monitoring by using ITS devices; Traveler Information Service (TIS); Incident Management; Emergency Weather Operations, etc..									Total:	\$17,034	
63 Facility: Environmental Projects From: Areawide To: Jurisdiction: Montgomery, Prince George's, Frederick, and			9,700 c	9,700 c	9,700 c				IM/NHS/STP 80/ 20/ 0	29,100	PCE Approved
Description: Noise abatement, wetland replacement, reforestation & landscape planting.									Total:	\$29,100	
64 Facility: Priority Places, Community Safety and Enhancement Projects To: Jurisdiction: Montgomery, Prince George's, Frederick, and			9,600 c	9,600 c	9,600 c				NHS/STP 80/ 20/	28,800	CE Approved
Description: Statewide transportation projects in designated revitalization areas.									Total:	\$28,800	
65 Facility: Resurfacing and Rehabilitation From: Areawide To: Jurisdiction: Montgomery, Prince George's, Frederick, and			76,600 c	76,600 c	76,600 c				Fed/State 80/ 20/	229,800	PCE Approved
Description: Pavement milling overlay concrete patching.									Total:	\$229,800	
66 Facility: Sidewalk Retrofit Program From: Areawide To: Jurisdiction: Statewide			1,000 c	1,000 c	1,000 c				State / 50/ 50	3,000	N/A
Description: Construct sidewalks along state routes.									Total:	\$3,000	
67 Facility: Traffic Management From: Areawide To: Jurisdiction: Montgomery, Prince George's, Frederick, and			19,489 c	19,489 c	19,489 c				IM/NHS/STP 80/ 20/	58,467	PCE Approved
Description: New or reconstruct signals, signing and lighting.									Total:	\$58,467	

Other

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Federal Lands Highway Program											
68 Facility: Great Falls Entrance Road From: C & O Canal NHP To: Jurisdiction:				1,500 c					Park Roads 100/ /	1,500	
									Total:	\$1,500	
Description:	Rehabilitate Route 102, Great Falls Entrance Road from the intersection with Falls Road, through the parking areas and reconstruct/rehabilitate parking areas.										
69 Facility: I-495/Baltimore Washington Parkway From: To: Jurisdiction:				4,200 c					Park Roads 100/ /	4,200	
									Total:	\$4,200	
Description:	Rehabilitate Bridge decks I-495 B/W Parkway. SHA Bridge Nos. 1614201&1614202										
70 Facility: Suitland Parkway From: To: Jurisdiction:							2,700 c		Park Roads 100/ /	2,700	
									Total:	\$2,700	
Description:	Phase I - Resurfacing										

Frederick County

11/17/2004

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Bridge												
1	Facility: Various bridges			426 a	88 a	223 a	243 a	485 a	262 a	BR	7,742	N/A
	From:			2,500 c		2,002 c		554 c	959 c	80 / / 20		
	To:											
	Jurisdiction: Frederick County,									<i>Total:</i>	<i>\$7,742</i>	
Description:		Construct replacement bridges at the following locations: Big Woods Rd., Capland Rd., Bidle Rd., Ball Rd., Poffenberger Rd., Bennies Hill Rd., Old Mill Rd., Reichs Ford Rd., Reels Mill Rd., Hessong Bridge Rd., Pete Wiles Rd.										

Montgomery County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Secondary											
1 Facility: Bordly Dr. From: MD 97 east to To: 1800' to existing Bordly Dr. Jurisdiction: Montgomery County	45 a 349 c										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.										
2 Facility: Bridge Replacement and Rehab Program From: countywide To: Jurisdiction: Montgomery County,			2,203 a 238 b 8,057 c						BR 80 / / 20 Total: \$10,498	10,498	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.										
3 Facility: Briggs Chaney Rd. From: Automobile Blvd. To: Dogwood Dr. Jurisdiction: Montgomery County	130 a 80 b 2,950 c										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.										
4 Facility: Burtonsville Access Road From: MD 198 To: School Sccess Road Jurisdiction:			839 a	648 b				2,258 c	Local / / 100 Total: \$3,745	3,745	
Description:	This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalk, eight-foot hiker/biiker path, landscaping, and streetlighting.										
5 Facility: Citadel Avenue Extended From: dead end of existing road south of Marinelli R To: Nicholson Lane Jurisdiction: Montgomery County			263 a 923 b 2,316 c						Local 0 / 0 / 100 Total: \$3,502	3,502	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.										
6 Facility: Fairland Rd. From: US 29 To: Briggs Chaney Rd. Jurisdiction: Montgomery County			794 a 1,583 b	7,281 c					Local 0 / 0 / 100 Total: \$9,658	9,658	
Description:	This project includes the design and construction of roadway improvements on Fairland Road from US 29 to the Prince Georges County line. The roadway will be widened from a two-lane, open section road to a three-lane, closed-section roadway (two 15-foot lanes and an 11-foot center turn lane) for the entire road project length, approximately 7,130 feet. The project also includes a 5-foot wide sidewalk on the north side of the road, and an 8-foot wide hiker-biker path on the south side of the road.										

Secondary Montgomery County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
7 Facility: Father Hurley Blvd. From: Wisteria To: MD 118 Relocated Jurisdiction: Montgomery County			2,630 a 37 b					6,626 c	Local / / 100	9,293	n/a
Description:	This project provides for the construction of the final link of Father Hurley Blvd from Wisteria Road to MD 118 Relocated as a four-lane divided, closed section highway with future provisions for two additional lanes, and the construction of a bridge over the CSXT railroad, and retaining walls to minimize impacts to adjacent properties. Pedestrian improvements include an eight foot wide bikeway along the west side of the roadway and a five-foot wide sidewalk along the east side.										
8 Facility: Greencastle Road From: 400 feet south of Robey Road To: Greencastle Ridge Terrace Jurisdiction: Montgomery County			447 a 40 b	2,067 c					Local / / 100	2,554	
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.										
9 Facility: Montrose Parkway West From: Montrose Road (Tower Oaks Blvd.) To: old Old Georgetown Road Jurisdiction: Montgomery County			3,022 a 16,126 b 31,168 c						Local 0/ 0/ 100	50,316	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.										
10 Facility: Nebel St Extended From: Randolph Rd To: Bou Ave/Chapman Ave Jurisdiction: Montgomery County			380 a	6,140 b 4,382 c					Local 0/ 0/ 100	10,902	
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.										
11 Facility: Quince Orchard Rd Fac. Planning From: Dufief Mill Rd To: MD 28 Jurisdiction: Montgomery County			1,670 a 1,122 b 5,412 c						Local 0/ 0/ 100	8,204	
Description:	This project provides safety spot improvements along 2.4 miles of Quince Orchard Road between Darnestown Road (MD 28) and Dufief Mill Road. Improvements include modifications to the median and entrance at the Quince Orchard High School, sight distance improvements near the intersection of Wonder View Way, minor reconstruction and realignment of the roadway through Muddy Branch Stream Valley Park, and a right turn lane at Dufief Mill Road. Provisions for pedestrians include a separated eight-foot wide bikeway along the entire west side of Quince Orchard Road from Darnestown Road to Dufief Mill Road, and the construction of missing links of sidewalk along the east side of the roadway from Darnestown Road to Quince Mill/Turley Drive.										

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
12 Facility: Rockville Town Center From: Town Center of City of Rockville To: Jurisdiction:			11,600 c						Local 0/ 0/ 100	11,600	
									Total:	\$11,600	
Description:	This project reflects the County's investment in redevelopment of the town center in the City of Rockville. The major portion of the County's commitment is the construction of Maryland Avenue Extended between Middle Lane and Beall Avenue. The balance of the funding will be applied to the public infrastructure being built by the City which includes: the construction of public streets with streetscaping, installation of utilities to property lines, a central town square, public sidewalks, landscaping, and public parking facilities.										
13 Facility: Shady Grove Road From: Briardale Road To: MD 115 (Muncaster Mill Road) Jurisdiction: Montgomery County	30 a 270 c										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).										
14 Facility: Stringtown Rd. Ext. From: I270/ MD 121 int. To: existing Stringtown Rd. @ MD 355 Jurisdiction: Montgomery County			561 a 1,062 b	6,112 c					Local 0/ 0/ 100	7,735	
									Total:	\$7,735	
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.										
15 Facility: Travilah Road From: Dufief Mill Road To: Darnestown Road Jurisdiction:			462 a 1,687 b 4,781 c						Local / / 100	6,930	
									Total:	\$6,930	
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.										
16 Facility: Valley Park Dr. From: e.of MD 27 To: exist. Valley Park Dr. Jurisdiction: Montgomery County			372 a 281 b 1,950 c						Local / / 100	2,603	N/A
									Total:	\$2,603	
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).										
17 Facility: Woodfield Rd. - MD 124 Extended From: 1200' North of MD 108 To: MD 27 Jurisdiction: Montgomery County			811 a 468 b 6,849 c						Local / / 100	8,128	
									Total:	\$8,128	
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.										

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Bike/Ped											
18 Facility: Annual Bikeway Program			686 a						Local	1,960	N/A
From: countywide			82 b						/ / 100		
To: Jurisdiction: Montgomery County,			1,192 c						Total:	\$1,960	
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.										
19 Facility: Annual Sidewalk Program			2,082 a						State/Local	7,452	N/A
From: countywide			30 b						/ 10/ 90		
To: Jurisdiction: Montgomery County,			5,340 c						Total:	\$7,452	
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.										
20 Facility: Bethesda Bikeway and Pedestrian Facilities			958 a		407 b				Local	3,151	
From: Bethesda CBD			1,786 c						0/ 0/ 100		
To: Jurisdiction: Montgomery County									Total:	\$3,151	
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.										
21 Facility: Forest Glen Pedestrian Bridge			538 a						NHS	4,215	N/A
From: west side of Georgia Avenue at Locust Grove			3,677 c						56/ 40/ 4		
To: west side of Georgia Avenue at Forest Glen R									Total:	\$4,215	
Jurisdiction: Montgomery County											
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.										
22 Facility: Mathew Henson Trail			755 a						Local	4,242	
From: Rock Creek Trail (west of Viers Mill Rd.)			3,487 c						0/ 0/ 100		
To: Alderton Lane									Total:	\$4,242	
Jurisdiction: Montgomery County											
Description:											
23 Facility: North Bethesda Trail			118 a						NHS	745	
From: Twinbrook Metro Station			627 c						73/ 0/ 27		
To: Norfolk/Rugby Ave. intersection (Bethesda)									Total:	\$745	
Jurisdiction: Montgomery County,											
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 ISTEA, 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.										

Bike/Ped Montgomery County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
24 Facility: North Bethesda Trail Bridges From: crossings of I-495 and I-270 To: Jurisdiction: Montgomery County,	78 a 418 c										N/A
Description:	Construct bicycle/pedestrian bridges for 10-foot bikeway over I-495 and I-270. This project 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.										
25 Facility: Pedestrian Safety Program From: CBDs To: Jurisdiction:			300 a 900 c						Local 0/ 0/ 100	1,200	
Description:	This project provides for the review and analysis of existing physical structures and traffic controls in the CBDs in order to make modifications aimed at improving safety and walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include but are not limited to: new crosswalks; pedestrian refuge islands; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; inlaid and/or overhead pedestrian signals or warning beacons; improving signage, etc.										
26 Facility: Silver Spring Green Trail From: Silver Spring Metro Station To: Sligo Creek Hiker-Biker Trail Jurisdiction: Montgomery County,			455 a 4,460 c						STP / 50/ 50	4,915	N/A
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.										
27 Facility: US 29 Sidewalks From: University Blvd. To: New Hampshire Ave. Jurisdiction: Montgomery County			241 a 101 b 2,214 c						Local 0/ 18/ 82	2,556	
Description:	Design and construction of the missing sidewalk segments along the east side of US 29 between University Boulevard and New Hampshire Avenue.										
ITS											
28 Facility: Advanced Transportation Management System From: Countywide To: Jurisdiction: Montgomery County,			1,014 a 7,986 c						Local / 0/ 100	9,000	
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 police/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.										

11/17/2004

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Other												
29	Facility: Equipment & Maintenance Operations Center From: Crabbs Branch Way in Rockville To: Jurisdiction:			1,970 a						Local 0/ 0/ 100	1,970	
										Total:	\$1,970	
Description:	This project provides for the planning and design of an expanded Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020. Major components of the project are: parking for 200 buses; three new bus service lanes; two new bus wash facilities; a new fare collection area; a 7,600 gross square foot building addition; renovation of the existing building; eight new bus maintenance bays; upgraded HVAC systems; a new 48 bay heavy equipment storage shed; relocated Highway Maintenance Unit domars; extension of the four highway service bays; expanded employee parking; and a new access drive and modified entrances.											
30	Facility: North County Maintenance Depot From: North County To: Jurisdiction:			4,725 a						Local 0/ 0/ 100	4,725	
										Total:	\$4,725	
Description:	This project will provide for the planning and design of a new North County Depot for the DPWT divisions of Transit Services (Ride On), Fleet Management Services and Operations, and the Highway Maintenance Section. The facility will accommodate the planned future growth of the County's transit fleet under Go Montgomery! and will serve as a staging, operations and maintenance center for the three DPWT divisions. The new North County facility will accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment, provide for their maintenance and house the divisions' operational and administrative staff. The facility will complement the existing facilities at Brookville in Silver Spring and Crabbs Branch way in Rockville.											

Prince George's County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Secondary											
1 Facility: Addison Road From: MD 214 To: Walker Mill Road Jurisdiction: Prince George's County,	1,800 b		1,502 b	2,810 c	5,025 c	5,353 c			BD / / 100	14,690	N/A
Description: Widening to provide for four-lane facility to support development and improve traffic flow.											
2 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.											
3 Facility: Ammendale/Virginia Manor Road From: I-95 To: west of US 1 Jurisdiction:	4,350 c		4,350 c	4,000 c	2,432 c				BD / / 100	10,782	N/A
Description: New construction of a four-lane facility to improve access to local development and improve traffic flow											
4 Facility: Ardwick-Ardmore Road From: MD 704 To: 91st Ave. Jurisdiction: Prince George's County,					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.											
5 Facility: Bridge Replacement and Rehab From: Countywide To: Jurisdiction:	11,403 c		2,221 c	1,640 c	1,465 c	1,265 c			BD / / 100	6,591	
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 bridges. This program includes: construction of new bridges, and replacement as well the rehabilitation of existing bridges to current county standards.											
6 Facility: Brightseat Road From: Sheriff road To: MD 214 Jurisdiction: Prince George's County,	1,118 c										N/A
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.											
7 Facility: Brinkley Road From: St. Barnabas Road (MD 414) To: Allentown Road (MD 337) Jurisdiction:						1,000 a			BD / / 100	1,000	N/A
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.											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
8 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
Description: Reconstruction to provide a four-lane facility to support local development and improvement area traffic flow.											
9 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	5,315	
Description: Construction and reconstruction to provide a four-lane facility to support local development, and to improve safety and area traffic flow.											
10 Facility: Governor Bridge Road From: US301 To: Anne arundel County Jurisdiction: Prince George's County,	50 a					966 c			BD / / 100	966	N/A
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.											
11 Facility: Highbridge Road From: Annapolis Road (MD 450) To: Fletcherstown Road Jurisdiction:	50 a				100 a	205 a			BD / / 100	305	N/A
Description: Construction and reconstruction of a two-lane facility to support local development and to improve safety and area traffic flow.											
12 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.											
13 Facility: Intersection Improvement program From: Countywide To: Jurisdiction:	1,656 c		1,515 c	800 c	800 c	800 c			BD / / 100	3,915	
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.											
14 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.											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
15 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											
16 Facility: Livingston Road From: Indian Head Highway (MD 210) at Eastover To: Indian Head Highway (MD 210) at Kerby Hill Jurisdiction:					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.											
17 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											
18 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.											
19 Facility: Mt. Oak From: Church Road To: Mitchellville Road Jurisdiction:						150 b			BD / / 100	150	N/A
Description: Construction, reconstruction and relocation of a four-lane arterial facility to support local development, and to improve safety and area traffic flow.											
20 Facility: National Harbor Main Circulation Roads From: I-95/I-295 Interchange To: Waterfront Parcel, National Harbor Jurisdiction: Prince George's	3,400 c		12,000 c	5,000 c					BD / / 100	17,000	N/A Under review
Description: Provides for construction of Phase I											
21 Facility: Old Branch Avenue From: north of Piscataway Road (MD 223) To: Allentown Road (MD 337) Jurisdiction:						980 b			BD / / 100	980	N/A
Description: Construction and reconstruction to provide a four-lane facility to support local development and to improve area traffic flow.											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
22 Facility: Old Gunpowder Road From: Powder Mill Road To: Greencastle Road Jurisdiction:						60 a			BD / / 100	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.										
23 Facility: Oxon Hill Road From: Fort foote Rd -North To: Md 210 Jurisdiction: Prince George's County,	1,700 c		1,439 c	2,500 c	3,075 c	700 c			BD / / 100	7,714	N/A
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.										
24 Facility: Regency Parkway/ Regency Lane From: Regency Lane To: Hil-Mar Drive Jurisdiction:	655 c		500 c						BD / / 100	500	
Description:	Construction of the extension of Regency Pkwy from Regency Lane to Hil-Mar Drive.										
25 Facility: Revitalization Improvement program From: Countywide To: Jurisdiction:	17,206 c		15,725 c	11,645 c	12,661 c	11,800 c			BD / 20/ 80	51,831	
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.										
26 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.										
27 Facility: Ritchie Road/Forestville Road From: Alberta Drive To: MD 4 Pennsylvania Avenue Jurisdiction: Prince George's County,	3,101 c		3,000 c	3,091 c					BD / / 100	6,091	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										
28 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										

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
29 Facility: Suitland Road From: Allentown Road (MD 337) To: Suitland Parkway Jurisdiction: Prince George's County,	4,751 c		6,462 c						BD / / 100	6,462	N/A
Description: Construction and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow.											
30 Facility: Surratts Road From: Beverly Avenue To: Brandywine Road Jurisdiction:	200 a		1,000 b	1,098 c	2,278 c				BD / / 100	4,376	
Description: Construction and reconstruction to provide a four-lane facility to support local development, and to improve safety and area traffic flow.											
31 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	1,871	CE Approved
Description: Bridge Replacement											
32 Facility: Walker Mill Road From: Silver Hill Road To: I-95 Jurisdiction: Prince George's County,	1,826 c					1,500 c			BD / / 100	1,500	N/A
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.											
33 Facility: White House Road From: Ritchie-Marlboro Road To: Largo-Landover Road (MD 202) Jurisdiction:	1,500 c		2,000 c			700 c			BD / / 100	2,700	
Description: Construction and reconstruction of a six-lane arterial facility to support local development, and to improve safety and area traffic flow.											
34 Facility: Woodmore Road From: Enterprise Road (MD 193) To: Church Road Jurisdiction:						950 c			BD / / 100	950	N/A
Description: Construction, reconstruction and relocation of a four-lane arterial facility to support local development, and to improve safety and area traffic flow.											

Virginia

Virginia Department of Transportation

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	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									
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 Roadway Lighting From: Woodrow Wilson Bridge To: American Legion Bridge Jurisdiction: Fairfax County, Alexandria,		500 a						PTF 80/ 20/	500	N/A
Description: Install interim roadway lighting.											
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									CE Approved
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) (5 lanes EB) From: US 29 (Gainesville) To: VA 234 (Prince William Parkway) Jurisdiction: Prince William County,					79,803 c			NHS 90/ 10/	79,803	CE Approved
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. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. 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.											

Interstate

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
5 Facility: I-66 Interchange From: @ US 29 (Gainesville) To: Jurisdiction: Prince William County,						43,836 b			NHS 80 / 20 /	43,836	EA/FONSI Approved
									Total:	\$43,836	
Description:	Reconstruct the existing I-66/US 29 interchange in Gainesville. Reconstruction may include the addition of exclusive HOV access ramps within the interchange or in close proximity to the interchange										
<p>Due to high traffic volumes, existing and projected traffic operational problems, and land use issues in the vicinity of the I-66/US 29 interchange; the design/evaluation of this interchange will include, but not necessarily be limited to, the following components:</p> <ul style="list-style-type: none"> * a grade separation of US 29 and the Southern Railroad tracks, * an interchange between US 29/Relocated VA 55/Relocated VA 619 (Linton Hall Road), * widening of US 29 to six lanes from the vicinity of Virginia Oaks Drive to the interchange, * relocation/widening of VA 55 to four lanes from the vicinity of the Gainesville United Methodist Church to US 29, * relocation/widening of VA 619 in the vicinity of US 29, * 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), * improvements on US 29 north of the I-66 interchange between the interchange and the Connector Link. 											
6 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	FEIS/4F Proposed for preparation
									Total:	\$12,000	
Description:	Reconstruct I-66's Interchange with the Capital Beltway (I-495).										
7 Facility: I-66 WB From: Rosslyn To: Dulles Airport Access Highway Jurisdiction: Arlington & Fairfax Counties	1,243 a										N/A
Description:	<p>Conduct a technically-focused feasibility study using a community-based planning process to develop "context-sensitive" transportation alternatives that will improve mobility westbound in the I-66 corridor between Rosslyn and the Dulles Airport Access Highway. This study will be cognizant of the adjacent W&OD Trail, Custis Trail and other cyclist / pedestrian facilities as well as parks and environmental features.</p> <p>VDOT's Northern Virginia District Administrator and Mr. Vince Mammano, Federal Highway Administration, will lead the study. This study will be a technical effort aimed at inventorying mobility alternatives in the study area and identifying the pros and cons of these alternatives. In addition to VDOT staff, representatives of the Northern Virginia Transportation Authority (NVTA), local jurisdictions and agencies, and WMATA will provide technical support.</p> <p>A "consumer report" style of alternatives rating (previously used in the ATLAS study) is planned. The NVTA and the Commonwealth Transportation Board (CTB) will review and comment upon the study findings. Ultimately, this study will provide technical data for consideration by decision makers.</p> <p>There will be an outreach effort, facilitated by a consultant with expertise in community outreach, aimed at maintaining and providing an exchange of information and ideas between the public, including community and business representatives, and the study's technical staff.</p> <p>As requested by the Governor, the study scope will, at a minimum, consider the following alternatives: "no-build," a transit option(s), an HOV / HOT-lane option(s), and highway widening. Per the Governor's request, any proposed improvements will be located within the existing rights-of-way. This study will not be the detailed study approved by the TPB several years ago that was to result in a DEIS (Draft Environmental Impact Statement)</p>										

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
8 Facility: I-95 (provide 4th lane) From: Newington To: VA 123 Jurisdiction: Fairfax County, Prince William County,	5,921 a					635 b 59,072 c			NHS 90/ 10/ Total:	59,707 \$59,707	CE Approved
Description: Widen from six to eight lanes.											
9 Facility: I-95 (Wilson Bridge and approaches) From: VA 241 (Telegraph Rd.) To: MD 210 Jurisdiction:	350,500 c		100,500 a 200,000 c						NHS/State*** 50/ 50/ WWMBA95* 100/ / WWMBA95** 100/ / Total:	100,500 50,000 150,000 \$300,500	SEIS Under preparation
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.											
10 Facility: I-95/395/495 Interchange From: Congestion Management To: Jurisdiction: Fairfax County, Prince William County,	5,082 a										FONSI Approved
Description: Congestion management efforts intended to relieve the congestion which is expected to occur during the Springfield Interchange reconstruction.											
11 Facility: I-95/395/495 Interchange From: Incident Management & TMS To: Jurisdiction: Fairfax County,	8,015 a										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.											
12 Facility: I-95/395/495 Interchange From: Marketing & Public Affairs To: Jurisdiction: Fairfax County,	900 a										FONSI Approved
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.											
13 Facility: I-95/395/495 Interchange From: (Phases VI & VII) To: Jurisdiction: Fairfax County,	125,362 c										FONSI Approved
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.											

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
14 Facility: I-95/395/495 Interchange From: Interchange Reconstruction Information Center To: Jurisdiction: Fairfax County, Prince William County,	900 a										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 Highways From: In Nova To: HOV Enforcement Jurisdiction: Alexandria, Arlington, Fairfax, Prince William	250 a										N/A	
Description: Study / evaluate methods to improve HOV enforcement / reduce HOV violations. Implement as appropriate.												
16 Facility: Interstate System From: Guardrail To: Jurisdiction: District-wide,	50 c		41 c	100 c	100 c	100 c	100 c	100 c	IM 90/ 10/	541		
										Total:	\$541	
Description: Installation of Guardrail on NoVA's Interstate system.												
17 Facility: Interstate System From: New Signals To: Jurisdiction: District-wide,	200 c		0 c	200 c	200 c	200 c	200 c	200 c	IM 90/ 10/	1,000		
										Total:	\$1,000	
Description: Installation of Traffic signals at the interface of NoVA's Interstate system and and arterial network.												
18 Facility: Interstate System From: New Signs To: Jurisdiction: District-wide,	800 c		0 c	200 c	200 c	200 c	200 c	200 c	IM 90/ 10/	1,000		
										Total:	\$1,000	
Description: Installation of New Signs on NoVA's Interstate system.												
19 Facility: Interstate System From: Pavement Markers To: Jurisdiction: District-wide,	125 c		0 c	125 c	125 c	125 c	125 c	125 c	IM 90/ 10/	625		
										Total:	\$625	
Description: Installation of Pavement Markers on NoVA's Interstate system.												

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
Primary												
20 Facility: Primary System From: New Signals To: Jurisdiction: District-wide,	1,350 c		800 c	505 c	800 c	858 c	921 c	1,058 c	State / 100 /	4,942	N/A	
										Total:	\$4,942	
Description:	Install new signals on primary roads. Includes projects covered by UPC's 64960, 67315, 68678, 69324, 70661, 71164, 71245, 71246.											
21 Facility: Primary System From: Pavement Markers To: Jurisdiction: District-wide,	216 c		0 c	100 c	100 c	100 c	130 c	100 c	State / 100 /	530	N/A	
										Total:	\$530	
Description:	Installation of pavement markers along the primary system.											
22 Facility: Primary System From: Strengthen & Widen Bridges To: Jurisdiction: District-wide,	750 c		750 c	1,000 c					State / 100 /	1,750	N/A Ongoing	
										Total:	\$1,750	
Description:	Strengthen & Widen Bridges - No additional lanes.											
23 Facility: Primary System From: New Signs To: Jurisdiction: District-wide,	100 c		14 c	300 c	300 c	300 c	300 c	300 c	State / 100 /	1,514	N/A	
										Total:	\$1,514	
Description:	Install new signs. Includes projects covered by UPC's 68689, 70663, 71163.											
24 Facility: Primary System From: Guardrail To: Jurisdiction: District-wide,	100 c		0 c	100 c	100 c	100 c	100 c	100 c	State / 100 /	500		
										Total:	\$500	
Description:	Install guardrail along primary highways.											
25 Facility: Primary System From: Wildflower Management Project To: Jurisdiction: District-wide,	133 c		133 c	161 c	133 c	133 c	123 c	123 c	State / 100 /	806	N/A	
										Total:	\$806	
Description:	Beautification Improvements - Various locations on various routes.											
26 Facility: Primary System From: Traffic Operations & Safety Improvements To: Jurisdiction: District-wide,	300 c		200 c	200 c	200 c	200 c	200 c	200 c	State / 100 /	1,200		
										Total:	\$1,200	
Description:	Implement improvements arising from VDOT's State Traffic Operations and Safety Improvement Program. Includes projects previously identified under UPC's 6340, 67754, & 71419.											

Primary

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
27 Facility: Smithsonian Air & Space Museum Annex From: Udvar-Hazy Center To: @ Dulles Airport Jurisdiction: Fairfax County, Loudoun County,	63 a										N/A	
Description: Perform a study to examine the impact visitors to the Udvar-Hazy Center will have on the region's overall traffic pattern. The study will include seasonality, time, and parking lot queuing. Study to be performed by George Mason University staff.												
28 Facility: Techway From: Dulles Toll Road To: MD State Line Jurisdiction: Fairfax County,			400 a						STP 80/ 20/	400	DEIS Proposed for preparation	
Description: Feasibility study.										Total:	\$400	
29 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										Total:	\$20	
30 Facility: US 1 From: @ VA 619 (Joplin Road) To: USMC HERITAGE CENTER ACCESS Jurisdiction: Prince William County,	521 a		1,890 c						FLHP-VA 100/ /	1,890	CE Proposed for preparation	
Description: Reconstruct intersection to improve access to future USMC Heritage Center.										Total:	\$1,890	
31 Facility: US 1 (Neabsco Creek Bridge) From: VA 610 (Neabsco Road) To: VA 638 (Neabsco Mills Road) Jurisdiction: Prince William County,					13,511 c				State / 100/	13,511	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.										Total:	\$13,511	
32 Facility: US 15 (James Madison Highway) From: I-66 To: VA 234 Jurisdiction: Prince William County,	16,700 c	16,700	16,700 c						County Bond & P / / 100	16,700	N/A	
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.										Total:	\$16,700	
33 Facility: US 15 (James Monroe Highway) From: VA 655 (Whites Ferry Road) To: VA 662 (Lucketts Road) Jurisdiction: Loudoun County,			787 b	2,544 c					BD / / 100	3,331	N/A	
Description: Implement safety and operational improvements, as necessary.										Total:	\$3,331	

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
34 Facility: US 15 (James Monroe Highway) From: VA 662 (Lucketts Road) To: Maryland State Line Jurisdiction: Loudoun County,	114 b		1,805 b		2,409 c				BD / / 100	4,214	N/A BONDS
Description: Perform a corridor safety study. Implement safety and operational improvements, as necessary.											
35 Facility: US 15 (James Monroe Highway) From: Village of Lucketts To: Vicinity of VA 662 Jurisdiction: Loudoun County,	250 a 150 b	150	250 b	600 c					ISTEA DEMO 100/ / STE A DEMO 100/ /	250 600	PCE Proposed for preparation
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,	381 a 400 b	400	400 b	1,200 c					ISTEA DEMO 100/ /	1,600	N/A BONDS
Description: Implement safety improvements.											
37 Facility: US 29 From: Merrilee Drive To: I-495 Jurisdiction: Fairfax County,	6,372 b	6,372	9,200 b						RSTP 80/ 20/	9,200	CE Proposed for preparation
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.											
38 Facility: US 50 From: @ VA 2338 (Jaguar Trail) To: Jurisdiction: Fairfax County,			189 a		309 c				HES/STP 90/ 10/	498	PCE Proposed for preparation
Description: Extend westbound left-turn lane & install exclusive eastbound & westbound left-turn signals.											
39 Facility: US 50 From: @ VA 609 (Pleasant Valley Road) To: Jurisdiction: Fairfax County	63 c										CE Proposed for preparation
Description: Extend the westbound left-turn lane at the cited intersection.											

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
40 Facility: US 50 From: VA 742 (Poland Road) To: VA 661 (Lee Road) Jurisdiction: Fairfax County, Loudoun County	500 a										PCE Proposed for preparation
Description: Evaluate safety and operational improvements, including an examination of the desirability / method(s) of adding additional lanes.											
41 Facility: US 50 (Loudoun traffic calming) From: Fauquier County Line To: Village of Lenah Jurisdiction: Loudoun County,	2,096 b 22,396 c	12,969	2,617 b 10,352 c						Local / / 100 TEA-21 100/ / Total: \$12,969	5,876 7,093	CE/4f Approved
Description: Study, design, and implement traffic calming measures on US 50 within the above limits.											
42 Facility: US 50 Interchange From: @ Courthouse Road / 10th Street To: Jurisdiction: Arlington County,	1,951 b			17,434 c					BD / / 100 STP 80/ 20/ Total: \$17,434	5,547 11,887	CE Approved
Description: Interchange reconstruction.											
43 Facility: US 50 Roundabouts From: @ US 15 (Gilbert's Corner) To: Jurisdiction: Loudoun County,			1,107 b			5,796 c			TEA-21 100/ / Total: \$6,903	6,903	CE/4f Approved
Description: Construct a traffic circle at Gilbert's Corner, the intersection of US 50 and US 15. Implement safety and operational improvements, as necessary.											
44 Facility: VA 120 From: @ Arlington Ridge Road To: Left-Turn Lanes Jurisdiction: Arlington County,	160 b 331 c	491		1,194 b	330 c				HES/STP 90/ 10/ State / 100/ Total: \$1,524	380 1,144	PCE Proposed for preparation
Description: Construction of left turns at the intersection of Route 120 (Glebe Rd.) and Arlington Ridge Road & upgrade signal system.											
45 Facility: VA 120 From: @ 24th Road South To: Jurisdiction: Arlington County,	21 c	21	21 c						STP/HES 90/ 10/ Total: \$21	21	PCE Proposed for preparation
Description: Provide safety improvements in accordance with the County's master plan. Install advanced warning signal											

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
46 Facility: VA 120 (Glebe Road) From: @ VA 244 (Columbia Pike) To: Jurisdiction: Arlington County,	1,058 c										N/A, State	
Description: Construct turn lanes												
47 Facility: VA 120 (Glebe Road) Bridge From: over US 50 To: Jurisdiction: Arlington County,	2,146 b	2,146				2,061 b	5,200 c		STP/BR 80/ 20/	7,261	CE Proposed for preparation	
										Total:	\$7,261	
Description: Reconstruct bridge (strengthen and widen) over US 50. No additional through travel lanes will be added.												
48 Facility: VA 123 From: @ VA 620 (Braddock Road) To: Jurisdiction: Fairfax County,	160 a 10 b 321 c										PCE Proposed for preparation	
Description: Add acceleration lanes and right-turn islands.												
49 Facility: VA 123 Interchange From: @ US 1 To: Jurisdiction: Prince William County,			26,496 c						BD / 100/ STP 80/ 20/ STP / Minimum 100/ /	14,200 3,291 9,005	EA/FONSI Approved	
										Total:	\$26,496	
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.												
50 Facility: VA 193 From: @ Riverbend Road & To: @ Nethercliff Hall Road Jurisdiction: Fairfax County,	160 b 506 c	666	353 b	521 c					STP/HES 90/ 10/	874	CE/4F Proposed for preparation	
										Total:	\$874	
Description: Lower vertical curve												
51 Facility: VA 193 - Traffic Calming From: VA 7 To: VA 123 Jurisdiction: Fairfax County,	187 b										N/A Ongoing	
Description: Identify & implement traffic calming strategies on the Georgetown Pike.												

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
52 Facility: VA 234 (Dumfries Road) From: Country Club Drive To: Eclipse Drive Jurisdiction: Prince William County,	20,446 c	20,446	22,732 c						FRANs / 100 / State / 100 / STP / Minimum 100 / / Total: \$22,732	21,484 478 770	FONSI/4(f) Approved
Description: Widen VA 234 (Dumfries Road) from 2 lanes to 4 lanes on a 6-lane right-of-way											
53 Facility: VA 234 (Dumfries Road) From: Eclipse Dr. To: Snowfall Dr. Jurisdiction: Prince William County,	21,395 c										EA/FONSI Approved
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) Sound Wall From: @ Millbrooke To: Jurisdiction: Prince William County,	70 a		10 b 360 c						Private / / 100 STP 80/ 20 / Total: \$370	23 347	FONSI/4(f) Approved
Description: Construct a sound wall at the cited location.											
55 Facility: VA 234 (Manassas Bypass) Sound Walls From: @ Townes at Compton Farms To: Jurisdiction: Prince William County,	260 a		200 b 2,140 c						STP 80/ 20 / Total: \$2,340	2,340	Approved
Description: Construct a sound wall at the cited location.											
56 Facility: VA 236 (intersection/spot improvements) From: Pickett Road To: Lake Drive Jurisdiction: Fairfax County, City of Fairfax,	2,454 b	2,454	2,309 b	7,350 c					CMAQ 80/ 20 / RSTP 80/ 20 / State / 100 / Total: \$9,659	1,882 7,759 18	CE Approved
Description: Intersection and spot improvements											
57 Facility: VA 236 EB From: @ VA 620 (Braddock Road) To: Jurisdiction: Fairfax County,	55 a 274 c	274		398 c					HES/STP 90/ 10 / Total: \$398	398	CE Proposed for preparation
Description: Construct second left-turn lane from VA 236 eastbound to Braddock Road northbound and modify signal.											

Primary

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
58 Facility: VA 236 WB From: @ VA 620 (Braddock Road) To: Jurisdiction: Fairfax County,	55 a 277 c	277		280 c					HES/STP 90/ 10/ Total:	280 \$280	CE Proposed for preparation
Description: Construct second left-turn lane from VA 236 westbound to Braddock Road southbound and modify signal.											
59 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				TF / 100/ Total:	900 \$900	N/A Ongoing
Description: Market - fund public advertising campaigns promoting HOV usage on the Dulles Toll Road. Ongoing											
60 Facility: VA 27 Interchange From: @ VA 244 (Columbia Pike) To: Jurisdiction: Arlington County,	7,064 b	6,925		860 b				15,839 c	Fed Bridge Repl 80/ 20/ State / 100/ STP 80/ 20/ Total:	3,342 5,946 7,411 \$16,699	EA/FONSI Approved
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,			865 b	6,612 c					HES/STP 90/ 10/ ISTEA DEMO - 100/ / RSTP 80/ 20/ Total:	4,489 1,988 1,000 \$7,477	EA/FONSI Approved
Description: Replace the existing bridge over Broad Run with a 6-lane structure and 4-lane approaches.											
62 Facility: VA 28 (Centreville Road) From: @ VA 7783 (New Braddock Road) To: Jurisdiction: Fairfax County			105 a	20 b	230 c				HES/STP 90/ 10/ Total:	355 \$355	PCE Proposed for preparation
Description: Install traffic signal, realign westbound right-turn lane, etc.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
63 Facility: VA 28 PPTA (Phase I) From: I-66 To: VA 7 Jurisdiction: Fairfax County, Loudoun County,	3,500 c		6,500 c	10,000 c	11,217 c				State / 100 /	27,717	N/A
Description: VA's share of the funding for the following Phase I VA 28 PPTA projects:	<p>Construct interchanges at the following locations:</p> <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. <p>Implement safety and operational improvements, as necessary.</p> <p>Reconstruct / replace bridges, as necessary.</p>										
64 Facility: VA 7 From: Rolling Holly Drive To: Reston Parkway Jurisdiction: Fairfax County	2,104 b	2,104	2,215 b			18,282 c			BD / / 100	20,497	N/A BONDS
Description: Widen to six lanes within the cited limits											
65 Facility: VA 7 From: Route 9 To: Market Street (Leesburg) Jurisdiction: Loudoun County, Leesburg	3,202 a	3,202	3,202 a						NCPD* 80 / 20 / RSTP 80 / 20 /	2,735 467	EA Proposed for preparation
Description: Widen to six lanes between Route 9 and West Market Street in Leesburg and implement limited access control on Route 7. Construct an interchange at the Route 7 / White Gate Road intersection and construct frontage roads.	<p>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:</p> <ul style="list-style-type: none"> 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. 										

Primary

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
66	Facility: VA 9 From: Shoulder Analysis & Improvement To: Jurisdiction: Loudoun County,	315 a			182 c					ISTEA DEMO 100 / /	182	PCE Proposed for preparation	
											<i>Total:</i>	\$182	
Description: Shoulder Analysis & Improvement													
67	Facility: VA 9 From: @ VA 662 (Clarks Gap Road) To: Jurisdiction: Loudoun County	280 b			1,345 c					State / 100 /	1,345	N/A.State	
											<i>Total:</i>	\$1,345	
Description: Intersection Improvement													

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
Urban												
68 Facility: Battlefield Parkway From: Kincaid Boulevard To: Route 7 Jurisdiction: Leesburg,				5,189 b					HP/TEA-21 - FY 80/ 20/	5,189	EA/4F Proposed for preparation	
Description: Construct Battlefield Parkway within the cited limits.										<i>Total:</i>	\$5,189	
69 Facility: Beulah Road From: Maple Avenue To: NCL of Vienna Jurisdiction: Vienna,	461 b	461	1,532 b	3,003 c					State / 100/	4,535	N/A	
Description: Reconstruct 2-lane roadway.										<i>Total:</i>	\$4,535	
70 Facility: Branch Road From: Maple Avenue To: Valley Drive Jurisdiction: Vienna,	1,407 b	1,407	1,373 b		1,819 c				STP 80/ 20/	3,192	CE Under preparation	
Description: Reconstruct 2-lane roadway.										<i>Total:</i>	\$3,192	
71 Facility: Catoctin Circle and Market Street From: Coordinate 6 Traffic Signals To: Jurisdiction: Leesburg	232 c	232	232 c						CMAQ 100/ / Local / / 100 RSTP 80/ 20/	100 14 118		
Description: Coordinate traffic signals.										<i>Total:</i>	\$232	
72 Facility: City of Alexandria From: Old Town Alexandria To: Congestion Reduction Study Jurisdiction: Alexandria	200 a										N/A	
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.												
73 Facility: Clermont Ave. From: Eisenhower Ave. To: Duke St. Jurisdiction: Alexandria,	2,032 a	2,032		2,032 a		7,342 b		21,175 c	STP 80/ 18/ 2	30,549	EA/4F Proposed for preparation	
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.										<i>Total:</i>	\$30,549	

Urban

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
74 Facility: Cottage Street From: Moore Avenue To: Cedar Lane Jurisdiction: Vienna,						1,341 b			State / 100 /	1,341	N/A
Description: Reconstruct 2-lane roadway.											
75 Facility: East Elden Street From: Herndon Parkway East To: Fairfax County Parkway Jurisdiction: Herndon,						1,728 a			STP 80/ 20 /	1,728	CE/4F Proposed for preparation
Description: Widen Elden Street to six lanes from Herndon Parkway East to Fairfax County Parkway.											
76 Facility: George Mason Boulevard, Phase II From: University Drive @ Armstrong Street To: University Drive @ Parking Lot Entrance Jurisdiction: City of Fairfax,	500 a	500	500 a 800 b	1,700 c					RSTP 80/ 20 / STP 80/ 20 /	2,861 139	FONSI Proposed for preparation
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	475		475 b	2,652 c				State / 100 /	3,127	N/A,State
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,	286 a 381 b 1,579 c	1,464	264 b	1,200 c					Local / / 100 STP 80/ 20 /	214 1,250	EA Proposed for preparation
Description: Reconstruct Pickett Rd to provide turn lanes and install/improve signals as needed.											
79 Facility: Slaters Lane From: @ N-S Railroad Crossing To: (DOT #714-292X) Jurisdiction: Alexandria,	200 c	200	200 c						HES/STP 90/ 10 /	200	PCE Under preparation
Description: Install cantilever flashing lights and gates, interconnect and install concrete surface											
80 Facility: South Elden Street/Centreville Road From: Worldgate Drive To: Herndon Parkway Jurisdiction: Herndon,			5,139 c						STP/RSTP 80/ 20 /	5,139	CE Approved
Description: Widen Elden Street to six lanes from Worldgate Drive to Herndon Parkway.											

Urban

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
81	Facility: US 1 - Monroe Avenue Bridge From: Vernon Street To: Bellefonte Avenue Jurisdiction: Alexandria,	9,585 b	9,585				9,665 b	51,293 c		Developer / / 100 PRIV / / 100 STP 80/ 18/ 2 Total:	9,085 23,000 28,873 \$60,958	PCE Proposed for preparation
Description: Straighten the Monroe Street Bridge.												
82	Facility: US 15 (South King Street) From: Coordinate Signals To: Jurisdiction: Leesburg,	370 c	370	370 c						Local / / 100 RSTP 80/ 20/ Total:	30 340 \$370	N/A
Description: Coordinate 7 traffic signals.												
83	Facility: US 15 (South King Street) From: Evergreen Mill Road To: SCL of Leesburg Jurisdiction: Leesburg,	275 a 1,240 b	1,240		1,030 b			4,964 c		STP 80/ 20/ Total:	5,994 \$5,994	CE Approved
Description: Widen to four lanes.												
84	Facility: US 29 (Lee Highway) From: WCL of City of Fairfax To: Chain Bridge Road Jurisdiction: City of Fairfax,	1,415 a	1,249		1,249 a					STP 80/ 20/ Total:	1,249 \$1,249	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.												
85	Facility: US 29 (Lee Highway) From: Chain Bridge Road To: Eaton Place Jurisdiction: City of Fairfax,	1,845 b	1,845		3,940 b			8,979 c		STP 80/ 20/ Total:	12,919 \$12,919	CE Proposed for preparation
Description: Widen the existing roadway to six lanes.												
86	Facility: US 29 / US 50 (Lee Highway) From: @ VA 236 (Main St.) To: Spot Improvements Jurisdiction: City of Fairfax,			200 a						BD / 100/ Total:	200 \$200	N/A
Description: Spot Improvements at the cited intersection												

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
87 Facility: VA 123 (Chain Bridge Road) From: US 50 To: I-66 Jurisdiction: City of Fairfax,	192 b	192		2,125 b		263 c			Section 330 100/ / STP 80/ 20/	2,000 388	EA Approved
Total:										\$2,388	
Description: Construct an additional lane on northbound Chain Bridge Road from US 50 to I-66.											
88 Facility: VA 234 (Dumfries Road) From: South Corporate Limits To: Hastings Drive Jurisdiction: City of Manassas			68 a 674 b						STP 80/ 20/	742	Approved
Total:										\$742	
Description: Widen existing 2-lane sections to 4 lanes to provide continuity with the on-going improvements in Prince William County between Route 1 and the SCL of Manassas.											
89 Facility: VA 28 (Centreville Road) From: Sudley Road To: Liberia Avenue Jurisdiction: City of Manassas	70 a 220 b 480 c	700	690 b 790 c						HES/STP 90/ 10/ Local / / 100	690 790	PCE Approved
Total:										\$1,480	
Description: Reconstruct with a center left-turn lane.											
90 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/	2,000 11,584	CE Approved
Total:										\$13,584	
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.											
91 Facility: VA 3000 (Prince William Parkway) From: @ VA 776 (Liberia Ave.) / Fairview Ave. To: Construct Second WB to SB Left-Turn Lane Jurisdiction: Manassas,	15 a	15	15 a 135 c						RSTP 80/ 20/	150	PCE Proposed for preparation
Total:										\$150	
Description: Construct second WB to SB left-turn lane at Prince William Parkway's intersection with Liberia Avenue and Fairview Avenue.											
92 Facility: VA 7 (King Street) From: I-395 To: Western City Limit of Alexandria Jurisdiction: Alexandria,	703 b	703		1,356 b		5,082 c			STP 80/ 18/ 2	6,438	DEA Proposed for preparation
Total:										\$6,438	
Description: Reconstruct King Street's intersection with Beauregard Street to provide additional turning lanes and improved pedestrian and bicycle flows through the intersection.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
93 Facility: VA 7 (King Street) - spot improvements From: Quaker Lane To: Dearing Street Jurisdiction: Alexandria,	647 c	647	750 c						Local / / 100 State / 100 /	103 647	N/A
Total:										\$750	
Description: Spot improvements											
94 Facility: VA 7 (Main Street) From: South Maple Avenue To: VA 287 (Berlin Turnpike) Jurisdiction: Town of Purcellville	332 a	200	200 a						STP 80/ 20/	200	PCE Proposed for preparation
Total:										\$200	
Description: Intersection improvements to VA 7 (Main Street) within the cited limits.											
95 Facility: VA 773 (Edwards Ferry Road) From: @ US 15 Bypass To: Jurisdiction: Leesburg,			45 a 10 b	445 c					Minimum Guaran 80/ 20/	500	PCE Proposed for preparation
Total:										\$500	
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.											
96 Facility: Wellington Road From: Godwin Drive To: VA 28 (Nokesville Road) Jurisdiction: City of Manassas	431 b	431	2,170 b		4,205 c				STP 80/ 20/	6,375	CE Under preparation
Total:										\$6,375	
Description: Widen to four lanes.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Bike/Ped											
97 Facility: Duke Street Ped Bridge From: Near Cameron Station To: Jurisdiction: Alexandria,	75 a 450 c	505	80 a 425 c						CMAQ 80 / / 20	505	PCE Proposed for preparation
Description: Construct a pedestrian bridge over Duke Street near the Cameron Station development.											
98 Facility: Eisenhower Avenue Multi-Use Trail From: Trail extension To: Jurisdiction: Alexandria,	828 c	732	732 c						STP / Enhancem 80 / / 20	732	PCE Proposed for preparation
Description: Improvements and expansion of Eisenhower Avenue multi-use trail.											
99 Facility: Main Street From: Town of Hamilton To: Jurisdiction: Town of Hamilton	10 a 35 c	35	35 c						STP / Enhancem 80 / / 20	35	PCE Proposed for preparation
Description: Construct curb ramps, perform pavement striping, landscape, and erect gateway signage on Main Street in the Town of Hamilton.											
100 Facility: Manassas Drive Sidewalk From: Andrew Drive To: Euclid Avenue Jurisdiction: City of Manassas Park	334 c	334	334 c						Local / / 100 STP / Enhancem 80 / / 20	111 223	PCE Proposed for preparation
Description: Install sidewalk, curb, and gutter on the north side of Manassas Drive and place a "Welcome" sign on Euclid Avenue.											
101 Facility: Old Town Manassas City Square, Walkways, From: Phase II To: Jurisdiction: City of Manassas	248 c		123 c						STP / Enhancem 80 / / 20	123	PCE Approved
Description: Phase II: Paint / Stripe 28 crosswalks.											
102 Facility: Ped & Bike Path Network From: Town of Lovettsville To: Jurisdiction: Town of Lovettsville	122 b 252 c	374	134 b 252 c						Local / / 100 STP / Enhancem 80 / / 20	159 227	PCE Proposed for preparation
Description: Design & construct a 6-mile network of sidewalks & bike paths to link community, social, & business centers together.											
103 Facility: Pedestrian/Bicycle Plaza & Pathways From: Town of Clifton To: - Phase II Jurisdiction: Town of Clifton	127 b 56 c	56	56 c						Local / / 100	56	PCE Proposed for preparation
Description: Pedestrian/Bicycle Plaza & Pathways - Phase II in Town of Clifton											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
104 Facility: Potomac Avenue From: CSX Railroad To: Potomac River Jurisdiction: Town of Quantico,	354 c	354	731 c						Local / / 100 STP / Enhancem 80 / / 20 Total:	575 156 \$731	PCE Proposed for preparation
Description: Landscape, streetscape, erect street lights, and widen sidewalks on Potomac Avenue within the cited limits.											
105 Facility: Potomac Transportation Facility From: AMTRAK / VRE Station To: Potomac River Jurisdiction: Town of Quantico	1 b 353 c	353	353 c						Local / / 100 STP / Enhancem 80 / / 20 Total:	171 182 \$353	PCE Proposed for preparation
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.											
106 Facility: Purcellville Multi-Purpose Trail From: Main Street To: Hirst Drive Jurisdiction: Town of Purcellville			20 a 440 c						HES/STP 90 / 10 / Total:	460 \$460	PCE Proposed for preparation
Description: Construct a multi-purpose trail within the above limits accessing the W&OD Trail and the Loudoun Valley High School.											
107 Facility: Riverfront Boardwalk From: on the Occoquan River To: in the Town of Occoquan Jurisdiction: Town of Occoquan	519 c	265	265 c						STP / Enhancem 80 / / 20 Total:	265 \$265	PCE Proposed for preparation
Description: Design and construct a riverfront boardwalk, including a pier extending over existing rock jetty.											
108 Facility: Sidewalk Construction From: City of Alexandria To: City-wide Jurisdiction: Alexandria,	25 a 913 c	938	100 a 838 c						CMAQ 80 / / 20 Total:	938 \$938	PCE Proposed for preparation
Description: Study sidewalk connectivity, determine deficiencies, and construct sidewalk improvements, primarily near metro stations and bus stops.											
109 Facility: Signal View Drive Multi-Use Trail From: Within Signal Hill Park To: Parallel to Signal View Drive Jurisdiction: Prince William County,			5 a 5 b 13 c						HES/STP 90 / 10 / Total:	23 \$23	PCE Proposed for preparation
Description: Construct an 8-foot, asphalt Multi-Use Trail, within Signal Hill Park, along the sewer easement parallel to Signal View Drive.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
110 Facility: Sugarland Run Trail From: W&OD Trail To: Fairfax County's Sugarland Run Trail Jurisdiction: Herndon,	898 c	898	10 a 898 c						CMAQ 80 / / 20 Local / / 100	517 391	
Total:										\$908	
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.										
111 Facility: Town of Haymarket Streetscaping From: Washington Street To: Phase II Jurisdiction: Town of Haymarket	55 c	55	552 c						ISTEA DEMO - 100 / / STP / Enhancem 80 / / 20	497 55	PCE Proposed for preparation
Total:										\$552	
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.										
112 Facility: Town of Herndon From: Town Hall Square To: Streetscaping & bike / ped improvements Jurisdiction: Herndon,			104 a	670 c					Local / / 100 STP / Enhancem 80 / / 20	249 525	PCE Proposed for preparation
Total:										\$774	
Description:	As part of the revitalization of historic Herndon, streetscape and implement bike / ped improvements in the Town Hall Square.										
113 Facility: US 29 (Lee Highway) Fairfax Circle From: @ US 50 To: Jurisdiction: City of Fairfax,	400 c	400	62 a 338 c						Minimum Guaran 80 / 20 /	400	PCE Proposed for preparation
Total:										\$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.										
114 Facility: US 50 From: Fairfax County Line To: The District of Columbia Jurisdiction: Arlington County,	125 a										PCE Proposed for preparation
Description:	Develop landscape and hardscape design standards for use on the entire Arlington Boulevard corridor and to supplement other funded improvements for pedestrian and bicycle trail related work in the area between VA 27 (Washington Boulevard) and VA 110 (Jefferson Davis Highway).										
115 Facility: VA 234 (Dumfries Road) Multi-Purpose Trail From: Lake Jackson Drive To: VA 234 Business Jurisdiction: Prince William County,			360 a						RSTP 80 / 20 /	360	PCE Proposed for preparation
Total:										\$360	
Description:	Construct a Multi-Purpose Trail within the cited limits. Construction of this missing link will provide continuity between the 12 mile Multi-Purpose Trail along Dumfries Road with the 10 mile Multi-Purpose Trail along Prince William Parkway.										

Bike/Ped

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review	
116 Facility: VA 234 Business - Sidewalks & Ramps From: City of Manassas WCL (Godwin Drive) To: VA 621 (Balls Ford Road) Jurisdiction: Prince William County,			85 a	430 c					Open Container (100/ /	515	PCE Proposed for preparation	
Description: Improve sidewalks & handicap ramps to current standards.										<i>Total:</i>	\$515	
117 Facility: VA 234 Business - Signalized Crosswalks From: City of Manassas WCL (Godwin Drive) To: I-66 Jurisdiction: Prince William County,			169 a	481 c					Open Container (100/ /	650	PCE Proposed for preparation	
Description: Provide signal-controlled crosswalks at all major intersections.										<i>Total:</i>	\$650	
118 Facility: VA 641 (Old Bridge Road) From: VA 3000 (Prince William Parkway) To: Cricket Lane Jurisdiction: Prince William County,			71 a	69 b	354 c				HES/STP 90/ 10/	494	PCE Proposed for preparation	
Description: Construct sidewalks, trails, on-road bike lanes, and other bike / ped amenities county-wide. Landscaping. 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.										<i>Total:</i>	\$494	
119 Facility: Wolf Trap National Park Pedestrian Crossing From: Wolf Trap National Park To: VA 675 (Beulah Road) Jurisdiction: Fairfax County,	424 a			50 b					Public Lands Hig 80/ 20/	50	PCE Proposed for preparation	
Description: Feasibility and preliminary engineering study for a pedestrian access facility along VA 676 (Trap Road) between Wolf Trap National Park and VA 675 (Beulah Road), and crossing the Dulles Access and Toll Roads (Route 267).										<i>Total:</i>	\$50	

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
ITS												
120 Facility: 511 Virginia - Travel Information From: District-wide To: Jurisdiction: District-wide	300 c		300 c	300 c	300 c	300 c	300 c	300 c	NHS 90/ 10/	1,800	N/A	
										Total:	\$1,800	
Description: Provision of accurate, timely information to the traveling public.												
121 Facility: Dynamic Message Signs From: 3 Locations in the City of Fairfax To: Jurisdiction: City of Fairfax	25 a 215 c	240	30 a 220 c						RSTP 80/ 20/	250	PCE Proposed for preparation	
										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.												
122 Facility: I-95 (provide 4th lane) TMS From: Newington To: VA 123 Jurisdiction: Fairfax County, Prince William County,				1,200 c					NHS 80/ 20/	1,200	CE Proposed for preparation	
										Total:	\$1,200	
Description: RELOCATE EXISTING & INSTALL NEW TMS FACILITIES prior to Widening from 6 to 8 lanes.												
123 Facility: Interstate ITS From: District-wide To: Jurisdiction: District-wide	1,600 c		838 c	1,000 c	500 c	500 c	1,000 c	1,000 c	NHS 90/ 10/	4,838	N/A	
										Total:	\$4,838	
Description: Implement Intelligent Transportation Systems (ITS) on NoVA's Interstate Highways.												
124 Facility: ITS Implementation From: City of Alexandria To: King, Braddock & Quaker Jurisdiction: Alexandria,			684 a	237 c					Local / / 100 Section 330 100/ /	176 745	PCE Proposed for preparation	
										Total:	\$921	
Description: ITS implementation on the cited streets.												
125 Facility: NoVA's Smart Traffic Center From: To: Jurisdiction:	1,000 c		1,243 c	500 c	500 c	500 c	500 c	2,000 c	NHS 90/ 10/	5,243	N/A	
										Total:	\$5,243	
Description: Monitor and enhance the Smart Traffic Center's existing operating software to reflect a dynamic environment and changing needs.												

ITS

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
126 Facility: Primary System From: Technology To: Districtwide Jurisdiction: District-wide,	250 c		0 c	50 c	100 c	100 c	100 c	100 c	State / 100 /	450	
<i>Total:</i>										\$450	
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										
127 Facility: Real-Time Transit Information for DASH Tran From: Alexandria To: Citywide Jurisdiction: Alexandria,	500 c										N/A
Description:	Real-Time Transit Information for DASH Transit Patrons										
128 Facility: Signal System From: Town of Herndon's Boundary To: Interjurisdictional Traffic Signal Co-ordination Jurisdiction: Herndon,	80 a	80	80 a						CMAQ 100 / /	80	N/A
<i>Total:</i>										\$80	
Description:	Analyze and design coordinated signal timings for key regionally interconnected intersections / arterials at the town's boundary with adjacent VDOT traffic signals.										
129 Facility: Traffic Monitoring Cameras From: City of Fairfax To: Signal-Controlled Intersections Jurisdiction: City of Fairfax,	295 c										
Description:	Install Video Surveillance Cameras at major intersections in the City of Fairfax in order to photograph red-light runners.										

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
130 Facility: Traffic Monitoring Cameras & ITS Integration From: City of Alexandria To: Jurisdiction: Alexandria	1,220 c	1,220	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.											
131 Facility: Traffic Monitoring Cameras for Traffic Signal From: South Elden Street @ the Dulles Toll Road To: East Elden Street @ VA 7100 Jurisdiction: Herndon,			45 a 205 c						CMAQ 100/ /	250	PCE Proposed for preparation
Total:										\$250	
Description: Install closed circuit cameras; as well as associated hardware, software, and peripheral equipment. to enable the Town of Herndon' to remotely monitor and control the performance of traffic signals at key intersections in order to improve traffic flow along the Elden Street Corridor. Analyze and design coordinated signal timings for key regionally interconnected intersections / arterials at the town's boundary with adjacent VDOT traffic signals. Install closed loop centralized traffic control system for 24 traffic signals in the Town of Herndon.											
132 Facility: Traffic Signal Coordination From: Falls Church To: City-wide Jurisdiction: Falls Church	140 c	86	140 c						CMAQ 100/ /	140	PCE Prepared for review
Total:										\$140	
Description: Implement coordinated city-wide signal system.											
133 Facility: Traffic Signal Optimization From: City of Manassas To: Jurisdiction: City of Manassas	50 a	50	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.											
134 Facility: Traffic Signal Optimization From: City of Fairfax To: Jurisdiction: City of Fairfax	165 c	165	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.											
135 Facility: Traffic Signal Software From: City of Fairfax To: Jurisdiction: City of Fairfax	100 c	100	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.											

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
136 Facility: Traffic Signal System From: City of Alexandria's boundary To: Interjurisdictional traffic signal coordination Jurisdiction: Alexandria,	193 a	193	150 a 43 c						CMAQ 100 / /	193	N/A
<i>Total:</i>										\$193	
Description:	Analyze and design coordinated signal timings for key regionally interconnected intersections / arterials at the City's boundary with adjacent traffic signal systems.										
137 Facility: Traffic Signal System From: Town of Vienna's boundary To: Interjurisdictional traffic signal coordination Jurisdiction: Vienna,	75 a	75	75 a						CMAQ 100 / /	75	N/A
<i>Total:</i>										\$75	
Description:	Analyze and design coordinated signal timings for key regionally interconnected intersections / arterials at the town's boundary with adjacent VDOT traffic signals.										
138 Facility: Traffic Signal Upgrade From: City of Manassas To: Jurisdiction: City of Manassas	30 a 723 c										N/A
Description:	Traffic Signal Upgrade to the Econolite Icon system										

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
139 Facility: VA 236 (Duke Street) Congestion Relief From: I-395 To: Telegraph Road Jurisdiction: Alexandria,	732 c	732	68 a 665 c						Federal Minimu 80 / 20 /	733	PCE Proposed for preparation	
										Total:	\$733	
Description: The aim of this project is to reduce congestion on Route 236 Duke Street, improve existing transit service reliability, and improve the accessibility for pedestrians. The Scope of this project will include the following: <ol style="list-style-type: none"> 1) Installation of optical detection equipment at various locations still to be determined during the project scoping. 2) Installation of accessible pedestrian signals at 19 intersections. 3) Traffic signal phasing optimization where appropriate. 4) Development of new traffic signal coordination timing plans. 5) Implementation of traffic responsive signal control along Duke Street. <p>This project will blend several technologies to achieve the projects aim. Traffic congestion will be reduced by an advanced implementation of traffic responsive control. Transit service reliability will be improved by reducing the congestion on Duke Street. Pedestrian signal accessibility will be improved by the installation of audible speech pedestrian signals and physical improvements to the intersections.</p> <p>The existing traffic signal coordination along Duke Street is achieved through fixed coordination timing plans which are implemented on a time of day schedule. There are four coordination timing plans: a morning peak plan, an afternoon peak plan, a midday peak plan, and an off-peak plan. This is typical of most signal systems in the region. Although our coordination plans accommodate the daily shifts in traffic patterns related to commuter traffic, these four plans cover a broad spectrum of traffic patterns, which have moderate fluctuations throughout the day. Furthermore, the level of recurring congestion can change from day to day during the week, based on residual effects of incidents and congestion on nearby roadways (eg. I-495).</p> <p>The ability to adjust to these anticipated fluctuations in daily traffic patterns would enable City Staff to help ensure the day-to-day consistency of traffic operations. Coupled with the optimization of traffic signal timing and phasing, the end-product will be to create day-to-day consistency of optimized traffic signal operations. This will involve the creation of additional 8 to 10 timing plans that will can be implemented as certain conditions are detected. This will further involve establishing thresholds based on roadway occupancy and speed whereby these alternate coordination plans may be automatically implemented. An example of these thresholds may be if the speed in a particular direction falls below 5 miles per hour, or if a vehicle is detected to be at the same point for an extended period of time. Through improved traffic signal operation, it is also anticipated that the on-time reliability of the bus service along Duke Street will also be improved.</p> <p>Accessible pedestrian signals will also be installed at the existing traffic signals along Duke Street. The installation of the audible signals will require other physical changes to the intersections such as installation of new wheelchair ramps and better placement of pedestrian buttons. The installation of the accessible pedestrian signals will promote our goal of safety for disabled persons and may help many of the disabled use the existing transit service along Duke Street.</p> <p>Currently, funding has been identified but will not be available until the Summer of 2004. Although some preliminary work has been done, a more detailed project scope will be developed in coordination with our private consultant once funding becomes available. This will include the collection of data for a subsequent "before" analysis, installation & testing, and an "post-implementation" analysis. While there are several step involved in the project, this is conceptually how the project will flow. With a start date in early Fall of 2004, we expect to be complete at the same time the following year</p>												
140 Facility: VA 7 Video Detectors From: VA 7 / US 15 (Leesburg Bypass) To: I-495 (Capital Beltway) Jurisdiction: Fairfax County, Loudoun County	497 c										PCE Proposed for preparation	
Description: Installation of video traffic detectors (to replace loop detectors) at selected intersections along the Route 7 Corridor within the cited limits.												

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Enhancement											
141 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 Total:	113 169 \$282	PCE Proposed for preparation
Description: Acquire and restore the Asbury Church for use as the Ashbys Gap Turnpike Museum.											
142 Facility: Ben Lomond Manor House From: To: Jurisdiction: Prince William County,	20 a		180 c						Local / / 100 STP / Enhancem 80 / / 20 Total:	160 20 \$180	PCE Proposed for preparation
Description: Preserve and restore the Ben Lomond Manor House.											
143 Facility: Downtown Parking Facility From: Purcellville To: Jurisdiction: Town of Purcellville			161 c						Local / / 100 STP / Enhancem 80 / / 20 Total:	130 31 \$161	PCE Proposed for preparation
Description: Design, construct, and landscape a parking facility in downtown Purcellville.											
144 Facility: Goose Creek Bridge From: Old Route 7 To: Adjacent to Keep-Loudoun-Beautiful Park Jurisdiction: Loudoun County	445 c										PCE Proposed for preparation
Description: Rehabilitate the Goose Creek Bridge on Old Route 7 Adjacent to Keep-Loudoun-Beautiful Park.											
145 Facility: Mount Zion Church Visitors Center From: Scenic Easements To: VA 860 @ US 50 Jurisdiction: Loudoun County,			300 b						STP / Enhancem 80 / / 20 Total:	300 \$300	PCE Proposed for preparation
Description: Purchase a land parcel of 88 acres across from the Church site at the historic intersection of Old Carolina Road (VA 860 (Watson Road) and the Little River Turnpike (US 50). The Federal Highway Administration was asked to review this request for program eligibility and has determined that the parcel of land in question does qualify for the Enhancement Program under the category of Acquisition of Scenic Easements and Scenic or Historic Sites.											

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
146 Facility: Oatlands Plantation From: Scenic Vistas To: Jurisdiction: Loudoun County	5 a			2,095 b					Local / / 100 STP / Enhancem 80 / / 20 TCSP* 80 / / 20 Total: \$2,095	1,225 245 625	PCE Proposed for preparation
Description: Acquisition of scenic vistas adjacent to Oatlands Plantation.											
147 Facility: Rippon Lodge From: Parking lot To: Trail connection to Potomac Heritage National Jurisdiction: Prince William County,	47 a		251 c						Local / / 100 STP / Enhancem 80 / / 20 Total: \$251	235 16	PCE Proposed for preparation
Description: Construct a parking lot at the Rippon Lodge and a trail connection from the Rippon Lodge to the Potomac Heritage National Scenic Trail.											
148 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 Total: \$1,200	431 769	PCE Proposed for preparation
Description: Town of Waterford Enhancement Projects includes acquisition of scenic easements and properties.											
149 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		100 c						Local / / 100 Total: \$100	100	PCE Proposed for preparation
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.											
150 Facility: Transportation and Information Center From: South Liberty Street To: in Middleburg Jurisdiction: Town of Middleburg	4 a 12 b	12	12 b	184 c					STP / Enhancem 80 / / 20 Total: \$196	196	PCE Proposed for preparation
Description: Construct a Middleburg Area Visitor / Commuter Information Center on Liberty Street in Middleburg.											

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
TERMs											
151 Facility:	Clean Air Partners Regional Public Education	266 c		108 c	108 c	108 c			CMAQ	324	
From:	District-wide,								80/ 20/		
To:											
Jurisdiction:	District-wide,								Total:	\$324	
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.										
152 Facility:	Commuter Connections Operation Center (TC	350 c		174 c	181 c	187 c			CMAQ	542	
From:	District-Wide								80/ 20/		
To:											
Jurisdiction:	District-wide,								Total:	\$542	
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.										
153 Facility:	Employer Outreach (M47C)	533 c		426 c	426 c	426 c	426 c	426 c	CMAQ	2,130	N/A
From:	District-Wide								80/ 20/		Ongoing
To:											
Jurisdiction:	District-wide,								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.										
154 Facility:	Employer Outreach for Bicycling	6 c		6 c	6 c	6 c	6 c	6 c	CMAQ	30	N/A
From:	(M70B)								80/ 20/		Ongoing
To:	District-Wide										
Jurisdiction:	District-wide,								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.										
155 Facility:	I-395 / 14th Street Bridge &	250 c									N/A
From:	Memorial, Roosevelt & Key Bridges										Ongoing
To:	Incident Management										
Jurisdiction:	Arlington & DC										
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.										

TERMs

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
156 Facility: Incident Management From: I-395 / 14th Street Bridge & To: Memorial, Roosevelt and Key Bridges Jurisdiction: Arlington, DC	250 c										N/A Ongoing
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.										
157 Facility: Integrated Ridesharing (M42) From: District-Wide To: Jurisdiction: District-wide,	99 c		99 c	99 c	99 c	99 c	99 c		CMAQ 80 / 20 /	495	Ongoing
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.										
158 Facility: Mass Marketing Campaign From: (M101A) To: District-Wide Jurisdiction: District-wide,	367 c		367 c	367 c	367 c	367 c	367 c		CMAQ 80 / 20 /	1,835	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.										
159 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.										
160 Facility: Undesignated TERMS Support From: District-wide, To: Jurisdiction: District-wide,	464 c		1,664 c	2,114 c	2,114 c	2,114 c			CMAQ 80 / 20 /	8,006	
Description:	Continued support and funding for undesignated Transportation Emission Reduction Measures (TERMs).										

TERMs

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
161 Facility: Vanpool Incentives (M77B) From: Capital Cost of Contracting To: District-Wide Jurisdiction: District-wide,	684 c		684 c	684 c	684 c	684 c	684 c		CMAQ 80 / 20 /	3,420	N/A Ongoing	
Description: M - 77B Implement Vanpool Incentives - Capital Cost of Contracting.										<i>Total:</i>	\$3,420	
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.												
162 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		CMAQ 80 / 20 /	855	N/A Ongoing	
Description: M - 77B Implement Vanpool Incentives - Capital Cost of Contracting.										<i>Total:</i>	\$855	
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.												
163 Facility: Washington Telework Resource Center From: (M92) To: District-Wide Jurisdiction: District-wide,	704 c		378 c	378 c	378 c	378 c	378 c		CMAQ 80 / 20 /	1,890	N/A Ongoing	
Description: Implement Metropolitan Washington Telework Resource Center. (M92)										<i>Total:</i>	\$1,890	
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.												
Other												
164 Facility: NoVA 2020 Transportation Plan Update From: To: Jurisdiction: Northern Virginia	1,000 a	1,000	1,000 a						RSTP 80 / 20 /	1,000	CE Approved	
Description: Extend the horizon of the NoVA 2020 Transportation Plan to the year 2030. Update project lists to reflect project completions, latest cost estimates, the outcome of corridor studies conducted since 1999, changing regional priorities, etc.										<i>Total:</i>	\$1,000	

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Federal Lands Highway Program											
165 Facility: George Washington Memorial Parkway From: To: Jurisdiction: Fairfax County			500 c						Park Roads 100 / /	500	
Description: Repair footing erosion, Pimmit Run Bridge (3300-005P)											
166 Facility: George Washington Memorial Parkway From: To: Jurisdiction: Arlington County			3,000 c						Park Roads 100 / /	3,000	
Description: Rehabilitate (including deck repair) of GWMP Bridge over North Entrance to Regan National Airport (Structure No. 3300-021P) and construct bridge extension for Pedestrian Bridge over Airport Access Road											
167 Facility: George Washington Memorial Parkway From: To: Jurisdiction: Arlington County			1,215 c						Park Roads 100 / /	1,215	
Description: Rehabilitate Gulf Branch Bridge (Structure No. 3300-007P) which crosses the George Washington Memorial Parkway over the Gulf Brance Stream.											
168 Facility: George Washington Memorial Parkway From: To: Jurisdiction: Arlington County			2,600 c						Park Roads 100 / /	2,600	
Description: Clean and paint and other repairs on bridge No. 3300-013P (Little River Inlet Bridge), 3300-014P (Route 50 Bridge), and 3300-019P (New Boundary Channel Bridge).											
169 Facility: George Washington Memorial Parkway From: To: Jurisdiction: Fairfax County				2,100 c					Park Roads 100 / /	2,100	
Description: Rehabilitate VA Route 123, CIA interchange and mainline											
170 Facility: George Washington Memorial Parkway From: To: Jurisdiction: Arlington County, Fairfax County,					8,000 c				Park Roads 100 / /	8,000	CE
Description: Reconstruct NB George Washington Memorial Parkway from I-495 to VA Route 123											
171 Facility: George Washington Memorial Parkway From: To: Jurisdiction: Arlington County				9,300 c					Park Roads 100 / /	9,300	
Description: Rehabilitate SB George Washington Memorial Parkway from I-495 to VA Route 123											

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		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
172	Facility: George Washington Memorial Parkway From: To: Jurisdiction: Arlington County				190 c					Park Roads 100 / /	190	
Description: Install scour and erosion countermeasures on Spout Run Parkway at the EB low arch bridge/culvert (Structure No. 3300-039P) and WB low arch bridge/culvert (Structure No. 3300-029P)												
173	Facility: George Washington Memorial Parkway From: To: Jurisdiction: Fairfax County				650 c					Park Roads 100 / /	650	
Description: Resurface Northdown Rd, East & West Boulevard Dr (MVMH)												
174	Facility: Prince William Forest Park Roads From: To: Jurisdiction: Prince William County					2,350 c				Park Roads 100 / /	2,350	
Description: Construct New Park Entrance (4R)												
175	Facility: Prince William Forest Park Roads From: To: Jurisdiction:					1,130 c				Park Roads 100 / /	1,130	
Description: Resurface Entrance Rd, Park Scenic Dr., Telegraph Rd. and various parking areas.												

Arlington County

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Secondary											
1 Facility: US 1 Intersections From: VA 120 (South Glebe Road) To: 23rd Street South Jurisdiction: Arlington County,	250 a		247 b						ISTEA DEMO - 100 / /	247	PCE Proposed for preparation
Description: VA 120 (South Glebe Road) to 23rd Street South - Signalization and intersection improvements at the US 1 / 33rd Street South intersection and at other intersections on US 1 within the cited limits.										Total:	\$247
2 Facility: US 29 (Lee Highway) From: N. Quincy To: N. Kenmore Jurisdiction: Arlington County,	1,294 c										FONSI Approved
Description: Geometric modifications and pedestrian signals at the five points intersection, construction of new sidewalks, and streetscape improvements and street trees along Lee Highway.											
3 Facility: VA 120 (South Glebe Road) From: 24th Road South To: West Glebe Road Jurisdiction: Arlington County,	200 a	200	200 a 595 b						ISTEA DEMO - 100 / /	795	PCE Proposed for preparation
Description: Safety and signal improvements consistent with the Arlington County Comprehensive Plan. Signalization and intersection / interchange ramp improvements, including the addition / lengthening of turn bays, within the cited limits.										Total:	\$795
4 Facility: VA 244 (Columbia Pike) From: S. Orme St. To: Southgate Rd. Jurisdiction: Arlington County,			600 a	1,400 c	5,000 c				Revenue Sharin / 50 / 50 STP 80 / / 20	1,000 6,000	DEA Proposed for preparation
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.										Total:	\$7,000
5 Facility: VA 244 (Columbia Pike) From: Wakefield Street To: Four Mile Run Jurisdiction: Arlington County,	441 a 160 b	135	135 c						REVSH / 50 / 50 RSTP 80 / 20 /	85 50	N/A
Description: Design and construct streetscape improvements. To include pedestrian facilities, bus stop shelters, street lighting, traffic signals, and undergrounding of utilities along Route 244 from South Wakefield Street to Four Mile Run.										Total:	\$135
6 Facility: VA 244 (Columbia Pike) From: Oakland Street To: Garfield Street Jurisdiction: Arlington County,	385 a 110 b	310	210 a 100 b						REVSH / 50 / 50 RSTP 80 / 20 /	235 75	DEA Proposed for preparation
Description: Redesign and rebuild all street infrastructure to make them compatible with redevelopment plans for the corridor.										Total:	\$310

Secondary Arlington County

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
7 Facility: Wilson Blvd. From: N. Frederick To: George Mason Dr. Jurisdiction: Arlington County,	120 c										N/A
Description: Construct a raised median between George Mason Drive and Frederick Street.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
Bike/Ped											
8 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.											
9 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.											
10 Facility: Four Mile Run Trail From: Shirlington Road To: West Glebe Road Jurisdiction: Arlington County,	50 b 880 c	930	55 b	880 c					Local / / 100 RSTP 80/ 20/ STP/ENH 90/ / 10	49 880 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											
11 Facility: Rosslyn Circle Bike/Ped Grade Separation From: @ Key Bridge To: Jurisdiction: Arlington County,	250 a 1,000 c	1,250	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.											
12 Facility: Route 110 Bicycle Trail From: North Pentagon Parking Lot To: Memorial Drive Jurisdiction: Arlington County	180 c	180					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.											
13 Facility: VA 120 (Glebe Road) From: @ 27th Street To: @ Ramp from I-395 to West Glebe Road Jurisdiction: Arlington County	7 a 65 c	63	63 c						HES/STP 90/ 10/	63	PCE Proposed for preparation
Description: Install crosswalks, pedestrian signals, refuge areas. Reconstruct curb corners.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
14 Facility: VA 120 (Glebe Road) From: @ South Walter Reed Drive To: Jurisdiction: Arlington County,	144 c	144	144 c						STP 90/ 10/	144	N/A	
Description: Modify signal & crosswalk, improve lighting at intersection of S. Walter Reed Drive.										<i>Total:</i>	\$144	
15 Facility: VA 120 (Glebe Road) From: N. Randolph Street To: Fairfax Drive Jurisdiction: Arlington County,	450 c										PCE Proposed for preparation	
Description: Provide safety improvements in accordance with the County's master plan. Reconstruct four intersections for enhanced pedestrian safety.												
16 Facility: VA 120 (N. Glebe) Pedestrian Overpass From: @ Carlin Springs Road To: Jurisdiction: Arlington County,	280 a 120 b	120	788 c	120 b					CMAQ 80/ / 20	908	PCE Under preparation	
Description: Construction of a pedestrian overpass of North Glebe Road, to include elevator access for persons with disabilities.										<i>Total:</i>	\$908	
17 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.												
18 Facility: VA 237 (Fairfax Dr.) From: Courthouse Rd. To: Ft. Myer Dr. Jurisdiction: Arlington County,	500 c										N/A	
Description: Within the project limits, reconstruct Fairfax Drive to create a uniform cross section, primarily through the addition of sidewalks.												
19 Facility: VA 309 (Old Dominion Drive) (Pedestrian & Bi From: Fairfax County Line To: US 29 (Lee Highway) Jurisdiction: Arlington County,	1,470 c	1,470	232 a	1,251 c					CMAQ 80/ / 20 STP 80/ 20/	1,163 320	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.										<i>Total:</i>	\$1,483	

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
ITS											
20 Facility:	Bus Information Technology Deployment	50 a	500	50 a					STP	500	PCE
From:	Columbia Pike	450 c		450 c					80/ 20/		Proposed for preparation
To:											
Jurisdiction:	Arlington County,								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.										
21 Facility:	Bus Information Technology Deployment	50 a		250 c					STP	250	PCE
From:	North-South Corridors								80/ 20/		Proposed for preparation
To:											
Jurisdiction:	Arlington County,								Total:	\$250	
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.										
22 Facility:	Traffic Monitoring Cameras	35 a	403	403 c					CMAQ	403	PCE
From:	Arlington County	403 c							80/ / 20		Proposed for preparation
To:	County-wide										
Jurisdiction:	Arlington County								Total:	\$403	
Description:	Install 25 traffic monitoring cameras, county-wide, for enhanced incident management.										
23 Facility:	Traffic Signal Optimization	394 c	394	394 c					CMAQ	350	PCE
From:	Arlington County								100/ /		Proposed for preparation
To:	139 County Signals								Local	44	
Jurisdiction:	Arlington County,								/ / 100		
									Total:	\$394	
Description:	Optimize 139 County Signals.										
24 Facility:	VA 244 (Columbia Pike) Signal Prioritization	486 c	206	206 c					CMAQ	206	PCE
From:	Fairfax County Line								100/ /		
To:	Pentagon										
Jurisdiction:	Arlington County,								Total:	\$206	
Description:	Acquire hardware and software to give signal prioritization to buses on Columbia Pike.										

Fairfax County

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
Secondary												
1	Facility: Fairfax County Congestion Relief Projects From: @ 7 County Intersections To: Jurisdiction: Fairfax County	1,875 c	1,215	1,215 c					Minimum Guaran 80/ 20/	1,215	PCE Proposed for preparation	
										Total:	\$1,215	
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.											
2	Facility: TYTRAN Congestion Relief Projects From: Tysons Corner To: Jurisdiction: Fairfax County	300 c	300	300 c					Minimum Guaran 80/ 20/	300	PCE Proposed for preparation	
										Total:	\$300	
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.											
3	Facility: VA 602 (Reston Pkwy.) From: @ VA 5320 (Sunrise Valley Dr.) To: Jurisdiction: Fairfax County	160 c	85	85 b					STP / Open Cont 100/ /	85	PCE Proposed for preparation	
										Total:	\$85	
Description:	Construct a second left-turn lane at the cited intersection.											
4	Facility: VA 606 (Baron Cameron Avenue) From: @ VA 602 (Reston Parkway) To: Replace signals Jurisdiction: Fairfax County	100 a			116 c				STP/HES 90/ 10/	116	PCE Proposed for preparation	
										Total:	\$116	
Description:	Replace signals and extend eastbound and westbound left-turn lanes.											
5	Facility: VA 608 (West Ox Road) From: VA 6558 (Penderbrook Drive) To: VA 6985 (Ox Trail) Jurisdiction: Fairfax County,	6,081 b	6,081	6,000 b	12,500 c				STP 80/ 20/	18,500	EA/FONSI Approved	
										Total:	\$18,500	
Description:	Widen existing 2-lane facility to 4-lanes, divided.											

Secondary Fairfax County

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
6 Facility: VA 611 (Telegraph Road) From: VA 613 (Beulah St.) To: VA 635 (Hayfield Road) Jurisdiction: Fairfax County,				2,000 a		4,500 b		16,000 c	STP 80/ 20/	22,500	EA/4F Proposed for preparation
Description: Widen existing 2 lane roadway to a 4 lane divided roadway on 6 lane right of way.									Total:	\$22,500	
7 Facility: VA 611 (Telegraph Road) From: VA 635 (Hayfield Road) To: VA 633 (S. Kings Hwy.) Jurisdiction: Fairfax County,	1,500 a	1,500	1,500 a	2,500 b		8,000 c			STP 80/ 20/	12,000	EA/4F Proposed for preparation
Description: Widening of existing 2 lane roadway to a 4 lane divided roadway on 6 lane right of way.									Total:	\$12,000	
8 Facility: VA 613 (Van Dorn Street) From: @ VA 644 (Franconia Road) To: interchange Jurisdiction: Fairfax County,	10,781 b	10,654			10,654 b				STP 80/ 20/	10,654	EA/4F Proposed for preparation
Description: Construct an interchange.									Total:	\$10,654	
9 Facility: VA 618 (Woodlawn Road) From: US 1 (Richmond Highway) To: VA 613 (Beulah Road) Jurisdiction: Fairfax County,	1,200 a		800 a						Defense Access 100/ /	800	DEIS Proposed for preparation
Description: Replace / reconstruct / widen VA 618 (Woodlawn Road) between US 1 (Richmond Highway) and VA 613 (Beulah Road). The study will assess the social, economic, and environmental effects of the proposed alternatives.									Total:	\$800	
10 Facility: VA 620 (Braddock Road) From: @ VA 617 (Backlick Road) To: Jurisdiction: Fairfax County	61 a			93 b	293 c				STP (OC) 90/ 10/	386	PCE Proposed for preparation
Description: REMOVE ISLAND & EXTEND Right Turn -Lane EB ONTO ROUTE 617 SouthBound									Total:	\$386	
11 Facility: VA 620 (Braddock Road) From: @ VA 2865 (Ravensworth Road) To: Jurisdiction: Fairfax County	22 a		125 c						STP/HES 90/ 10/	125	PCE Proposed for preparation
Description: RTE 620 - ADD 575' ACCEL LANE WB FOR Right Turn movement FROM ROUTE 2864 SB									Total:	\$125	
12 Facility: VA 636 (Hooes Road) From: @ VA 6100 (Newington Forest Avenue) To: Jurisdiction: Fairfax County	81 a		200 b	322 c					HES/STP 90/ 10/	522	PCE Proposed for preparation
Description: VA 636 - Superelevate curve in the vicinity of VA 6100 & relocate utilities.									Total:	\$522	

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
13 Facility: VA 638 (Rolling Road) From: VA 7100 (Fairfax County Parkway) To: VA 644 (Old Keene Mill Road) Jurisdiction: Fairfax County,	1,900 a	1,900	1,900 a	4,000 b		14,000 c			STP 80/ 20/	19,900	CE Approved
Total:										\$19,900	
Description: Widen Rolling Road from existing 2 lanes to a 4 lane divided facility.											
14 Facility: VA 642 (Lorton Road) From: VA 600 (Silverbrook Road) To: US 1 (Richmond Highway) Jurisdiction: Fairfax County,	20,700 c										CE Approved
Description: Widen Lorton Road from 2 lanes to a 6-lane, divided facility.											
15 Facility: VA 645 (Burke Lake Road) From: VA 643 (Lee Chapel Road) To: VA 7100 (Fairfax County Parkway) Jurisdiction: Fairfax County,	6,500 c										N/A,State
Description: Widen from existing 2 lanes to 4 lanes.											
16 Facility: VA 645 (Stringfellow Road) From: VA 7735 (Fair Lakes Blvd.) To: US 50 Jurisdiction: Fairfax County,			3,000 a		18,000 b			16,000 c	STP 80/ 20/	37,000	CE/4(f) Proposed for preparation
Total:										\$37,000	
Description: Widen from existing 2 lanes to 4 lanes.											
17 Facility: VA 654 (Popes Head Road) From: VA 5435 (Lewisham Road) To: VA 5436 (O'Faly Road) Jurisdiction: Fairfax County,	184 b	184	309 b		722 c				STP/HES 90/ 10/	1,031	CE Proposed for preparation
Total:										\$1,031	
Description: Straighten curve.											
18 Facility: VA 657 (Centreville Road) From: VA 608 (West Ox Rd) To: VA 608 (Frying Pan Rd) Jurisdiction: Fairfax County,			5,000 b		4,000 c				State / 100/	9,000	CE/4F Under preparation
Total:										\$9,000	
Description: This project widens Centreville Road from 2 lanes to 4 lanes.											
19 Facility: VA 677 (Old Court House Road) From: @ VA 650 (Gallows Road) To: Jurisdiction: Fairfax County	174 a			60 b	193 c				STP/HES 90/ 10/	253	PCE Proposed for preparation
Total:										\$253	
Description: Extend eastbound right-turn lane.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
20 Facility: VA 684 (Spring Hill Road) From: VA 7 (Leesburg Pike) To: VA 6034 (International Drive) Jurisdiction: Fairfax County,	2,000 b	2,000	2,000 b 5,000 c						State / 100 /	7,000	N/A,State
Total:										\$7,000	
Description: Widen to a 4 lane divided section with curb and gutter and sidewalks on both sides of the road.											
21 Facility: VA 7100 (Fairfax Co Pkwy HOV) From: US 50 To: VA 5320 (Sunrise Valley Dr.) Jurisdiction: Fairfax County,	7,098 a										PCE Proposed for preparation
Description: Widen the Parkway to 6 lanes within the existing right of way. Additional lanes will function as HOV lanes in the peak period.											
22 Facility: VA 7100 (Fairfax County Parkway) From: VA 4600 (Fullerton Road) To: VA 7900 (Franconia-Springfield Parkway) Jurisdiction: Fairfax County,	3,881 a 21,851 b	21,851	21,851 b	64,740 c					Minimum Guaran 80/ 20 / NHS 80/ 20 / RSTP 80/ 20 /	6,504 7,747 72,340	EAF/ONSI Proposed for preparation
Total:										\$86,591	
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.											
23 Facility: VA 7100 Interchange From: @ VA 7735 (Fair Lakes Pkwy) & To: Monument Drive Jurisdiction: Fairfax County,	4,925 b	2,087	2,087 b						RSTP 80/ 20 /	2,087	PCE Proposed for preparation
Total:										\$2,087	
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.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Bike/Ped											
24 Facility: Accotink Gateway Connector Trail From: King Arthur Drive To: Wakefield Park Jurisdiction: Fairfax County	30 b 2,200 c	2,230	2,257 c						CMAQ 80/ 20/ HP/TEA-21 80/ / 20 Local / / 100 Total: \$2,257	169 510 1,578 \$2,257	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.											
25 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 \$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.											
26 Facility: Chain Bridge Road Landscaping and Planting From: Phase II (Streetscape demo) To: @ Various locations Jurisdiction: Fairfax County,	70 a 361 c										PCE Proposed for preparation
Description: Landscaping and planting for pedestrian friendly improvements at various locations. Phase II - Streetscape demo.											
27 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 \$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.											
28 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: \$1,000	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											

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
29 Facility: Huntington Metro Station Vicinity From: Pedestrian Improvements To: Jurisdiction: Fairfax County,	150 c	150	150 c						Governor's Cong / 100 /	150	PCE Proposed for preparation
Total:										\$150	
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.											
30 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
Total:										\$100	
Description: Engineering & design for Phase I of Northern Vienna Trail.											
31 Facility: On-Road Bike Trails From: Fairfax County-wide To: Jurisdiction: Fairfax County,	50 a 50 b 400 c	500	50 a	50 b		400 c			CMAQ 80 / / 20	500	N/A
Total:										\$500	
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 Metro rail stations, colleges, and major employment centers.											
32 Facility: Pedestrian Improvements, Bus Stop Access I From: Bike Projects To: Fairfax County Jurisdiction: Fairfax County,	300 a 100 b	400	300 a 100 b 800 c						RSTP 80 / 20 /	1,200	PCE Proposed for preparation
Total:										\$1,200	
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.											
33 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	375	N/A Ongoing
Total:										\$375	
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.											
34 Facility: Soapstone Drive Pedestrian Improvements From: South Lakes Drive To: Snakeden Branch Jurisdiction: Fairfax County,	767 c	767	767 c						CMAQ 80 / / 20	767	PCE Proposed for preparation
Total:										\$767	
Description: Construct 1,200 feet of pedestrian and parallel parking improvements to allow a new and safe pedestrian access along this road.											
35 Facility: South Backlick Gateway From: South Backlick Road To: Amherst Avenue Jurisdiction: Fairfax County,	60 a 50 b	50	50 b 250 c						Local / / 100 STP / Enhancem 80 / / 20	210 90	PCE Proposed for preparation
Total:										\$300	
Description: Construction of streetscape improvements from South Backlick Road to Amherst Avenue.											
Bike/Ped Fairfax County											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
36 Facility: Tysons Corner - Pedestrian Access to Transit From: Pedestrian Improvements Identified by To: the HJR 276 Committee Jurisdiction: Fairfax County,	998 c	998	998 c						Job Access and 50 / / 50	998	PCE Proposed for preparation
Total:										\$998	
Description: Fairfax County will construct nine improvements identified by the HJR 276 Committee (Note: #8 (no longer shown in the list) will be constructed as a separate project.) These improvements will provide safety to pedestrians and access to transit facilities, shopping centers, and offices. The improvements identified include the following: <ul style="list-style-type: none"> o Transit center island, Jones Branch Drive at International Drive 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 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.											
37 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.											
38 Facility: US 29 Shared-Use Path From: I-66 To: Trinity Parkway Jurisdiction: Fairfax County	125 a		665 c						CMAQ 80 / / 20 Local / / 100	500 165	PCE Proposed for preparation
Total:										\$665	
Description: Construct a 1.6 meter (6 foot) asphalt path on the north side of US 29 within the cited limits											
39 Facility: US 50 (install fence) From: VA 7 To: Patrick Henry Drive Jurisdiction: Fairfax County,	55 b 579 c	563			563 c				HES/STP 90 / 10 /	563	PCE Proposed for preparation
Total:										\$563	
Description: Install fence on both sides of US 50 between VA 7 and Patrick Henry Drive. The median barrier component has been eliminated.											
40 Facility: US 50 Pedestrian Bridge From: Vicinity of the Seven Corners Shopping Cente To: Jurisdiction: Fairfax County	229 b 2,039 c	2,268	757 b		2,515 c				STP(OC) 80 / 20 /	3,272	PCE Proposed for preparation
Total:										\$3,272	
Description: Construct a pedestrian bridge across Route 50 in the vicinity of the Seven Corners Shopping Center.											

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
41 Facility: US 50 Pedestrian Improvements From: Jaguar Trail To: Patrick Henry Drive Jurisdiction: Fairfax County,				1,509 c					CMAQ 80/ 20/ Local / / 100 Total:	501 1,008 \$1,509	PCE Proposed for preparation
Description: Pedestrian access improvements along Route 50 from Jaguar Trail to Patrick Henry Drive.											
42 Facility: VA 193 - Georgetown Pike From: VA 7 to VA 123 landscaping, etc. To: Langley Fork Scenic Pull-off Jurisdiction: Fairfax County,	108 a 33 b	141	108 a 33 b 859 c						Local / / 100 STP / Enhancem 80/ / 20 Total:	375 625 \$1,000	PCE Proposed for preparation
Description: Construct a historic information scenic pull-off at Langley Fork, erect gateway and historic signage, landscape, and paint pedestrian crosswalks.											
43 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 Total:	43 140 \$183	PCE Proposed for preparation
Description: Construct a 4.5 mile trail from Innsbruck Road to River Bend Road and Applewood Lane to Seneca Road.											
44 Facility: VA 236 Pedestrian Safety Improvements From: Beauregard Street To: I-395 Jurisdiction: Fairfax County,	155 a 328 b 396 c	724	360 b		372 c				HES / STP 90/ 10/ State / 100/ STP (OC) 100/ / Total:	360 15 357 \$732	PCE Proposed for preparation
Description: Install / implement pedestrian safety measures.											
45 Facility: Walker Road Trail From: Columbine Street To: Colvin Run Road Jurisdiction: Fairfax County,	49 b 350 c	399	399 c						Local / / 100 STP / Enhancem 80/ / 20 Total:	189 210 \$399	PCE Proposed for preparation
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.											
ITS											
46 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/ / Total:	500 \$500	N/A Proposed for preparation
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.											
ITS	Fairfax County										

Loudoun County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Secondary											
1	Facility: Atlantic Boulevard From: VA 625 (Church Road) @ Davis Drive To: Magnolia Road Jurisdiction: Loudoun County,				250 a	585 b	2,050 c		BD / 100/ RSTP 80/ 20/ Total:	2,492 393 \$2,885	EA Under preparation
Description: In coordination with Route 28 PPTA, construct new 4-lane, median-divided roadway paralleling the east side of Route 28 within the cited limits. Includes grade-separated crossing of the W&OD Trail.											
2	Facility: VA 1036 (Pacific Boulevard) From: Auto World Circle North To: VA 1748 (Severn Way) Jurisdiction: Loudoun County,		1,493 a	1,493	1,034 a	5,480 c			BD / 100/ RSTP 80/ 20/ Total:	2,689 3,825 \$6,514	EA Under preparation
Description: In coordination with Route 28 PPTA, construct new 4-lane, median-divided roadway paralleling the west side of Route 28 within the cited limits. Includes grade-separated crossing of the W&OD Trail.											
3	Facility: VA 607 (Loudoun County Pkwy) From: Gloucester Parkway To: Russell Branch Parkway Jurisdiction: Loudoun County,		1,150 b	1,150	2,601 b	10,100 c			State/Local / 100/ Total:	12,701 \$12,701	N/A, State
Description: Construct/widen 6/4-lane divided roadway											
4	Facility: VA 625 (Church Rd.) From: VA 28 To: VA 637 Jurisdiction: Loudoun County,		2,700 c	2,700	2,700 c				State / 100/ Total:	2,700 \$2,700	N/A State
Description: Widen to 4 lanes, divided											
5	Facility: VA 625 (Waxpool Rd.) From: Loudoun County Parkway To: Broad Run Jurisdiction: Loudoun County,		1,900 c								EA Under preparation
Description: Widen to 4 lanes.											
6	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,		679 c								EA Approved
Description: Construct left and right-turn lanes into the First Baptist Church.											
7	Facility: VA 659 (Belmont Ridge Rd.) From: National Rec & Park Entrance To: Truro Parish Road Jurisdiction: Loudoun County,				2,253 a				STP 80/ 20/ Total:	2,253 \$2,253	PCE Proposed for preparation
Description: Widen to a four-lane, divided road on a six-lane RW.											
Secondary Loudoun County											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
8 Facility: VA 659 (Belmont Ridge Road)/VA 659 Reloca From: Dulles Greenway To: VA 7 Jurisdiction: Loudoun County,	2,800 a										Pending	
Description: Widen to a four-lane, divided road on a six-lane RW.												
9 Facility: VA 846 (Sterling Boulevard) From: VA 28 To: US 7 Jurisdiction: Loudoun County,	5 a		82 c						STP / Enhancem 80 / / 20	82	PCE Proposed for preparation	
										Total:	\$82	
Description: Landscape to improve corridor aesthetics.												
Bike/Ped												
10 Facility: VA 9 From: @ VA 704 To: in the Town of Hillsboro Jurisdiction: Loudoun County,	500 a 1,490 c	990		190 b	800 c				Section 330 100 / /	990	PCE Proposed for preparation	
										Total:	\$990	
Description: Pedestrian Study & Improvements at the cited location.												
11 Facility: W&OD Trail Extension From: W&OD Trail End (Purcellville) To: Round Hill Jurisdiction: Loudoun County,	150 b 500 c	650	150 b 500 c						STP / Enhancem 80 / / 20	650	PCE Proposed for preparation	
										Total:	\$650	
Description: Construct a multi-purpose trail within the above limits.												
Enhancement												
12 Facility: Harper House From: Stabilization To: Jurisdiction: Loudoun County,	173 c	173	173 c						STP / Enhancem 80 / / 20	173	PCE Proposed for preparation	
										Total:	\$173	
Description: Harper House - Provide planning and stabilization of the stone house at Harper Park that was built around 1822.												
13 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	
										Total:	\$704	
Description: Provide parking and access to the George C. Marshall House.												

Prince William County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Primary											
1	Facility: VA 55 (John Marshall Highway)			100	c				HES/STP	100	PCE
	From: @ N-S Railroad Crossing west of VA 662								90/ 10/		Proposed for preparation
	To: (DOT # 714-370C)										
	Jurisdiction: Prince William County,								<i>Total:</i>	\$100	
Description:	Install advance flashers & provide power.										

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Secondary											
2 Facility: Potomac Avenue From: @ CSX Railroad Crossing To: (DOT #860605J) Jurisdiction: Prince William County,				145 c					HES/STP 90/ 10/	145	PCE Proposed for preparation
Description: Interconnect RR & highway signals & install ped gates.									Total:	\$145	
3 Facility: VA 1530 (Lomond Drive) From: @ VA 234 Business To: Jurisdiction: Prince William County	331 b	331	280 b	371 c					HES/STP 90/ 10/	651	PCE Proposed for preparation
Description: RTE 1530 - ADD Left-Turn Lane WestBound TO RTE 234 SouthBound & NEW ENTRance at WESTGATE PLAZA									Total:	\$651	
4 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	21,100	N/A
Description: Construct 4-lane roadway on new alignment.									Total:	\$21,100	
5 Facility: VA 1566 (Sudley Manor Drive) From: @ VA 234 (Sudley Road) To: Jurisdiction: Prince William County,	134 b 188 c	322	154 b	325 c					HES/STP 90/ 10/	479	PCE Proposed for preparation
Description: Remove slip ramp from eastbound Sudley Manor Drive to southbound Sudley Road and replace with a right-turn lane.									Total:	\$479	
6 Facility: VA 1596 (Miramar Drive) From: @ VA 1630 (Coverstone Road) To: Jurisdiction: Prince William County,			35 a		31 b	177 c			HES/STP 90/ 10/	243	PCE Proposed for preparation
Description: Construct roundabout at the intersection of VA 1596 (Miramar Drive) and VA 1630 (Coverstone Road).									Total:	\$243	
7 Facility: VA 2000 (Smoketown Road) From: @ VA 641 (Old Bridge Road) To: Jurisdiction: Prince William County	1 b 198 c										PCE Proposed for preparation
Description: Add left-turn lane											
8 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										N/A
Description: Widen VA 2480 from 3 to 4 lanes, from VA 610 to VA 2480.											

Secondary Prince William County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review	
9 Facility: VA 3000 (Prince William Parkway) From: @ VA 2834 (Malta Street) To: @ VA 640 (Minnieville Road) Jurisdiction: Prince William County	150 a			369 c					STP/HES 90/ 10/	369	PCE Proposed for preparation	
Description: Close crossover @ VA 2834 (Malta Street) and extend northbound dual left-turn lanes @ VA 640 (Minnieville Road).										Total:	\$369	
10 Facility: VA 611 (Valley View Drive) From: @ VA 619 (Bristow Road) To: Jurisdiction: Prince William County	92 b	92	159 b 462 c						STP 80/ 20/	621	PCE Proposed for preparation	
Description: Construct left-turn lane and realign intersection.										Total:	\$621	
11 Facility: VA 619 (Joplin Road) From: @ Quantico National Cemetery Entrance To: Jurisdiction: Prince William County,	10 b 221 c	231	10 b	221 c					Local / / 100 STP / Enhancem 80/ / 20	188 43	PCE Proposed for preparation	
Description: Beautify the entrance to the Quantico National Cemetery.										Total:	\$231	
12 Facility: VA 619 (Linton Hall Road) From: VA 1566 (Sudley Manor Drive) To: VA 28 (Nokesville Road) Jurisdiction: Prince William County,					9,750 b				Local / proffer / / 100 STP 80/ 20/	550 9,200	FONSI Approved	
Description: Widen to four lanes, includes bridge over Broad Run.										Total:	\$9,750	
13 Facility: VA 619 (Linton Hall Road) From: US 29 (Lee Highway) To: VA 675 (Glenkirk Road) Jurisdiction: Prince William County,	25,081 c	23,500	23,500 c						Local / proffer / / 100 STP 80/ 20/	451 23,049	FONSI Approved	
Description: Widen to 6 lanes										Total:	\$23,500	
14 Facility: VA 619 (Linton Hall Road) From: VA 621 (Devlin Road) To: VA 1566 (Sudley Manor Drive) Jurisdiction: Prince William County,	2,400 b	2,400		2,289 b		5,674 c			BD / / 100	7,963	FONSI Approved	
Description: Widen to four lanes.										Total:	\$7,963	
15 Facility: VA 621 (Balls Ford Road) From: @ VA 622 (Groveton Road) To: Jurisdiction: Prince William County,			46 a		228 c				STP/HES 90/ 10/	274	PCE Proposed for preparation	
Description: Construct left-turn lane.										Total:	\$274	

Secondary Prince William County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
16 Facility: VA 625 (Jefferson Street) From: @ N-S Railroad Crossing To: (DOT #714-365F) Jurisdiction: Prince William County,	16 c	16	16 c						HES/STP 90/ 10/	16	PCE Under preparation
Description: Install concrete crossing surface.									Total:	\$16	
17 Facility: VA 635 (Cherry Hill VRE Access Road) From: US 1 To: Future VRE Station site Jurisdiction: Prince William County,			2,500 c						CMAQ 80/ 20/	2,500	CE Proposed for preparation
Description: Construct 2 lane road on 4-lane right of way									Total:	\$2,500	
18 Facility: VA 636 (Featherstone Road) From: @ CSX Railroad (formerly grade separation) To: DOT #860600A Jurisdiction: Prince William County,			300 c						HSR/Sec. 130 90/ 10/	300	PCE Proposed for preparation
Description: Install quadrant gates and concrete crossing surface. (DOT #860-600A) Formerly construct grade separation over CSX railroad.									Total:	\$300	
19 Facility: VA 636 (Featherstone Road) From: @ VA 638 (Colchester Road) To: Replace Traffic Signal Jurisdiction: Prince William County	25 a			30 b 161 c					STP/HES 90/ 10/	191	PCE Proposed for preparation
Description: Replace existing traffic signal to allow for new signal that will allow for exclusive traffic movements.									Total:	\$191	
20 Facility: VA 640 (Minnieville Road) From: VA 849 (Caton Hill Road) To: VA 641 (Old Bridge Road) Jurisdiction: Prince William County,	17,000 c	17,000	17,000 c						BD / / 100	17,000	N/A State
Description: Widen to 4 lanes									Total:	\$17,000	
21 Facility: VA 640 (Minnieville Road) From: @ VA 2000 (Smoketown Road) To: Jurisdiction: Prince William County	75 a			313 c					STP/HES 90/ 10/	313	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:	\$313	
22 Facility: VA 641 (Old Bridge Road) WBL From: 0.14 Mile East of Forest Hill Road To: 0.37 Mile East of Forest Hill Road Jurisdiction: Prince William County,			34 a		171 c				HES/STP 90/ 10/	205	PCE Proposed for preparation
Description: Reconstruct / increase the superelevation of 1/4 mile of west bound lanes east of Forest Hill road.									Total:	\$205	

Secondary Prince William County

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
23 Facility: VA 643 (Spriggs Rd.) From: VA 234 (Dumfries Rd.) To: VA 642 (Hoadly Road) Jurisdiction: Prince William County,	18,000 c										N/A	
Description: Widen to 4 lanes												
24 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										N/A	
Description: Widen to 4 lanes												
25 Facility: VA 674 (Wellington Rd.) From: VA 619 (Relocated Linton Hall Rd) To: VA 621 (Devlin Road) Jurisdiction: Prince William County,	3,686 c										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.												
26 Facility: VA 674 (Wellington Road) From: @ N-S Railroad Crossing To: (DOT # 714-361D) Jurisdiction: Prince William County,	150 c										PCE Under preparation	
Description: Improve approach grade and coordinate RR signal with the traffic signal at the US 29/Wellington Road intersection												
27 Facility: VA 707 (Gallerher Road) From: @ VA 55 (John Marshall Highway) To: Jurisdiction: Prince William County,			20 a		79 b	101 c			HES/STP 90/ 10/	200	PCE Proposed for preparation	
										Total:	\$200	
Description: Realign intersection into T-intersection and construct right and left-turn lanes.												
28 Facility: VA 707 (Gallerher Road) From: @ N-S Railroad Crossing To: (DOT #714-364Y) Jurisdiction: Prince William County,	160 c	160	160 c						HES/STP 90/ 10/	160	PCE Under preparation	
										Total:	\$160	
Description: Upgrade mast mounted flashing lights & gates with motion detectors & simultaneous interconnect with signal at VA 707 / US 29 intersection.												
29 Facility: VA 776 (Liberia Avenue) Sound Walls From: VA 3000 (Prince William Parkway) To: VA 234 Jurisdiction: Prince William County,	300 a		320 b		1,918 c				STP 80/ 20/	2,238	FONSI Approved	
										Total:	\$2,238	
Description: Sound wall requirement remaining from construction of Liberia Avenue Extended.												

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
30 Facility: VA 784 (Dale Boulevard) From: @ VA 1826 East (Darbydale/Forestdale) To: Jurisdiction: Prince William County	58 a		116 c						STP 80/ 20/ Total: \$116	116	PCE Proposed for preparation
Description: RTE 784 - EXTEND LTL'S & MODIFY EXISTING SIGNAL											
31 Facility: VA 840 (University Blvd.) (nee East-West Con From: VA 674 (Wellington Road) To: US 29 @ Ent. to Conway Robinson MSF Jurisdiction: Prince William County,	2,544 b 13,842 c	13,437	13,437 c						HP/TEA-21 90/ 10/ Total: \$13,437	13,437	EA/FONSI Approved
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).											
32 Facility: VA 861 (Clover Hill Road Extended) From: VA 234 Bypass To: Manassas Airport Jurisdiction: Prince William County,	3,000 c	2,900	2,900 c						FRANs / 100/ Total: \$2,900	2,900	N/A, State
Description: Construct 2-lane roadway on new alignment											
Bike/Ped											
33 Facility: VA 234 Bike Trail From: US 1 to I-95 & To: Montclair to vic. Manassas Jurisdiction: Prince William County,	150 a 1,161 c	1,166	5 a 1,161 c						CMAQ 80/ 20/ Local / / 100 Total: \$1,166	876	CE Approved
Description: Construct a bike trail.											
Enhancement											
34 Facility: Beverly Mill From: Stabilization and Interpretation To: Jurisdiction: Prince William County,	5 b 400 c										PCE Proposed for preparation
Description: Preservation and restoration of the stone walls and environs of Beverly Mill.											

Enhancement Prince William County

Transit Capital

The District of Columbia

11/17/2004

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Transit												
1	Facility: Bus Shuttle Services From: To: Jurisdiction:	1,100 c		1,100 c						Section 3037 100 / /	1,100	
Description: 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										EA Under review
Description: This project will acquire existing CSX Shephard 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										EA Under review
Description: 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	11,000 c		4,000 c						Local / / 100	4,000	EA Under review
Description: Purchase transit vehicles to enhance the transit fleet; rehablitate 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	2,660 a		2,660 a						Local / / 100	2,660	DEIS Prepared for review
Description: 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.												

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
6 Facility: Downtown Circulator Bus System From: Implementation Study To: Jurisdiction: District of Columbia	500 a		10,000 c						Local / / 100 Total: \$10,000	10,000	EA Prepared for review
Description: The 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.											
7 Facility: East Entrance Foggy Bottom From: To: Jurisdiction: District of Columbia				100 a					STP 80/ 20/ Total: \$100	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.											
8 Facility: Farragut Station Pedestrian Tunnel From: To: Jurisdiction: District of Columbia				100 a					STP 80/ 20/ Total: \$100	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.											
9 Facility: K Street, NW Priority Busway From: 7th Street, NW To: 23rd Street, NW Jurisdiction: District of Columbia	400 a		2,100 a	27,800 c					STP 80/ 20/ STP* 80/ 20/ Total: \$29,900	2,100 27,800	CE
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.											
10 Facility: Metrobus Replacement Program From: To: Jurisdiction: District of Columbia,	3,000 a		3,000 a	3,000 a	3,000 a				BD / / 100 Total: \$9,000	9,000	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.											
11 Facility: Metrochek Pilot Demonstration Project From: To: Jurisdiction: District of Columbia,	300 a		300 a	300 a					CMAQ 80/ 20/ Total: \$600	600	CE
Description: The Metrochek 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.											

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
12 Facility: Metrorail and Metrobus CIP From: To: Jurisdiction: District of Columbia	45,000 c		205,700 c	100,700 c	94,000 c	64,000 c	64,000 c		BD / / 100	528,400		
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										Total:	\$528,400	
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	
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.										Total:	\$2,300	
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		PRIV / / 20 Section 5310 80/ /	320 1,280	CE	
Description: Section 5310 Projects										Total:	\$1,600	

Maryland

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	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
									Total:	\$2,910	
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.										
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	
									Total:	\$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.										
3	Facility: Corridor Cities Transitway From: Metropolitan Grove To: COMSAT Jurisdiction: Montgomery		438 a						NHS 80/ 20/	438	
									Total:	\$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.										
4	Facility: Corridor Cities Transitway From: Shady Grove To: Metropolitan Grove Jurisdiction: Montgomery		438 a						NHS 80/ 20/	438	
									Total:	\$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.										
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
									Total:	\$37,500	
Description:	MARC system track improvement project for efficient service as identified and recommended in the MARC Master Plan from the MARC Comprehensive Study.										
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	
									Total:	\$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.										

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
7 Facility: MARC II Overhaul From: To: Jurisdiction: Areawide			881 c	295 c					Section 5309 FG 80/ 20/	1,176	CE	
Description: Perform overhaul of MARC cars. Overhaul includes upgrade of powered doors, trucks, couplers, HVAC system, emergency lighting and other necessary modifications.										Total:	\$1,176	
8 Facility: MARC Storage Facility From: Washington, DC To: Jurisdiction: Areawide			4,061 c						Section 5309 80/ 20/	4,061		
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.										Total:	\$4,061	
9 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.										Total:	\$100	
10 Facility: MD Transit Syst Preserv/Impr/Prev Maintenanc From: To: Jurisdiction: Areawide			31,305 c	31,483 c	31,668 c	31,668 c	31,862 c	31,862 c	Section 5307 80/ 20/ Section 5309 FG 80/ 20/	77,348 112,500	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.										Total:	\$189,848	
11 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.										Total:	\$21,816	
12 Facility: Point of Rocks MARC Station Parking Expans From: To: Jurisdiction: Frederick County,	1,250 c		603 c						Section 5309 80/ 20/	603	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.										Total:	\$603	
13 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	

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FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
14 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	
15 Facility: Silver Spring Transit Center From: Phase II To: Jurisdiction: Montgomery	6,250 c										
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.											
16 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	
17 Facility: Smart Card Implementation From: To: Jurisdiction: Montgomery, Prince George's, Frederick, MA			1,421 c						Section 5307 80 / 20 /	1,421	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:	\$1,421	
18 Facility: Southern Maryland Commuter Bus Initiative From: To: Jurisdiction: Southern Maryland			1,995 c						CMAQ 80 / 20 / Section 5309 80 / 20 /	1,200 795	
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:	\$1,995	
19 Facility: Southern Maryland Mass Transportation Anal From: Branch Avenue Metrorail Station To: White Plains Area Jurisdiction: Southern Maryland			120 a	120 a	120 a				State / 100 /	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.									Total:	\$360	

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Montgomery County											
20 Facility: ADA Compliance Transportation Access			744 a						Local	9,732	
From: Countywide			8,988 c						/ / 100		
To:											
Jurisdiction: Montgomery County,									Total:	\$9,732	
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.										
21 Facility: Bus Stop Improvement Program			350 a						Local	800	
From: countywide			450 c						/ / 100		
To:											
Jurisdiction:									Total:	\$800	
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.										
22 Facility: CNG Fueling Stations	143 a										
From:	829 c										
To:											
Jurisdiction: Montgomery County											
Description:	Construct a state of the art Compressed Natural Gas fueling station which convert standard pressure natural gas to CNG.										
23 Facility: Grovesnor Metro Parking Garage	200 a										
From: Grovesnor Metrorail Station	2,000 c										
To:											
Jurisdiction: Montgomery County,											
Description:	This project would construct a new 500 space parking garage at the Grovesnor Metrorail Station.										

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Prince Georges County												
24	Facility: Metro access improvement program	1,910 c		4,600 c	1,350 c	350 c	350 c			Local	6,650	
	From: countywide									60 /	40	
	To:											
	Jurisdiction:									<i>Total:</i>	\$6,650	
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

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
NVTC													
1	Facility: CMAQ - Free Bus Fares on Forecasted Code From: Program Evaluation To: NOVA District-Wide Jurisdiction: Arlington, Fairfax, Loudoun, Prince William Co	85 a		25 a						CMAQ 80/ 20/	25	N/A	
Description: Evaluate the project which provides free bus service on forecasted Code Red air quality days .											Total:	\$25	
2	Facility: CMAQ - Free Bus Fares on Forecasted Code From: Free bus fares on Code Red Days To: NOVA District-Wide Jurisdiction: District-wide,	320 c	674	944 c						CMAQ 100/ /	944	N/A Ongoing	
Description: This project provides free bus service on forecasted MWCOG 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.											Total:	\$944	
3	Facility: NOVA 2020 Transportation Plan Update From: NOVA District-Wide To: Jurisdiction: NOVA District-Wide	1,000 a	1,000	1,000 a						RSTP 80/ 20/	1,000	N/A	
Description: Update NOVA 2020 Transportation Plan, includes extension of horizon year to 2030.											Total:	\$1,000	
4	Facility: POS device purchases for Loudoun and PRT From: Loudoun County and PRTC jurisdictions To: Jurisdiction: Loudoun County and PRTC jurisdictions	140 c										N/A	
Description: Purchase point-of-sale devices for Loudoun County and PRTC transit systems so that these systems may have seamless integration with the regional SmarTrip Card fare network.													
VDOT													
5	Facility: Alex.'s Union Station / King Street Metrorail St From: Pedestrian Improvements To: Jurisdiction: Alexandria	304 c										Approved	
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													
6	Facility: Alexandria's Share of WMATA's Capital Progr From: Regional contribution To: City-wide Jurisdiction: Alexandria,	1,019 c		1,483 c	1,106 c					STP 80/ 20/	2,589	N/A Ongoing	
Description: City share of WMATA Capital Program, including infrastructure replacement program.											Total:	\$2,589	

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
7 Facility: Arlington Bus Acquisition From: To: Jurisdiction: Arlington County,			1,500 c						BD-Local / / 100	1,500	PCE
Description: Acquire buses for Arlington County's bus system.											
8 Facility: Burke Centre & Rolling Road VRE Stations From: Subscription Bus Service To: Jurisdiction: Fairfax County	800 c	800	800 c						Governor's Cong / 100 /	800	N/A
Description: Implement a subscription bus service to serve the Burke Centre & Rolling Road VRE Stations.											
9 Facility: Bus Acquisition From: City of Alexandria To: Jurisdiction: City of Alexandria			91 c						Section 5309 80 / / 20	91	N/A Proposed for preparation
Description: Acquire two (+/-) buses which will be used, primarily, to provide demand responsive bus service to recreation centers in the late afternoon and early evening.											
10 Facility: Bus Garage From: @ the PRTC Transit Center To: Jurisdiction: Prince William County	35 a		550 b						State/Local / 40 / 60	550	CE Proposed for preparation
Description: The PRTC bus facility is at capacity. As service demand increases, the bus maintenance and storage facility must expand.											
11 Facility: Bus Garage From: Fairfax Connector To: @ US 29 and West Ox Road (VA 608) Jurisdiction: Fairfax County,	1,250 c		9,000 c	4,000 c	170 c				BD / / 100	13,170	N/A
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.											
12 Facility: Bus Garage - DASH (Alex.) From: South Quaker Lane To: @ Business Center Drive Jurisdiction: City of Alexandria			3,000 a		19,823 c				STP 80 / 20 /	22,823	N/A
Description: This project will design, construct and equip a new DASH bus garage that will improve the maintenance of DASH's current fleet and allow for the expansion of DASH services.											
13 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
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.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
14 Facility: Bus Replacement From: FAIRFAX CONNECTOR To: Fairfax County Jurisdiction: Fairfax County,	4,500 c		4,600 c	4,800 c	4,900 c	5,000 c	5,200 c	5,300 c	BD / / 100	29,800	N/A Ongoing
Total:										\$29,800	
Description: This project will provide for replacement of existing FAIRFAX CONNECTOR buses on approximately a 12 year cycle.											
15 Facility: Bus Replacement Prog. (WMATA) From: District-wide CMAQ / RSTP Funds To: Jurisdiction: District-wide,	7,008 c										N/A Ongoing
Description: Continue on-going program of replacing aging buses with new buses using CMAQ / RSTP funds allocated to NoVA.											
16 Facility: Bus Replacement Program From: Loudoun County Transit To: Commuter Bus Service Jurisdiction: Loudoun County,	3,564 c										N/A Ongoing
Description: Continue on-going program of replacing aging buses with new buses.											
17 Facility: Bus Replacement Program From: PRTC To: Jurisdiction: Prince William County,	4,674 c										N/A Ongoing
Description: Enhancement and/or replacement of existing buses within the PRTC fleet.											
18 Facility: Bus Replacement Program From: Alexandria Transit Company To: Jurisdiction: Alexandria			1,244 c	1,244 c	1,244 c	1,244 c	1,555 c		State / Local / 80/ 20	6,531	N/A
Total:										\$6,531	
Description: Alexandria Transit Company purchase of buses and associated equipment.											
19 Facility: Bus Shelters From: In the Town of Leesburg To: Jurisdiction: Leesburg	2 a 5 b 18 c										PCE Proposed for preparation
Description: Install Bus Shelters in the Town of Leesburg											
20 Facility: Community Wide Transit Analysis From: City of Alexandria To: Jurisdiction: City of Alexandria			300 a						RSTP 80/ 20/	300	N/A
Total:										\$300	
Description: Analyze demographic shifts in the City and develop transit service changes to address these shifts.											

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

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
21 Facility: Commuter Assistance Program (CAP) From: Arlington County To: Arlington County, Jurisdiction: Arlington County,	1,500 c		1,875 c						CMAQ 80 / 20 /	1,875	N/A ongoing
									Total:	\$1,875	
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.										
22 Facility: Commuter Assistance Program (PRTC) From: Prince William County To: Manassas & Manassas Park Jurisdiction: Prince William County, Manassas, & Manassa											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.										
23 Facility: Eisenhower Valley Transit and Transportation From: Eisenhower Valley To: City of Alexandria Jurisdiction: City of Alexandria			200 a						RSTP 80 / 20 /	200	N/A
									Total:	\$200	
Description:	Develop recommendations to improve transit services in the Eisenhower Valley and begin the preliminary planning and engineering work to provide access to the Eisenhower Metrorail station.										
24 Facility: HOV Marketing (Non-Dulles Share) From: District-Wide To: District-wide, Jurisdiction: District-wide,	1,050 c		450 c						CMAQ 80 / 20 / 0	450	N/A Ongoing
									Total:	\$450	
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.										
25 Facility: Incentive Based Ridesharing From: Northern Virginia To: Northern Virginia Jurisdiction: Northern Virginia	450 c	450	450 c						Governor's Cong / 100 /	450	N/A
									Total:	\$450	
Description:	Provide incentives and benefits necessary to encourage and maintain participation in ridesharing.										
26 Facility: Information Kiosk Deployment From: To: Jurisdiction: Arlington County,	20 c		20 c						BD-Local / / 100 BD-State / 100 /	4 16	PCE Proposed for preparation
									Total:	\$20	
Description:	Distribute passenger information kiosks at various locations throughout Arlington.										

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	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
27 Facility: Metrorail Station From: @ Huntington To: Parking Expansion Jurisdiction: Fairfax County,				6,200 c					Local / / 100	6,200	N/A
Description: Construct 500 additional parking spaces.											
28 Facility: Metrorail Station From: @ Courthouse To: Additional elevator Jurisdiction: Arlington County,					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.											
29 Facility: Metrorail Station From: @ Pentagon City To: Construct Improvements Jurisdiction: Arlington County,	1,000 c	1,000	2,000 c						CMAQ 80/ / 20 RSTP 80/ 20/	1,000 1,000	PCE Proposed for preparation
Description: Implement/construct improvements to the Pentagon City Metrorail/Metrobus Station in order to maintain and increase transit ridership using this facility. Improvements include, but are not limited to, constructing a new western elevator entrance to the Pentagon City Metro Station and canopies over the Metro escalators, and improving the bus facilities in the station area.											
30 Facility: Metrorail Station From: @ Ballston To: Access Improvements - Phase II Jurisdiction: Arlington County,	8,300 c	8,300	8,300 c						BD-State/Private / /	8,300	PCE Proposed for preparation
Description: Phase II of Ballston Metro Station Access Improvements. Construct another station entrance at the west side of the Ballston Metro station.											
31 Facility: Metrorail Station From: @ Rosslyn To: Access Improvements Jurisdiction: Arlington County,	1,000 a	1,000	1,000 a 2,300 c	6,000 c					BD-Local / / 100 BD-State / 100/ PRIV / / 100 RSTP 80/ 20/	500 8,000 500 300	PCE Proposed for preparation
Description: Redesign and rebuild the Metrorail station access at Rosslyn											
32 Facility: Metrorail Station From: @ West Falls Church-VT / UVA Metro Station To: Bus Bay Improvement Jurisdiction: Fairfax County,	1,000 c	1,000	1,000 c						CMAQ 80/ / 20	1,000	N/A
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.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
33 Facility: Metrorail Station From: @ West Falls Church-VT / UVA Metro Station To: Parking Expansion Jurisdiction: Fairfax County,			16,800 c						State / local / 50/ 50	16,800	N/A
Total:										\$16,800	
Description: Construct / implement improvements to the cited Metrorail Station so as to improve the safety, operation, and / or efficiency of the facility.											
34 Facility: Metrorail Station From: @ Ballston To: Access Improvements - Phase I Jurisdiction: Arlington County,			2,500 c						CMAQ 80/ / 20	2,500	PCE Proposed for preparation
Total:										\$2,500	
Description: Ballston Metrorail Station Access Improvements are recommended in the amount of \$2,000,000 in FY 2000 to begin implementation of recommendations from the soon-to-be-completed Ballston Station Access Study. The local match is provided by development-related site plan contributions. This request is anticipated to be the first in a series needed to fund a prioritized package of improvements that have been developed with the input of the Ballston community, Arlington citizens and commissions, and was presented to the County Board for final approval in December, 1998. These improvements were endorsed by the Arlington County Board. Ballston is currently a major Metrorail stop in which 21,300 people board and alight from the Metrorail during a typical weekday. If the primary set of access improvements are made, 34,800 people are forecast to utilize the station after the improvements have been implemented											
35 Facility: Metrorail Station (King Street) Mezzanine From: North Side of King Street To: North End of Passenger Platform Jurisdiction: Alexandria,	13,365 c										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.											
36 Facility: Metrorail Station (King Street) Sidewalk From: King Street Metrorail Station To: Duke Street Pedestrian Concourse Jurisdiction: Alexandria,	1,842 c	1,842	1,500 a 342 c						Section 5309 80/ / 20	1,842	PCE Proposed for preparation
Total:										\$1,842	
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.											
37 Facility: Metrorail Stations From: @ Clarendon & Crystal City To: Construct canopies Jurisdiction: Arlington County,	1,000 c	1,000	1,000 c						RSTP 80/ 20/	1,000	PCE
Total:										\$1,000	
Description: Construct canopies over escalators at the Clarendon and Crystal City Metrorail Stations.											
38 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				BD / / 100 Developer / / 100 PRIV / / 100	30 80 40	PCE
Total:										\$150	
Description: Erect or lease spaces for vanpools in the Rosslyn-Ballston Corridor.											

Transit

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
39 Facility: Park-and-Ride Lot From: Springfield CBD To: vic. I-95 & Old Keene Mill Road Jurisdiction: Fairfax County	3,000 a 750 b	3,750	3,000 a 750 b						CMAQ 80/ / 20 Total: \$3,750	3,750	PCE Proposed for preparation
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.											
40 Facility: Park-and-Ride Lot From: VA 7900 (F-S Pkwy.) PnR To: @ Backlick Road North Jurisdiction: Fairfax County,	1,695 b	1,695	2,076 b	1,727 c					CMAQ 80/ / 20 Total: \$3,803	3,803	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.											
41 Facility: Park-and-Ride Lot From: Purcellville To: 150-space park-and-ride lot. Jurisdiction: Town of Purcellville	130 a 20 b 554 c	704	130 a	760 b	660 c				CMAQ 80/ 20/ Local / / 100 Total: \$1,550	1,308	PCE Proposed for preparation
Description: Construct a 150-space park-and-ride lot in Purcellville. Coordinated with commuter bus service to the regional core.											
42 Facility: Park-and-Ride Lot From: VA 643 (Shellhorn Road) To: Vicinity of Dulles Greenway / VA 772 Intercha Jurisdiction: Loudoun County,	300 a	300	300 a						RSTP 80/ 20/ Total: \$300	300	PCE Proposed for preparation
Description: Design a 400+ space park-and-ride lot on VA 643 in the vicinity of the Dulles Greenway / VA 772 Interchange, site of future rail parking.											
43 Facility: Park-and-Ride Lot From: Vicinity of I-66/ VA 234 (Prince Wm. Pkwy.) In To: Jurisdiction: Prince William County,	300 a	300	100 a	650 c					RSTP 80/ 20/ Total: \$750	750	PCE Proposed for preparation
Description: Construct a 100-200 space commuter (park-&-ride) lot in the Route 234 Bypass (PWC Parkway) corridor to serve the VDOT planned and funded I-66 High Occupancy Vehicle (HOV) improvements. This park-and-ride lot will also support the congestion mitigation plans for the next phase of the I-66 HOV extension from Route 234 Bypass to Route 29 and during the construction of the proposed Gainesville Interchange project.											
44 Facility: Park-and-Ride Lot From: @ Backlick South To: Jurisdiction: Fairfax County	1,100 c	1,100	1,100 c						NHS 90/ 10/ Total: \$1,100	1,100	PCE Proposed for preparation
Description: Construct a 200 space Park and Ride Lot at the Backlick South location - Backlick & the Franconia-Springfield Parkway Interchange.											
45 Facility: Park-and-Ride Lot From: VA 7900 (F-S Pkwy.) PnR To: @ Gambrell Road Location Jurisdiction: Fairfax County,	2,049 c										PCE Proposed for preparation
Description: Develop park-and-ride lot (225+ spaces) @ Gambrell Road Location in the Franconia-Springfield Parkway corridor to ease congestion during reconstruction of the I-95/395/495 interchange.											

Transit

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
46 Facility: Park-and-Ride Lot From: Reston East Parking Structure To: @ Reston East Park-and-Ride Lot Jurisdiction: Fairfax County,	2,000 a	2,000	2,000 a					4,495 c	CMAQ 80 / / 20 Local / / 100	5,801 694	N/A
									Total:	\$6,495	
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.										
47 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,	4,470 c	4,470	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.										
48 Facility: Park-and-Ride Lot Enhancements From: @ Reston, Centreville, West Springfield To: Jurisdiction: Fairfax County,	60 a 70 c	130	60 a 70 c						FTA Section 3 80 / / 20	130	N/A
									Total:	\$130	
Description:	Enhance passenger amenities and facility operations at three existing park-and-ride lots by adding larger shelters, and reconfiguring traffic flow.										
49 Facility: Potomac Yard Transit Analysis, Phase II From: Environmental Documentation To: Arlington County Jurisdiction: Alexandria, Arlington County,			1,702 a						FY-04 Federal O 100 / / RSTP 80 / 20 /	497 1,205	DEIS Proposed for preparation
									Total:	\$1,702	
Description:	Phase II - Perform a study to identify a preferred method of transit to serve Potomac Yard from among the three potential transit options identified in Phase I. The Phase II study will analyze the economic, ridership, and environmental factors associated with the three potential transit options. Phase II will ultimately identify a recommended transit mode and design options, and develop appropriate environmental documentation.										
50 Facility: Potomac Yard Transit Analysis, Phase II From: Environmental Documentation To: City of Alexandria Jurisdiction: Arlington County, City of Alexandria			300 a						RSTP 80 / 20 /	300	DEIS Proposed for preparation
									Total:	\$300	
Description:	Phase II - Perform a study to identify a preferred method of transit to serve Potomac Yard from among the three potential transit options identified in Phase I. The Phase II study will analyze the economic, ridership, and environmental factors associated with the three potential transit options. Phase II will identify a recommended transit mode and design options, and develop appropriate environmental documentation.										
51 Facility: Priority Bus Service Enhancement Program From: To: Jurisdiction: Arlington County,			200 c						BD / / 100	200	PCE Proposed for preparation
									Total:	\$200	
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.										

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
52 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.											
53 Facility: PRTC - Job Access and Reverse Commute (J From: West Falls Church to & from Manassas To: Woodbridge to / from Manassas Jurisdiction: Northern Virginia	384 c	384	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.											
54 Facility: Smithsonian Air & Space Museum Annex - Im From: The Smithsonian Complex on the Mall To: Smithsonian Annex @ Dulles Airport Jurisdiction: Fairfax County,	1,519 c										N/A
Description: Using Dulles Toll Road Transit Set-Aside Funds, out-source bus service between the destinations cited above. Formerly, "acquire buses for use as part of transit service for the Smithsonian Air & Space Museum Annex."											
55 Facility: TDM (Transportation Demand Management) From: City of Alexandria To: TDM Media Program Jurisdiction: Alexandria,	200 c	170	170 c						CMAQ 80 / / 20	170	N/A
Description: Develop a comprehensive transportation media package, benefiting residents and commuters.											
56 Facility: TDM for Employer Outreach From: City of Alexandria To: Implement a TDM Program Jurisdiction: Alexandria,	100 c	100	100 c						CMAQ 80 / / 20	100	N/A Ongoing
Description: Implement a citywide Transportation Demand Management (TDM) Program in Alexandria.											
57 Facility: Tour Bus Facility From: Rosslyn-Ballston Corridor To: Jurisdiction: Arlington County,	2,000 c										
Description: Erect parking facilities for tour buses in the Rosslyn-Ballston corridor.											
58 Facility: Transit Center (Reston) From: Reston Town Center To: @ Explorer Drive and Bluemont Way Jurisdiction: Fairfax County,	200 a 1,800 c	1,800	2,000 c						CMAQ 80 / / 20 Local / / 100	1,800 200	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.											

Transit

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
59 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 Total: \$1,000	1,000	N/A
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.										
60 Facility: Transit Store From: @ Springfield Mall To: Jurisdiction: Fairfax County,	200 c		313 c						CMAQ 100 / / Total: \$313	313	N/A
Description:	Operate a transit store at Springfield Mall.										
61 Facility: Transit Store (Alexandria) From: 1775 - C Duke Street To: Jurisdiction: Alexandria	280 c	280	280 c						STP 80 / 20 / Total: \$280	280	N/A
Description:	Operate a transportation information store @ 1775-C Duke Street.										
62 Facility: Transit Transfer Facility From: Columbia Pike To: Walter Reed Dr. Jurisdiction: Arlington County,	440 c	440	440 c						STP/BD 80 / / 20 Total: \$440	440	PCE Under preparation
Description:	Construct a bus transfer facility at Columbia Pike and S. Walter Reed Dr.										
63 Facility: Transit Transfer Facility From: Shirlington To: 31st St. @ I-395 Jurisdiction: Arlington County,	100 a 225 b 700 c	1,025	100 a 225 b 1,300 c						Bus and Bus Fac 80 / / 20 RSTP 80 / 20 / Total: \$1,625	625 1,000	PCE Proposed for preparation
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.										
64 Facility: Transit Transfer Facility From: Lee Highway To: @ N. Glebe Jurisdiction: Arlington County,			100 a 400 c	500 c					STP/BD 80 / / 20 Total: \$1,000	1,000	PCE Proposed for preparation
Description:	Construct a transfer facility to facilitate bus transfers at Lee Highway and N. Glebe.										

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
65 Facility: US 1 Transit Improvements From: Gunston Road To: Huntington Avenue Jurisdiction: Fairfax County	200 a 1,800 c	1,500	1,000 b	3,025 c					CMAQ 80 / 20 / Local / / 100	3,625 400	PCE Proposed for preparation
Total:										\$4,025	

Description: Enable the design, land acquisition, and construction of improvements at bus stops and bus stop intersections. These improvements will include: Bus shelters with benches and trash receptacles; street lighting; and sidewalks and pedestrian improvements such as crosswalks, countdown signal heads, pavement markings, signage, median refuges, and pedestrian channeling.

66 Facility: VA 244 (Columbia Pike) Bus Service Enhanc From: Fairfax County Line To: Pentagon Jurisdiction: Arlington County	1,867 c	1,867	2,467 c						Governor's Cong / 100 / RSTP 80 / 20 /	1,867 600	PCE Proposed for preparation
Total:										\$2,467	

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.

67 Facility: Valley Commuter Assistance Program From: Shenandoah Valley To: Northern Virginia / DC Metro Area Jurisdiction: Shenandoah Valley, Northern Virginia, DC Me	30 a	30	30 a						Governor's Cong / 100 /	30	N/A
Total:										\$30	

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

68 Facility: Dulles Corridor Rapid Transit Project - Phase From: East Falls Church Metrorail Station To: Wiehle Avenue Jurisdiction: Fairfax County,	73,666 a			98,034 b	258,300 c	373,200 c	396,200 c	246,800 c	Section 5309 13 / 87 / Section 5309* 50 / 17 / 33 Section 5309** 50 / 25 / 25 Section 5309*** 50 / 23 / 27	98,034 505,100 373,200 396,200	FEIS Under preparation
Total:										\$1,372,534	

Description: Complete NEPA requirements and 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 will extend the Metrorail Orange Line in Fairfax County, through Tysons Corner to Washington Dulles International Airport and beyond the airport to Route 772 in Loudoun County. 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. Construction of the project is planned in two phases: Phase 1 includes an extension from the Metrorail Orange Line through Tysons Corner to Wiehle Avenue in Reston; Phase 2 will complete the extension to Dulles Airport and Route 772 in Loudoun County.

VRE

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
69 Facility: SmarTrip Implementation From: Systemwide To: Jurisdiction: Prince William, Fairfax, Arlington, Alexandria,			3,750 c						CMAQ 80/ 20/ SSTP / 100/	2,500 1,250	CE Proposed for preparation
Total:										\$3,750	
Description: This project will implement SmarTrip functionality into VRE's fare collection system. This synchronization will allow VRE to be compatible with the regional transit system.											
70 Facility: VRE - Burke Centre Station From: Parking Lot Expansion To: Add 1100 spaces Jurisdiction: Fairfax County	2,000 a 5,957 c	7,957	2,000 a	17,707 c					CMAQ 80/ 20/ New Starts Earm 80/ 20/ Section 5307 80/ 20/ Section 5309 80/ 20/	13,250 3,106 1,851 1,500	EA Under review
Total:										\$19,707	
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.											
71 Facility: VRE - Burke Centre Station From: Extend Canopy To: Jurisdiction: Fairfax County	20 a 180 c										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.											
72 Facility: VRE - Cherry Hill Commuter Rail Station From: Cherry Hill To: Prince William County Jurisdiction: Prince William County	1,890 c										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.											
73 Facility: VRE - Fare Collections System / Communicati From: Systemwide To: Jurisdiction: Northern Virginia and the District of Columbia	2,355 c	544	1,089 c	546 c	547 c	548 c	475 c	475 c	Section 5307 80/ 20/	3,680	CE Approved
Total:										\$3,680	
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.											

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
74 Facility: VRE - Grant and Project Management From: To: Jurisdiction: Northern Virginia	2,345 a	1,650	3,409 a	1,689 a	1,689 a	1,689 a	1,689 a	1,689 a	Section 5307 80/ 20/ Section 5309 80/ 20/ <i>Total:</i>	5,930 5,924 <i>\$11,854</i>	N/A Ongoing
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 entry also includes the Strategic Planning Study, capital project contingency, construction management, accounting software upgrades, studies, and training.										
75 Facility: VRE - Manassas Station From: Expand Parking / Construct Old Town Parking To: Jurisdiction: Prince William County	3,871 c	3,271	3,271 c						CMAQ 80/ 20/ Federal Earmark 80/ 20/ STP 100/ / <i>Total:</i>	140 1,856 1,275 <i>\$3,271</i>	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.										
76 Facility: VRE - Quantico Bridge From: To: Jurisdiction: Prince William County,	16,310 c										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.										
77 Facility: VRE - Railway System Improvements From: To: Jurisdiction: Northern Virginia and the District of Columbia	500 c		500 c	500 c					Section 5307 80/ 20/ <i>Total:</i>	1,000 <i>\$1,000</i>	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.										
78 Facility: VRE - Rolling Stock Acquisition From: To: Jurisdiction: Northern Virginia and the District of Columbia	7,920 c		2,683 c	3,069 c	2,284 c	3,356 c	5,456 c		Section 5307 80/ 20/ Section 5309 80/ 20/ <i>Total:</i>	11,420 5,428 <i>\$16,848</i>	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.										

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
79 Facility: VRE - Rolling Stock Modifications and Overha From: To: Jurisdiction: Northern Virginia and the District of Columbia	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:	14,488 8,958 \$23,446	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.										
80 Facility: VRE - Stations and Facilities From: To: Jurisdiction: Northern Virginia and the District of Columbia	8,865 c		6,128 c	3,696 c	1,149 c	1,996 c	300 c		Section 5307 80 / 20 / Section 5309 80 / 20 / Total:	10,441 2,828 \$13,269	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.										
81 Facility: VRE - Storage Yards Improvements From: To: Jurisdiction: Northern Virginia and the District of Columbia	3,869 c		2,000 c	4,294 c	770 c				Section 5307 80 / 20 / Section 5309 80 / 20 / Total:	3,481 3,583 \$7,064	Ongoing
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.										
82 Facility: VRE - Track Lease / Improvements From: To: Jurisdiction: Northern Virginia and the District of Columbia	13,900 c		7,200 c	7,571 c	7,873 c	8,187 c	8,514 c		STP 80 / 20 / Total:	39,345 \$39,345	CE Approved
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.										
83 Facility: VRE - Washington's Union Station From: To: Jurisdiction: Northern Virginia and the District of Columbia	790 c										CE Approved
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.										

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
84 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.											
85 Facility: VRE - Woodbridge Station From: Extend Passenger Platform To: Jurisdiction: Prince William County	250 c										EA Approved
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.											
86 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.											
87 Facility: VRE Security Enhancements From: Systemwide To: Jurisdiction: Northern Virginia and the District of Columbia			950 c	75 c	75 c	75 c	75 c	75 c	Earmark 80/ 20/ Section 5307 80/ 20/	800 525	N/A
Total:										\$1,325	
Description: New to the federal grant appropriation last year, grantees must certify that at least 1% of funding received each fiscal year is being used for transit security projects. In addition, VRE has received earmark funding for these efforts. VRE has elected to use this funding to support its security contract which provides safety and security services for stations, parking lots and yards. VRE will also be enhancing the security equipment at their stations.											

**Washington Metropolitan Area
Transit Authority**

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Transit											
1	Facility: 120 Rail Cars From: To: Jurisdiction: Maryland, Virginia, District of Columbia	39,200 c		219,200 c	260,000 c	66,600 c	8,500 c	3,400 c	State/Local / 50/ 50	557,700	
Description:										Total:	\$557,700
2	Facility: 185 buses From: To: Jurisdiction: Maryland, Virginia, District of Columbia			11,900 c	12,300 c	15,100 c	20,700 c	34,600 c	State/Local / 50/ 50	94,600	
Description: This project funds the procurement of up to 185 buses.										Total:	\$94,600
3	Facility: Alternatives Analysis Study From: To: Jurisdiction: District of Columbia	23,400 c									4F Under review
Description: This project funds an engineering and environmental study of rail routes in the District. Also, funds Anacostia light rail.											
4	Facility: Back-up OCC and Other Security From: To: Jurisdiction: Maryland, Virginia, District of Columbia	9,500 c		38,500 c	45,600 c	34,800 c	10,300 c	4,900 c	State/Local / 50/ 50	134,100	
Description: This project funds a back-up Operations control Center and Other Security Initiatives.										Total:	\$134,100
5	Facility: Bus Garage From: To: Jurisdiction: Virginia	3,200 a		8,900 c	20,600 c	16,200 c			State/Local / 50/ 50	45,700	NEPA Under preparation
Description: This project funds a new bus garage in Virginia.										Total:	\$45,700
6	Facility: Customer Facilities From: To: Jurisdiction: Maryland, Virginia, district of Columbia	3,800 c		5,800 c	6,000 c	6,100 c	6,300 c		State/Local / 50/ 50	24,200	
Description: This project funds improvements to bus stops, and funds transit centers with ITS.										Total:	\$24,200
7	Facility: Facilities From: To: Jurisdiction: Maryland, Virginia, district of Columbia	400 c		59,100 c	59,800 c	10,300 c			State/Local / 50/ 50	129,200	
Description: This project funds the construction of increased capacity at three S&I shps, Brentwood, Greenbelt and Shady Grove to accommodate the 120 additional rail cars.										Total:	\$129,200

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
8 Facility: IRP-Bladensburg Heavy Equipment/CNG From: To: Jurisdiction: District of Columbia	9,500 c											
Description: This project funds construction to accommodate a heavy maintenance area for CNG buses at the Bladensburg Garage.												
9 Facility: IRP-Rail/Bus Structures, Field Bases, Yards a From: To: Jurisdiction: Region-wide,	9,964 c		4,881 c	9,160 c	10,208 c	8,624 c	20,835 c		Section 5307 80 / / 20	53,708		
										Total:	\$53,708	
Description: Provides funds for rail/bus structures, field bases, yards and shops.												
10 Facility: IRP-Track and Structures Rehabilitation From: To: Jurisdiction: Region-wide,	17,155 c		12,145 c	15,045 c	16,996 c	23,753 c	35,418 c		Section 5307 80 / / 20	103,357	N/A	
										Total:	\$103,357	
Description: Provides funds for track and structures rehabilitation throughout the Metrorail system.												
11 Facility: Job Access and Reverse Commute From: To: Jurisdiction: Regionwide	2,500 c		2,500 c	2,500 c	2,500 c	2,500 c	2,500 c	2,500 c	Section 3037 50 / / 50	12,500	N/A	
										Section 5307 50 / / 50	2,500	
										Total:	\$15,000	
Description: This project funds a variety of means to transport workers to the workplace.												
12 Facility: Metro Matters-Credit Facility From: To: Jurisdiction: Maryland, Virginia, District of Columbia	2,000 c		2,000 c	2,000 c	2,000 c	2,000 c	2,000 c		State/Local / 50 / 50	10,000	N/A	
										Total:	\$10,000	
Description: This project funds a credit facility for Metro Matters.												
13 Facility: Metro Matters-IRP-ATC and Systems Replac From: To: Jurisdiction: Region-wide,	62,719 c		33,694 c	53,393 c	31,108 c	24,664 c	63,850 c		Section 5307 80 / / 20	206,709	N/A	
										Total:	\$206,709	
Description: Provides funds for train communications upgrade, public address systems replacement, rehabilitation of ATC equipment, rehabilitation of A/C, TPSS and TPS equipment, traction power switchgear rehabilitation and A/C power control system rehabilitation.												
14 Facility: Metro Matters-IRP-Bladensburg Heavy Equip From: To: Jurisdiction: District of Columbia	9,500 c											
Description: This project funds construction to accommodate a heavy maintenance area for CNG buses at the Bladensburg Garage.												

11/17/2004

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
15 Facility: Metro Matters-IRP-Bus/Rail Support Equipme From: To: Jurisdiction:	16,181 c		9,362 c	6,598 c	21,535 c	5,800 c	35,521 c		Section 5307 80 / / 20	78,816	N/A	
Description: Provides funds for non-revenue vehicles, computer equipment, shop equipment and various other equipment needed for bus and rail operations.										Total:	\$78,816	
16 Facility: Metro Matters-IRP-Fare Collection Equipment From: To: Jurisdiction:	4,071 c						5,524 c		Section 5307 80 / / 20	5,524	N/A	
Description: Provides for the upgrade/replacement of fare collection equipment.										Total:	\$5,524	
17 Facility: Metro Matters-IRP-Information Technology From: To: Jurisdiction:	4,658 c		3,448 c	6,000 c	6,893 c	6,000 c	8,148 c		Section 5307 80 / / 20	30,489	N/A	
Description: Provides funds for the procurement and development of information technology systems.										Total:	\$30,489	
18 Facility: Metro Matters-IRP-Mechanical Systems Reha From: To: Jurisdiction:	16,175 c		13,232 c	13,242 c	10,215 c	9,818 c	29,824 c		Section 5309 80 / / 20	76,331	N/A	
Description: Provides funds for station and tunnel mechanical systems rehabilitation throughout the Metrorail system.										Total:	\$76,331	
19 Facility: Metro Matters-IRP-Parking Lot Rehabilitation From: To: Jurisdiction:	12,620 c		10,726 c	7,020 c	8,000 c	1,547 c	12,354 c		Section 5307 80 / / 20	39,647	N/A	
Description: Provides funds for parking lot rehabilitation.										Total:	\$39,647	
20 Facility: Metro Matters-IRP-Preventive Maintenance From: To: Jurisdiction:	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 82,800	N/A	
Description: Provides funds for maintenance of the bus and rail systems.										Total:	\$103,500	
21 Facility: Metro Matters-IRP-Program Management and From: To: Jurisdiction:	14,139 a		10,431 a	13,053 a	14,412 a	18,959 a	56,770 a		Section 5307 80 / / 20	113,625	N/A	
Description: Provides funds consultants, engineers and project management in support of the program as well as financing costs.										Total:	\$113,625	

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
22 Facility: Metro Matters-IRP-Rail Car Enhancements From: To: Jurisdiction: Region-wide,	1,100 c				3,308 c	1,100 b	25,224 c		Section 5309 80/ / 20	29,632	N/A
Description: Provides funds rail car enhancements.											
23 Facility: Metro Matters-IRP-Rail Car Rehabilitation From: To: Jurisdiction: Region-wide,	4,330 c		814 c						Section 5309 80/ 0/ 20	814	N/A
Description: Provides funds for the rehabilitation of 364 Breda cars which have reached their mid-life.											
24 Facility: Metro Matters-IRP-Rail Work Equipment From: To: Jurisdiction: Region-wide,	3,382 c		3,081 c	2,000 c	6,496 c	6,000 c	6,197 c		Section 5307 80/ / 20	23,774	N/A
Description: Provides funds for the procurment of work equipment and locomotives.											
25 Facility: Metro Matters-IRP-Repairable Parts From: To: Jurisdiction: Region-wide,	5,300 c		5,450 c	5,600 c	5,750 c	5,794 c	5,968 c		Local / / 100	28,562	N/A
Description: Provides funds for the procurement of repairable parts.											
26 Facility: Metro Matters-IRP-Rolling Stock Bus From: To: Jurisdiction: Region-wide,	33,782 c		52,765 c	64,778 c	85,612 c	69,893 c	72,620 c		Section 5307 80/ 20/	345,668	N/A
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. Establishes a hybrid/diesel bus program.											
27 Facility: Metro Matters-IRP-Station and Tunnel Leak M From: To: Jurisdiction: Region-wide	2,264 c		2,332 c	2,402 c	5,474 c	8,548 c	7,625 c		Section 3037 80/ / 20 Section 5307 80/ / 20	8,548 17,833	N/A
Description: Provides funds to work in stations on tunnel leaks.											
28 Facility: Metro Matters-IRP-Station Enhancement Prog From: To: Jurisdiction: Region-wide,	5,916 c		6,093 c	6,291 c	6,291 c	6,291 c	4,190 c		Section 5307 80/ / 20	29,156	N/A
Description: Provides funds for station enhancement program.											

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

FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review	
29	Facility: Metro Matters-IRP-UPS/Electrical Systems R From: To: Jurisdiction: Region-wide,	7,994 c		7,842 c	4,784 c	6,500 c	3,000 c	13,181 c		Section 5307 80 / / 20	35,307	N/A	
Description: Provides funds for the rehabilitation of uninterruptible power supply and electrical systems.											Total:	\$35,307	
30	Facility: Metro Matters-IRP-Vertical Transportation Re From: To: Jurisdiction: Region-wide,	32,476 c		29,489 c	30,364 c	13,956 c	16,363 c	21,991 c		Section 5309 80 / / 20	112,163	N/A	
Description: Provides funds for escalator and elevator rehabilitation/maintenance.											Total:	\$112,163	
31	Facility: Planning From: To: Jurisdiction: Maryland, Virginia, District of Columbia	3,000 a											
Description: This project funds design and studies related to system expansion													
32	Facility: Precision Stopping for 8 Car Trains From: To: Jurisdiction:	1,500 a											
Description: This project funds the design of system to allow braking for 8 car trains in Metrorail stations.													
33	Facility: SAP-Ballston Station Improvements From: To: Jurisdiction: Arlington County,	7,300 c		5,900 c						BD / /	5,900		
Description: Funds a new entrance, escalators, elevators and a new West mezzanine inside the station.											Total:	\$5,900	
34	Facility: SAP-Bus Enhancements From: To: Jurisdiction: Regionwide	800 c		1,000 c	1,000 c	1,000 c	1,000 c	1,000 c	1,000 c	Local / / 100	6,000	N/A Approved	
Description: Provides for improved customer information on high performing routes and high priority bus corridors.											Total:	\$6,000	
35	Facility: SAP-Buses From: To: Jurisdiction: Regionwide			2,900 c						Section 5307 80 / / 20	2,900	N/A Approved	
Description: Provides funds for CNG buses.											Total:	\$2,900	

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

FY 2005 - 2010

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
36 Facility: SEP-Dulles PE/NEPA From: To: Jurisdiction: Fairfax County,			8,000 a	4,500 a					State / 100 /	12,500	DEA Under preparation
Description: Funds PE/NEPA for improved bus transit services from Tysons Corner to Dulles airport, followed by the construction of a rail line from West Falls Church to Dulles airport and beyond.											
37 Facility: SEP-Largo Extension and Parking From: To: Jurisdiction: Prince George's County	9,300 c										EA Approved
Description: Funds the design and construction of a Metrorail extension to Largo and a parking facility											
38 Facility: SEP-Project Development From: To: Jurisdiction: Regionwide	2,000 a		2,000 a	2,000 a	2,000 a	2,000 a	2,000 a	2,000 a	Local / / 100	12,000	N/A
Description: Provides funding for engineering and project development for transit projects in the District of Columbia, Maryland and Virginia. The Columbia Pike Alternatives Analysis is further developed than other projects.											
39 Facility: Systems From: To: Jurisdiction: Maryland, Virginia, district of columbia	10,900 a		104,700 c	101,000 c	25,400 c				State/Local / 50 / 50	231,100	
Description: This project funds the design and upgrade of traction power and precision stopping upgrades to allow for 8 car train consists on approximately 1/3 of the rail cars.											
Total:										\$12,500	
Total:										\$12,000	
Total:										\$231,100	

Transit Operating

The District of Columbia

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	WMATA	162,650	167,500	173,360	179,430	185,710	192,210	1,060,860	0%	0%	0%	
	<i>Total:</i>	<i>162,650</i>	<i>167,500</i>	<i>173,360</i>	<i>179,430</i>	<i>185,710</i>	<i>192,210</i>	<i>1,060,860</i>				
Funding	Local Funds	162,650	167,500	173,360	179,430	185,710	192,210	1,060,860				
	<i>Total:</i>	<i>162,650</i>	<i>167,500</i>	<i>173,360</i>	<i>179,430</i>	<i>185,710</i>	<i>192,210</i>	<i>1,060,860</i>				

Maryland

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Ridesharing	764	764	764	764	764	764	4,584	80%	20%	0%	Fred/Mont/PG
	ADA	3,100	3,100	3,100	3,100	3,100	3,100	18,600	0%	100%	0%	Statewide
	Job Access & Reverse Comm	1,237	1,237	1,237	1,237	1,237	1,237	7,422	50%	25%	25%	Montgomery, Prince George's Counties
	Section 5307 - Small Urban P	2,378	2,378	2,378	2,378	2,378	2,378	14,268	0%	75%	25%	Fred/Charles
	Commuter Bus	22,876	22,876	22,876	22,876	22,876	22,876	137,256	0%	100%	0%	Washington Region
	Statewide Special Transportat	4,300	4,300	4,300	4,300	4,300	4,300	25,800	0%	75%	25%	Statewide
	Local Bus	30,000	30,000	30,000	30,000	30,000	30,000	180,000	0%	100%	0%	Montgomery, Prince George's
	MARC Operating	57,161	57,161	57,161	57,161	57,161	57,161	342,966	0%	100%	0%	Statewide
Total:		121,816	121,816	121,816	121,816	121,816	121,816	730,896				
Revenue	Ridesharing	0	0	0	0	0	0	0				
	ADA	0	0	0	0	0	0	0				
	Job Access & Reverse Comm	0	0	0	0	0	0	0				
	Section 5307 - Small Urban P	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 Bus	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:	121,816	121,816	121,816	121,816	121,816	121,816	730,896				
Funding	MARC Operating	57,161	57,161	57,161	57,161	57,161	57,161	342,966				
	Local Bus	30,000	30,000	30,000	30,000	30,000	30,000	180,000				
	Statewide Special Transportat	4,300	4,300	4,300	4,300	4,300	4,300	25,800				
	Commuter Bus	22,876	22,876	22,876	22,876	22,876	22,876	137,256				
	Job Access & Reverse Comm	1,237	1,237	1,237	1,237	1,237	1,237	7,422				
	Ridesharing	764	764	764	764	764	764	4,584				
	Section 5307 - Small Urban P	2,378	2,378	2,378	2,378	2,378	2,378	14,268				
	ADA	3,100	3,100	3,100	3,100	3,100	3,100	18,600				
Total:		121,816	121,816	121,816	121,816	121,816	121,816	730,896				

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Smartcard Fareboxes	0	0	0	0	0	0	0	0%	40%	60%	Montgomery County
	Bethesda TMD	890	890	890	890	890	890	5,340	0%	0%	100%	
	NIH/Medical Ctr. TMO	10	10	10	10	10	10	60	0%	0%	100%	
	North Bethesda TMD	1,144	1,144	1,144	1,144	1,144	1,144	6,864	0%	0%	100%	
	Commuter Services	1,562	1,562	1,562	1,562	1,562	1,562	9,372	0%	0%	100%	
	COG Grant	164	164	164	164	164	164	984	0%	0%	0%	
	Ride-On	65,771	65,870	65,870	65,870	65,870	65,870	395,121	0%	0%	0%	
	Total:	69,541	69,640	69,640	69,640	69,640	69,640	417,741				
Revenue	Ride On Fares	13,140	13,140	13,140	13,140	13,140	13,140	78,840				
	Total:	13,140	13,140	13,140	13,140	13,140	13,140	78,840				
Deficit	Total:	56,401	56,500	56,500	56,500	56,500	56,500	338,901				
Funding	State Local Bus Grant	22,093	22,093	22,093	22,093	22,093	22,093	132,558				
	Property Tax Revenue	33,772	33,772	33,772	33,772	33,772	33,772	202,632				
	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	372	372	372	372	372	372	2,232				
	Total:	56,401	56,401	56,401	56,401	56,401	56,401	338,406				

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Ride Share	269	269	282	296	311	327	1,754	100%	0%	0%	Prince George's County
	Senior Services	2,245	2,305	2,420	2,541	2,668	2,801	14,980	0%	14%	86%	
	Paratransit	2,008	1,685	1,769	1,857	1,950	2,048	11,317	0%	46%	54%	
	The Bus System	12,313	15,501	16,276	17,090	17,945	18,842	97,967	0%	66%	34%	
	Total:	16,835	19,760	20,747	21,784	22,874	24,018	126,018				
Revenue	Senior Services	11	11	12	13	14	15	76				
	Paratransit	76	78	82	86	90	95	507				
	The Bus System	1,307	1,625	1,706	1,791	1,881	1,975	10,285				
	Total:	1,394	1,714	1,800	1,890	1,985	2,085	10,868				
Deficit	Total:	15,441	18,046	18,947	19,894	20,889	21,933	115,150				
Funding	State/Local	14,991	17,596	18,476	19,397	20,367	21,385	112,212				
	ADA Grant	450	450	473	497	522	548	2,940				
	Total:	15,441	18,046	18,949	19,894	20,889	21,933	115,152				

Virginia

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	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>		<i>179,221</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>		<i>99,359</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>		<i>79,862</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>		<i>79,862</i>				

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Shares Fed/St/Loc			Jurisdiction
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>				

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Commuter Bus	2,656	3,404	0	0	0		6,060	0%	0%	0%	Loudoun County
	<i>Total:</i>	<i>2,656</i>	<i>3,404</i>	<i>0</i>	<i>0</i>	<i>0</i>		<i>6,060</i>				
Revenue	Local Gasoline Tax	760	1,248	0	0	0		2,008				
	Commuter Bus	1,586	1,776	0	0	0		3,362				
	<i>Total:</i>	<i>2,346</i>	<i>3,024</i>	<i>0</i>	<i>0</i>	<i>0</i>		<i>5,370</i>				
Deficit	<i>Total:</i>	<i>310</i>	<i>380</i>	<i>0</i>	<i>0</i>	<i>0</i>		<i>690</i>				
Funding	Local	310	380	0	0	0		690				
	<i>Total:</i>	<i>310</i>	<i>380</i>	<i>0</i>	<i>0</i>	<i>0</i>		<i>690</i>				

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	Fairfax Connector	27,220	28,036	28,877	29,744	30,636	31,555	176,068	0%	0%	0%	Fairfax County
	Total:	27,220	28,036	28,877	29,744	30,636	31,555	176,068				
Revenue	Advertising	500	500	500	500	500	500	3,000				
	Connector Fares	3,729	3,840	3,956	4,074	4,197	4,322	24,118				
	Total:	4,229	4,340	4,456	4,574	4,697	4,822	27,118				
Deficit	Total:	22,991	23,696	24,421	25,170	25,939	26,733	148,950				
Funding	State	7,420	7,643	7,872	8,109	8,352	8,602	47,998				
	Local	15,571	16,053	16,549	17,061	17,587	18,131	100,952				
	Total:	22,991	23,696	24,421	25,170	25,939	26,733	148,950				

11/17/2004

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

FY 2005 - 2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Shares Fed/St/Loc			Jurisdiction
Operating Cost	New Service	0	344	362	381	1,214	2,130	4,431	0%	0%	0%	
	Existing Service	7,529	7,906	8,302	8,718	9,154	9,612	51,221	0%	0%	0%	
	Total:	7,529	8,250	8,664	9,099	10,368	11,742	55,652				
Revenue	New Fares	0	86	91	96	304	533	1,110				
	Existing Fares	1,850	1,977	2,076	2,180	2,289	2,403	12,775				
	Total:	1,850	2,063	2,167	2,276	2,593	2,936	13,885				
Deficit	Total:	5,679	6,187	6,497	6,823	7,775	8,806	41,767				
Funding	Local	5,679	6,187	6,497	6,823	7,775	8,806	41,767				
	Total:	5,679	6,187	6,497	6,823	7,775	8,806	41,767				

**Washington Metropolitan Area
Transit Authority**

11/17/2004

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

FY 2005-2010

Agency	System	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	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	940,738	997,531	1,044,146	1,114,783	1,182,435	1,250,871	6,530,504	0%	0%	100%	
	Total:	968,238	1,025,031	1,071,646	1,142,283	1,209,935	1,278,371	6,695,504				
Revenue	WMATA	538,469	555,687	571,275	586,905	603,273	620,423	3,476,032				
	Total:	538,469	555,687	571,275	586,905	603,273	620,423	3,476,032				
	Deficit	Total:	429,769	469,344	500,371	555,378	606,662	657,948	3,219,472			
Funding	State/Local	429,769	469,343	500,371	555,378	606,662	657,948	3,219,471				
	Total:	429,769	469,343	500,371	555,378	606,662	657,948	3,219,471				

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 2005, 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 2005-2010 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 2005. The funding programmed for the second through sixth years is consistent with the anticipated federal dollars authorized by the states.

11/17/04

FY 2005 - FY 2010
 METROPOLITAN WASHINGTON AREA
 FINANCIAL SUMMARY
 (in millions of dollars)

Jurisdiction	2005		2006		2007		2008-2010		2005-2010	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
District of Columbia	351.8	700.5	256.1	459.4	441.0	678.5	495.6	847.0	1,544.5	2,685.4
Suburban Maryland	506.8	1,077.5	194.9	315.0	189.0	276.6	115.1	204.4	1,005.8	1,873.5
Northern Virginia	217.7	551.5	348.4	619.9	183.6	389.0	803.0	1,398.3	1,179.9	2,958.7
WMATA	180.3	1,155.4	215.6	1,245.0	222.4	953.8	553.7	2,608.2	1,172.0	5,962.4
Regional Total:	1,256.6	3,484.9	1,015.0	2,639.3	1,036.0	2,297.9	1,967.4	5,057.9	4,902.2	13,480.0
Woodrow Wilson Bridge	439.6	474.3	178.3	222.9	147.4	184.2			765.3	881.4

11/17/04

FY2005 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	453.0	231.5		4.1	11.9		278.6	70.1	351.8	700.5
Suburban Maryland	767.3	79.8	193.6	6.0	30.8		441.3	129.4	506.8	1,077.5
Northern Virginia	241.7	221.5	40.6	17.8	30.1	0.6	211.1	122.2	217.8	551.7
WMATA		696.8	458.6				929.0	46.1	180.3	1,155.4
Regional Total:	1,462.0	1,229.6	692.8	27.9	72.8	0.6	1,860.0	367.8	1,256.7	3,485.1
Woodrow Wilson Bridge	474.3							34.7	439.6	474.3

11/17/04

FY 2005
 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	8.9							0.9	8.0	8.9
National Highway System	67.8							13.0	54.8	67.8
Bridge	97.7							19.5	78.2	97.7
Surface Transportation Program	149.2	2.1						27.4	124.3	151.7
Transportation Enhancement	2.8							0.6	2.2	2.8
Transportation Safety	9.5							1.9	7.6	9.5
Congestion Mitigation Air Quality	3.3	0.3		4.1	1.3			1.8	7.2	9.0
TITLE I SUBTOTAL:	339.2	2.4	0.0	4.1	1.7	0.0		65.1	282.3	347.4
TITLE III										
Section 5310		0.3						0.1	0.2	0.3
Section 3037		1.1							1.1	1.1
TITLE III SUBTOTAL:		1.4						0.1	1.3	1.4
OTHER FUNDS										
Federal Lands Highway Program	44.4								44.4	44.4
Other Federal Funds	21.7	2.3			4.7			4.9	23.8	28.7
Local/Bond/TIIF	47.7	225.4	162.6		5.5		441.2			441.2
OTHER FUNDS SUBTOTAL:	113.8	227.7	162.6	0.0	10.2	0.0	441.2	4.9	68.2	514.3
TOTAL	453.0	231.5	162.6	4.1	11.9	0.0	441.2	70.1	351.8	863.1

11/17/04

FY 2005
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	15.3							3.1	12.2	15.3
National Highway System	118.5	0.9			5.0			25.8	98.6	124.4
Bridge	51.1							11.3	39.8	51.1
Surface Transportation Program	80.0				5.4			17.0	68.4	85.4
Transportation Safety	24.6							5.0	19.6	24.6
Transportation Enhancement										0.0
Congestion Mitigation Air Quality	26.0	4.6		4.3				7.0	27.9	34.9
TITLE I SUBTOTAL:	315.5	5.5	0.0	4.3	10.4	0.0	0.0	69.2	266.5	335.7
TITLE III										
Section 5309, 5309/FG, 5309/NS		33.7						6.8	26.9	33.7
Section 5307		22.0						4.4	17.6	22.0
TITLE III SUBTOTAL:	0.0	55.7	0.0	0.0	0.0	0.0	0.0	11.2	44.5	55.7
OTHER FUNDS										
Frederick County	0.5						0.5			0.5
Montgomery County	114.6	10.5	56.4		20.4		201.9			201.9
Prince George's County	50.4	4.6	15.4				70.4			70.4
State	41.5	3.5	121.8	1.7			168.5			168.5
Private										
Federal Lands Highway - NPS										0.0
Other Federal	244.8							49.0	195.8	244.8
OTHER FUNDS SUBTOTAL:	451.8	18.6	193.6	1.7	20.4	0.0	441.3	49.0	195.8	686.1
TOTAL	767.3	79.8	193.6	6.0	30.8	0.0	441.3	129.4	506.8	1077.5
Woodrow Wilson Bridge	173.8							34.7	139.1	173.8

11/17/04

FY 2005
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											0.0
National Highway System	11.3								1.1	10.2	11.3
Surface Transportation Program	68.2	23.2			13.1				19.9	84.6	104.5
Congestion Mitigation Air Quality	4.4	19.5		17.0	9.7				9.4	41.2	50.6
TITLE I SUBTOTAL:	83.9	42.7	0.0	17.0	22.8		0.0	0.0	30.4	136.0	166.4
TITLE III											
Section 5309		105.5							86.8	18.7	105.5
Section 5307		14.0							2.8	11.2	14.0
New Starts											0.0
TITLE III SUBTOTAL		119.5		0.0					89.6	29.9	119.5
OTHER FUNDS											
Local/Bonds	65.3	24.9	25.8		5.3		121.3				121.3
State	28.5	30.6	14.8	0.8				74.7			74.7
FRANS	15.1							15.1			15.1
Federal Lands Highway - NPS	6.3									6.3	6.3
Private	0.6					0.6					0.6
Demo	3.5									3.5	3.5
Other Federal	38.5	3.8			2.0				2.2	42.1	44.3
OTHER FUNDS SUBTOTAL:	157.8	59.3	40.6	0.8	7.3	0.6	121.3	89.8	2.2	51.9	265.8
TOTAL	241.7	221.5	40.6	17.8	30.1	0.6	121.3	89.8	122.2	217.8	551.7
Woodrow Wilson Bridge	300.5									300.5	300.5

FY 2005 WMATA
FINANCIAL SUMMARY
(in millions of dollars)

11/17/04

FUNDING SOURCE	State/Local Only	Match (State/Local)	Federal	TOTAL IN TIP
TITLE III				
Section 5307		33.2	129.0	162.2
Section 5309		8.7	34.8	43.5
Section 3037		4.2	16.5	20.7
State and Local	456.1			456.1
TITLE III SUBTOTAL:	456.1	46.1	180.3	682.5
OTHER FUNDS				
Other Capital Costs	14.3			14.3
Local Operating Costs	458.6			458.6
TITLES I & III AND OTHER TOTAL:	929.0	46.1	180.3	1,155.4
TOTAL:	929.0	46.1	180.3	1,155.4

VI
Public Comments
and Responses

VI. PUBLIC COMMENTS AND RESPONSES

Introduction

Federal regulations require that the TIP and CLRP include a summary analysis and report on significant public comments made as part of the public involvement process. During the development of the 2004 CLRP and the FY 2005-2010 TIP, the TPB public involvement process was followed, and several opportunities were provided for public comment.

At the February 12, 2004 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2004 CLRP and the FY 2005-2010 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 February 18, March 17 and April 21 TPB meetings. At the April 21, 2004 meeting, the Board was briefed on the comments received through the close of the public comment period on April 10 and the recommended responses and approved summaries of comments and responses to the comments for inclusion in the CLRP and TIP documents. Copies of the more than 2,500 comments received were posted on the TPB web site.

On October 1, 2004, the draft air quality conformity analysis, the draft 2004 CLRP, and the draft FY 2005-2010 TIP were released for a 30-day public comment period which closed on October 31. An opportunity for public comment on these document was provided at the beginning of the October 20 TPB meeting. The public was encouraged to submit comments online and nearly 1,200 were received. Comments received by mail were scanned and also posted on the web. Following the suggestions of the CAC, this web page was designed to enable the user to view all of the comments received or to view them by category and organize them by name, city, state, zip code, and date submitted. The vast majority of the remarks were focused on the Intercounty Connector (ICC) in Maryland. Persons making comments were asked to categorize their remarks for tabulation. Almost 500 comments were in support of the proposed 2004 CLRP including the Intercounty Connector while almost 650 were in opposition. About 50 comments were general in nature. On November 17, 2004, the summaries of comments and staff responses to them were reviewed by the TPB and accepted for inclusion in the CLRP and TIP.

The following comments and responses are presented in chronological order.

Part A: Summary of Comments Received and Responses Related to the Information Released for Public Comment on February 12, 2004.

-
1. Comment: The TPB should not include the ICC in the air quality conformity analysis for the CLRP until the final EIS is completed and the record of decision is entered by the US Department of Transportation.

Response: A final EIS and record of decision cannot be approved until after the conformity analysis and CLRP update are completed and approved.

The following sections of the Environmental Protection Agency's transportation conformity rule provide the necessary guidance on this point:

“§ 93.106 Content of transportation plans.

(2)(ii) The highway and transit system shall be described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years. Additions and modifications to the highway network shall be sufficiently identified to indicate intersections with existing regionally significant facilities, and to determine their effect on route options between transportation analysis zones. Each added or modified highway segment shall also be sufficiently identified in terms of its design concept and design scope to allow modeling of travel times under various traffic volumes, consistent with the modeling methods for area-wide transportation analysis in use by the MPO. Transit facilities, equipment and services envisioned for the future shall be identified in terms of design concept, design scope, and operating policies that are sufficient for modeling of their transit ridership. Additions and modifications to the transportation network shall be described sufficiently to show that there is a reasonable relationship between expected land use and the envisioned transportation system; and

§ 93.107 Relationship of transportation plan and TIP conformity with the NEPA process.

The degree of specifically required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process or other project development studies. Should the NEPA process result in a project with design concept and scope significantly different from that in the transportation plan or TIP, the project must meet the criteria in §§93.109 through 93.110 for projects not from a TIP before NEPA process completion.

§ 93.109 Fiscal constraints for transportation plans and TIPs.

Transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450 in order to be found in conformity.”

The MDOT letter of March 10, 2004 to TPB Chairman Zimmerman (copy attached) responded to questions and comments by the TPB members and the public during the

February 18, 2004 TPB meeting. In this letter it is explained that to meet the MDOT schedule to complete the NEPA process by May 2005 it is necessary to include the build alternatives in the TPB conformity analysis for the CLRP at this time.

2. Comment: The TPB should not include the ICC in the TIP or CLRP until the final EIS is completed and the record of decision is entered by the US Department of Transportation.

Response The TPB at this time is not deciding to include either of the two build alternatives for the ICC in the TIP and CLRP. Once the air quality conformity analysis is completed, the TPB will be asked in September to make a conformity determination on the CLRP as a whole including one ICC build alternative. At this time, one alternative will be identified for inclusion in the CLRP that the TPB will be asked to approve.

3. Comment: In the previous DEIS, the public and federal agencies objected to the ICC because it would have a number of adverse environmental impacts affecting watersheds, park lands and animal habitats.

Response: The previous NEPA process was not completed and did not address all of the alternatives and factors currently under study. The current process will address all of these impacts for the proposed build and no-build alternatives and provide information for the decision to build or not build the project.

4. Comment: Governor Glendenning cancelled the ICC because traffic benefits were minor compared to the financial and environmental costs.

Response: Governor Ehrlich initiated this new NEPA process to examine all of the benefits and costs of the ICC. The previous NEPA process was not completed and did not address all of the alternatives and factors currently under study.

5. Comment: - The ICC will increase congestion, traffic accidents and travel times on I-494, I-270, I-95 and other highways and roads in the study area.

- The ICC will decrease congestion, traffic accidents and travel times on I-495, I-270, I-95 and other highways and roads in the study area.

Response: The NEPA process will quantify these impacts in detail over the coming months.

6. Comments: - The ICC will reduce air quality in the region.

- The ICC will improve air quality in the region.

-
- Officials in DC, Maryland and Virginia struggled to pay for TERMS - these gains should not be wiped out by the addition of the ICC.

Response: Including the two build alternatives in the air quality analysis will provide the necessary information to assess the impact of the ICC on regional air quality. The CLRP cannot be updated to include the ICC until the TPB makes a conformity determination that the plan meets EPA regulations and the requirements of the Clean Air Act Amendments of 1990. Transportation Emission Reduction Measures (TERMs) have sometimes been necessary for the TPB to make a conformity determination.

7. Comment: The funding proposed for the ICC is not agreed upon and is inadequate for the project to be included in the air quality analysis or CLRP.

Response: Federal planing regulations require that a financial plan demonstrate the consistency of proposed transportation investments with already available and projected sources of revenues. Projected funding sources are defined as those "that can reasonably be expected to be available." The MDOT letter to the TPB of March 12, 2004, provides a Conceptual Funding Plan that identifies a range of available sources of projected funding for the project.

8. Comment: Funding the ICC would jeopardize future federal monies for transportation needs and GARVEE bonds are risky and extremely costly.

Response: The MDOT letter of March 12, 2004, states that the ICC Conceptual Funding Plan includes a range of available sources of projected funding for the project, including GARVEE, or Grant Anticipation Revenue Vehicle bonds that have their debt service paid with federal transportation funds received by Maryland. These bonds will be paid back with future federal funds. The debt service on these bonds will amount to approximately 10 to 15 percent of MDOT's annual federal apportionment. The term for these bonds will be based on market conditions at the time they are issued. Today's conditions suggest that GARVEEs should not extend beyond two federal authorizations.

9. Comment: The ICC will cost too much and takes funding away from transit projects.

Response: The MDOT letter of March 12, 2004, presents the current cost estimate and explains how other important transportation projects in Maryland will be funded given the projected cost of the ICC.

10. Comments: - Efforts should be focused on reducing single occupant vehicle dependency by promoting transit, bicycle and pedestrian alternatives.

-
- Metro should be expanded to the area including an east-west connection.

Response: The ICC alternatives include express bus service connecting to Metrorail stations which will improve east-west transit connectivity in the corridor. The CLRP currently includes the Bi-county Transitway linking Bethesda to Silver Spring and a study looking at a link between the Silver Spring and New Carrollton Metro stations.

11. Comment: The ICC should include a continuous high-quality bikeway.

Response: Bikeway alternatives will be examined in the NEPA process.

12. Comments: - The ICC will promote sprawl.

- We should use better zoning and land-use planning to reduce SOV demand.
- The ICC will not exacerbate development; development has already occurred.
- The ICC will not exacerbate sprawl because it will be a limited access facility and because adequate zoning regulations will be in place.
- The ICC is consistent with Maryland's Smart Growth policies because it would serve existing priority funding areas.
- The ICC has been in the county master plan for decades.
- The development that has occurred in those portions of Montgomery County adjacent to the ICC corridor was predicated upon the future building of the ICC.

Response: The air quality conformity analysis of the CLRP will utilize the Round 6.4 Cooperative Forecasts of population, households and jobs. These land use activity forecasts are based upon the local land use plans and zoning. The local jurisdiction planning directors will review potential adjustments to the Round 6.4 forecasts to reflect each of the two alternatives being analyzed for the ICC. The NEPA process also will examine land use impacts of the proposed alternatives.

13. Comments: - The ICC will shift jobs and investment away from Prince George's County and the District of Columbia.

- The ICC will make jobs and housing more accessible between Montgomery and Prince George's counties.

Response: MDOT's letter of March 12, 2004 indicates that the University of Maryland is in the process of quantifying economic impacts of the ICC project.

14. Comments: - The ICC will diminish quality of life by increasing the public's dependence on driving, degrading the environment and increasing economic disparities in the region.

-
- The ICC will improve quality of life by increasing family time, reducing stress in getting to work and school, and improving economic opportunity.

Response: Concerns about quality of life—both positive and negative— will be considered in the NEPA process.

15. Comments: - The ICC's acceptable decibel limits are too high. The project will produce noise pollution.

- The ICC will not cause noise problems; it will be built with sound barriers.

Response: The NEPA process will identify noise impacts of the proposed build and no-build alternatives. Measures to mitigate noise impacts can be considered for incorporation into the project.

16. Comment: The ICC will make neighborhood roads safer and keep trucks off local roads.

Response: The NEPA process will identify safety impacts of the proposed alternatives.

17. Comment: Funds should be spent on improvements to existing intersections and road network.

Response: The NEPA process will identify impacts of the proposed alternatives and options for the no-build alternative.

18. Comment: The region needs to invest more in public transportation.

Response: Regional leaders on the TPB in February issued a call for an increase of approximately 100 percent in funding over the next six years for transportation, including substantial increases for public transit.

19. Comment: The proposed corridor(s) go through my neighborhood.

Response: For any transportation investment there will be local impacts. The NEPA process will identify those impacts and provide detailed information for public review and discussion.

20. Comment: Building a new road like the ICC will induce demand.

Response: The TPB travel demand models and the review and finalization of the Round 6.4 Cooperative Forecasts of land use activity in the air quality conformity

analysis will address induced demand associated with the ICC during the TPB's CLRP update process.

21. Comments: - The region needs to focus more on building circumferential facilities like the ICC, which will be a critical missing link between I-270 and I-95.
- The 1997 DEIS showed that land use changes and transit will not provide the traffic relief of the ICC.

Response: The NEPA process will identify positive and negative traffic impacts of the proposed alternatives and the no-build alternative.

22. Comment: At this time, the ICC does not satisfy the financial eligibility criteria to be included in the CLRP and the TIP .

Response: See response 7 above regarding the CLRP. At this time the TPB is not deciding to include either of the two build alternatives for the ICC in the CLRP and TIP. Once the air quality conformity analysis is completed, the TPB will be asked in September to make a conformity determination on the CLRP as a whole including one ICC build alternative. At this time, one alternative will be identified for inclusion in the CLRP and the TIP that the TPB will be asked to approve.

Federal planning regulations require that a TIP include only those projects for which construction and operating funds can "reasonably be expected to be available" and that projects included for the first two years must be limited to those for which funds are available or committed. The TIP submission for the ICC will indicate such funding for the first two years of the TIP.

23. Comment: The ICC project submission fails to include sufficient descriptive material to permit air quality analysis.

Response: The processes for project solicitation, air quality conformity assessment, and CLRP / TIP development involve two steps, each with a different level of detail. The first step is designed to provide an understanding of key elements of a project, such as design concept and cost. This step utilizes the CLRP and / or TIP "Proposed Project or Action Description Form". Specifically, this form includes project location and jurisdiction, submitting agency, type and description, phasing, purpose / contribution to regional goals, funding and schedule, and congestion management system documentation.

The second step of the process involves the transportation network coding required for technical analysis. While most project submissions which affect conformity simply involve a change in the number of travel lanes or in the facility type, major highway

and transit projects typically involve additional components and a more detailed level of specificity, Such characteristics as interchange configurations and the bus routes, stops and headways for new transit services which feed rail stations or operate on a new highway or HOV facility must also be specified. This more detailed information is provided to TPB staff by the sponsoring agency prior to the initiation of network coding activities.

Materials related to the ICC which have been advanced by MDOT as part of the 2004 CLRP and FY 2005-2010 TIP submissions are consistent with the level of detail associated with other large projects submitted to the TPB in previous years, such as the Woodrow Wilson Bridge Improvement Project and the Dulles Corridor Rapid Transit Project. Less typical, although not unprecedented, is the submission of two different alignments for testing. Before network coding can begin, MDOT will need to provide more detailed information on the specific elements to be modeled for each alignment, including interchange and ramp configurations, time-of-day toll policies for managed lanes, and transit services.

24. Comment: The TPB should conduct an air quality analysis on an ICC no-build alternative to provide a baseline against which other proposals can be compared.

Response: EPA air quality conformity requirements include a demonstration that the CLRP and TIP adhere to mobile source emissions budgets established in the air quality state implementation plans (SIPs). This budget test ensures that the transportation system, reflecting all of the proposed projects and their phasing through time, will be consistent with the mobile source emissions levels specified in the SIP budgets. Comparisons of ICC build alternatives with a no-build condition are performed for transportation system performance, environmental, and other measures of effectiveness within the EIS process.

Part B: Summary of Comments Received and Responses Related to the Information Released for Public Comment on October 1, 2004.

B1. Comment on TPB Public Comment Period and Release of Draft EIS on the ICC

1. Comment: The TPB should extend the public comment period and delay its decision to act on the air quality assessment and the CLRP until after the draft EIS on the ICC is released.
- The ICC has been studied for decades and the TPB should act on the CLRP now.

Response: It is TPB policy and practice to amend the CLRP on a regular schedule, usually annually. The original schedule called for the TPB to act on this CLRP in September. The 2005 CLRP and TIP amendment process will begin in January 2005. On April 21, 2004 the TPB approved the inclusion of the two build alternatives for the ICC and the other projects in Maryland and Virginia in the air quality assessment for the FY 2005-2010TIP and 2004 CLRP. TPB will be asked on November 17 to make a conformity determination on the CLRP as a whole including one ICC build alternative and the other projects. The EIS process as required under the National Environmental Policy Act (NEPA) is a distinct sub-regional, corridor-specific process that is conducted on schedules related to each project under consideration. While a draft EIS does provide extensive information on a major project, it is not uncommon for the TPB to include projects in the regional 20-25 year CLRP before an EIS process is completed or even before it has begun. In some cases, such as for the Dulles Corridor Rapid Transit Project or the Woodrow Wilson Bridge project, a project was included in the plan a year or more before the draft EIS was completed.

The EIS process is subject to federal requirements for public review and comment. Should this review result in a project with design concept and scope significantly different from that in the plan, then the plan must be amended with the different project and a new conformity assessment made before the EIS process can be completed. A record of decision for a project cannot be approved until after the conformity analysis and CLRP update are completed and approved.

The following sections of the Environmental Protection Agency's transportation conformity rule provide the necessary guidance on this point:

“§ 93.106 Content of transportation plans.

(2)(ii) The highway and transit system shall be described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years. Additions and modifications to the highway network shall be sufficiently identified to indicate intersections with existing regionally significant facilities, and to determine their effect on route options between transportation analysis zones. Each added or modified highway segment shall also be sufficiently identified in terms of its design concept and design scope to allow modeling of travel times under various traffic volumes, consistent with the modeling methods for area-wide transportation analysis in use by the MPO. Transit facilities, equipment and services envisioned for the future shall be identified in terms of design concept, design scope, and operating policies that are sufficient for modeling of their transit ridership. Additions and modifications to the transportation network shall be described sufficiently to show that there is a reasonable relationship between expected land use and the envisioned transportation system; and

§ 93.107 *Relationship of transportation plan and TIP conformity with the NEPA process.*

The degree of specificity required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process or other project development studies. Should the NEPA process result in a project with design concept and scope significantly different from that in the transportation plan or TIP, the project must meet the criteria in §§93.109 through 93.110 for projects not from a TIP before NEPA process completion.

§ 93.109 *Fiscal constraints for transportation plans and TIPs.*

Transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450 in order to be found in conformity."

B2. Comments on Fiscal Constraints for the CLRP and TIP

2. Comment: The draft 2004 CLRP and new TIP do not assure adequate maintenance and operation of the existing Metro or highway systems and thus do not comply with the federally required fiscal constraint requirements for a plan and TIP.

Response: Federal planning regulations require that financial plans for the CLRP and TIP demonstrate the consistency of proposed transportation investments with already available and projected sources of revenues while the existing transportation system is being adequately operated and maintained. Projected funding sources are defined as those "that can reasonably be expected to be available."

The financial plan for the 2003 CLRP and FY 2004-2009 TIP was approved by the TPB on December 17, 2003. On February 23, 2004, FHWA and FTA found that the conformity determination for this plan and TIP "has been performed in accordance with the Transportation Conformity Rule (40 CFR Part 93), as amended." The FHWA and FTA can only make this determination if the plan and TIP meet all MPO planning requirements, including the fiscal constraint. On April 21, 2004, TPB approved the submissions for the 2004 CLRP and determined that the financial plan and information on the ICC and other proposed projects for the plan update demonstrated their consistency with already available and projected sources of revenues. This means that the overall financial plan for the 2003 CLRP continues to be valid with the inclusion of the 2004 projects.

As in the previous financial analyses of the 1997 and 2000 CLRPs, for the 2003 CLRP issues were raised about the region's projected revenues being sufficient to adequately rehabilitate and preserve the region's transit and highway systems. DDOT, MDOT, and VDOT have long-standing policies for maintaining and preserving their existing highway systems, and have demonstrated that they will give budget priority to maintenance and preservation.

By 2003, the region had made several serious attempts to increase revenues for transportation, but had not succeeded in securing the needed funding. To address short-term funding needs, in the fall of 2003 the TPB conducted a study to quantify highway and transit funding needs and recommend specific sources of revenues. In February 2004, the TPB published a brochure: "Time to Act," which highlighted the near term funding crisis facing transportation and identified the unfunded rehabilitation and preservation capital needs over the six year period 2005 to 2010. This brochure was covered by major newspapers and the media and informed federal, state and local funding partners on critical regional transportation needs.

In October 2004, WMATA and the state and local governments reached agreement on commitments of \$3.3 billion in local, state and federal funding for WMATA's near-term rehabilitation, preservation and access and capacity needs through 2010. The jurisdictions have committed to this funding via general funds, general obligation bonds (some of which were approved in referenda on November 2), state and local funds and the Maryland Transportation Trust Fund. To address the WMATA needs beyond 2010, a panel was established in September 2004 to address dedicated funding sources for WMATA. The panel is cosponsored by the Metropolitan Washington Council of Governments, the Greater Washington Board of Trade, and the Federal City Council. It will report its findings and recommendations by December 15, 2004.

3. Comment: The funding plan proposed for the ICC is not clear and does not agreed with the Maryland General Assembly action to limit the use of GARVEE bonds.

Response: The MDOT letter of March 12, 2004, states that the ICC Conceptual Funding Plan includes a range of available sources of projected funding for the project, including GARVEE, or Grant Anticipation Revenue Vehicle bonds that have their debt service paid with federal transportation funds received by Maryland. These bonds will be paid back with future federal funds. The debt service on these bonds will amount to approximately 10 to 15 percent of MDOT's annual federal apportionment. The term for these bonds will be based on market conditions at the time they are issued. Today's conditions suggest that GARVEEs should not extend beyond two federal authorizations.

At the November 17, 2004 TPB meeting, Board member Ms. Kaiser of MDOT provided additional information related to this response. The Board requested that her comments be included in this document. The following comments are excerpts from the minutes of the November 17, 2004 TPB meeting.

Ms. Kaiser said that when the funding plan for the ICC was presented in the

spring, MDOT noted that the price of the project would change depending upon how the project proceeded through the environmental studies. She said the cost was based on a project description that was at least eight years old. She said the financial plan that MDOT provided had an upper limit of \$2.3 billion for funding. She said that the cost is different now for a number of reasons. First of all, the final cost of the project has not yet been decided. The final scope of the project will not be determined until the final record of decision is issued and the alternative is selected. Currently, two corridors are still under consideration and a number of different alternatives, including different environmental mitigation measures, are under consideration within those two corridors. She said that more than 100 alternatives were under consideration. She listed some anticipated environmental expenses that were already known to have raised the cost of the project from the earlier \$1.7 billion estimate. These costs include \$120 million for longer bridges to protect streams, \$50 million for environmental stewardship features, \$30 million for additional environmental mitigation above and beyond what is required for the project, \$20 million in advanced stormwater management techniques, \$50 million in community connections, \$30 million in additional Intelligent Transportation Systems (ITS) that will help traffic move faster, and \$100 million in construction contingencies.

Ms. Kaiser said that MDOT was not asking for ICC construction funding to be included in the Transportation Improvement Program (TIP). It was only requesting that construction funding be included in the Constrained Long Range Plan (CLRP). She said that when MDOT submits its project lists for the TIP next year, it will be closer to a specific alternative and a definitive cost for the project. She said that although the General Assembly did cap GARVEE funding, they also said they did not want to limit options for funding the ICC. She said the legislature wanted to continue discussions on this topic and in recent weeks, MDOT participated in House and Senate hearings on the GARVEE bond issue. She said she believed that during the upcoming legislative session they would be able to get over the hurdles associated with the GARVEE mechanism. If not, she said they have additional funding in the other categories that they have put forward in the financial plan submitted in the spring. She said that the financial plan submitted in the spring will stand until they have a defined project because that plan has upper limits of \$2.3 billion dollars that will be sufficient to cover the cost of the project.

Ms. Kaiser said the upper limits of the financial plan are \$2.3 billion. She said there was enough funding to cover what is needed for the Constrained Long-Range Plan. She said that when the General Assembly passed the GARVEE bond limit, their very final comment on it was they did not intend to limit funding options for the ICC and they asked MDOT to continue working with them. She said that MDOT believes, based on the sessions they held the previous

week with members of the legislature, that they will be able to get over this hurdle. She said she believed the funding was available in the package they submitted.

Ms. Kaiser said they have not changed the cost of the project as it was submitted in the spring. She said that project costs change all the time and agencies do not come back to the TPB to change those project costs until they are at a point where they have a definitive cost. She said that given where they currently are in the planning process, they do not have a final figure on what this project will cost. She said that if it is \$2.1 billion, they certainly have enough to fund it in the financial plan they submitted; if it is \$2.3 billion, they have enough in the financial plan they submitted. She said the project as it stands now is consistent with the conceptual plan as submitted in the spring, and it reflects the way any project moves along in the environmental process. She said that until the project goes into engineering and final design, and is put out for bid, they will not know what the cost of the project is going to be. She said they are saying that for the time being, the project should stay with what was submitted in the spring. She said the financial plan covers the cost as it was submitted. She said they will be coming back next year with a change to the cost when they know what the project is and they know better where they are with the state legislature.

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4. Comment: The ICC does not satisfy the financial eligibility criteria to be included in the CLRP and the TIP .

Response: See response 3 above. The TPB determined on April 17, 2004 that the financial plan and information on the two ICC alternatives and other proposed projects for the 2004 plan update demonstrated their consistency with already available and projected sources of revenues. The TPB will be asked on November 17 to approve the CLRP and the TIP with the ICC southern alignment alternative.

Federal planning regulations require that a TIP include only those projects for which construction and operating funds can “reasonably be expected to be available” and that projects included for the first two years must be limited to those for which funds are available or committed. The TIP submission for the ICC indicates such funding for the first two years of the TIP.

B3. Comments on the Air Quality Conformity Determination for the CLRP

5. Comments: - The ICC will reduce air quality in the region.
- The ICC will improve air quality in the region.

Response: Including the two build alternatives in the air quality analysis has provided the necessary information to assess the impact of the ICC on regional air quality and for the TPB to make a conformity determination that the new plan with either ICC alignment meets EPA regulations and the requirements of the Clean Air Act Amendments of 1990. Comparisons of ICC build alternatives with a no-build condition are performed for transportation system performance, environmental, and other measures of effectiveness within the EIS process.

6. Comment: The air quality conformity determination fails to account for ridership losses due to inadequate operation and maintenance of the transit system.

Response: For the air quality analysis, the projected Metrorail ridership into and through the metropolitan core area is capped at the 2005 level. This limit on ridership results in an increase in the projected persons traveling by automobile which in turn increases the projected regional emissions. As described in response 2 above, the recent commitment of \$3.3 billion will address WMATA's near-term rehabilitation, preservation and access and capacity needs.

7. Comment: The TPB should conduct an air quality analysis on an ICC no-build alternative to provide a baseline against which other proposals can be compared.
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Response: In April and October 2004, the TPB considered conducting this analysis and voted not to conduct it. EPA air quality conformity requirements include a demonstration that the CLRP and TIP adhere to mobile source emissions budgets established in the air quality state implementation plans (SIPs). This budget test ensures that the transportation system, reflecting all of the proposed projects and their phasing through time, will be consistent with the mobile source emissions levels specified in the SIP budgets. Comparisons of ICC build alternatives with a no-build condition are performed for transportation system performance, environmental, and other measures of effectiveness within the EIS process.

8. Comments: The Metropolitan Washington Air Quality Committee (MWAQC) provided the following comments on the air quality conformity determination of the 2004 CLRP and FY 2005-2010 TIP:

“As a result of the model improvements and updates, the 2005-2010 transportation emissions estimates for 2005 provide a sizeable margin of safety for both the NO_x and VOC budgets. We urge the TPB and the States to maintain the margins of safety for benefit of air quality and the health of all residents in the region.

We also encourage the States and local governments to maintain their commitments to TERMS and other emission reduction measures, regardless of whether implementation of these measures is necessary for conformity.”

Response: The TPB will ensure that any proposed changes in commitments to TERMS and other emission reduction measures are presented to MWAQC for review through the interagency consultation process.

9. Comment: The ICC will impede timely attainment of new air quality standards recently put into effect by EPA; TPB should go beyond simply evaluating whether the region will avoid exceeding adopted mobile source emissions budgets; it may well take further emissions reductions to attain standards.

Response: Air quality conformity requirements of TPB’s plan, program and projects are prescribed in EPA regulation. As documented in the conformity assessment the 2004 CLRP, and the FY2005-10 TIP meet all such requirements. MWAQC, in conjunction with photochemical airshed modeling being performed by the state air management agencies, is in the process of analyzing air quality requirements associated with the new standards. This work will estimate air quality conditions for the 2010 attainment year and will determine the additional emissions reductions required, if any, beyond those which are currently being accomplished.

B.4 Comments on the Impacts of the ICC

10. Comment: In the previous DEIS, the public and federal agencies objected to the ICC because it would have a number of adverse environmental impacts affecting watersheds, park lands and animal habitats.

Response: The previous NEPA process was not completed and did not address all of the alternatives and factors currently under study. The current process will address all of these impacts for the proposed build and no-build alternatives and provide the information needed for the decision to build or not build the project.

11. Comment: - The ICC will increase congestion, traffic accidents and travel times on I-494, I-270, I-95 and other highways and roads in the study area.
- The ICC will decrease congestion, traffic accidents and travel times on I-495, I-270, I-95 and other highways and roads in the study area.

Response: The NEPA process will quantify these impacts in detail.

12. Comment: The ICC will cost too much and takes funding away from transit projects.

Response: The MDOT letter of March 12, 2004, presents the current cost estimate and explains how other important transportation projects in Maryland will be funded given the projected cost of the ICC.

13. Comments: Rather than build the ICC, efforts should be focused on reducing single occupant vehicle dependency by promoting transit, bicycle and pedestrian alternatives.
- Many business needs cannot be met with public transportation and bicycle or pedestrian improvements.

Response: The ICC alternatives include express bus service connecting to Metrorail stations which will improve east-west transit connectivity in the corridor. The CLRP currently includes the Bi-county Transitway linking Bethesda to Silver Spring and a study looking at a link between the Silver Spring and New Carrollton Metro stations.

14. Comments: The ICC will promote sprawl.
- We should use better zoning and land-use planning to reduce SOV demand.
- The ICC will not exacerbate development; development has already occurred.

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- The ICC will not exacerbate sprawl because it will be a limited access facility and because adequate zoning regulations will be in place.
 - The ICC is consistent with Maryland's Smart Growth policies because it would serve existing priority funding areas.
 - The ICC has been in the county master plan for decades.
 - The development that has occurred in those portions of Montgomery County adjacent to the ICC corridor was predicated upon the future building of the ICC.

Response: The air quality conformity analysis of the CLRP utilizes the Round 6.4 A Cooperative Forecasts of population, households and jobs. These land use activity forecasts are based upon the approved local land use plans and zoning. In September, the local jurisdiction planning directors made adjustments to the Round 6.4 forecasts to reflect each of the two alternatives being analyzed for the ICC. In making these adjustments, the planning directors were provided the results of an "expert land use" panel that MDOT commissioned to examine the potential land use impacts of the ICC. The NEPA process also will examine land use impacts of the proposed alternatives.

15. Comments: The ICC will shift jobs and investment away from Prince George's County and the District of Columbia.
- The ICC will make jobs and housing more accessible between Montgomery and Prince George's counties.

Response: A recent study by the University of Maryland has quantified the economic impacts of the ICC project for inclusion in the EIS process.

16. Comments: The ICC will diminish quality of life by increasing the public's dependence on driving, degrading the environment and increasing economic disparities in the region.
- The ICC will improve quality of life by increasing family time, reducing stress in getting to work and school, and improving economic opportunity.

Response: Concerns about quality of life—both positive and negative— will be considered in the NEPA process.

17. Comment: There should be other alternatives to the ICC studied such as time-of-day tolling of some existing and new expressway lanes in existing corridors, better bus and rail transit and land use alternatives.

Response: The NEPA process identified the alternatives currently under study. Review and public comment on these alternatives will be considered in the DEIS.

18. Comment: The ICC will make neighborhood roads safer and keep trucks off local roads.

Response: The NEPA process will identify safety impacts of the proposed alternatives.

19. Comment: Funds should be spent on improvements to existing intersections and road network.

Response: The NEPA process will identify impacts of the proposed alternatives and options for the no-build alternative.

20. Comment: The proposed corridor(s) go through my neighborhood.

Response: For any transportation investment there will be local impacts. The NEPA process will identify those impacts and provide detailed information for public review and comment.

21. Comment: Building a new road like the ICC will induce demand.

Response: The TPB travel demand models and the review and finalization of the Round 6.4 A Cooperative Forecasts of land use activity in the air quality conformity analysis have addressed induced demand associated with the ICC. These land use forecasts included an additional 56,000 jobs by 2030 associated with the ICC which results in more traffic forecast for the corridor.

22. Comments: The region needs to focus more on building circumferential facilities like the ICC, which will be a critical missing link between I-270 and I-95.

- The 1997 DEIS showed that land use changes and transit will not provide the traffic relief of the ICC.

Response: The NEPA process will identify positive and negative traffic impacts of the proposed alternatives and the no-build alternative.

23. Comment: The ICC is beneficial to the region for emergency response and homeland security purposes.

Response: All increases in road and transit capacity increase travel options during major incidents and provide additional regional mobility and accessibility during emergencies.

B.5 General Comments on the CLRP

24. Comment: The region needs to invest more in public transportation.

Response: See response 2 above. In the current CLRP transit expenditures are about 60 percent of the total transportation expenditures through 2030.

25. Comment: The TPB Access for All Committee should expand the analysis of the effects of the CLRP on minority and low income communities.

Response: At the October 20, 2004 meeting, the TPB received a memorandum from the chair of the Access for All Committee that summarized the committee's comments on the 2004 CLRP. These comments were based upon a briefing on September 23, 2004 where the committee reviewed maps of the major improvements in the draft CLRP with locations of low-income and minority populations. Several suggestions were made on how to expand this analysis and TPB staff is reviewing these suggestions and other ways to expand and improve it. The recent results of the "Region Divided" land use scenario of the TPB's Access and Mobility Study also are relevant on this topic.

B.6 Comments on TPB Travel Models and Emissions Post-Processor

Background Information

Under Item #2 of the October 1, 2004 meeting of the TPB Technical Committee, TPB staff briefed the Committee on a mailout item entitled "Status of the TPB Regional Travel Model, Version 2.1D, Draft #50" which had been presented and publicly released at the September 17 meeting of the TPB Travel Forecasting Subcommittee. Between the September 17 Travel Forecasting Subcommittee meeting and the October 1 Technical committee meeting TPB staff received requests for the Version 2.D, Draft #50 model and data sets related to the public release of the model and provided these materials to the following agencies and organizations, all of whom were represented at the September 17 meeting: WMATA, Fairfax County Department of Transportation, Montgomery County Department of Park and Planning, and Environmental Defense/Smart Mobility, Inc. Following the October 1 TPB Technical Committee, TPB staff received an additional request from, and provided these materials to, the Prince George's County Planning Department.

Following the presentation on the Version 2.1D Draft #50 model at the October 1 meeting, TPB staff distributed a handout entitled "Status of the Emissions Post-Processor for the TPB Travel Model, Version 2.1D, Draft #50", and gave a presentation based on this handout. At the conclusion of this agenda item, TPB staff announced that copies of a CD-R containing the revised mobile emissions post-processor model were available for any attendees who wished to take them. Copies of the CD-R were provided at the meeting to Michael Replogle of Environmental Defense and to Tim

Nutter of the Northern Virginia Transportation Alliance.

Under Item #3 at the October 1, 2004 meeting of the TPB Technical Committee, TPB staff briefed the Committee on the results of the air quality conformity assessment for the 2004 CLRP and the FY2005-2010 TIP, which included two alignments for the Inter-County Connector (ICC) in Maryland. Staff answered questions on the revised land use forecasts used in the conformity analysis to reflect the inclusion of the ICC, and on the peak and off-peak toll values for the ICC that were included in the analysis. TPB staff also responded to questions about a “no-build” scenario excluding the ICC by pointing out that no such analysis was conducted as part of the conformity analysis, but that a comparable analysis without the ICC was included in the Regional Mobility and Accessibility Study to be discussed under Item #7 of the October 1 Technical Committee agenda.

The October 1 TPB Technical Committee meeting and the TPB Steering Committee meeting that followed at noon provided for the release of the information on the conformity analysis for a public comment period that ran through October 31, 2004. During that period almost 1200 comments were received on various aspects of the air quality conformity, 2004 CLRP and FY2005-2010 TIP process. The comments on the travel forecasting and emissions post-processing aspects of the process and recommended responses are summarized below:

26. Comment: The TPB model continues to systematically underestimate traffic on the region’s roadways that carry the most traffic, and overestimate traffic on the lowest volume roadways by large margins. This is revealed in the comparison of simulated to observed traffic for over 11,000 links grouped by traffic volume class and facility type.

Response: This comment is based on an analysis of the data presented in Exhibit 9-4 in the COG/TPB Travel Forecasting Model, Version 2.1D Draft #50, Calibration Report, September 17, 2004. The analysis does not support the conclusion stated in the comment. Careful consideration of the quality and quantity of these data is needed before conclusions are drawn from them, as discussed below.

The data shown in the average observed volume column in Exhibit 9-4 do not represent actual counts of daily traffic taken on 11,000 link segments of the regional highway network, but rather represent factored estimates of average daily traffic volumes based on continuous traffic counts taken at a very limited number of permanent counting stations located throughout the states of Maryland and Virginia and in the District of Columbia. In 2000, there were only 57 operational permanent counting stations in the TPB modeled area (57 stations with daily counts taken in each direction equals 114 links with continuous daily

traffic count data).

The specific locations of these permanent traffic counting stations have been selected as part of statewide samples designed to produce estimates of various traffic statistics required for the federal Highway Performance Monitoring System (HPMS), as well as to serve the needs of other state DOT traffic monitoring activities. Because the number and locations of these permanent traffic counting stations were designed as part of a statewide sample, as opposed to one designed for a specific metropolitan area, some variation or “noise” is introduced to the estimates of average daily traffic volumes for other links of the regional highway network where daily, seasonal, and annual growth factors computed from the permanent counting station data are applied to one or two-day traffic counts taken on these other links. Additionally, it is not unusual for these factors to be also applied to limited duration traffic counts taken 1, 2, or 3 years previously in estimating a “current” year traffic volumes for many regional highway network links.

Another source of variation or “noise” in the estimation of average daily traffic volumes is the large variability of daily traffic itself. Based on analysis of Maryland permanent traffic count station data, about one-third of the time a weekday traffic count taken on a specific highway network link on a particular day will be 10% to 15% higher or lower than the actual average annual weekday volume for that link. The application of daily, seasonal, and annual growth factors to such single day counts can further amplify the “noise” in the average daily traffic volumes estimated for particular links.

The data in Exhibit 9-4 show a generally good fit between the “observed” estimates of average daily traffic volumes and the “estimated” average daily traffic volumes produced by the Version 2.1D Travel Model for most facility types and volume ranges. The comment, however, focuses on a few values at the high-end of the volumes ranges, and concludes that the model underestimates volumes for the regional highway network links with the highest “observed” volumes.

With regard to the freeway high volume category, the 20 links reported in this range actually represent only five roadway segments in the region: two Capital Beltway locations in Maryland, two Beltway locations in Virginia, and one location on Shirley Highway (I-95). This totals 20 link observations because freeway links are directionally coded, and also because links happen to be ‘split’ between interchanges in the base year 2000 network to simplify database management procedures for forecast year conditions. Further, none of these 20 highest “observed” volumes is an actual count from a permanent traffic counting station. All of these “observed” volumes are either factored estimates of average daily

traffic volumes developed from continuous traffic count data at other locations or are “uncounted manual” estimates.

RMSE statistics (root mean square error is a value used to measure a model’s ability to match observed traffic, i.e., a smaller value indicates less error) are published on page 9-6 of the September 17, 2004 calibration Report for the Version 2.1D travel demand model. The table shows an overall score of 47%, which is in keeping with such statistics reported by other, similar scale MPOs across the United States. The trend in RMSE percentages for low volume to high volume facilities is also reasonable, i.e., there is less error associated with higher volume. For example, RMSE declines from a high of 75% for collectors, to 66% for minor arterials, to 47% for major arterials, to 37% for expressways, and to 28% for freeways.

27. Comment: “The transportation model is run in a manner that does not properly balance its books to produce sound, consistent, and repeatable estimates of travel time and traffic flows. In technical terms it fails to reach equilibrium conditions. This likely causes the model to overestimate future traffic volumes on congested roadways.”

Response: TPB staff believes that the overall convergence achieved by the model is more than adequate given the level of accuracy of the input data and traffic count data available. The last sentence of this comment (“This likely causes the model to overestimate future traffic volumes on congested roadways”) appears to directly contradict the assertion in comment (26) that “the TPB model continues to systematically underestimate traffic on the region’s roadways that carry the most traffic, and overestimate traffic on the lowest volume roadways by large margins”.

28. Comment: Value of time is treated highly inconsistently in the model.

Response: There is no basis in the extensive empirical literature for expecting that value of time should be treated in the same way in each step of the travel model. Value of time varies widely depending on the choices being made. Recent guidance from the Federal Transit Administration suggests that the value of time used in mode choice models for work trips should be between 25 percent and 33 percent of the average wage rate, for example, while for toll revenue feasibility studies and traffic assignment models a value of time for work trips of 50 percent of the wage rate is commonly used. Somewhat lower values of time are typically used for non-work trips.

29. Comment: A letter dated September 28, 2004 from Sidley Austin Brown & Wood requested that TPB staff provide to Smart Mobility, Inc. “some basic information

connected with the public release of travel model Version 2.1D #50” as well as “a full set of any other models used to calculate emissions for the air quality conformity findings to be released on October 1, 2004, including post-processor and Mobile 6 inputs”.

A follow-up letter dated October 26, 2004 from Sidley Austin Brown & Wood noted that the TPB staff response to the September 28, 2004 letter “does not include any Inter- County Connector transportation network data” and asked that TPB staff “provide the requested information regarding the ICC.” The October 26, 2004 letter requests that in light of the “delay” in the transmittal of these ICC-related materials the comment period be extended until 30 days following the receipt of these additional materials.

Response: All requests for information on TPB travel models and data inputs are handled through two-way written correspondence, and where these requests are related to public access to or comment on new models and information the correspondence is posted on the TPB website. TPB staff responded promptly to each of the requests made by Sidley Austin Brown & Wood, and provided in each transmittal letter a staff contact telephone number for any follow-up questions on the materials transmitted.

Several requests were received for information related to the travel model Version 2.1D #50 following its public release at the TPB Travel Forecasting Subcommittee meeting on September 17, 2004. The information provided to Smart Mobility, Inc. related to Version 2.1D #50 in a transmittal dated September 29, 2004 is identical to that provided to all of the other agencies which made requests, and includes calibration and validation results for 1994, 2000, and 2030 using the 2030 network from the CLRP adopted by the TPB on December 17, 2003. The additional information requested in the September 28, 2004 letter from Sidley, Austin Brown & Wood related to “any other models used to calculate emissions for the air quality findings” was provided to Smart Mobility in a transmittal dated October 1, 2004.

The “Inter-County Connector transportation network data” used in the air quality conformity analysis released on October 1, 2004 and requested in the letter of October 26, 2004 from Sidley, Austin Brown & Wood was transmitted to Smart Mobility, Inc. on October 27, 2004 by Federal Express priority overnight, and was received by Smart Mobility, Inc. on the morning of October 28, 2004.

30. Comment: The TPB model continues to show sharp differences between the estimated and observed traffic entering and leaving the metro core and crossing the Beltway during the peak periods.

Response: The output of the travel model (before the emissions post-processing step) provides travel by three time periods: am peak (6 am to 9 am), pm peak (4 pm to 7 pm), and off-peak. As noted in the TPB staff response to the TRB Committee's second letter report of May 10, 2004, the travel model is calibrated on regional time-of-day distributions based on 1994 survey data by travel purpose and mode, and does not adjust these distributions over time. Actual traffic volumes and transit ridership during the am peak, pm peak, and off-peak hours as measured by counts in specific locations are influenced by localized factors, such as staggered work hours and peak-spreading, which are not well-represented in data used to calibrate and validate the travel model.

With regard to peak-spreading, the TRB Committee noted in its analysis that the volumes assigned to the two three-hour peak periods and to the eighteen hour off-peak period by the travel model do not always match well with the observed time-of-day distributions developed by TPB staff for use in the emissions post-processor. In particular, the travel model tends consistently to assign too high a proportion of daily traffic to the pm peak period. This may be attributed in part to the fact that the travel model does not adjust the time-of-day trip distributions to reflect the fact that congestion at key locations, directions and times on the transportation system causes some travelers to begin their trips earlier or later, and that this "peak-spreading" increases gradually as congestion increases over time.

To address this peak-spreading issue for the purpose of emissions calculations, the TPB modeling procedures employ a "post-processor" which uses the period specific traffic volumes developed by the travel model to group highway links into nine categories (three facility types by three peaking categories). Observed time-of-day distributions developed for each of the nine categories are used together with the period specific traffic volumes to generate an initial hourly distribution. This hourly distribution is then modified by a procedure that spreads traffic from overloaded hours into adjacent hours to reflect operating conditions for different facility types throughout the region. Emissions are calculated based on these "spread" hourly traffic volumes and corresponding speeds.

In developing the post-processing procedure, TPB staff noted in a memorandum of August 27, 2002 that in the first step of the post-processor "the available observed data could be used to stratify the volumes from the three time periods into hourly volume, instead of stratifying daily volume directly into hourly volume." In its second letter report of May 10, 2004 the TRB Committee stated that this alternative approach should be addressed in the TPB's work program. TPB staff have incorporated this refinement into the updated post-processor presented to the TPB Technical Committee at its October 1, 2004 meeting.

A chart on page 4 of the October 1 Technical Committee presentation shows that the peak spreading function in the post-processor has a significant impact in spreading the pm peak volumes produced by the travel model, but only a modest impact on the am peak volumes. The output of this peak-spreading function provides pm peak volumes at the Metro core and the Beltway that are much closer to the observed traffic than the output of the travel model. TPB staff is continuing to work on fully integrating the post-processor into the travel model to improve the match between estimated to observed traffic in peak periods at the Metro core and Beltway cordon lines.

31. Comment: (a) The TPB model includes the additional 56,000 jobs that the regional planning directors have indicated they think will be included in the region by 2030 with the addition of the ICC to the CLRP, but staff have not in any way accounted for such increased in-commuting in doing the conformity analysis for the CLRP.

(b) The TPB model continues to use overly simplistic assumptions that travel into and out of the modeled region grows by 3 percent a year between 1994 and 2030 – producing 190 percent growth over this time period. This assumption of unconstrained growth is not supported by sound scientific evidence or analysis.

Response: These two statements appear to be contradictory, because they refer to the same net-incommuting growth rate of 3% per year between 1994 and 2030.

The TPB travel model controls on trip productions, adjusting trip attractions to ensure a match between productions and attractions. This is standard modeling practice. The model incorporates the additional 56,000 jobs into the trip attractions, and uses this information in the trip distribution step of the model. This has the effect of directing proportionally more work trips to the locations with the additional jobs, and attracting more in-commuters to the TPB planning area from external jurisdictions such as Howard and Anne Arundel County in the TPB modeled area as well as from jurisdictions beyond the modeled area.

32. Comment: The COG/TPB Travel Forecasting Model, Version 2.1D Draft #50, overstates net in-commuting and misplaces the sources of in-commuting.

Response: The data and analysis presented in the Smart Mobility Memorandum on Job Growth Distortion, dated October 27, 2004, does not support this conclusion.

Much of the analysis presented in the Smart Mobility memorandum is based on a comparison of TPB modeled Home-Based Work (HBW) “daily commuting” trips

for the 2000 base year with sample data from the 2000 Census that tabulates “workers” by place of residence and place of work. It is extremely important to note that a tabulation of workers by place of residence and place of work is not the same thing as daily HBW commuting trips. Some workers only work part-time, not every “full time” worker commutes directly to and from work every day, and some workers have more than one job that they commute to on different days during the week. HBW trips in the TPB model are based on what workers interviewed in our Household Travel Survey and Auto External Survey told us they actually did on a particular day, whereas the Census asked workers where they “mostly” worked the week before the April 1, 2000 Census and how they “usually” get to work.

Worker-related data collected both in COG/TPB travel surveys and the 2000 Census are based on a relatively small sample of the total population. As such, estimates derived from these sample data are subject to both sampling and non-sampling error, including respondent misinterpretation of the questions being asked. For example, data from 2000 Census tabulations indicate that 760 workers who worked in the TPB modeled region lived in Virginia Beach, VA, another 566 workers working in the region lived in New York City, NY, another 547 workers lived in Cook County, IL and another 379 workers work in the Washington region and live in Los Angeles, CA.

The Smart Mobility analysis attempted through a series of “factors” to convert HBW daily commuting trips in the TPB model into worker data “equivalent to” that collected in the 2000 Census in order to compare it with the Census data. However, many of the numbers presented in the Smart Mobility analysis do not match the data available to TPB staff. For example, Smart Mobility states that *“The number of work trips with destinations in the region and counted in the 2000 Census Transportation Planning Package (CTPP) is 3.06 million.”* The CTPP does not provide a count of “work trips” with destinations in the region. The CTPP tabulation of the number of workers reporting a “place of work” in the modeled region is 3.21 million, if workers who report that they “work at home” are included, and 3.10 million if these “work at home” workers are excluded. Similarly, *“Dividing the number of external productions per job by 1.22 productions per job”* does not equal 150,000 workers as stated by Smart Mobility, nor does *“dividing the 2000 internal attractions in the model”* equal 242,000. There was insufficient documentation in the Smart Mobility analysis to understand the derivation and basis for several other factors and estimates presented in the analysis.

With some care to eliminate “out-of-town” workers, workers who worked at home and workers who got to work by non-motorized means from the Census tabulations, some comparisons of gross “in-commuting” and “out-commuting” can

be made between the Census data and the TPB model. For the year 2000, analysis of the TPB model data show that 95.00% of the daily HBW trips are made by workers living in the modeled region and commuting to jobs in the modeled region and 5.00% of the daily HBW trips are made by workers commuting to jobs outside the modeled region. The comparable figures from the 2000 Census data are 95.44% of the workers who live in the modeled region work in the modeled region and 4.56% of the workers who live in the region work outside the modeled region. Also, for the 2000, analysis of the TPB model data show that 92.74% of the daily HBW trips are by workers working in the modeled region and commuting from their homes which are also in the modeled region, 7.26% of the daily HBW trips are made by workers working in the modeled region and commuting from their homes outside the modeled region. The comparable figures from the 2000 Census data are 93.63% and 6.37%. Thus, even with all of the “noise” inherent in making comparisons of modeled HBW trips with Census data, the two independent estimates of “in-commuting” and “out-commuting” match up extremely well.

Finally, analysis of modeled HBW in-commuting and out-commuting trips to and from areas in MD and VA outside the modeled region match up well with comparable data from the 2000 Census. Modeled HBW in-commuting trips show 19.59% of these trips commuting from VA external stations while comparable Census data show 22.63% of the in-commuting workers living in external jurisdictions in Virginia. Modeled HBW out-commuting trips show 13.97% going to VA external stations while comparable Census data show 9.81% of the out-commuting workers traveling to external jurisdictions in Virginia.

33. Comment: The foundation of future transportation modeling is the location of future housing and jobs. From the fudge factor alone, all future modeled work travel is seriously distorted. It is as if each workplace cannot fill 7% of its jobs. The majority of new jobs assumed are in suburbs – distorting employment towards suburbs. This distorts traffic in the model towards suburbs and away from the older centers – both for work and nonwork travel. This will cause future transit ridership to be underestimated, and traffic on suburban roadways to be overestimated.

Response: The forecast year of 2030 represents an interval of time of approximately 25 years from the present. During this period, many current jobholders will have completed careers in their fields of endeavor. Others will have changed locations of employment, while others will have changed the types of work that they perform. The majority of new jobs (i.e., jobs to be filled by new workers) will therefore not be confined to the suburbs, but will be found in all corners of the region, including downtown.

The history of the Cooperative Forecasting process reveals that household projections have been the most accurate at the regional scale. This reflects the ability of local governments to map household projections to local plans. Employment projections have been more difficult to forecast because of changes in the business cycle. It therefore makes sense to control travel demand at the production or residential end of trip making.

34. Comment: The TPB model has no explicit treatment of labor force, and does not base work trips on workers. Instead, it bases work trips on household size, income and autos... With the aging of the population, there will be increasing numbers of households with multiple autos, fairly high incomes, and no jobs. Rather than basing work trip generation on income and autos, which are difficult to predict anyway, trip generation should be based on the number of workers which is much easier to relate to population growth.

Response: The TPB work trip production model determines person trips based on household size, vehicle availability, and income level. These particular variables have been established as strong determinants of person travel in the Washington, D.C. area based on observed information and are typical of such models in other metropolitan areas. Moreover, they are variables that can be forecasted at fine levels of geography with a reasonable degree of confidence. The assertion that an aging population *will* result in lower jobs per capita in the future is based on speculation. An aging population with a longer life expectancy could in fact result in increased jobs per capita in the future, particularly in an area like the Washington region which has consistently experienced strong employment growth relative to population growth.

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)