

TPB R9-2009  
November 19, 2008

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

**RESOLUTION APPROVING AMENDMENTS TO**  
**THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2009-2014**

**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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; 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**, on January 16, 2008, the TPB approved the 2007 Constrained Long-Range Transportation Plan (CLRP) CLRP and on April 16, 2008 approved the FY 2008-2013 TIP which were developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on October 17, 2007, the TPB issued a solicitation document for projects and strategies to be included in the 2008 CLRP and FY 2009-2014 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

**WHEREAS**, the transportation implementing agencies in the region provided submissions for the 2008 CLRP and inputs to the FY 2009-2014 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January, February and June 2008; and

**WHEREAS**, on February 20, 2008, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2008 CLRP and FY 2009-2014 TIP with Northern Virginia Transportation Authority (NVTA) funded projects, and on February 29, the Virginia Supreme Court declared that the taxing ability of the NVTA was unconstitutional; and

**WHEREAS**, on July 16, the Board approved an FY 2009-2014 TIP which excluded those projects approved by the TPB in February that were either dependent on funding from the

Northern Virginia Transportation Authority ( NVTA) or required a new air quality conformity determination; and

**WHEREAS**, a new air quality conformity analysis has been conducted for the 2008 CLRP and the amended FY 2009-2014 TIP with the NVTA funded projects delayed or removed, but with all other projects approved by the TPB in February included; and

**WHEREAS**, on October 9, 2008, the draft 2008 CLRP with the NVTA funded projects delayed or removed, but with all other projects approved by the TPB in February included, amendments to the FY 2009-2014 TIP, and conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting, and no public comments were received; and

**WHEREAS**, the amendments to the FY 2009-2014 TIP are described in the attached memorandum of November 13, 2008 and on the TPB web site; and

**WHEREAS**, the FY 2009-2014 TIP amendments are projects which are consistent with the 2008 CLRP as approved by the TPB on November 19, 2008; and are selected in accordance with the final planning regulations; and

**WHEREAS**, the FY 2009-2014 TIP as amended has been developed to meet the financial requirements in the final planning regulations; and

**WHEREAS**, the TPB has determined that the FY 2009-2014 TIP as amended conforms with the requirements of the Clean Air Act Amendments of 1990; 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**, during the development of the 2008 CLRP and FY 2009-2014 TIP amendments, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 16, 2008 TPB meeting, the project submissions for inclusion in the air quality conformity analysis of the 2008 CLRP and the FY 2009-2014 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 20 TPB meeting; (2) At the February 20 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 May 15, 2008 in conjunction with the CAC meeting, a public meeting was held on the development of the draft FY 2009-2014 TIP with and without the NVTA funded projects; (4) On June 12, 2008 at the CAC meeting, the draft air quality conformity analysis, the draft 2008 CLRP, the draft FY 2009-2014 TIP with and without NVTA funded projects, and web-based information on the plan were released for a 30-day public comment period which closed on July 12, 2008; (5) On July 16, the Board approved an FY 2009-2014 TIP which excluded those projects approved by the TPB in February that were either dependent on funding from the Northern Virginia Transportation Authority ( NVTA) or required a new air quality conformity determination; (6) On October 9, 2008, the draft 2008 CLRP with the NVTA funded projects delayed or removed, but with all other projects approved by the TPB in February included and the FY 2009-2014 TIP amendments were released for a 30-day public comment period and inter-agency review, and no public comments were received; (7) An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the October 15 TPB meeting and no comments were received; and (8) the final version of the TIP will include summaries of all comments and responses; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the FY 2009-2014 TIP amendments by the Board,

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the attached amendments to the Transportation Improvement Program for FY 2009-2014.

**Adopted by the Transportation Planning Board at its regular meeting on November 19, 2008.**

# **National Capital Region Transportation Planning Board**

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## **MEMORANDUM**

November 13, 2008

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of Transportation Planning

**SUBJECT:** Documentation of the Amendments to the FY 2009-2014 Transportation Improvement Program (TIP)

### Background

At its February 20, 2008 meeting, the TPB approved a set of project inputs for the 2008 CLRP and FY 2009-2014 TIP. On July 16, the Board approved a FY 2009-2014 TIP which excluded those projects approved by the TPB in February that were either dependent on funding from the Northern Virginia Transportation Authority (NVTA) or required a new air quality conformity determination. A new air quality conformity analysis has been conducted for the 2008 CLRP and the amended FY 2009-2014 TIP with the NVTA funded projects delayed or removed, but with all other projects approved by the TPB in February included.

### Amendments to the FY 2009-2014 TIP

Following the significant changes to the CLRP are amendments to the FY 2009-2014 TIP which was approved by the TPB on July 16. These amendments include:

- Updated versions of the Virginia projects that were approved by the TPB in February that were either dependent upon funding from the NVTA or required a new air quality conformity determination
- A Washington Area Transit Authority bus garage replacement project
- The TPB's Human Service Transportation Coordination Program Job Access and Reverse Commute (JARC) and New Freedom projects

### Web-Based Documentation and Brochure

The 2008 CLRP and FY 2009-2014 meet all the SAFETEA-LU planning regulations which became effective in July 2007. Complete documentation of the CLRP and FY 2009-2014 TIP as amended can be found on the Plan web site at [www.mwcog.org/clrp](http://www.mwcog.org/clrp)

DRAFT

Amendments to the  
FY 2009-2014 TIP

VIRGINIA

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

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**Ashburn North Park & Ride Lot in Loudoun County**

Agency Project ID: <b>LDN0008</b>		Title: <b>Ashburn North Park &amp; Ride Lot in Loudoun County</b>						Complete: <b>2012</b>	
Facility:	Ashburn North Park & Ride Lot in Loudoun County		500 b					Local	1,995
From:	Intersection Rte 7 and Loudoun County Parkway		1,495 c					0/ 0/ 100	
To:								<b>Total Funds:</b>	<b>1,995</b>

Description: Proposed 200 space commuter Park and Ride Lot in the vicinity of the Route 7 / Loudoun County Parkway intersection. This project will be financed with NVTA and/or local funds. It will be delayed until 2012 without NVTA funding. 5532

**By-pass Road at Marine Corps Base Quantico**

Agency Project ID: <b>BRAC0001</b>		Title: <b>By-pass Road at Marine Corps Base Quantico</b>						Complete: <b>2011</b>	
Facility:	By-pass Road		60 a					Earmark	1,000
From:	Russell Road		940 c					100/ 0/ 0	
To:	MDIA Site Entrance at Telegraph Road							<b>Total Funds:</b>	<b>1,000</b>

Description: The proposed construction will create a new By-pass Road from Russell Road to the intersection of Telegraph Road at the Military Department Investigative Agency (MDIA) site entrance (approximately 0.25 mile) and include a traffic signal at the Telegraph Road intersection. The road would by-pass the current intersection of Telegraph Road at the Ponderosa Y-Gate and provides direct access/egress to the new MDIA site. The MDIA site will include an increase of approximately 3000 people as directed by recommendation 131 of BRAC 2003. The By-pass Road is part of a larger project which is currently in the RFP development phase of a design build project, is expected to begin construction in 2008, and completed no later than September 2011. The project is funded through the Base Realignment and Closure (BRAC) program. 5477

**Chain Bridge Road/Eaton Place Intersection Improvements**

Agency Project ID: <b>CIFX0001</b>		Title: <b>Chain Bridge Road/Eaton Place Intersection Improvements</b>						Complete: <b>2012</b>	
Facility:	123 Chain Bridge Road		200 a	400 b				Local	2,000
From:	123 Chain Bridge Road/Eaton Place Intersection			1,400 c				0/ 0/ 100	
To:	123 Chain Bridge Road/Eaton Place Intersection							<b>Total Funds:</b>	<b>2,000</b>

Description: Providing a direct access from Willow Crescent Drive to north bound Chain Bridge Road, replace traffic signals, and provide pedestrian crosswalks with pedestrian signals. This project will be financed with NVTA and/or local funds. The project will be delayed until 2010 due to loss of NVTA funding. 5473

**Columbia Pike Street Cars**

Agency Project ID: <b>ARL0016</b>		Title: <b>Reconstruct Columbia Pike for Street Cars</b>						Complete: <b>2016</b>		
Facility:	Columbia Pike Corridor		1,000 a	1,000 a	2,000 a	2,000 a	4,000 a	6,000 a	Local	16,000
From:	Fairfax County Line								0/ 0/ 100	
To:	Pentagon City								<b>Total Funds:</b>	<b>16,000</b>

Description: Joint project between Arlington and Fairfax County to provide a 4.7 mile street car transit corridor. 5409

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

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
<b>Edwards Ferry Road at Route 15 Bypass Interchange</b>										
Agency Project ID: <b>LEES0001</b>		Title: <b>Edwards Ferry at Rt 15 Bypass Interchange</b>							Complete: <b>2020</b>	
Facility:	15 Rt 15 Bypass			2,000 a	2,000 a	2,000 a	2,000 a	1,500 a	Local	9,500
From:									0/ 0/ 100	
To:	773 Edwards Ferry Road								<b>Total Funds:</b>	<b>9,500</b>

Description: Construct interchange. The area surrounding the intersection between Edwards Ferry Road and RT 15 Bypass has experienced significant commercial growth during the past 15 years. As a result, volumes are beyond the capacity of the existing at-grade intersection, and the area routinely experience significant congestion and traffic delays. This project will develop a new grade-separated interchange, improve traffic flow and provide pedestrian access across RT 15 Bypass. The project is included the Town of Leesburg Capital Improvement Program and 2005 Town Plan. Construction will start in 2018 and be completed in 2020. Financing for this project will come from RSTP and/or local funding.

5479

Project will be delayed until 2020 due to loss of NVTA funds. The project is part of the NHS.

<b>Engineering Proving Grounds/Saratoga Park-and-Ride Facility</b>										
Agency Project ID: <b>82831</b>		Title: <b>Engineering Proving Grounds/Saratoga Park-and-Ride Facility</b>							Complete: <b>2015</b>	
Facility:	VA 7900				300 a				CMAQ	300
From:	within footprint of Fairfax County Parkway Interchange								80/ 20/ 0	
To:	at Fort Belvoir EPG								<b>Total Funds:</b>	<b>300</b>

Description: Construct park and ride facility at Fort Belvoir EPG.

5104

<b>EPG Access to I-95</b>										
Agency Project ID: <b>BRAC0004</b>		Title: <b>EPG Access to I-95</b>							Complete: <b>2011</b>	
Facility:	I 95 I-95 Reversible Ramp	6,057 c	415 c	47 c					Earmark	462
From:	EPG Southern Loop Road								100/ 0/ 0	
To:	I 95 NB HOV/BUS/HOT Lanes								<b>Total Funds:</b>	<b>462</b>

Description: The proposed construction would include a reversible single lane approach road and structure over Backlick Road, Southbound I-95 general purpose lanes, and HOV/BUS/HOT lanes; tying into an existing slip ramp from the HOV lanes to northbound general purpose lanes. The project will provide access to the EPG from NB I-95 HOV in the AM and egress from the EPG to NB I-95 NB general purpose lanes and SB HOV lanes in the PM.

5476

This project is being proposed as part of the nationwide BRAC activities, which calls for provision of 8,500 new Defense Department employees within the EPG site. The proposed roadway will improve traffic flow along the Fairfax County Parkway and provide for efficient access/egress in and out of the EPG site.

The project is currently in the Preliminary Engineering phase with construction anticipated to begin in March 2010 and complete by September 2011. Funding for the project is anticipated to be provided by the Department of Defense's Defense Access Roadway Program.



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

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**FAIRFAX CONNECTOR Buses**

Agency Project ID: <b>FFX0003</b>		Title: <b>Fairfax Connector Bus Replacement</b>						Complete: <b>2011</b>	
Facility:	Fairfax Connector Bus Replacement	9,900 c	5,200 c	4,000 c				BD	9,200
From:								0/ 0/ 100	
To:								<b>Total Funds:</b>	<b>9,200</b>

Description: This project will provide for replacement of existing FAIRFAX CONNECTOR buses on approximately a 12 year cycle. 4552

**Fairfax County Parkway Interchange**

Agency Project ID: <b>BRAC0003</b>		Title: <b>Fairfax County Parkway Interchange</b>						Complete: <b>2010</b>	
Facility:	7100 Fairfax County Parkway Ramps	9,507 c	415 c	47 c				Earmark	462
From:	EPG Access Road							100/ 0/ 0	
To:	7100 NB and SB Fairfax County Parkway							<b>Total Funds:</b>	<b>462</b>

Description: The proposed construction would provide access to the Fairfax County Parkway from the Fort Belvoir Engineering Proving grounds. The construction would include a one-lane ramp from SB EPG Access Road to NB Fairfax County Parkway and a two-lane ramp from SB EPG Access Road to SB Fairfax County Parkway. The proposed ramps would tie into the proposed Fairfax County Parkway / Rolling Road interchange which is already included in the TPB's CLRP and Conformity. This previously proposed interchange includes access into the EPG from both directions of the Parkway. 5474

This project is being proposed as part of the nationwide BRAC activities, which calls for provision of 8,500 new Defense Department employment within the EPG site. The proposed roadway will improve traffic flow along the Fairfax County Parkway and provide for efficient access/egress in and out of the EPG site.

The project is currently in the Preliminary Engineering phase with construction anticipated to begin in October 2009 and be completed by December 2010. Funding for the project is anticipated to be provided by the Department of Defense's Defense Access Roadway Program.

**Minnieville Road Construct 4-Lane Divided Roadway**

Agency Project ID: <b>PWC0012</b>		Title: <b>Minnieville Road Construct 4-Lane Divided Roadway</b>						Complete: <b>2013</b>	
Facility:	VA 640 Minnieville Road		677 a					BD	677
From:	VA 643 Spriggs Road							0/ 0/ 100	
To:	VA 234 Dumfries Road							<b>Total Funds:</b>	<b>677</b>

Description: Minnieville Road Construct 4-Lane Divided Roadway within cited limits. 5392

**Prince William Parkway Construct 6-Lane Divided Roadway**

Agency Project ID: <b>PWC0008</b>		Title: <b>Prince William Parkway Construct 6-Lane Divided Roadway</b>						Complete: <b>2013</b>	
Facility:	VA 3000 Prince William Parkway		950 a					BD	950
From:	VA 641 Old Bridge Road							0/ 0/ 100	
To:	VA 640 Minnieville Road							<b>Total Funds:</b>	<b>950</b>

Description: Prince William Parkway Construct 6-Lane Divided Roadway within cited limits. 5391

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

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**Route 50 Corridor Multi-modal Improvements - PE only**

Agency Project ID: <b>CIFX0002</b>		Title: <b>US 50 Corridor Multi-modal Improvements (PE Only)</b>						Complete: <b>2010</b>	
Facility:	US 50 Fairfax Boulevard		2,000 a					Local	2,000
From:	Eaton Place/Route 50/29 Intersection							0/ 0/ 100	
To:	Jermantown Road/Route 236 Intersection							<b>Total Funds:</b>	<b>2,000</b>

Description: Multi-modal improvements to support the development of multi-use activity centers. Improvements will include, widening of Route 50 from the intersection of Route 50 and Eaton Place to the intersection of Route 50/236 and Jermantown Road, local roads around and within the activity centers, wider sidewalks around the activity centers, trails connecting to residential communities, express shuttle service connecting the activity centers to the Vienna/Fairfax-GMU Metrorail station, and circulator shuttles connecting the activity centers. 5471

**SB I-95 Ramp**

Agency Project ID: <b>BRAC0005</b>		Title: <b>SB I-95 Ramp</b>						Complete: <b>2010</b>	
Facility:	I 95 I-95 Ramp	1,947 a	5,080 b	10,614 c	670 c			Earmark	16,364
From:	I 95 SB I-95							100/ 0/ 0	
To:	7100 NB Fairfax County Parkway/EPG Southern Loop Road							<b>Total Funds:</b>	<b>16,364</b>

Description: The proposed construction would include adding a lane to the existing ramp from SB I-95 to NB Fairfax County Parkway. This additional lane would be barrier separated and would provide access to the EPG southern loop road. 5475  
 The proposed project will add an additional lane to the ramp from SB I-95 to NB Fairfax County Parkway. This additional lane will be barrier separated from the Parkway and will provide a dedicated lane for access to the EPG. This ramp is intended to be used only by Defense Department personnel employed at the EPG site.  
 This project is being proposed as part of the nationwide BRAC activities, which calls for provision of 8,500 new Defense Department employees within the EPG site. The proposed roadway will improve traffic flow along the Fairfax County Parkway and provide for efficient access to the EPG site.  
 The project is currently in the Preliminary Engineering phase with construction anticipated to begin in 2009 and be completed by December, 2010. Funding for the project is anticipated to be provided by the Department of Defense's Defense Access Roadway Program.

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

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY13	FY 14	Source Fed/St/Loc	Source Total
<b>Springfield Connectivity Study Improvements</b>										
Agency Project ID: <b>FFX0005</b>		Title: <b>Springfield Connectivity Study Improvements</b>							Complete: <b>2014</b>	
Facility:	Miscellaneous Transportation Improvements		11,600 c	8,900 c					Local	20,500
From:	Greater Springfield Area and Fort Belvoir Area								0/ 0/ 100	
To:	In Fairfax County								<b>Total Funds:</b>	<b>20,500</b>

Description: areas of Fairfax County. Project will be financed with NVTA and/or local funds, and will be delayed until 2014 due to loss of NVTA funding.

5480

The Base Realignment and Closure (BRAC) Plan for the U.S. Army's Fort Belvoir calls for the relocation of approximately 19,000 personnel to Fairfax County. Transportation is the most significant part of the BRAC related impacts on the County. The existing transportation infrastructure cannot accommodate the additional demand that the influx of cars, transit passengers, pedestrians and bicyclists will require.

The Springfield Connectivity Study is examining the existing transportation options, previously planned development and future development anticipated with the BRAC plan. The study looks at utilizing existing transportation infrastructure to provide connectivity to current and future activity centers where possible. Even with the expected transportation improvements associated with the expanded development, additional improvements will be needed outside of the immediately impacted areas. This funding will help expedite the transportation needs detailed below.

List of Projects

1. Preliminary engineering/final design of Frontier Drive Extension from  Franconia-Springfield Parkway to Loisdale Road.
2. Preliminary engineering/final design of Backlick Road Bridge over Old  Keene Mill Road and Development of One-Way Paired Streets in Mid-Town Springfield.
3. Preliminary engineering/final design of Loisdale Road Widening from  Spring Mall Road to Newington Road.
4. Reconstruction of Loisdale Road, Frontier Drive, and Spring Mall Road in  the Springfield Mall redevelopment area (coupled with proffered funds from developer).
5. Preliminary engineering/final design/construction of pedestrian and bicycle  access improvements at the Franconia-Springfield Metro Station.
6. Spot improvements of up to six signalized intersections in the Springfield  area.
7. Capital funds for procurement of buses to expand transit circulator service  and improve transit service levels in the Springfield area.

WASHINGTON  
METROPOLITAN AREA  
TRANSIT AUTHORITY

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

**DRAFT**

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY13	FY 14	Source Fed/St/Loc	Source Total
<b>Transit</b>										
<b>Southeastern Bus Garage Replacement</b>										
Agency Project ID:		Title: <b>Southeastern Bus Garage Replacement</b>							Complete:	
Facility:			30,000 c	30,000 c					Local	60,000
From:									/ / 100	
To:									<b>Total Funds:</b>	<b>60,000</b>

Description: Replacement in kind of the current Southeastern bus garage in a different location.

5545

NATIONAL CAPITAL  
REGION TRANSPORTATION  
PLANNING BOARD

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
TRANSPORTATION IMPROVEMENT PROGRAM

**DRAFT**

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

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
<b>Human Service Transportation Coordination</b>									
<b>JARC Program</b>									
Agency Project ID:	Title: <b>Job Access and Reverse Commute (JARC) Program</b>							Complete:	
Facility:	7,619 e	2,722 e						Section 5316	2,722
From:								50/ 50/ 0	
To:								<b>Total Funds:</b>	<b>2,722</b>

Description: The goal of the JARC program is to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited incomes. Up to 10 percent of these funds will be used towards the program administrative costs associated with administering the JARC program. Funding shown assumes all projects are operating and require a 50% match.

5407

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Northern Virginia Family Service	Continuation of an existing loan program for low-income individuals to purchase cars or perform car maintenance. The program has operated since 1998 throughout Northern Virginia and benefits individuals with limited access to transit. The agency provides the loans to clients, and does not purchase the cars or car maintenance services.	\$333	\$167	Oakton, VA
Metropolitan Washington Council of Governments Regional Transportation Information Clearinghouse	A regional mobility management project to develop an interactive website with phone support that will provide consumers and social service agencies with improved access to information about the multitude of transportation options for low-income commuters, including those with disabilities, for Northern Virginia, Suburban Maryland and the District of Columbia. The project includes a functional requirements analysis, the development of a searchable on-line database, the creation and marketing of the website and customer phone support. Customer service agents will be available during normal business hours to assist low-income commuters in planning their commute should they need additional assistance than the website. The project was developed cooperatively with the following organizations that are providing the matching funds: WMATA, the Maryland Transit Administration, the District Department of Transportation, and the Virginia Department of Rail & Public Transportation. This project was endorsed by the TPB Human Service Transportation Coordination Task Force.	\$584	\$467	Washington, DC
Boat People SOS Road to Independence through Savings & Education (RISE)	Funds will be used to support transportation services for the RISE program, which prepares low-income Vietnamese refugees and immigrants for employment and places them in jobs. The project provides capital, operating and mobility management assistance to purchase a vehicle to transport agency clients and to operate the service.	\$163	\$112	Falls Church, VA
District Department of Transportation (DDOT)	Continuation of Georgetown Metro Connection shuttle service, which is a shuttle service operating every 10 minutes between the Rosslyn and Dupont Circle Metrorail stations. The project is a partnership between DDOT, the Georgetown Business Improvement District (BID) and the Rosslyn Business Improvement District (BID). The service has been in operation since 2001, but is planned to be integrated into the Circulator bus in subsequent years.	\$608	\$304	Washington, DC
Prince George's County Department of Public Works and Transportation	Expansion of weekday shuttle serving the Greenbelt metro, Prince George's Community College and UPS facility in Laurel, MD to benefit those who reverse commute or work nontraditional hours. The grant will allow the shuttle to operate early weekday morning hours from 3:30 am to 8:30 am.	\$70	\$35	Largo, MD
Montgomery County Ride ON	Taxi voucher program to connect low-income commuters in the Tobytown community to public transit. Tobytown is a low-income community near the Potomac River in Montgomery County, southeast of Poolesville.	\$76	\$38	Rockville, MD

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
TRANSPORTATION IMPROVEMENT PROGRAM

**DRAFT**

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

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**New Freedom Program**

Agency Project ID:	Title: <b>New Freedom Program</b>	Complete:
Facility:	5,868 e	1,990 e
From:		
To:		
		Section 5317 1,990
		50/ 50/
		<b>Total Funds: 1,990</b>

Description: The New Freedom program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA). Up to 10 percent of these funds will be used towards the program administrative costs associated with administering the New Freedom program. Funding shown assumes all projects are operating and require a 50% match. 5408

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Arlington Agency on Aging	Developed jointly by Arlington County and the City of Alexandria, this project provides personal care attendants to clients with disabilities who need assistance using paratransit to get to medical appointments.	\$288	\$144	Arlington, VA
Jewish Council for the Aging	A multijurisdictional project to provide intensive classroom and hands-on travel training for seniors who have cognitive disabilities or other mobility impairments. Ten seniors each will be trained from the District of Columbia, Fairfax County, VA and Montgomery County, MD.	\$83	\$66	Rockville, MD
Yellow Cab Company of D.C.	Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible taxicabs for a pilot project in the District of Columbia, and operating money to provide driver incentives.	\$345	\$240	Washington, DC
Mohebbi Group	Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible taxicabs for a pilot project in the District of Columbia, and operating money to provide driver incentives.	\$345	\$240	Gaithersburg, MD
Liberty Cab Company	Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible taxicabs for a pilot project in the District of Columbia, and operating money to provide driver incentives.	\$345	\$240	Washington, DC
District of Columbia Office of Aging	This is a project to provide a certified home care aide to accompany and assist older adults who have a disability to prepare for and to travel to and from medical appointments.	\$184	\$92	Washington, DC
Arlington Agency on Aging	Developed jointly by Arlington County and the City of Alexandria, this project has three components to serve agency clients: 1) providing a home care aide to accompany clients with disabilities to and from medical appointments; 2) a mobility management service to help clients with disabilities navigate and coordinate appointments and to make recommendations about the best available transportation services; and 3) providing sensitivity training for cab drivers.	\$528	\$300	Arlington, VA
Metropolitan Washington Council of Governments/ National Capital Region Transportation Planning Board	The TPB will conduct a competitive procurement for a company to provide centralized dispatching services for all 21 wheelchair accessible cabs in the District of Columbia. Customers in need of a wheelchair accessible cab in D.C. will have one number to call to receive a ride. Centralizing the dispatch among three different providers qualifies the project as mobility management.	\$125	\$100	Washington, DC
Metropolitan Washington Council of Governments/ National Capital Region Transportation Planning Board	The TPB will conduct a competitive procurement for a consultant to market the wheelchair-accessible taxicab pilot project. Coordinating the marketing the service on behalf of three different providers qualifies the project as mobility management.	\$66	\$52	Washington, DC
Metropolitan Washington Council of Governments/ National Capital Region Transportation Planning Board	The TPB will conduct a competitive procurement for a consultant to train drivers of the wheelchair-accessible taxicabs for the pilot project. Coordinated training of drivers of three different providers qualifies the project as mobility management.	\$66	\$52	Washington, DC