

**DRAFT**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR THE**

**WASHINGTON METROPOLITAN REGION**

**FY 2005-2010**

**November 17, 2004**

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**National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments**

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## 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 21<sup>st</sup> 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.

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## 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

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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

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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 |

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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



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### **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.

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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.

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## **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.

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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.

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## 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."

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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

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included:

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

In December 1994, in response to a request from the PPTF, the TPB referred the task of reviewing the TPB Private Enterprise Participation Policy to the TPB Bylaws Task Force. This task force 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:

- C 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.
- C Supporting the Private Providers Task Force (PPTF) which meets regularly, identifies opportunities for greater private provider participation in mass transit in the region, and 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.
- C Notifying the members of the PPTF when new or restructured public transit services are proposed by agencies or jurisdictions that are designated recipients of FTA funding.
- C Documenting the activities and actions taken by transit operators receiving FTA funding to involve private transit operators.

#### Activities During FY2004

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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



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

**DRAFT**

|                   | FY 04  | Carry Over | FY 05 | FY 06 | FY 07    | FY 08   | FY 09    | FY 10    | Source Fed/St/Loc | Source Total | Environ. Review |
|-------------------|--|------------|-------|-------|----------|---------|----------|----------|-------------------|--------------|-----------------|
| <b>Interstate</b> |  |            |       |       |          |         |          |          |                   |              |                 |
| 1                 | Facility: Reconstruction and Widening of 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 |            |       |       | 16,000 a |         | 40,000 c | 40,000 c | BR/IM<br>80/ 20/  | 96,000       | EA(2) 4(F)      |
|                   | From: Rock Creek Parkway, N.W.   |            |       |       |          |         |          |          |                   |              |                 |
|                   | To: Memorial Parkway in Virginia   |            |       |       |          |         |          |          |                   |              |                 |
|                   | Jurisdiction: District of Columbia   |            |       |       |          |         |          |          | Total:            | \$96,000     |                 |
| 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       |            |       |       |          |         |          |          |                   |              |                 |
| <b>Primary</b>    |  |            |       |       |          |         |          |          |                   |              |                 |
| 2                 | Facility: East Capitol Street  |            |       |       |          |         | 300 a    |          | STP<br>80/ 20/    | 300          |                 |
|                   | From: Benning Road   |            |       |       |          |         |          |          |                   |              |                 |
|                   | To:  |            |       |       |          |         |          |          |                   |              |                 |
|                   | Jurisdiction: District of Columbia   |            |       |       |          |         |          |          | Total:            | \$300        |                 |
| Description:      | Modification of intersection to address the high volume of daily traffic and implement a context-sensitive design to reflect the needs of the surrounding community.   |            |       |       |          |         |          |          |                   |              |                 |
| 3                 | Facility: I-295 HOV Feasibility and Design   |            |       |       |          |         | 780 a    |          | IM<br>90/ 10/     | 780          |                 |
|                   | From:  |            |       |       |          |         |          |          |                   |              |                 |
|                   | To:  |            |       |       |          |         |          |          |                   |              |                 |
|                   | Jurisdiction:  |            |       |       |          |         |          |          | Total:            | \$780        |                 |
| Description:      | Study to determine the feasibility of providing High Occupancy Vehicle (HOV) lanes in each direction. This would include a qualitative and quantitative assessment of air quality benefits.  |            |       |       |          |         |          |          |                   |              |                 |
| 4                 | Facility: Missouri Ave/Georgia Ave/13th St   |            |       |       | 500 a    | 3,000 c |          |          | NHS<br>80/ 20/    | 3,500        | EA              |
|                   | From: Intersection Realignment   |            |       |       |          |         |          |          |                   |              |                 |
|                   | To:  |            |       |       |          |         |          |          |                   |              |                 |
|                   | Jurisdiction:  |            |       |       |          |         |          |          | Total:            | \$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  |            |       | 300 a |          |         |          |          | NHS<br>80/ 20/    | 300          |                 |
|                   | From: Florida Avenue   |            |       |       |          |         |          |          |                   |              |                 |
|                   | To:  |            |       |       |          |         |          |          |                   |              |                 |
|                   | Jurisdiction: District of Columbia   |            |       |       |          |         |          |          | Total:            | \$300        |                 |
| Description:      | Modification of intersection to address the high volume of daily traffic and implement a context-sensitive design to reflect the needs of the surrounding community.   |            |       |       |          |         |          |          |                   |              |                 |
| 6                 | Facility: New York Avenue  |            |       | 300 a |          |         |          |          | NHS<br>80/ 20/    | 300          | DEIS            |
|                   | From: Bladensburg Road   |            |       |       |          |         |          |          |                   |              |                 |
|                   | To:  |            |       |       |          |         |          |          |                   |              |                 |
|                   | Jurisdiction: District of Columbia   |            |       |       |          |         |          |          | Total:            | \$300        |                 |
| Description:      | Modification of intersection to address the high volume of daily traffic and implement a context-sensitive design to reflect the needs of the surrounding community.   |            |       |       |          |         |          |          |                   |              |                 |

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|---|---|------------|---------|----------|----------|-------|-------|-------|---------------------------------|-----------------|----------------------------------|
| 7 Facility: New York Avenue Left Turn Traffic Lanes<br>From: Brentwood Road<br>To: 6th Street, N.E.<br>Jurisdiction:  |   |            |         | 250 a    |          |       |       |       | NHS<br>80/ 20/                  | 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.                                 |            |         |          |          |       |       |       |                                 |                 |                                  |
| 7 Facility: New York Avenue/I-395 Tunnel<br>From:<br>To:<br>Jurisdiction: District of Columbia  |   |            |         | 1,000 a  |          |       |       |       | NHS<br>80/ 20/                  | 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<br>From: K Street Transit Way Implementation<br>To:<br>Jurisdiction: District of Columbia                           | 625 a   |            | 2,100 a | 15,000 c | 20,000 c |       |       |       | SP<br>80/ 20/<br>STP<br>80/ 20/ | 35,000<br>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<br>From: Bridge/M St/Lower K St Renewal &<br>To: Environmental Study<br>Jurisdiction: District of Columbia | 1,000 a   |            |         |          |          |       |       |       |                                 |                 | DEIS<br>Proposed for preparation |
| Description:  | Analysis and recommendations as to alternative alignments for Whitehurst Freeway, Theodore Roosevelt Bridge, and any related interchanges and approaches  |            |         |          |          |       |       |       |                                 |                 |                                  |
| <b>Secondary</b>  |   |            |         |          |          |       |       |       |                                 |                 |                                  |
| 11 Facility: Georgetown Southern Entrance<br>From:<br>To:<br>Jurisdiction: District of Columbia   | 3,900 c   |            |         |          |          |       |       |       |                                 |                 | EIS(4) 4F<br>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<br>From: Sheriff Road<br>To: Meade Street, N.E.<br>Jurisdiction: District of Columbia                              |   |            | 513 b   | 500 a    | 2,000 c  |       |       |       | STP<br>80/ 20/                  | 3,013           | EA                               |
| Description:  | Feasibility and environmental study to examine construction of a new section of Minnesota Avenue, N.E.  |            |         |          |          |       |       |       |                                 |                 |                                  |

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|--|--|------------|-------|---------|---------|---------|---------|----------|-------------------|-----------------|------------------------------------|
| 13 Facility: Southern Avenue<br>From: Naylor Road<br>To: Erie Street<br>Jurisdiction: District of Columbia,  |  |            | 500 a |         |         |         |         |          | STP<br>80/ 20/    | 500             | EA (1)<br>Proposed for preparation |
|  |  |            |       |         |         |         |         |          | <b>Total:</b>     | <b>\$500</b>    |                                    |
| 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.   |            |       |         |         |         |         |          |                   |                 |                                    |
| <b>Bridge</b>  |  |            |       |         |         |         |         |          |                   |                 |                                    |
| 14 Facility: 11th Street Bridge and<br>From: Interchange Replacement<br>To:<br>Jurisdiction: District of Columbia  |  |            |       |         |         | 4,000 a | 3,500 a | 52,500 a | SP/BH<br>80/ 20/  | 60,000          | DEIS<br>Under preparation          |
|  |  |            |       |         |         |         |         |          | <b>Total:</b>     | <b>\$60,000</b> |                                    |
| 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. |            |       |         |         |         |         |          |                   |                 |                                    |
| 15 Facility: 11th Street Bridge Over<br>From: CSX Railroad and<br>To: D Street<br>Jurisdiction: District of Columbia   |  |            |       | 6,000 c |         |         |         |          | IM<br>90/ 10/     | 6,000           | CE 4(F)                            |
|  |  |            |       |         |         |         |         |          | <b>Total:</b>     | <b>\$6,000</b>  |                                    |
| Description:   | Replace deck and superstructure and improve lighting, drainage and safety  |            |       |         |         |         |         |          |                   |                 |                                    |
| 16 Facility: 11th Street Bridge SW (#516)<br>From: D Street and Penn. RR<br>To:<br>Jurisdiction: District of Columbia,   |  |            |       | 4,000 c |         |         |         |          | BR<br>80/ 20/     | 4,000           | CE 4(F)                            |
|  |  |            |       |         |         |         |         |          | <b>Total:</b>     | <b>\$4,000</b>  |                                    |
| Description:   | Replace deck and superstructure and improve lighting, drainage and safety.<br>May impact NPS property.   |            |       |         |         |         |         |          |                   |                 |                                    |
| 17 Facility: 11th Street Connecting Ramps SE Freeway B<br>From: (Bridge #1405, 1407, 1408)<br>To:<br>Jurisdiction: District-wide,  | 362 a  |            |       | 9,000 c | 4,500 c |         |         |          | BH/IM<br>80/ 20/  | 13,500          | CE                                 |
|  |  |            |       |         |         |         |         |          | <b>Total:</b>     | <b>\$13,500</b> |                                    |
| Description:   | Rehabilitate the structures and adjacent ramps and roadways  |            |       |         |         |         |         |          |                   |                 |                                    |
| 18 Facility: 14th Street Bridge Alternative Assessment<br>From: and Environmental Study, 14th St, Constitutio<br>To: to VA Rte. 27 & Geo. Wash. Pkwy<br>Jurisdiction: District of Columbia | 1,000 a  |            | 300 a |         |         |         |         |          | NHS<br>80/ 20/    | 300             | CE(4)                              |
|  |  |            |       |         |         |         |         |          | <b>Total:</b>     | <b>\$300</b>    |                                    |
| Description:   | Study recommendations proposed by Virginia Department of Transportation study for traffic improvements to the I-395 corridor.  |            |       |         |         |         |         |          |                   |                 |                                    |



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|--|----------|------------|-------------------|-------|-------|---------|-------|-------|-------------------|-----------------|--------------------------------|
| 19 Facility: 22nd Street Bridge<br>From: Over "K" Street N.W.<br>To: (Bridge No. 102)<br>Jurisdiction: District of Columbia,   |          |            |                   |       |       | 3,600 c |       |       | BR<br>80/ 20/     | 3,600           | CE<br>Proposed for preparation |
| Description: Replacement of bridge deck; repaint superstructure steel; rehabilitation of bridge substructure; safety requirements; construction of new approach slabs; and replace expansion joints  |          |            |                   |       |       |         |       |       | <b>Total:</b>     | <b>\$3,600</b>  |                                |
| 20 Facility: 29th Street Bridge<br>From: C & O Canal<br>To:<br>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.   |          |            |                   |       |       |         |       |       |                   |                 |                                |
| 21 Facility: 30th Street Bridge<br>From: C & O Canal<br>To:<br>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.   |          |            |                   |       |       |         |       |       |                   |                 |                                |
| 22 Facility: 31st Street Bridge<br>From: C & O Canal<br>To:<br>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.   |          |            |                   |       |       |         |       |       |                   |                 |                                |
| 23 Facility: 9th Street Bridge Over<br>From: New York Ave. Railroad<br>To:<br>Jurisdiction: District of Columbia,  | 40,000 c | 40,000     | 40,000 a          |       |       |         |       |       | BR<br>80/ 20/     | 40,000          | CE(4)<br>Under preparation     |
| 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 area 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. |          |            |                   |       |       |         |       |       | <b>Total:</b>     | <b>\$40,000</b> |                                |
| 24 Facility: Asset Preservation & Preventive<br>From: Maintenance of Tunnels (NHS)<br>To:<br>Jurisdiction: District of Columbia  | 320 a    | 320        | 320 a<br>15,000 c |       |       |         |       |       | NHS<br>80/ 20/    | 15,320          | 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  |          |            |                   |       |       |         |       |       | <b>Total:</b>     | <b>\$15,320</b> |                                |

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|---|--|------------|------------------|---------|---------|---------|---------|---------|-------------------|----------------|-----------------------------------|
| 25 Facility: Asset Preservation and Preventive<br>From: Maintenance of Tunnels in DC<br>To: STP<br>Jurisdiction: District of Columbia | 160 a  | 160        | 160 a<br>5,000 c |         |         |         |         |         | STP<br>80/ 20/    | 5,160          | CE                                |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$5,160</b> |                                   |
| 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 |            |                  |         |         |         |         |         |                   |                |                                   |
| 26 Facility: Benning Road, NE<br>From: Kenilworth Ave (#104)<br>To:<br>Jurisdiction: District of Columbia,                            |  |            |                  |         |         | 1,150 c |         |         | BR<br>80/ 20/     | 1,150          | CE(1)                             |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$1,150</b> |                                   |
| Description:  | Remove and replace PCC deck: general structural upgrade.   |            |                  |         |         |         |         |         |                   |                |                                   |
| 27 Facility: Bridge Inspection On/Off System<br>From:<br>To:<br>Jurisdiction: District of Columbia,                                   | 1,000 a  |            | 1,000 a          | 1,000 a | 1,000 a | 1,000 a | 1,000 a | 1,000 a | BR<br>80/ 20/     | 5,000          | CE(3)                             |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$5,000</b> |                                   |
| 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.   |            |                  |         |         |         |         |         |                   |                |                                   |
| 28 Facility: Bridge Painting and Renovation<br>From:<br>To:<br>Jurisdiction: District of Columbia,                                    | 500 c  | 500        | 500 c            |         |         |         |         |         | STP<br>80/ 20/    | 500            | CE(4)                             |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$500</b>   |                                   |
| 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   |            |                  |         |         |         |         |         |                   |                |                                   |
| 29 Facility: Citywide Consultant Bridge Inspection<br>From:<br>To:<br>Jurisdiction: District-wide,                                    | 1,200 a  |            | 1,200 a          |         |         | 1,200 a | 1,200 a | 1,200 a | STP<br>80/ 20/    | 4,800          | CE(1)<br>Proposed for preparation |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$4,800</b> |                                   |
| 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.   |            |                  |         |         |         |         |         |                   |                |                                   |
| 30 Facility: Citywide Culvert Inventory<br>From:<br>To:<br>Jurisdiction: District-wide,   | 500 a  |            |                  | 1,000 c |         |         |         |         | Local<br>/ / 100  | 1,000          | CE(1)<br>Proposed for preparation |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$1,000</b> |                                   |
| Description:  | Perform survey and inspection, develop culvert inventory, and prepare condition reports.   |            |                  |         |         |         |         |         |                   |                |                                   |

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|---|--|------------|---------|---------|-------|------------------|-------|-------|------------------------|--------------|-----------------|
| 31 Facility: Citywide FA Preventive Maintenance and Emergency Repairs on Highway Structures<br>From: District of Columbia<br>To: Structures<br>Jurisdiction: District of Columbia |  |            | 100 a   | 4,000 c |       | 100 a<br>4,000 c |       |       | BR<br>80 / 20 /        | 8,200        | CE              |
| 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, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.                  |            |         |         |       |                  |       |       |                        |              |                 |
| 32 Facility: Connecticut Ave, NW<br>From: Klinge Valley (#27)<br>To: District of Columbia<br>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.   |            |         |         |       |                  |       |       |                        |              |                 |
| 33 Facility: Connecticut Ave. Underpass (#101)<br>From: Dupont Circle<br>To: District of Columbia,<br>Jurisdiction: District of Columbia,   |  |            | 4,600 c |         |       |                  |       |       | BR<br>80 / 20 /        | 4,600        | CE(1) 4F        |
| Description:  | Restore pavement; repair tiles; lighting and mechanical improvements; median-island treatment.   |            |         |         |       |                  |       |       |                        |              |                 |
| 34 Facility: Demolition of Abandoned RR Bridge<br>From: Over Kenilworth Avenue<br>To: @ PEPCO Plant (Bridge #506)<br>Jurisdiction:  |  |            |         | 900 a   |       | 5,300 c          |       |       | STP<br>80 / 20 /       | 6,200        | EA              |
| Description:  | Investigation, condemnation and demolition of existing railroad bridge; restoration of embankments, reconfiguration of adjacent section of Kenilworth Avenue   |            |         |         |       |                  |       |       |                        |              |                 |
| 35 Facility: Development and Implementation of Document Management System<br>From: District of Columbia<br>To: District of Columbia<br>Jurisdiction: District of Columbia         |  |            | 700 a   |         |       |                  |       |       | State/Local<br>/ / 100 | 700          | CE              |
| 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. |            |         |         |       |                  |       |       |                        |              |                 |
| 36 Facility: Division Avenue Bridge, NE<br>From: Watts Branch<br>To: District of Columbia<br>Jurisdiction: District of Columbia   |  |            |         |         |       | 1,725 c          |       |       | BR<br>80 / 20 /        | 1,725        | CE(1)           |
| Description:  | Remove and replace PCC deck; general structural upgrade  |            |         |         |       |                  |       |       |                        |              |                 |

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| 37 Facility: Electrical/Mechanical Rehabilitation<br>From: of Air Right Tunnel Over Center Leg<br>To:<br>Jurisdiction: District of Columbia   |         |            |          |         |       | 12,000 c |       |       | BH<br>80/ 20/     | 12,000          | CE<br>Approved                    |
| Description: Rehabilitation of electrical/mechanical facilities in tunnel; overlay bridge deck; paint structural steel; replace deck joints; minor structural repair  |         |            |          |         |       |          |       |       | <b>Total:</b>     | <b>\$12,000</b> |                                   |
| 38 Facility: Frederick Douglass Mem. Bridge<br>From: Electrical & Mechanical System<br>To:<br>Jurisdiction: District of Columbia,   |         |            | 20,000 c |         |       |          |       |       | BH<br>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. |         |            |          |         |       |          |       |       | <b>Total:</b>     | <b>\$20,000</b> |                                   |
| 39 Facility: H Street Bridge NW Over<br>From: Air Rights Tunnel of the Center Leg Freeway<br>To:<br>Jurisdiction: District of Columbia,   |         |            |          |         |       | 3,500 c  |       |       | BR<br>80/ 20/     | 3,500           | CE(1)<br>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.  |         |            |          |         |       |          |       |       | <b>Total:</b>     | <b>\$3,500</b>  |                                   |
| 40 Facility: Jefferson Street Bridge<br>From: C & O Canal<br>To:<br>Jurisdiction: District of Columbia,   | 850 c   | 850        | 850 c    |         |       |          |       |       | STP<br>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.  |         |            |          |         |       |          |       |       | <b>Total:</b>     | <b>\$850</b>    |                                   |
| 41 Facility: K Street Bridge Over<br>From: Center Leg<br>To:<br>Jurisdiction: District of Columbia  |         |            |          |         |       | 1,875 c  |       |       | BR<br>80/ 20/     | 1,875           | CE(1)<br>Approved                 |
| Description: Rehabilitation of electrical/mechanical facilities in tunnel; overlay bridge deck; paint structural steel; replace deck joints; minor structural repair.   |         |            |          |         |       |          |       |       | <b>Total:</b>     | <b>\$1,875</b>  |                                   |
| 42 Facility: K Street N.W.<br>From: 21st Street N.W.<br>To: 25th Street N.W.<br>Jurisdiction: District of Columbia,   |         |            |          | 3,598 c |       |          |       |       | NHS<br>80/ 20/    | 3,598           | CE(1)<br>Proposed for preparation |
| Description: Reconstruction of K Street, N.W. from 21st Street to 25th Street   |         |            |          |         |       |          |       |       | <b>Total:</b>     | <b>\$3,598</b>  |                                   |
| 43 Facility: Kenilworth Avenue Corridor Study<br>From: North of Pennsylvania Avenue<br>To: to Eastern Avenue<br>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.  |         |            |          |         |       |          |       |       |                   |                 |                                   |

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|---------------------|---|---|------------|----------|----------|---------|---------|----------|-------|---------------------------------|---------------------|-------------------|--|
| 44                  | Facility: Kenliworth Ave.<br>From: Nannie Helen Burroughs Ave., NE & Watts Br<br>To: Foote St. to Lane Pl<br>Jurisdiction: District-wide,   | 20,000 c  | 20,000     | 20,000 c |          |         |         |          |       | BR<br>80/ 20/<br>NHS<br>80/ 20/ | 5,000<br><br>15,000 | CE(4) 4(F)        |  |
|                     |   |   |            |          |          |         |         |          |       |                                 | <b>Total:</b>       | <b>\$20,000</b>   |  |
| <b>Description:</b> |   | Removal and replacement of deteriorated deck, improve lighting, drainage and safety improvements  |            |          |          |         |         |          |       |                                 |                     |                   |  |
| 45                  | Facility: Key Bridge<br>From: Over Potomac River<br>To: (Bridge No. 7)<br>Jurisdiction: District of Columbia  | 825 a   |            |          | 10,000 c |         |         |          |       | BR<br>80/ 20/                   | 10,000              | CE                |  |
|                     |   |   |            |          |          |         |         |          |       |                                 | <b>Total:</b>       | <b>\$10,000</b>   |  |
| <b>Description:</b> |   | 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.  |            |          |          |         |         |          |       |                                 |                     |                   |  |
| 46                  | Facility: L'Enfant Plaza Promenade/Banneker Improve<br>From: 10th Street from Independence Avenue<br>To: Overlook named Benjamin Banneker Park<br>Jurisdiction: District of Columbia, |   |            |          |          |         |         | 14,000 c |       | STP<br>80/ 20/                  | 14,000              | CE(3)<br>Approved |  |
|                     |   |   |            |          |          |         |         |          |       |                                 | <b>Total:</b>       | <b>\$14,000</b>   |  |
| <b>Description:</b> |   | 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.   |            |          |          |         |         |          |       |                                 |                     |                   |  |
| 47                  | Facility: Massachusetts Avenue Bridge NW Over<br>From: the Air Rights Tunnel of the Center Leg<br>To:<br>Jurisdiction: District of Columbia,  |   |            |          |          |         | 3,680 c |          |       | STP<br>80/ 20/                  | 3,680               | CE(3)<br>Approved |  |
|                     |   |   |            |          |          |         |         |          |       |                                 | <b>Total:</b>       | <b>\$3,680</b>    |  |
| <b>Description:</b> |   | 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.  |            |          |          |         |         |          |       |                                 |                     |                   |  |
| 48                  | Facility: NB 11th Street Bridge, SE<br>From: Anacostia River/N Street<br>To:<br>Jurisdiction: District of Columbia,   | 525 a   |            |          | 6,650 c  | 3,350 c |         |          |       | BH/IM<br>80/ 20/                | 10,000              | CE                |  |
|                     |   |   |            |          |          |         |         |          |       |                                 | <b>Total:</b>       | <b>\$10,000</b>   |  |
| <b>Description:</b> |   | 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.<br><br>The fully reconstructed project will provide improved freeway and local connections, modify the Anacostia interchange, and provide a northbound connection to the Anacostia Freeway. Enhanced pedestrian facilities will be provided to connect neighborhoods on both sides of the river to Anacostia Park, which is part of the national park system. In addition, studies are underway to explore the feasibility of a rail crossing for the Light-Rail Transit (LRT) Starter Line on the 11th Street Bridges. |            |          |          |         |         |          |       |                                 |                     |                   |  |
| 49                  | Facility: NB 14th Street Bridge<br>From: Potomac River (Arland Williams)<br>To:<br>Jurisdiction: District-wide,   |   |            |          | 500 a    |         |         |          |       | BH<br>80/ 20/                   | 500                 | CE (1)            |  |
|                     |   |   |            |          |          |         |         |          |       |                                 | <b>Total:</b>       | <b>\$500</b>      |  |
| <b>Description:</b> |   | Removal of existing concrete surface and membrane; repair existing bridge deck and construct new overalys; 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.   |            |          |          |         |         |          |       |                                 |                     |                   |  |

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|  |   | FY 04   | Carry Over | FY 05   | FY 06 | FY 07    | FY 08   | FY 09 | FY 10 | Source<br>Fed/St/Loc | Source Total  | Environ.<br>Review |  |
|--|---|---------|------------|---------|-------|----------|---------|-------|-------|----------------------|---------------|--------------------|--|
| 50   | Facility: New York Ave. NE (#534) Over<br>From: Railroad<br>To:<br>Jurisdiction: District-wide,   |         |            |         |       | 32,000 c |         |       |       | BR<br>80/ 20/        | 32,000        | CE(4)              |  |
| Description: Remove and replace PCC deck; general structural upgrade.  |   |         |            |         |       |          |         |       |       |                      | <i>Total:</i> | \$32,000           |  |
| 51   | Facility: Open End Bridge Repair<br>From:<br>To:<br>Jurisdiction: District of Columbia,   | 3,000 c |            |         |       | 3,000 c  |         |       |       | BH<br>80/ 20/        | 3,000         | CE(1)              |  |
| Description: Routine preventive maintenance and emergency structural repairs on an as needed basis.  |   |         |            |         |       |          |         |       |       |                      | <i>Total:</i> | \$3,000            |  |
| 52   | Facility: Pedestrian Bridge over Kenilworth Ave.<br>From: Douglass Street and<br>To: Meade Street<br>Jurisdiction: District of Columbia,      |         |            | 4,761 c |       |          |         |       |       | STP<br>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.   |   |         |            |         |       |          |         |       |       |                      | <i>Total:</i> | \$4,761            |  |
| 53   | Facility: Pedestrian Bridges Over Canal<br>From: 33rd, 34th, & Potomac Streets, NW (145, 144,<br>To:<br>Jurisdiction: District of Columbia,   | 1,150 c |            |         |       |          |         |       |       |                      |               | CE(1)              |  |
| Description: Repair structural steel, decking and pedestrian railing; repair abutments; pave and improve approaches.   |   |         |            |         |       |          |         |       |       |                      |               |                    |  |
| 54   | Facility: Rehabilitation and Repainting of Chain Bridge<br>From: Over Potomac River<br>To: Bridge No. 2<br>Jurisdiction: District of Columbia | 120 a   |            |         |       | 4,600 c  |         |       |       | BR<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. |   |         |            |         |       |          |         |       |       |                      | <i>Total:</i> | \$4,600            |  |
| 55   | Facility: Rehabilitation of 48th Place, N.E. Bridge<br>From: Over Watts Branch<br>To: Bridge No. 199<br>Jurisdiction: District of Columbia    | 200 a   |            |         |       |          | 1,600 c |       |       | BR<br>80/ 20/        | 1,600         | CE                 |  |
| Description: Replace deck, approach slabs, bearing, joints, repair substructure and repaint steel.   |   |         |            |         |       |          |         |       |       |                      | <i>Total:</i> | \$1,600            |  |
| 56   | Facility: Rehabilitation of 55th Street, N.E. Bridge<br>From: Over Watts Branch<br>To: Bridge No. 196<br>Jurisdiction: District of Columbia   | 300 a   |            |         |       |          | 1,300 a |       |       | BR<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.  |   |         |            |         |       |          |         |       |       |                      | <i>Total:</i> | \$1,300            |  |

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|---|-------|------------|---------|---------|---------|---------|-------|-------|-------------------|--------------|--------------------------------|
| 57 Facility: Rehabilitation of Gault Place, N.E. Bridge<br>From: Over Watts Branch<br>To: Bridge No. 222<br>Jurisdiction: District of Columbia  | 300 a |            |         |         |         | 1,300 c |       |       | BR<br>80/ 20/     | 1,300        | CE                             |
| Description: Replace deck, approach slabs, bearing, joints, repair substructure and repaint steel.  |       |            |         |         |         |         |       |       |                   |              |                                |
| 58 Facility: Rehabilitation of H St, N.W. over<br>From: Washington Terminal Yards<br>To: H St NE at First Street<br>Jurisdiction: District of Columbia  |       |            |         | 700 a   |         | 7,400 c |       |       | BR<br>80/ 20/     | 8,100        | CE                             |
| 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.   |       |            |         |         |         |         |       |       |                   |              |                                |
| 59 Facility: Rehabilitation of the Mall Tunnel (Center leg)<br>From: 3rd. and "D" Street N.W.<br>To: to the Southeast Freeway<br>Jurisdiction: District of Columbia,  |       |            |         |         |         | 8,000 c |       |       | IM<br>90/ 10/     | 8,000        | CE<br>Proposed for preparation |
| 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.  |       |            |         |         |         |         |       |       |                   |              |                                |
| 60 Facility: Repainting of Southbound 14th Street Bridge<br>From: Over Potomac River (#1133)<br>To:<br>Jurisdiction: District of Columbia   | 155 a |            |         | 5,750 c |         |         |       |       | IM<br>90/ 10/     | 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.   |       |            |         |         |         |         |       |       |                   |              |                                |
| 61 Facility: Roadway/Ped. Bridge Overpasses<br>From: K, L, M Streets & Florida Ave. NE<br>To:<br>Jurisdiction: District of Columbia   |       |            | 2,719 c |         |         |         |       |       | STP<br>80/ 20/    | 2,719        | CE(1)                          |
| Description: Improve underclearances; safety appurtenances; lighting; signing; drainage; curb and sidewalks   |       |            |         |         |         |         |       |       |                   |              |                                |
| 62 Facility: SB 11th Street Bridge, SE<br>From: Anacostia River/N Street<br>To: (Bridge # 55, 56, 1406)<br>Jurisdiction: District of Columbia,  | 530 a |            |         | 6,650 c | 3,350 c |         |       |       | BH/IM<br>80/ 20/  | 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.<br><br>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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|--|--|------------|---------------------|-------|-----------|-------|-------|---------|---------------------------------|-------------------|----------------------------------|
| 63 Facility: SB/NB Anacostia Fwy (Bridge #1014, 1015, 1<br>From: Firth Sterling<br>To: Chesapeake<br>Jurisdiction: District-wide,                          |  |            | 2,000 c             |       |           |       |       |         | IM<br>90/ 10/                   | 2,000             | CE(1)                            |
|  |  |            |                     |       |           |       |       |         | <b>Total:</b>                   | <b>\$2,000</b>    |                                  |
| 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   |            |                     |       |           |       |       |         |                                 |                   |                                  |
| 64 Facility: Size and Weight Enforcement Program<br>From:<br>To:<br>Jurisdiction: District of Columbia   |  |            | 400 a               | 150 a | 150 a     | 150 a | 150 a | 150 a   | STP<br>80/ 20/                  | 1,150             | CE                               |
|  |  |            |                     |       |           |       |       |         | <b>Total:</b>                   | <b>\$1,150</b>    |                                  |
| 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 |            |                     |       |           |       |       |         |                                 |                   |                                  |
| 65 Facility: South Capitol Street Bridge<br>From: Over Anacostia Freeway<br>To: (Frederick Douglass Memorial Bridge)<br>Jurisdiction: District of Columbia |  |            | 2,000 a<br>15,000 b |       | 250,000 c |       |       |         | NHS<br>80/ 20/<br>SP<br>80/ 20/ | 15,000<br>252,000 | DEIS<br>Proposed for preparation |
|  |  |            |                     |       |           |       |       |         | <b>Total:</b>                   | <b>\$267,000</b>  |                                  |
| Description:   | Examine alternative methods of improving traffic capacity and traffic safety by modifying or reconstructing the South Capitol Street Bridge. Investigate capacity requirements, corrections to other roadways, and environmental impacts.  |            |                     |       |           |       |       |         |                                 |                   |                                  |
| 66 Facility: South Capitol Street Bridge<br>From: Over Anacostia Freeway<br>To: (Structural Rehabilitation<br>Jurisdiction:                                |  |            | 27,000 c            |       |           |       |       |         | BH<br>80/ 20/                   | 27,000            | CE                               |
|  |  |            |                     |       |           |       |       |         | <b>Total:</b>                   | <b>\$27,000</b>   |                                  |
| Description:   | Structural rehabilitation of existing bridge   |            |                     |       |           |       |       |         |                                 |                   |                                  |
| 67 Facility: South Dakota Avenue Bridge, NE<br>From: Railroad<br>To:<br>Jurisdiction: District of Columbia   |  |            |                     |       |           |       |       | 5,750 c | BR<br>80/ 20/                   | 5,750             | CE(1)                            |
|  |  |            |                     |       |           |       |       |         | <b>Total:</b>                   | <b>\$5,750</b>    |                                  |
| Description:   | Remove and replace PCC deck; general structural upgrade  |            |                     |       |           |       |       |         |                                 |                   |                                  |
| 68 Facility: Updating DDOT Standard Specifications for<br>From: Highways and Structures<br>To:<br>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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|---|--|------------|---------|---------|---------|---------|-------|-------|---------------------|--------------|-------------------|
| <b>Bike/Ped</b>                                       |  |            |         |         |         |         |       |       |                     |              |                   |
| 69 Facility: Anacostia Riverwalk Trail                | 1,950 a  |            | 1,500 a | 4,000 c | 4,000 c | 4,000 c |       |       | State/Local / / 100 | 17,500       | EA                |
| From: Benning Rd South to Navy Yard (West side of)    |  |            | 4,000 c |         |         |         |       |       |                     |              | Under preparation |
| To: Bladensburg Trail to Naval Annex (East Side)      |  |            |         |         |         |         |       |       |                     |              |                   |
| Jurisdiction: District of Columbia                    |  |            |         |         |         |         |       |       | Total:              | \$17,500     |                   |
| 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.   |            |         |         |         |         |       |       |                     |              |                   |
| 70 Facility: Bike Station Feasibility Study           |  |            | 500 c   |         |         |         |       |       | CMAQ 80/ 20/        | 500          | CE                |
| From: (Union Station)                                 |  |            |         |         |         |         |       |       |                     |              |                   |
| To:   |  |            |         |         |         |         |       |       |                     |              |                   |
| Jurisdiction: District of Columbia                    |  |            |         |         |         |         |       |       | Total:              | \$500        |                   |
| Description:  | Examine the feasibility of developing a bike station at or near Union Station or other transit hub. A bike station is a public-private venture that offers bicycle parking, repairs, merchandise and other amenities.  |            |         |         |         |         |       |       |                     |              |                   |
| 71 Facility: Cultural/Heritage Trail System           | 100 a  |            | 100 a   | 100 a   |         |         |       |       | STP 80/ 20/         | 800          | CE 4F 106         |
| From:   | 300 c  |            | 300 c   | 300 c   |         |         |       |       |                     |              |                   |
| To:   |  |            |         |         |         |         |       |       |                     |              |                   |
| Jurisdiction: District of Columbia,                   |  |            |         |         |         |         |       |       | Total:              | \$800        |                   |
| 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.  |            |         |         |         |         |       |       |                     |              |                   |
| 72 Facility: District Wide Bicycle Management Program |  |            | 200 c   | 200 c   | 200 c   | 200 c   | 200 c |       | CMAQ 80/ 20/        | 1,000        | CE(3)             |
| From: Bicycle Racks and Bicycle Signs                 |  |            |         |         |         |         |       |       |                     |              |                   |
| To:   |  |            |         |         |         |         |       |       |                     |              |                   |
| Jurisdiction: District of Columbia,                   |  |            |         |         |         |         |       |       | Total:              | \$1,000      |                   |
| 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.  |            |         |         |         |         |       |       |                     |              |                   |
| 73 Facility: Kingman Island Trail Construction        |  |            | 600 c   |         |         |         |       |       | NRT 80/ 20/         | 600          | CE                |
| From: Two island in the Anacostia River south (dow)   |  |            |         |         |         |         |       |       |                     |              |                   |
| To: Benning Road in Ward 7                            |  |            |         |         |         |         |       |       |                     |              |                   |
| Jurisdiction: District of Columbia                    |  |            |         |         |         |         |       |       | Total:              | \$600        |                   |
| 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. |            |         |         |         |         |       |       |                     |              |                   |
| 74 Facility: Metropolitan Branch Trail                | 6,000 c  |            | 1,500 a | 7,000 c | 7,000 c |         |       |       | CMAQ 80/ 20/        | 14,000       | CE(3) 4F          |
| From:   |  |            |         |         |         |         |       |       |                     |              |                   |
| To:   |  |            |         |         |         |         |       |       | SP 80/ 20/          | 1,500        |                   |
| Jurisdiction: District of Columbia,                   |  |            |         |         |         |         |       |       | Total:              | \$15,500     |                   |
| 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.                      |            |         |         |         |         |       |       |                     |              |                   |

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|---|--|------------|--------------|--------------|--------------|--------------|-------|-------|---|-----------------------------------|-----------------|
| 75 Facility: National Recreational Trails<br>From:<br>To:<br>Jurisdiction: District of Columbia | 120 c  |            | 10 a<br>50 c | 10 a<br>50 c | 10 a<br>50 c | 10 a<br>50 c |       |       | NRT<br>80/ 20/<br><br>Total:              | 240<br><br>\$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.<br><br>a. Capital Crescent Trail Linkage C&O Historic Park<br>b. Adams Walk<br>c. Exercise Trail for SE/Skinner Learning Center<br>d. Metropolitan Branch Trail Corridor Assessment Project<br>e. Trail Restoration at Watts Branch Park<br>f. Arizona Avenue Trestle - Lighting and call boxes |            |              |              |              |              |       |       |   |                                   |                 |
| 76 Facility: Oxon Run Trail Restoration<br>From:<br>To:<br>Jurisdiction: District of Columbia   |  |            |              | 500 c        |              |              |       |       | NRT<br>80/ 20/<br><br>Total:              | 500<br><br>\$500                  | CE              |
| Description:  | Develop Trail plan. Repair existing recreational trail, correct drainage problems, construct benches and signage.  |            |              |              |              |              |       |       |   |                                   |                 |
| 77 Facility: Rock Creek Park Trail<br>From:<br>To:<br>Jurisdiction: National Park Service       | 300 a  |            | 2,000 c      |              |              |              |       |       | NRT<br>80/ 20/<br>SP<br>80/ 20/<br>Total: | 1,000<br><br>1,000<br><br>\$2,000 | 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.  |            |              |              |              |              |       |       |   |                                   |                 |
| 78 Facility: Rose Park<br>From:<br>To:<br>Jurisdiction: District of Columbia                    |  |            | 600 c        |              |              |              |       |       | SP<br>80/ 20/<br><br>Total:               | 600<br><br>\$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.  |            |              |              |              |              |       |       |   |                                   |                 |
| 79 Facility: Watts Branch<br>From:<br>To:<br>Jurisdiction: District of Columbia                 | 600 c  |            | 600 c        |              |              |              |       |       | CMAW<br>80/ 20/<br><br>Total:             | 600<br><br>\$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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|                    |   | FY 04   | Carry Over | FY 05   | FY 06   | FY 07   | FY 08   | FY 09   | FY 10   | Source Fed/St/Loc | Source Total    | Environ. Review |
|--------------------|---|---------|------------|---------|---------|---------|---------|---------|---------|-------------------|-----------------|-----------------|
| <b>Enhancement</b> |   |         |            |         |         |         |         |         |         |                   |                 |                 |
| 80                 | Facility: Transportation Enhancements Program   | 500 a   |            | 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 | 2,300 c | 80/ 20/           |                 |                 |
|                    | To:   |         |            |         |         |         |         |         |         |                   |                 |                 |
|                    | Jurisdiction: District of Columbia,   |         |            |         |         |         |         |         |         | <i>Total:</i>     | <i>\$14,000</i> |                 |
| 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"> <li>a. Historic Bridges, Streets and Alleys [Under Construction]</li> <li>b. Historic Street and Bridge Lighting</li> <li>c. Vest Pocket Park Improvements</li> <li>d. Public Art on Rights of Way</li> <li>e. National Mall Sidewalk Improvements [Under Construction]</li> <li>f. Heritage Trails</li> <li>g. Innovative Stormwater Management [Alaska Avenue Under Construction]</li> <li>h. Landscaping</li> <li>i. Special Streetscape Improvements</li> <li>j. Transportation Education</li> <li>k. Bicycle/Pedestrian Enhancements</li> </ul> <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> |         |            |         |         |         |         |         |         |                   |                 |                 |
| <b>CMAQ</b>        |   |         |            |         |         |         |         |         |         |                   |                 |                 |
| 81                 | Facility: Car Sharing   | 128 c   |            | 175 c   | 175 c   | 175 c   |         |         |         | CMAQ              | 525             |                 |
|                    | From:   |         |            |         |         |         |         |         |         | 80/ 20/           |                 |                 |
|                    | To:   |         |            |         |         |         |         |         |         |                   |                 |                 |
|                    | Jurisdiction: District of Columbia  |         |            |         |         |         |         |         |         | <i>Total:</i>     | <i>\$525</i>    |                 |
| 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.   |         |            |         |         |         |         |         |         |                   |                 |                 |
| 82                 | Facility: Clean Natural Gas Infrastructure  | 258 c   |            | 750 c   |         |         |         |         |         | CMAQ              | 750             |                 |
|                    | From: Development   |         |            |         |         |         |         |         |         | 80/ 20/           |                 |                 |
|                    | To:   |         |            |         |         |         |         |         |         |                   |                 |                 |
|                    | Jurisdiction: District of Columbia  |         |            |         |         |         |         |         |         | <i>Total:</i>     | <i>\$750</i>    |                 |
| 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.   |         |            |         |         |         |         |         |         |                   |                 |                 |
| 83                 | 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  |         |            |         |         |         |         |         |         | <i>Total:</i>     | <i>\$9,000</i>  |                 |
| 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.   |         |            |         |         |         |         |         |         |                   |                 |                 |

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|---|--|------------|------------------|---------|---------|---------|---------|---------|-------------------|----------------|----------------------------------|
| 84 Facility: Mass Marketing Campaign<br>From:<br>To:<br>Jurisdiction: District of Columbia  | 80 a   |            | 82 a             |         |         |         |         |         | CMAQ<br>80/ 20/   | 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.) |            |                  |         |         |         |         |         |                   |                |                                  |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$82</b>    |                                  |
| 85 Facility: Pedestrian Management Program<br>From:<br>To:<br>Jurisdiction: District of Columbia  | 200 a  | 200        | 600 a            | 400 a   | 400 a   | 400 a   | 400 a   | 400 a   | CMAQ<br>80/ 20/   | 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.  |            |                  |         |         |         |         |         |                   |                |                                  |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$2,200</b> |                                  |
| 86 Facility: Roadway Operations Patrol<br>From:<br>To:<br>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<br>80/ 20/   | 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.   |            |                  |         |         |         |         |         |                   |                |                                  |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$9,000</b> |                                  |
| <b>Other</b>  |  |            |                  |         |         |         |         |         |                   |                |                                  |
| 87 Facility: Anacostia Waterfront Initiative<br>From: Streetscape Improvements<br>To:<br>Jurisdiction: District of Columbia                   |  |            | 500 a<br>5,000 c |         |         |         |         |         | STP<br>80/ 20/    | 5,500          | CE                               |
| Description:  | This project is to design and construct streetscape improvements to the Anacostia Waterfront.  |            |                  |         |         |         |         |         |                   |                |                                  |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$5,500</b> |                                  |
| 88 Facility: Anacostia Waterfront Initiative<br>From: AWI Tier I EIS<br>To: (Anacostia Crossings Study)<br>Jurisdiction: District of Columbia |  |            | 3,400 a          |         |         |         |         |         | SP<br>80/ 20/     | 3,400          | DEIS<br>Proposed for preparation |
| 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  |            |                  |         |         |         |         |         |                   |                |                                  |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$3,400</b> |                                  |
| 89 Facility: Anacostia Waterfront Initiative<br>From: South Capitol Street Tunnel Study<br>To:<br>Jurisdiction: District of Columbia          |  |            | 1,200 a          |         |         |         |         |         | STP<br>80/ 20/    | 1,200          | DEIS<br>Proposed for preparation |
| 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.  |            |                  |         |         |         |         |         |                   |                |                                  |
|   |  |            |                  |         |         |         |         |         | <b>Total:</b>     | <b>\$1,200</b> |                                  |

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|--|---|------------|-------|---------|---------|---------|---------|---------|-------------------|-----------------|-----------------|
| 90 Facility: Anacostia Waterfront Initiative<br>From: Southeast Federal Center<br>To: Waterfront Access<br>Jurisdiction: District of Columbia                              |   |            | 600 a |         |         |         |         |         | STP<br>80/ 20/    | 600             | CE              |
|  |   |            |       |         |         |         |         |         | <b>Total:</b>     | <b>\$600</b>    |                 |
| 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 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   |            |       |         |         |         |         |         |                   |                 |                 |
| 91 Facility: Anacostia Waterfront Initiative<br>From: St Elizabeth's Transportation Access<br>To: Study<br>Jurisdiction: District of Columbia                              |   |            | 600 a |         |         |         |         |         | STP<br>80/ 20/    | 600             | DEIS            |
|  |   |            |       |         |         |         |         |         | <b>Total:</b>     | <b>\$600</b>    |                 |
| 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.   |            |       |         |         |         |         |         |                   |                 |                 |
| 92 Facility: Asset Preservation of Major Arterials and Roads in the District of Columbia<br>From: in the District of Columbia<br>To:<br>Jurisdiction: District of Columbia |   |            | 700 a | 7,250 c | 9,000 c | 9,000 c | 9,000 c | 9,000 c | IM<br>80/ 20/     | 4,820           | CE              |
|  |   |            |       |         |         |         |         |         | NHS<br>80/ 20/    | 23,850          |                 |
|  |   |            |       |         |         |         |         |         | STP<br>80/ 20/    | 15,280          |                 |
|  |   |            |       |         |         |         |         |         | <b>Total:</b>     | <b>\$43,950</b> |                 |
| 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. |            |       |         |         |         |         |         |                   |                 |                 |
| 93 Facility: Canal Road 5-Lane Feasibility Study<br>From:<br>To:<br>Jurisdiction: District of Columbia,  |   |            |       |         | 300 a   |         |         |         | NHS<br>80/ 20/    | 300             | CE(1)           |
|  |   |            |       |         |         |         |         |         | <b>Total:</b>     | <b>\$300</b>    |                 |
| Description:   | Five-Lane Canal Road Feasibility Analysis - Canal Road from Foxhall Road to the Whitehurst Freeway and the Interchange at Foxhall and Canal roads   |            |       |         |         |         |         |         |                   |                 |                 |
| 94 Facility: Civil Rights/EE) Program Implementation and<br>From:<br>To:<br>Jurisdiction:  |   |            | 450 a |         |         |         |         |         | SP<br>100/ /      | 450             | CE              |
|  |   |            |       |         |         |         |         |         | <b>Total:</b>     | <b>\$450</b>    |                 |
| 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.   |            |       |         |         |         |         |         |                   |                 |                 |

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|--------------|---|-------|------------|------------------|------------------|------------------|------------------|------------------|-------|-------------------|---------------|-----------------|--|
| 95           | Facility: Congestion Mitigation and Air Quality Improve<br>From: 500 a<br>To: 1,000 c<br>Jurisdiction: District of Columbia,  |       |            | 500 a<br>1,500 c | 500 a<br>1,000 c | 500 a<br>1,000 c | 500 a<br>1,000 c | 500 a<br>1,000 c |       | CMAQ<br>80 / 20 / | 8,000         | CE              |  |
|              |   |       |            |                  |                  |                  |                  |                  |       |                   | <i>Total:</i> | <i>\$8,000</i>  |  |
| Description: | <p>This program's mission is to reduce mobile source emissions through the reduction in the number of vehicle miles traveled, improve vehicle inspection programs and support other Transportation Control Measures. This program will support the District's State Air Quality Implementation Plan. Specific projects include the construction of traffic operational improvements such as bus bays, channelization and signals and bicycle improvements. This program also supports enhanced regional ridesharing activities and purchase of vehicle air quality inspection equipment. Transportation Control measures (TCM's) will be evaluated to determine (based on cost-benefit analysis) the effectiveness of each measure as to its application in the District of Columbia, and to recommend, for those measures found to be cost-effective, implementation strategies.</p> <ul style="list-style-type: none"> <li>a. CNG Vehicle Fuel Infrastructure Development - construct of four CNG fueling stations in the District</li> <li>b. Traffic Congestion Management System</li> <li>c. Metropolitan Branch Trail-See D.C. Trails Section for funding.</li> <li>d. Roadway Operations Patrol - responding to roadway incidents to improve traffic flow and air quality.</li> <li>e. Bikeways (Various Locations)</li> <li>f. Downtown Traffic Control Aides - 30 traffic control aides for key downtown locations</li> <li>g. Metrobus Demonstration</li> <li>h. Commuter Rail Improvements</li> <li>i. First Street Sidewalk Improvements</li> <li>j. Bicycle Racks on Metrobuses</li> <li>k. Code Red - Free Bus Fares</li> <li>l. Car Sharing Space - provide free all day metered and all day, all zone parking to share cars.</li> <li>m. Traffic Synchronization</li> </ul> |       |            |                  |                  |                  |                  |                  |       |                   |               |                 |  |
| 96           | Facility: Curbside Parking Study<br>From:<br>To:<br>Jurisdiction: District of Columbia  | 400 a | 400        | 400 a            |                  |                  |                  |                  |       | Local<br>/ / 100  | 400           | CE              |  |
|              |   |       |            |                  |                  |                  |                  |                  |       |                   | <i>Total:</i> | <i>\$400</i>    |  |
| Description: | <p>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</p>   |       |            |                  |                  |                  |                  |                  |       |                   |               |                 |  |
| 97           | Facility: Disadvantaged Business Enterprise Program<br>From:<br>To:<br>Jurisdiction: District of Columbia   |       |            | 365 a            | 90 a             | 90 a             | 90 a             | 90 a             | 90 a  | DBE<br>100 / /    | 815           | CE              |  |
|              |   |       |            |                  |                  |                  |                  |                  |       |                   | <i>Total:</i> | <i>\$815</i>    |  |
| Description: | <p>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.</p>   |       |            |                  |                  |                  |                  |                  |       |                   |               |                 |  |

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| 98 | 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/           |               |                 |  |
|    |  |         |            |         |         |         |       |       |       |                   | <b>Total:</b> | <b>\$18,691</b> |  |

**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.

|    |  |         |  |          |          |         |  |  |  |         |               |                 |  |
|----|--|---------|--|----------|----------|---------|--|--|--|---------|---------------|-----------------|--|
| 99 | 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/ |               |                 |  |
|    |  |         |  |          |          |         |  |  |  |         | <b>Total:</b> | <b>\$34,879</b> |  |

**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:

- 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
- Georgia Avenue
- New York Avenue
- Anacostia (Martin Luther King Jr. Avenue, S.E.)
- Takoma (Piney Branch Road, Blair Road and Carroll Street)
- Brookland (12th Street, N.E., Michigan to Rhode Island Avenue)
- Pennsylvania Avenue
- U Street, N.W. 7th Street to 13th Street, N.W.
- P Street, NW.

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|--|---|------------|------------------|------------------|------------------|------------------|-------|-------|-------------------|-----------------|-----------------|
| 100 Facility: Economic Development Initiatives<br>From: Points of Light Commemorative<br>To: Walkway Ward 2<br>Jurisdiction: District of Columbia, |   |            | 100 c            |                  |                  |                  |       |       | STP<br>80/ 20/    | 100             | CE              |
|  |   |            |                  |                  |                  |                  |       |       | <b>Total:</b>     | <b>\$100</b>    |                 |
| Description:   | Manufacture and install bronze pavement markers that commemorate leaders of organizations dedicated to improvinc 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.   |            |                  |                  |                  |                  |       |       |                   |                 |                 |
| 101 Facility: Economic Development Initiatives<br>From:<br>To:<br>Jurisdiction: District of Columbia   | 2,000 a<br>5,500 c  |            | 500 a<br>6,300 c | 500 a<br>2,000 c | 500 a<br>4,300 c | 500 a<br>4,500 c |       |       | Local<br>/ / 100  | 19,100          | N/A             |
|  |   |            |                  |                  |                  |                  |       |       | <b>Total:</b>     | <b>\$19,100</b> |                 |
| 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:<br/>                     a. Little Falls Road, N.W. Roadway Reconstruction<br/>                     b. Arthur Capper/Carrolsburg Hope VI Roadway Improvements<br/>                     c. Local Parking Studies - Citywide<br/>                     d. Local Street Traffic Studies - Citywide<br/>                     g. Marshall Heights Streetscape Improvements<br/>                     h. Neighborhood Streetscape Improvements Various Locations<br/>                     l. Traffic Calming Studies<br/>                     j. Eastern Market Metro Plaza</p> |            |                  |                  |                  |                  |       |       |                   |                 |                 |
| 102 Facility: Economic Development Initiatives<br>From: Historic Neighborhood Signage<br>To:<br>Jurisdiction: District of Columbia,                |   |            | 300 a            |                  |                  | 400 c            |       |       | STP<br>80/ 20/    | 700             | CE              |
|  |   |            |                  |                  |                  |                  |       |       | <b>Total:</b>     | <b>\$700</b>    |                 |
| Description:   | Prepare a uniform format for signs that designate historic districts within the city. Manufacture the signs and install them in approved historic districts.  |            |                  |                  |                  |                  |       |       |                   |                 |                 |



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

**DRAFT**

|  | 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<br>From: Satellite Government Centers Infrastructure<br>To: Support<br>Jurisdiction: District of Columbia | 155 a |            | 1,808 c | 1,808 c |       |       |       |       | NHS<br>80/ 20/<br>STP<br>80/ 20/ | 1,200<br><br>2,416 | EA              |
| <b>Total:</b>  |       |            |         |         |       |       |       |       |                                  | <b>\$3,616</b>     |                 |

**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.

|   |  |  |               |  |  |  |  |  |                |                |                                |
|---|--|--|---------------|--|--|--|--|--|----------------|----------------|--------------------------------|
| 104 Facility: Emergency Transportation Projects<br>From:<br>To:<br>Jurisdiction: District of Columbia |  |  | 32 a<br>968 c |  |  |  |  |  | STP<br>80/ 20/ | 1,000          | CE<br>Proposed for preparation |
| <b>Total:</b>   |  |  |               |  |  |  |  |  |                | <b>\$1,000</b> |                                |

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

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|   | FY 04    | Carry Over | FY 05    | FY 06   | FY 07 | FY 08 | FY 09 | FY 10 | Source<br>Fed/St/Loc | Source Total  | Environ.<br>Review |  |
|---|----------|------------|----------|---------|-------|-------|-------|-------|----------------------|---------------|--------------------|--|
| 105 Facility: Federal Lands Highways - National Park Servi<br>From:<br>To:<br>Jurisdiction: National Park Service   | 14,104 c |            | 23,065 c | 4,880 c | 130 c |       |       |       | FLHP<br>100/ /       | 28,075        |                    |  |
|   |          |            |          |         |       |       |       |       |                      | <i>Total:</i> | \$28,075           |  |
| Description: National Park Service Jurisdiction Roads<br>a. Lincoln Circle Loop and access to Lincoln Memorial<br>b. Constitution Ave NW, 15th St to 23rd St<br>c. Inlet and Outlet Bridges<br>d. Ohio Drive and Old Constitution<br>e. East Potomac Park (Ohio/Buckeye Dr)<br>f. Pennsylvania Avenue, madison & jackson Place<br>g. Rock Creek Parkway Thompson's Boat House and PA<br>h. Repair and Rehab of Park Service Roads and Bridges<br>I. Rock Creek Parkway, P Street to Calvert Street<br>m. George Washington Memorial Parkway Bridges<br>n. 16th Street Loop<br>o. Memorial Bridge Rehab/painting<br>p. 12th Street Ramp Between madison & Constitution<br>q. 12th Street, N.W.<br>r. Independence From 14th Street to 17th<br>Rock Creek parkway, Joyce Road Bridge Over Luzon Branch<br>Anacostia park roads and Parking<br>Madison Drive<br>s. Memorial Drive Circle |          |            |          |         |       |       |       |       |                      |               |                    |  |
| 106 Facility: H Street, N.E. Streetscape Improvements<br>From: H Street, N.E., North Capitol Street<br>To: to 14th Street<br>Jurisdiction: District of Columbia   | 500 a    |            | 5,165 c  |         |       |       |       |       | STP<br>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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|  | FY 04   | Carry Over | FY 05   | FY 06 | FY 07 | FY 08 | FY 09 | FY 10 | Source Fed/St/Loc | Source Total | Environ. Review |
|--|---|------------|---------|-------|-------|-------|-------|-------|-------------------|--------------|-----------------|
| 107 Facility: High Priority Projects Program TEA-21 Sec. 1 | 2,500 a   |            | 2,500 c |       |       |       |       |       | HP/TEA-21         | 2,500        | CE 4F EA        |
| From:  | 7,000 c   |            |         |       |       |       |       |       | 80/ 20/           |              |                 |
| To:  |   |            |         |       |       |       |       |       |                   |              |                 |
| Jurisdiction: District of Columbia,                        |   |            |         |       |       |       |       |       | Total:            | \$2,500      |                 |
| Description:   | <p>The TEA-21 High Priority Projects Program provides designated funding for specific projects mandated by the U.S. Congress. The District has ten (10) High Priority Projects out of a national total of 1,850. TEA-21 limits the amount of obligational authority over the six-year period beginning at 11% in FY 1998, 15% in FY 1999, 18% in FY 2000 and FY 2001; and 19% in FY 2002 and FY 2003. The High Priority Projects are:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>e. Metropolitan Branch Trail - Funding has been allocated for right-of-way acquisition and construction of segments of the metropolitan Branch Trail (MBT). The MBT is a bicycle/pedestrian trail between Silver Sping, Maryland Metrorail Station and Union Station, Washington, D. C.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>m. Ferry Boat and ferry boat facilities</li> <li>n. Kenilworth Avenue Bridge Over Nannie Helen Burroughs Avenue - Funding also listed under bridge program.</li> </ul> |            |         |       |       |       |       |       |                   |              |                 |

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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 |
|--------------|---|---------|------------|------------------|---------|---------|---------|---------|---------|---|---------------------|-----------------|
| 108          | Facility: Intelligent Transportation Syst<br>From:<br>To:<br>Jurisdiction: District of Columbia   | 500 a   |            | 500 a            |         |         |         |         |         | SP<br>80/ 20/<br><br>Total: \$500                                 | 500                 | CE              |
| Description: | Identify and study elements of Intelligent Transportation System technology for implementation on District of Columbia highways and primary routes.   |         |            |                  |         |         |         |         |         |   |                     |                 |
| 109          | Facility: Klinge Road Reconstruction<br>From: Porter Street<br>To: Woodley Road<br>Jurisdiction: District of Columbia   | 800 a   |            | 400 a<br>5,700 c |         |         |         |         |         | STP<br>80/ 20/<br><br>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.  |         |            |                  |         |         |         |         |         |   |                     |                 |
| 110          | Facility: Local Street Improvements Citywide<br>From:<br>To:<br>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<br>/ / 100<br>Local-ROW<br>/ / 100<br>Total: \$30,000 | 5,000<br><br>25,000 | 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.<br>a. CW Sidewalk & Curb Repair<br>b. CW Sidewalk & Alley Repair<br>c. New Curbs/Sidewalks<br>d. Culvert Rehabilitation and Replacement |         |            |                  |         |         |         |         |         |   |                     |                 |
| 111          | Facility: Mount Vernon Triangle Streetscape Improve<br>From: New York Ave, N.W.; Massachusetts Ave NW<br>To: 7th Street and North Capitol Street<br>Jurisdiction: District of Columbia  | 500 a   |            | 1,000 a          | 6,000 c |         |         |         |         | NHS<br>80/ 20/<br>STP<br>80/ 20/<br>Total: \$7,000                | 4,600<br><br>2,400  | 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   |         |            |                  |         |         |         |         |         |   |                     |                 |
| 112          | Facility: National Arboretum Access<br>From: New York Avenue<br>To:<br>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   |         |            |                  |         |         |         |         |         |   |                     |                 |

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|---|--|------------|---------|---------|---------|---------|---------|-------|---|--------------------------------------|-----------------|
| 113 Facility: North Anacostia Crossings Studies<br>From: (Formerly called Alternative to Barney Circle F<br>To:<br>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. |            |         |         |         |         |         |       |   |                                      |                 |
| 114 Facility: Planning and Management Systems<br>From:<br>To:<br>Jurisdiction: District of Columbia,  | 4,100 a  |            | 7,100 a | 7,100 a | 4,100 a | 4,100 a | 4,100 a |       | SPR/PL<br>80/ 20/<br>STP<br>80/ 20/<br>Total: | 15,500<br><br>11,000<br><br>\$26,500 | CE              |
| Description:  | a. Metropolitan Planning<br>b. Management Systems and Plans<br>1) Traffic Congestion System<br>2) Intermodal Transportation System and Facility Mgmt. System<br>3) Highway Traffic Monitoring System<br>4) Highway Accident Traffic Data System<br>5) Highway Performance Monitoring System<br>6) State Intermodal Plan<br>7) Geographic Information System (GIS)<br>8) Traffic Monitoring System for Highways (TMS/H)<br>9) Barney Circle Replacement Projects Environmental Analysis<br>10) Tour Bus Facility Feasibility Analysis and Design<br>11) Parking Inventory<br>12) Neighborhood Traffic Studies<br>13) Kennedy Center Access Improvements Coordination                                |            |         |         |         |         |         |       |   |                                      |                 |
| 115 Facility: Professional Capacity-Building Strategy<br>From:<br>To:<br>Jurisdiction: District of Columbia   |  |            | 600 a   | 600 a   | 600 a   | 600 a   | 600 a   | 600 a | STP<br>80/ 20/<br>Total:                      | 3,600<br><br>\$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.   |            |         |         |         |         |         |       |   |                                      |                 |
| 116 Facility: Public Parking<br>From:<br>To:<br>Jurisdiction: District of Columbia  |  |            | 500 a   | 4,800 c |         |         |         |       | STP<br>80/ 20/<br>Total:                      | 5,300<br><br>\$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.<br>a. Feasibility Design Analysis, 15 New Downtown Parking Facilities<br>b. Georgetown Parking Program<br>c. Adams Morgan Parking Garage<br>d. Tour Bus Parking Facility   |            |         |         |         |         |         |       |   |                                      |                 |

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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                |
|--|--|------------|------------------|-------|-------|-------|-------|-------|--|--------------------|--------------------------------|
| 117 Facility: Reconfiguration of Columbus Circle<br>From: Massachusetts Avenue, 2nd Street, N.E.<br>To: 1st Street, N.E.<br>Jurisdiction: District of Columbia | 822 a  | 822        | 822 a<br>5,478 c |       |       |       |       |       | HP/TEA-21<br>80/ 20/<br>SP/FTA<br>100/ / | 4,500<br><br>1,800 |                                |
|  |  |            |                  |       |       |       |       |       | <b>Total:</b>                            | <b>\$6,300</b>     |                                |
| 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.  |            |                  |       |       |       |       |       |  |                    |                                |
| 118 Facility: Reconstruction 4th Street, S.W.<br>From: Eye Street<br>To: M Street, S.W.<br>Jurisdiction:   | 1,055 a  |            | 3,874 c          |       |       |       |       |       | Local/State<br>/ / 100                   | 3,874              | EA<br>Proposed for preparation |
|  |  |            |                  |       |       |       |       |       | <b>Total:</b>                            | <b>\$3,874</b>     |                                |
| 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  |            |                  |       |       |       |       |       |  |                    |                                |
| 119 Facility: Regional Alternative Commute Program (TCM)<br>From:<br>To:<br>Jurisdiction: District of Columbia,  | 767 a  |            | 50 a             |       |       |       |       |       | CMAQ<br>80/ 20/                          | 50                 | CE(4)                          |
|  |  |            |                  |       |       |       |       |       | <b>Total:</b>                            | <b>\$50</b>        |                                |
| Description:   | 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:<br>a. Employer Outreach<br>b. Guaranteed Ride Home - The Guaranteed Ride Home subsidizes free emergency rides home for commuters who use transit or ridesharing options to work.<br>c. Commuter Operations Center- Provides ride-matching services to commuters through a central toll free number "1-800-645-Ride."<br>d. Telecommute Project - Provides funding to conduct studies, planning and design of commuter connections program as required, and measures and evaluates effectiveness of program.<br>e. Integrated Ridesharing - Provides funding for the implementation of COG's Integrated Ridesharing Program.<br>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.<br>g. Mass Marketing Campaign<br>h. Bicycle Outreach |            |                  |       |       |       |       |       |  |                    |                                |

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|---------------------|---|---|------------|------------------|------------------|------------------|------------------|------------------|------------------|--|------------------------|-----------------------------------|--|
| 120                 | Facility: Resurfacing Streets and Freeways Citywide<br>From:<br>To:<br>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)<br>Proposed for preparation |  |
|                     |   |   |            |                  |                  |                  |                  |                  |                  |  | <b>Total:</b>          | <b>\$36,000</b>                   |  |
| <b>Description:</b> |   | 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. <ul style="list-style-type: none"> <li>a. Federal Aid Resurfacing</li> <li>b. Federal-aid Pavement Restoration</li> <li>c. Regular Cover</li> <li>d. Slurry/Joint Seal</li> <li>e. Citywide Resurfacing</li> <li>f. Local Pavement Restoration (Potholes)</li> <li>g. Asphalt PCC repair</li> <li>h. Public Lands Highways</li> <li>i. Special Resurfacing Initiatives                             <ul style="list-style-type: none"> <li>(1) 8th Street, Pennsylvania Avenue South to M Street</li> <li>(2) 7th Street (In front of Eastern Market) between North Carolina and Pennsylvania Avenue</li> </ul> </li> <li>j. Pavement Marking and Traffic Calming Improvements</li> <li>k. Street Repair and Management Equipment</li> <li>l. Street Repair Materials</li> <li>m. Street Sign Improvements</li> </ul> |            |                  |                  |                  |                  |                  |                  |  |                        |                                   |  |
| 121                 | Facility: Roadside Improvements Citywide<br>From: 116 a<br>To: 7,500 c<br>Jurisdiction: District of Columbia, |   |            | 7,141 a<br>445 c | 141 a<br>7,450 c | 141 a<br>7,450 c | 141 a<br>7,450 c | 141 a<br>7,450 c | 141 a<br>7,450 c | Local / / E+03<br>NHS<br>80/ 20/<br>STP<br>80/ 20/ | 42,486<br>750<br>2,305 | CE                                |  |
|                     |   |   |            |                  |                  |                  |                  |                  |                  |  | <b>Total:</b>          | <b>\$45,541</b>                   |  |
| <b>Description:</b> |   | 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. <ul style="list-style-type: none"> <li>a. Tree Planting/Trimming</li> <li>b. Dead/Hazardous Tree Removal</li> <li>c. Corridor Tree Improvements</li> </ul>   |            |                  |                  |                  |                  |                  |                  |  |                        |                                   |  |

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|-----|---|---------|------------|----------|----------|---------|-------|-------|-------|-------------------|-----------------|-----------------|
| 122 | 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/           |                 |                 |
|     |   |         |            |          |          |         |       |       |       | STP               | 75,468          |                 |
|     |   |         |            |          |          |         |       |       |       | 80/ 20/           |                 |                 |
|     |   |         |            |          |          |         |       |       |       | <b>Total:</b>     | <b>\$84,468</b> |                 |

**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. Klinge 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



**DRAFT**

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

|  | 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<br>bb. 18th Street, N.W., P Street to S Street<br>cc. 11th Street, N.W., O Street to L Street<br>dd. H Street, N.E., 14th Street to 16th Street<br>ee. Stanton Rd, S.E., Suitland Parkway to Mississippi<br>ff. Florida Avenue, N.W., 9th Street to North Capitol Street<br>gg. P Street, N.W., 22nd Street to DuPont Circle<br>hh. 11th Street, N.W., E Street to L Street<br>ii. 4th Street, N.W., Florida Avenue to Bryant Street<br>jj. Reconstruction of Overlook Avenue, S.W. Ramp 28 to S Capitol Street<br>kk. Reconstruction of Blue Plains Drive, S.W.<br><br>Local<br>a.B Street, S.E., 49th Street to 53rd Street<br>b.Half Street, S.W., Q Street to Water Street  |       |            |       |       |       |       |       |       |                   |              |                                   |
| 123 Facility: Roadway Upgrading Citywide<br>From: 200 a<br>To: 2,000 c<br>Jurisdiction: District of Columbia,  |       |            |       |       |       |       |       |       |                   |              | CE(1)<br>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.<br>a. Western Avenue, N.W., Pinehurst Circle East to Alberfoyle<br>b. Branch Avenue, S.E., M Street to O Street<br>c. O Street, S.E., Branch Avenue to Carpenter Street<br>d. Eastern Avenue, N.E., Mi. Avenue to Sargent Road<br>e. Eastern Avenue, N.E., Carrol to Laurel<br>f. Queens Chapel Rd., N.E., Hamilton to Irving Street<br>g. Ingomar Place, N.W., Nebraska Avenue to Chevy Chase Parkway<br>h. 8th Street, N.W., Fern St. to Geranium Street<br>i. Irving Street, N.E., 18th Street to Queens Chapel Road<br>j. Savannah Street, S.E., 11th Street to 13th Street<br>k. Upton Street, N.W., 47th Street to 48th Street<br>l. Farragut Street, N.W., 16th Street to Piney Branch |       |            |       |       |       |       |       |       |                   |              |                                   |

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

**DRAFT**

|              |   | FY 04            | Carry Over | FY 05              | FY 06              | FY 07              | FY 08              | FY 09              | FY 10              | Source Fed/St/Loc | Source Total  | Environ. Review |  |
|--------------|---|------------------|------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------------|---------------|-----------------|--|
| 124          | Facility: Safety Improvements<br>From: Citywide<br>To:<br>Jurisdiction: District of Columbia,   | 224 a<br>4,200 c |            | 2,600 a<br>8,885 c | 3,600 a<br>3,000 c | 4,000 a<br>5,000 c | 4,000 a<br>6,000 c | 4,000 a<br>5,000 c | 4,000 a<br>3,000 c | STP<br>80/ 20/    | 53,085        | CE(1)           |  |
|              |   |                  |            |                    |                    |                    |                    |                    |                    |                   | <i>Total:</i> | \$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> <ul style="list-style-type: none"> <li>A. Replace/Refurbish Impact Attenuators</li> <li>b. Rail/Highway Safety Improvements</li> <li>c. Hazard Elimination</li> <li>d. Citywide Streetlight Replacement</li> <li>e. Traffic Accident Report Analysis</li> <li>f. Traffic Safety Studies</li> <li>g. Safety Improvement Plans</li> <li>h. Streetlight and Traffic Operations Design Support Services</li> <li>I. Safety Management Systems</li> <li>j. Traffic Calming Measures</li> <li>k. Fire Station Safety Project</li> <li>l. Continuous Shoulder Rumble Strips Interstate Freeway System</li> <li>m. Roadway Safety Training Certification</li> <li>n. Update D.C. Work Zone Control Manual</li> </ul>   |                  |            |                    |                    |                    |                    |                    |                    |                   |               |                 |  |
| 125          | Facility: Scenic Byways<br>From:<br>To:<br>Jurisdiction: District of Columbia,  |                  |            | 2,000 c            |                    |                    |                    |                    |                    | SP<br>80/ 20/     | 2,000         | CE              |  |
|              |   |                  |            |                    |                    |                    |                    |                    |                    |                   | <i>Total:</i> | \$2,000         |  |
| Description: | <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul> |                  |            |                    |                    |                    |                    |                    |                    |                   |               |                 |  |

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

**DRAFT**

|              |   | 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: Street Rehabilitation Program<br>From: Wards 1 through<br>To: 8<br>Jurisdiction: District of Columbia | 2,000 a<br>37,000 c  |            | 5,300 a<br>42,000 c | 3,000 a<br>80,600 c | 3,000 a<br>88,000 c | 4,000 a<br>73,000 c | 3,300 a<br>90,500 c | 3,000 a<br>68,000 c | BD / / 100<br>IM 90/ 10/<br>Local / / 100<br>NHS 80/ 20/<br>State/Local / / 100<br>STP 80/ 20/<br><b>Total:</b> | 10,000<br>10,000<br>9,600<br>105,100<br>41,900<br>287,100<br><b>\$463,700</b> | CE              |
| 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> |            |                     |                     |                     |                     |                     |                     |   |   |                 |
| 127          | Facility: Traffic Congestion Mitigation<br>From:<br>To:<br>Jurisdiction: District of Columbia                   | 1,000 a  |            | 1,000 a             | 750 a               | 750 a               |                     |                     |                     | STP 80/ 20/<br><b>Total:</b>  | 2,500<br><b>\$2,500</b>   | CE              |
| 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>  |            |                     |                     |                     |                     |                     |                     |   |   |                 |

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

**DRAFT**

|  | 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: 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/ /            |                  |                 |
|  |         |            |          |          |          |          |          |          | STP               | 101,800          |                 |
|  |         |            |          |          |          |          |          |          | 80/ 20/           |                  |                 |
|  |         |            |          |          |          |          |          |          | <b>Total:</b>     | <b>\$128,600</b> |                 |

**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

|  |       |  |          |          |          |          |          |          |               |                  |        |    |
|--|-------|--|----------|----------|----------|----------|----------|----------|---------------|------------------|--------|----|
| 129 Facility: Transportation Electrical Systems Citywide | 850 a |  | 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 | 17,100 c      | / / 100          |        |    |
| To:  |       |  |          |          |          |          |          |          |               | NHS              | 12,000 |    |
| Jurisdiction: District of Columbia,                      |       |  |          |          |          |          |          |          |               | 80/ 20/          |        |    |
|  |       |  |          |          |          |          |          |          |               | STP              | 51,300 |    |
|  |       |  |          |          |          |          |          |          |               | 80/ 20/          |        |    |
|  |       |  |          |          |          |          |          |          | <b>Total:</b> | <b>\$107,700</b> |        |    |

**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

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

**DRAFT**

|  | 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: Transportation Signage Improvement Progra<br>From:<br>To:<br>Jurisdiction: District of Columbia,                               |  |            | 1,200 c | 1,200 c |       |       |       |       | NHS<br>80/ 20/<br>STP<br>80/ 20/ | 864<br><br>1,536 | CE(4)           |
| <b>Total:</b>  |  |            |         |         |       |       |       |       |                                  | <b>\$2,400</b>   |                 |
| 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.   |            |         |         |       |       |       |       |                                  |                  |                 |
| 131 Facility: Traveler Information Centers &<br>From: Interactive Information Kiosks<br>To:<br>Jurisdiction: District of Columbia            |  |            |         |         |       | 640 c | 540 c |       | STP<br>/ /                       | 1,180            | CE(1)           |
| <b>Total:</b>  |  |            |         |         |       |       |       |       |                                  | <b>\$1,180</b>   |                 |
| 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.  |            |         |         |       |       |       |       |                                  |                  |                 |
| 132 Facility: Urban Access/Freeway Noise Barriers<br>From:<br>To:<br>Jurisdiction: District of Columbia,                                     | 500 a<br>3,300 c   |            |         |         |       |       |       |       |                                  |                  | CE              |
| 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 |            |         |         |       |       |       |       |                                  |                  |                 |
| <b>Federal Lands Highway Program</b>   |  |            |         |         |       |       |       |       |                                  |                  |                 |
| 133 Facility: 12th Street Ramps<br>From: Madison Dr.<br>To: Constitution Ave.<br>Jurisdiction: District of Columbia,                         |  |            |         | 250 c   |       |       |       |       | Park Roads<br>100/ /             | 250              |                 |
| <b>Total:</b>  |  |            |         |         |       |       |       |       |                                  | <b>\$250</b>     |                 |
| 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.   |            |         |         |       |       |       |       |                                  |                  |                 |
| 134 Facility: Beach Drive<br>From: Rock Creek/Potomac Parkway Intersection<br>To: Maryland State Line<br>Jurisdiction: District of Columbia, |  |            | 5,500 c |         |       |       |       |       | Park Roads<br>100/ /             | 5,500            |                 |
| <b>Total:</b>  |  |            |         |         |       |       |       |       |                                  | <b>\$5,500</b>   |                 |
| 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.   |            |         |         |       |       |       |       |                                  |                  |                 |

**DISTRICT OF COLUMBIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
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**DRAFT**

|  | FY 04 | Carry Over | FY 05    | FY 06   | FY 07 | FY 08 | FY 09 | FY 10 | Source Fed/St/Loc    | Source Total | Environ. Review |
|--|-------|------------|----------|---------|-------|-------|-------|-------|----------------------|--------------|-----------------|
| 135 Facility: Bridges over C & O Canal<br>From: 29th, 30th, and Thomas Jefferson Street<br>To:<br>Jurisdiction: District of Columbia,  |       |            | 3,400 c  |         |       |       |       |       | STP<br>100/ /        | 3,400        |                 |
|  |       |            |          |         |       |       |       |       | <i>Total:</i>        | \$3,400      |                 |
| Description: Reconstruct   |       |            |          |         |       |       |       |       |                      |              |                 |
| 136 Facility: Constitution Ave.<br>From: 15th Street<br>To: 23rd Street<br>Jurisdiction: District of Columbia,   |       |            |          | 7,000 c |       |       |       |       | Park Roads<br>100/ / | 7,000        |                 |
|  |       |            |          |         |       |       |       |       | <i>Total:</i>        | \$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.  |       |            |          |         |       |       |       |       |                      |              |                 |
| 137 Facility: George Washington Memorial Parkway<br>From: Humpback Bridge<br>To:<br>Jurisdiction: District of Columbia,  |       |            | 18,200 c |         |       |       |       |       | PLHD<br>100/ /       | 18,200       |                 |
|  |       |            |          |         |       |       |       |       | <i>Total:</i>        | \$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. |       |            |          |         |       |       |       |       |                      |              |                 |
| 138 Facility: I-395/14th St. Corridor<br>From: Signage improvements<br>To:<br>Jurisdiction: District of Columbia,  |       |            | 2,000 c  |         |       |       |       |       | PLHD<br>100/ /       | 2,000        |                 |
|  |       |            |          |         |       |       |       |       | <i>Total:</i>        | \$2,000      |                 |
| Description: Roadside and overhead signage improvements along Interstate I-395 within the 14th Street Bridge Corridor.   |       |            |          |         |       |       |       |       |                      |              |                 |
| 139 Facility: Inlet and Outlet Bridge<br>From:<br>To:<br>Jurisdiction: District of Columbia,   |       |            | 2,000 c  |         |       |       |       |       | Park Roads<br>100/ / | 2,000        |                 |
|  |       |            |          |         |       |       |       |       | <i>Total:</i>        | \$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)   |       |            |          |         |       |       |       |       |                      |              |                 |
| 140 Facility: Ohio Drive and Old Constitution Ave.<br>From:<br>To:<br>Jurisdiction: District of Columbia,  |       |            | 2,000 c  |         |       |       |       |       | Park Roads<br>100/ / | 2,000        |                 |
|  |       |            |          |         |       |       |       |       | <i>Total:</i>        | \$2,000      |                 |
| Description: Rehab Ohio Dr. and Old Constitution Ave.  |       |            |          |         |       |       |       |       |                      |              |                 |
| 141 Facility: Q Street<br>From: 14th Street<br>To: Rhode Island Ave.<br>Jurisdiction: District of Columbia,  |       |            | 1,300 c  |         |       |       |       |       | STP<br>100/ /        | 1,300        |                 |
|  |       |            |          |         |       |       |       |       | <i>Total:</i>        | \$1,300      |                 |
| Description: Rehab Q Street from 14th Street to R.I. Ave.  |       |            |          |         |       |       |       |       |                      |              |                 |

**DISTRICT OF COLUMBIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
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**DRAFT**

|   | FY 04   | Carry Over | FY 05   | FY 06 | FY 07 | FY 08 | FY 09 | FY 10 | Source<br>Fed/St/Loc | Source Total   | Environ.<br>Review |
|---|---|------------|---------|-------|-------|-------|-------|-------|----------------------|----------------|--------------------|
| 142 Facility: Rock Creek Parkway<br>From: Virginia Ave.<br>To: Cathedral<br>Jurisdiction: District of Columbia, |   |            | 4,000 c |       |       |       |       |       | Park Roads<br>100/ / | 4,000          |                    |
| Description:  | (4R)-Recon. RC Parkway from VA Ave to P St.& Thompsons<br>Rehab Pkwy from P Street to Calvert Street<br>Repave Pkwy from P St. to Calvert & Cathedral   |            |         |       |       |       |       |       |                      |                |                    |
| 143 Facility: Safety Improvements<br>From: District-wide<br>To:<br>Jurisdiction: District of Columbia,          |   |            | 6,000 c |       |       |       |       |       | STP<br>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>        | <i>\$4,000</i> |                    |
|   |   |            |         |       |       |       |       |       | <i>Total:</i>        | <i>\$6,000</i> |                    |

**Maryland**





**Maryland Department of Transportation  
State Highway Administration**



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

**DRAFT**

|                   |  | FY 04             | Carry Over | FY 05            | FY 06 | FY 07 | FY 08 | FY 09 | FY 10 | Source Fed/St/Loc | Source Total  | Environ. Review           |  |
|-------------------|--|-------------------|------------|------------------|-------|-------|-------|-------|-------|-------------------|---------------|---------------------------|--|
| <b>Interstate</b> |  |                   |            |                  |       |       |       |       |       |                   |               |                           |  |
| 1                 | Facility: I-270<br>From: Interchange at Watkins Mill Road Extended<br>To:<br>Jurisdiction:   | 500 a             | 500        | 1,400 a          |       |       |       |       |       | NHS<br>80/ 20/    | 1,400         | FONSI<br>Approved         |  |
|                   |  |                   |            |                  |       |       |       |       |       |                   | <b>Total:</b> | <b>\$1,400</b>            |  |
| 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<br>From: Shady Grove Metro<br>To: I-70<br>Jurisdiction: Montgomery County, Frederick County,  | 5,635 a           | 5,635      | 5,635 a          |       |       |       |       |       | NHS<br>80/ 20/    | 5,635         | DEIS<br>Under preparation |  |
|                   |  |                   |            |                  |       |       |       |       |       |                   | <b>Total:</b> | <b>\$5,635</b>            |  |
| Description:      | Alternative 3 consists of a mix of additional auxiliary lanes, collector/distributor lanes, and managed 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<br>From: Mount Phillip Road<br>To: MD 144FA<br>Jurisdiction: Frederick County  | 600 a<br>10,918 b | 5,600      | 680 a<br>5,000 b |       |       |       |       |       | IM<br>80/ 20/     | 5,680         | FONSI<br>Approved         |  |
|                   |  |                   |            |                  |       |       |       |       |       |                   | <b>Total:</b> | <b>\$5,680</b>            |  |
| 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<br><br>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;<br><br>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;<br><br>Phase III - Construction of new MD 355 structure over I-70.<br><br>Phase IV - Widening westbound I-70 from I-270 to Mt. Phillip Road. |                   |            |                  |       |       |       |       |       |                   |               |                           |  |
| 4                 | Facility: I-70 (Phase IIA)<br>From: MD 85 Extended/MD 355<br>To:<br>Jurisdiction: Frederick County   | 9,656 c           | 3,052      | 3,052 c          |       |       |       |       |       | IM<br>80/ 20/     | 3,052         | FONSI<br>Approved         |  |
|                   |  |                   |            |                  |       |       |       |       |       |                   | <b>Total:</b> | <b>\$3,052</b>            |  |
| 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<br>From: Contee Road Relocated w/ CD Roads<br>To:<br>Jurisdiction: Prince George's County,  | 4,091 a           | 4,091      | 4,091 a          |       |       |       |       |       | NHS<br>80/ 20/    | 4,091         | DEIS<br>Under preparation |  |
|                   |  |                   |            |                  |       |       |       |       |       |                   | <b>Total:</b> | <b>\$4,091</b>            |  |
| 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.  |                   |            |                  |       |       |       |       |       |                   |               |                           |  |

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|--|-----------------|------------|--------------------------------|-----------------------|----------------------|----------------------|---------------------|-------|-----------------------|--------------|----------------------------------|
| 6 Facility: I-95/I-495 (Capital Beltway)<br>From: Interchange at Greenbelt Metro Station<br>To:<br>Jurisdiction: Prince George's County  | 6,297 a         | 6,297      | 6,297 a                        |                       |                      |                      |                     |       | NHS<br>80/ 20/        | 6,297        | CE<br>Under Preparation          |
| Description: Construct a full interchange along the Capital Beltway at the Greenbelt Metro Station.  |                 |            |                                |                       |                      |                      |                     |       | Total:                | \$6,297      |                                  |
| 7 Facility: I-95/I-495 (Capital Beltway)<br>From: American Legion Bridge<br>To: Woodrow Wilson Bridge<br>Jurisdiction: Montgomery County, Prince George's County,  | 5,692 a         | 5,692      | 5,692 a                        |                       |                      |                      |                     |       | NHS<br>80/ 20/        | 5,692        | DEIS<br>Under Preparation        |
| Description: Project planning study for upgrading the Maryland portion of the Capital Beltway.   |                 |            |                                |                       |                      |                      |                     |       | Total:                | \$5,692      |                                  |
| 8 Facility: I-95/I-495 (Capital Beltway)<br>From: Branch Avenue Metro Access<br>To:<br>Jurisdiction: Prince George's County,   | 50 a<br>2,594 b | 2,644      | 1,560 a<br>4,650 b             |                       |                      |                      |                     |       | CMAQ/NHS<br>80/ 20/   | 6,210        | CE<br>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. |                 |            |                                |                       |                      |                      |                     |       | Total:                | \$6,210      |                                  |
| 9 Facility: I-95/I-495 Woodrow Wilson Bridge<br>From: MD 210 Interchange<br>To: Virginia Line<br>Jurisdiction: Prince George's County,   |                 | 150,481    | 10,874 a<br>407 b<br>162,564 c | 10,852 a<br>212,083 c | 1,707 a<br>182,533 c | 1,707 a<br>157,926 c | 1,707 a<br>28,204 c |       | WWB/IM/NHS<br>80/ 20/ | 770,564      | SFEIS<br>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.   |                 |            |                                |                       |                      |                      |                     |       | Total:                | \$770,564    |                                  |
| 10 Facility: I-95/I-495/Arena Drive Interchange<br>From: MD 214<br>To: MD 202<br>Jurisdiction: Prince George's County  | 700 a           | 700        | 1,116 a                        |                       |                      |                      |                     |       | NHS<br>80/ 20/        | 1,116        | DEIS<br>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.  |                 |            |                                |                       |                      |                      |                     |       | Total:                | \$1,116      |                                  |
| 11 Facility: UM Connector<br>From: I-95/I-495 Interchange<br>To: University of Maryland campus<br>Jurisdiction: Prince George's County   | 965 a           | 965        | 965 a                          |                       |                      |                      |                     |       | State<br>/ 100/       | 965          | DEIS<br>Proposed for preparation |
| Description: A study to provide improved access to the University of Maryland campus in College Park.  |                 |            |                                |                       |                      |                      |                     |       | Total:                | \$965        |                                  |

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|---|---|------------|----------------------|-------|-------|-------|-------|-------|---|-------------------------------|------------------------------|
| <b>Primary</b>  |   |            |                      |       |       |       |       |       |   |                               |                              |
| 12 Facility: Intercounty Connector<br>From: I-270<br>To: I-95/US 1<br>Jurisdiction: Montgomery County, Prince George's County                 | 32,000 a<br>15,000 b  |            | 53,000 a<br>36,000 b |       |       |       |       |       | Federal/State<br>80/ 20/<br><br><b>Total:</b> | 89,000<br><br><b>\$89,000</b> | DEIS<br>Under<br>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.                          |            |                      |       |       |       |       |       |   |                               |                              |
| 13 Facility: MD 2/4<br>From: south of MD 765<br>To: north of Stoakley Road<br>Jurisdiction: Calvert County                                    | 400 a   | 400        | 500 a<br>3,900 b     |       |       |       |       |       | NHS<br>80/ 20/<br><br><b>Total:</b>           | 4,400<br><br><b>\$4,400</b>   | FONSI<br>Approved            |
| Description:  | Upgrade MD 2/4 to a six-lane divided highway with auxiliary lanes.  |            |                      |       |       |       |       |       |   |                               |                              |
| 14 Facility: MD 210 (Indian Head Highway)<br>From: MD 228<br>To: Capital Beltway<br>Jurisdiction: Prince George's County                      | 350 a   | 67         | 67 a                 |       |       |       |       |       | NHS<br>80/ 20/<br><br><b>Total:</b>           | 67<br><br><b>\$67</b>         | FEIS<br>Under<br>preparation |
| Description:  | This project includes the following improvements along MD 210, from MD 228 to I-95/I-495:<br>Intersection Improvements<br>Provide right-in and right-out at Wilson Bridge Drive<br>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 |            |                      |       |       |       |       |       |   |                               |                              |
| 15 Facility: MD 3 (Robert Crain Highway)<br>From: US 50<br>To: Anne Arundel County Line<br>Jurisdiction: Prince George's County,              | 976 a   | 360        | 360 a                |       |       |       |       |       | STP<br>80/ 20/<br><br><b>Total:</b>           | 360<br><br><b>\$360</b>       | DEIS<br>Under<br>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.   |            |                      |       |       |       |       |       |   |                               |                              |
| 16 Facility: MD 4<br>From: MD 223<br>To: I-95/I-495<br>Jurisdiction: Prince George's County,  |   |            |                      |       |       |       |       |       |   |                               | FONSI<br>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)<br>From: Interchanges at Westphalia Rd., Suitland Pkw<br>To:<br>Jurisdiction: Prince George's County, | 500 a   | 500        | 1,500 a              |       |       |       |       |       | NHS<br>80/ 20/<br><br><b>Total:</b>           | 1,500<br><br><b>\$1,500</b>   | FONSI<br>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.  |            |                      |       |       |       |       |       |   |                               |                              |

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

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|---|------------------|------------|-------------------|-------|-------|-------|-------|-------|----------------------|-----------------|------------------------------|
| 25 Facility: US 301<br>From: North of Mount Oak Road<br>To: US 50<br>Jurisdiction: Prince George's County   | 292 a            | 100        | 100 a             |       |       |       |       |       | NHS<br>80/ 10/       | 100             | DEIS<br>Under<br>preparation |
| <b>Total:</b>   |                  |            |                   |       |       |       |       |       |                      | <b>\$100</b>    |                              |
| <b>Description:</b> 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<br>From: South of LaPlata.<br>To: Mount Oak Road<br>Jurisdiction: Prince George's County                                  | 333 a<br>3,310 b | 3,643      | 333 a<br>26,153 b |       |       |       |       |       | NHS<br>80/ 20/       | 26,486          | DEIS<br>Under<br>preparation |
| <b>Total:</b>   |                  |            |                   |       |       |       |       |       |                      | <b>\$26,486</b> |                              |
| <b>Description:</b> Project planning study and right-of-way preservation along US 301, from south of LaPlata. to Mount Oak Road.  |                  |            |                   |       |       |       |       |       |                      |                 |                              |



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|------------------|---|--|------------|------------------------------|-------|-------|-------|-------|-------|---------------------------------|---------------------------|-----------------|
| <b>Secondary</b> |   |  |            |                              |       |       |       |       |       |                                 |                           |                 |
| 27               | Facility: East-West Intesection Improvement Program<br>From: Categories I & II<br>To:<br>Jurisdiction: Montgomery County, Prince George's County, | 146 a<br>10,636 b<br>34,183 c  | 23,152     | 100 a<br>1,865 b<br>21,187 c |       |       |       |       |       | STP<br>80/ 20/<br><b>Total:</b> | 23,152<br><b>\$23,152</b> | CE<br>Approved  |
| Description:     |   | 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.<br><br>Category II (Mid term at-grade improvements) includes the following:<br>MD 117/MD 124 Intersection (Under Construction)<br>MD 355/Gude Drive Intersection<br>MD 185/MD 586 Intersection (Under Construction)<br>MD 586/Aspen Hill Road Intersection (Under Construction)<br>MD 586/Randolph Road Intersection (Under Construction)<br>MD 650/Randolph Road<br>MD 650/MD 108<br>MD 97/Forest Glen Road<br>I-270/Shady Grove Road Interchange Ramp Improvements (Developer funded)<br>I-270/MD 28 Interchange Ramp Improvements (Developer funded)<br>MD 410/MD 185 (Under Construction)<br>MD 650/Lockwood Drive (Under Construction)<br>MD 650/Michelson Road (Under Construction)<br>MD 650/Schindler Drive/Mahan Road (Under Construction)<br>MD 650/Powder Mill Road (Under Construction)<br>MD 650/US 29 (Under Construction) |            |                              |       |       |       |       |       |                                 |                           |                 |
| 28               | Facility: MD 115, Muncaster Mill Road<br>From: MD 28<br>To: MD 124<br>Jurisdiction: Montgomery County,  | 1,419 b<br>2,566 c   | 3,463      | 959 b<br>2,504 c             |       |       |       |       |       | STP<br>80/ 20/<br><b>Total:</b> | 3,463<br><b>\$3,463</b>   | CE<br>Approved  |
| Description:     |   | Provide safety improvements along MD 115 from MD 28 to MD 124. Improvements will concentrate on horizontal and vertical deficiencies in the road as well as spot intersection improvements. MD 115 experiences a significant number of accidents and several intersections are identified as candidate safety improvement intersections.   |            |                              |       |       |       |       |       |                                 |                           |                 |
| 29               | Facility: MD 117 (Clopper Road)<br>From: Great Seneca Park<br>To: I-270<br>Jurisdiction: Montgomery County,                                       | 1,576 a  | 1,576      | 2,157 a                      |       |       |       |       |       | STP<br>80/ 20/<br><b>Total:</b> | 2,157<br><b>\$2,157</b>   | CE<br>Approved  |
| Description:     |   | Intersection improvements along MD 117, from Great Seneca Park to I-270.   |            |                              |       |       |       |       |       |                                 |                           |                 |
| 30               | Facility: MD 124 (Woodfield Road)<br>From: Midcounty Highway<br>To: Warfield Road<br>Jurisdiction: Montgomery County,                             | 500 a  | 500        | 3,181 a                      |       |       |       |       |       | STP<br>80/ 20/<br><b>Total:</b> | 3,181<br><b>\$3,181</b>   | CE<br>Approved  |
| Description:     |   | Reconstruct MD 124 (Woodfield Road), from Midcounty Highway to Warfield Road. Sidewalks to be included where appropriate. Wide curb lanes will accommodate bicycles.   |            |                              |       |       |       |       |       |                                 |                           |                 |

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|--------------|--|--------------------|------------|---------------|---------|-------|-------|-------|-------|-------------------|---------------|----------------------------------|--|
| 31           | Facility: MD 201 Extended/US 1<br>From: I-95/I-495<br>To: MD 198<br>Jurisdiction: Prince George's County   | 50 a               | 50         | 739 a         |         |       |       |       |       | STP<br>80/ 20/    | 739           | DEIS<br>Under preparation        |  |
|              |  |                    |            |               |         |       |       |       |       |                   | <b>Total:</b> | <b>\$739</b>                     |  |
| 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<br>From: North of Brightseat Road<br>To: South of Technology Way<br>Jurisdiction: Prince George's County  | 200 a              | 200        | 1,900 a       |         |       |       |       |       | STP<br>80/ 20/    | 1,900         | CE<br>Proposed for preparation   |  |
|              |  |                    |            |               |         |       |       |       |       |                   | <b>Total:</b> | <b>\$1,900</b>                   |  |
| Description: | Provide improved access to the planned Largo Town Center Metro Station. This includes intersection improvements and auxilliary 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:<br>MD 202 at Brightseat Road;<br>MD 202 at Lottsford Road;<br>MD 202 at Technology Way;<br>MD 202 at McCormick Road;<br>I-95 at MD 202 Interchange;<br>I-95 at MD 214 Interchange. |                    |            |               |         |       |       |       |       |                   |               |                                  |  |
| 33           | Facility: MD 212 Relocated (Ammendale/Virginia Man<br>From: US 1<br>To: I-95<br>Jurisdiction: Prince George's County,  | 523 c              | 523        | 4,184 c       | 2,186 c |       |       |       |       | State<br>/ 100/   | 6,370         | N/A                              |  |
|              |  |                    |            |               |         |       |       |       |       |                   | <b>Total:</b> | <b>\$6,370</b>                   |  |
| 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)<br>From: Riffle Ford Road<br>To: Great Seneca Highway (MD 119)<br>Jurisdiction: Montgomery County  | 1,042 b<br>8,873 c | 303        | 50 b<br>253 c |         |       |       |       |       | STP<br>80/ 20/    | 303           | FEIS<br>Approved                 |  |
|              |  |                    |            |               |         |       |       |       |       |                   | <b>Total:</b> | <b>\$303</b>                     |  |
| 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<br>From: MD 97<br>To: I-95<br>Jurisdiction: Montgomery County, Prince George's County,  | 932 a              | 309        | 309 a         |         |       |       |       |       | STP<br>80/ 20/    | 309           | DEIS<br>Proposed for preparation |  |
|              |  |                    |            |               |         |       |       |       |       |                   | <b>Total:</b> | <b>\$309</b>                     |  |
| 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.)<br>From: MD586/MD911<br>To:<br>Jurisdiction: Montgomery County,   | 520 a              | 420        | 420 a         |         |       |       |       |       | STP<br>80/ 20/    | 420           | EA<br>Proposed for preparation   |  |
|              |  |                    |            |               |         |       |       |       |       |                   | <b>Total:</b> | <b>\$420</b>                     |  |
| 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.  |                    |            |               |         |       |       |       |       |                   |               |                                  |  |

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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      |  |
|--|---|-------------------|------------|---------------------|-------|-------|-------|-------|-------|----------------------|---------------|----------------------|--|
| 37   | Facility: MD 355 (Rockville Pike)<br>From: CSX RR & Interchange @Montrose/Randolph<br>To:<br>Jurisdiction: Montgomery County,       | 50 a<br>1,000 b   | 1,050      | 3,796 a<br>5,150 b  |       |       |       |       |       | STP<br>80/ 20/       | 8,946         | EA/FONSI<br>Approved |  |
| Description: Construct a CSX Railroad grade separated crossing and interchange improvements on Randolph Road/Montrose Road.  |   |                   |            |                     |       |       |       |       |       |                      | <i>Total:</i> | \$8,946              |  |
| 38   | Facility: MD 414 Extended<br>From: MD 210<br>To: I-295<br>Jurisdiction: Prince George's County                                      | 450 a<br>20,607 c | 21,057     | 1,900 a<br>28,011 c |       |       |       |       |       | State<br>/ 100/      | 29,911        | FEIS<br>Approved     |  |
| Description: This project consists of the following improvements:<br>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.<br>A loop ramp connecting the proposed MD 414 Extended to the proposed Waterfront Main Road.<br>Roadway network connecting the Beltway Parcel with the Waterfront Parcel. |   |                   |            |                     |       |       |       |       |       |                      | <i>Total:</i> | \$29,911             |  |
| 39   | Facility: MD 450 (Annapolis Road)<br>From: MD 193<br>To: Stonybrook Drive<br>Jurisdiction: Prince George's County                   | 17,081 c          | 9,343      | 50 b<br>9,293 c     |       |       |       |       |       | STP<br>80/ 20/       | 9,343         | FONSI<br>Approved    |  |
| Description: Construction and right-of-way acquisition for the widening of MD 450, from MD 193 to Stonybrook Drive (5.8 miles).<br>*Six-lane divided roadway - MD 193 to Bell Station Road.<br>*Four-lane divided roadway with 8' outside shoulders - Bell Station Road to MD 197.<br>*Four-lane divided roadway, no shoulders - MD 197 to Stonybrook Drive.   |   |                   |            |                     |       |       |       |       |       |                      | <i>Total:</i> | \$9,343              |  |
| 40   | Facility: MD 450 (Annapolis Road)<br>From: Overpass at CSX railroad crossing<br>To:<br>Jurisdiction: Prince George's County,        | 700 b<br>3,700 c  | 4,400      | 568 b<br>47,999 c   |       |       |       |       |       | STP<br>80/ 20/       | 48,567        | FONSI<br>Approved    |  |
| Description: Construction of a highway-railroad grade separated-crossing and intersection improvements near the Peace Cross.   |   |                   |            |                     |       |       |       |       |       |                      | <i>Total:</i> | \$48,567             |  |
| 41   | Facility: MD 450 (Annapolis Road)<br>From: Whitfield Chapel Road<br>To: Seabrook Road<br>Jurisdiction: Prince George's County       | 3,764 c           | 3,764      | 3,827 c             |       |       |       |       |       | STP<br>80/ 20/       | 3,827         | FONSI<br>Approved    |  |
| Description: Upgrade and widen existing MD 450 to a multilane divided highway from east of Whitefield Chapel Rd. to Seabrook Rd.   |   |                   |            |                     |       |       |       |       |       |                      | <i>Total:</i> | \$3,827              |  |
| 42   | Facility: MD 475 (East Street Extended)<br>From: South Street<br>To: proposed Monocacy Boulevard<br>Jurisdiction: Frederick County, | 50 a              | 50         | 278 a               |       |       |       |       |       | STP/Local<br>80/ 20/ | 278           | FONSI<br>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.   |   |                   |            |                     |       |       |       |       |       |                      | <i>Total:</i> | \$278                |  |

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|--|--|------------|--------------------|----------|----------|-------|-------|-------|-------------------------|--------------|---------------------------|
| 43 Facility: MD 85 (Buckeystown Pike)<br>From: English Muffin Way<br>To: north of Grove Road<br>Jurisdiction: Frederick County       | 530 a  | 530        | 605 a              |          |          |       |       |       | State/Local<br>/ 50/ 50 | 605          | CE<br>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. Auxilliary lanes where necessary. |            |                    |          |          |       |       |       |                         |              |                           |
| 44 Facility: MD 97 (Brookeville Bypass)<br>From: South of Brookeville<br>To: North of Brookeville<br>Jurisdiction: Montgomery County | 127 a  | 50         | 50 a               |          |          |       |       |       | STP<br>80/ 20/          | 50           | DEIS<br>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)<br>From: Randolph Road<br>To:<br>Jurisdiction: Montgomery County,                                | 50 a<br>2,000 b  | 2,050      | 2,368 a<br>2,950 b |          |          |       |       |       | STP<br>80/ 20/          | 5,318        | CE<br>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   |            |                    |          |          |       |       |       |                         |              |                           |
| 46 Facility: MD 97 (Georgia Avenue)<br>From: MD 28 (Norbeck Road)<br>To:<br>Jurisdiction: Montgomery County,                         | 2,200 a  | 1,377      | 1,377 a            |          |          |       |       |       | STP<br>80/ 20/          | 1,377        | EA/FONSI<br>Approved      |
| Description:   | Construct interchange improvements along MD 97 at MD 28. Alt 7 VE Modified (selected alternate) Relocated MD 28 under MD 97.   |            |                    |          |          |       |       |       |                         |              |                           |
| 47 Facility: Safety and Spot Improvements<br>From: Areawide<br>To:<br>Jurisdiction: Frederick, Montgomery, Prince George's, and      |  |            | 11,000 c           | 11,000 c | 11,000 c |       |       |       | NHS/STP<br>80/ 20/      | 33,000       | CE<br>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)<br>From: College Avenue<br>To: Cherry Hill Road<br>Jurisdiction: Prince George's County,        | 109 a  | 75         | 75 a               |          |          |       |       |       | STP<br>80/ 20/          | 75           | FEIS<br>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<br>From: Cherry Hill Road<br>To: I-95/I-495<br>Jurisdiction: Prince George's County              |  |            |                    |          |          |       |       |       |                         |              | FEIS<br>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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|--------------------|--|----------|------------|----------|-------|-------|-------|-------|-------|----------------------|-----------------|--------------------|
| <b>Enhancement</b> |  |          |            |          |       |       |       |       |       |                      |                 |                    |
| 50                 | Facility: Enhancement Program<br>From: Areawide<br>To:<br>Jurisdiction: Montgomery County, Prince George's County,   | 12,400 c | 2,400      | 20,000 c |       |       |       |       |       | STP<br>50 / / 50     | 20,000          | PCE or CE          |
|                    |  |          |            |          |       |       |       |       |       | <i>Total:</i>        | <i>\$20,000</i> |                    |
| Description:       | The following projects are included in FY 2004 annual element:<br>2) Rockville I-270/MD 28 Bridges and Trail<br>3) Civil War Driving Tour - Antietam, Gettysburg<br>4) East Street Landscaping<br>5) Archeology in Frederick County<br>6) Rockville Millennium Trail -Phase II<br>7) National Capital Trolley Museum Display Facility<br>9) Wetlands Restoration Program<br>10) Watershed Revitalization Partnership Program<br>11) Prince George's County Gateway Signs<br>13) Forest Glen Pedestrian Bridge<br>14) Rock Creek Watershed Restoration<br>15) Bethesda Trail Bridges over I-270/Tuckerman Lane<br>17) Archaeological Artifacts Cataloging/Preservation<br>18) Storm Water Management Pond - Aesthetic Retrofits<br>19) Urban Storm Water Retrofit Pilot Program<br>20) Anacostia Restoration Project<br>21) Archaeological and Historic Sites Data<br>22) National Road National Register Nomination Project<br>23) Civil War Site Easements-South Mountain Battlefield<br>24) Emmittsburg Welcome Center<br>25) Functional Enhancement of Stormwater Management Facilities<br>26) Keep Maryland Beautiful-III<br>27) Korean War Veterans Memorial Signs<br>28) North Bethesda Trail<br>29) Rockville Millennium Trail-Southern Connection<br>30) Smart Moves |          |            |          |       |       |       |       |       |                      |                 |                    |

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|-------------|-------|------------|-------|-------|-------|-------|-------|-------|----------------------|--------------|--------------------|
| <b>CMAQ</b> |       |            |       |       |       |       |       |       |                      |              |                    |

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|--|---|------------|---------|-------|-------|-------|-------|-------|-------------------|-----------------|--------------------------|
| 51 Facility: CHART                                       | 5,020 a   |            | 2,639 a |       |       |       |       |       | CMAQ/ID           | 12,100          | PCE                      |
| From:  | 16,880 c  |            | 9,461 c |       |       |       |       |       | 80/ 20/           |                 | Proposed for preparation |
| To:  |   |            |         |       |       |       |       |       |                   |                 |                          |
| Jurisdiction: Montgomery County, Prince George's County, |   |            |         |       |       |       |       |       | <i>Total:</i>     | <i>\$12,100</i> |                          |
| Description:   | <p>CHART's projects can be classified into the following categories:</p> <p>Traffic and Roadway Monitoring<br/>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:<br/>Overhead and traffic speed detectors<br/>Placement or modification of in-pavement loop detectors<br/>Close circuit television camers (CCTV)<br/>Toll free #77 cellular call-in system<br/>Field survey data from police and SHA patrols<br/>Pavement weather sensors</p> <p>System Intergration includes the following:<br/>Improving the existing system<br/>Communication with other State agencies and local government's Intelligent Transportation Systems.<br/>Development of state of art automation known as CHART II to manage traffic and facilitate quick response to incidents and special traffic events<br/>The objectives of CHART II are as follows:<br/>1) Develop methods to accelerate the detection and response to traffic problems associated with incidents and special events.<br/>2) Develop a system that is easily maintained and upgradeable.<br/>3) Develop a system that is easy to learn and operate<br/>4) Develop a system that can effectively communicate with other State and local government agencies.<br/>5) Enhance and expand the capabilities of CHART II to include interoperability with all MDOT modes, local jurisdiction and regional agencies.</p> <p>Communication Network:<br/>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:<br/>Collect, process, and disseminate real time information concerning transportation system<br/>Provide areawide connectivity between local area networks the State through internet access, network management and Automated Vehicle Location (AVL).<br/>Studies to evaluate life-cycle costs for leased line network versus privately owned fiber optic networks.<br/>Integrate Automated Vehicle Location system into CHART system<br/>Develop and/or implement an Asynchronous Transfer Mode (ATM) network<br/>Install ATM switch/notes at various strategic locations<br/>Expand the existing network to include all MDOT modes, local jurisdiction and regional agencies.</p> <p>Traveler Information Service (TIS):<br/>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:<br/>Provide pre-trip and en-route traveler information during weekday peak periods, major special events, seasonal recreational peaks, incidents and major road construction activities.<br/>Maintain and expand the Traveler Advisory Radio network<br/>Maintain and expand the number of static message signs along interstate and major arterials roadways<br/>Maintain and expand the number of Dynamic Message Signs along interstate and major arterial roadways.<br/>Post information regarding travel conditions on CHART web site<br/>Maintain and expand the number of information kiosks.</p> <p>Incident Management:</p> |            |         |       |       |       |       |       |                   |                 |                          |

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|---|--|------------|-------|---------|-------|-------|-------|-------|----------------------|--------------|-----------------------------|
| <p>To facilitate the quick and efficient removal of non-reoccurring incidents CHART employees the following equipment and technology:<br/>                     Toll free #77 cellular phone call in system<br/>                     Emergency Traffic Patrol (ETP) vehicles, are typically pick up trucks and vans.<br/>                     Emergency Response Units (ERU) are typically tow trucks.<br/>                     Freeway Incident Traffic Management (FITM) Trailers: These trailers are specially equipped to assists on site incident response personnel.<br/>                     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:<br/>                     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.<br/>                     Roadway Weather Information System (RWIS) is a series of remote sensing weather stations that provide real time information regarding temperature, precipitation and road conditions.<br/>                     Access to National Weather Service reports<br/>                     Communication and integration of neighboring states RWIS information.<br/>                     Weather and roadway condition monitoring through the use of roving patrol vehicles that report via radio to CHART operation center.<br/>                     Use automated vehicle location technology to assist in the effective deployment of emergency response vehicles and snow plows.<br/>                     Expand the RWIS and connect them to similar systems operated by neighboring states.<br/>                     Maintain the link or expand the connection between the RWIS and the roving patrols and the National Weather System.<br/>                     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<br>preparation |
| To:   |  |            |       |         |       |       |       |       |                      |              |                             |
| Jurisdiction:   |  |            |       |         |       |       |       |       | Total:               | \$4,340      |                             |
| Description:  | The following projects are included in FY 2005 annual element:<br>I-270/MD 121 - new 500 space lot<br>US 340/Mount Zion Road - new 25 space lot<br>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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|---|---------|------------|---------|---------|---------|-------|-------|-------|----------------------------|---------------|-----------------|--|
| <b>TERMs</b>  |         |            |         |         |         |       |       |       |                            |               |                 |  |
| 54 Facility: Commuter Action<br>From: Areawide<br>To:<br>Jurisdiction: Montgomery, Prince George's, Frederick, and  |         |            | 2,678 c | 2,678 c | 2,678 c |       |       |       | CMAQ<br>80/ 20/            | 8,034         | PCE             |  |
|   |         |            |         |         |         |       |       |       |                            | <b>Total:</b> | <b>\$8,034</b>  |  |
| Description: Engineering and construction of Park-n-Ride facilities.  |         |            |         |         |         |       |       |       |                            |               |                 |  |
| 55 Facility: Commuter Operations Center<br>From: Areawide<br>To:<br>Jurisdiction: Montgomery County, Prince George's County,  | 169 a   |            | 174 a   | 181 a   | 187 a   |       |       |       | State/Local<br>/ 50/ 50    | 542           | N/A             |  |
|   |         |            |         |         |         |       |       |       |                            | <b>Total:</b> | <b>\$542</b>    |  |
| Description: Commuter Operations Center   |         |            |         |         |         |       |       |       |                            |               |                 |  |
| 56 Facility: M101A: Mass Marketing Campaign<br>From: Areawide<br>To:<br>Jurisdiction: Montgomery County, Prince George's County,  | 367 a   |            | 270 a   | 225 a   | 225 a   |       |       |       | State<br>/ 100/            | 720           | N/A             |  |
|   |         |            |         |         |         |       |       |       |                            | <b>Total:</b> | <b>\$720</b>    |  |
| Description: M101A: Mass Marketing Campaign.  |         |            |         |         |         |       |       |       |                            |               |                 |  |
| 57 Facility: M47C: Employer Outreach - Guaranteed Ride<br>From:<br>To:<br>Jurisdiction: Montgomery County, Prince George's County,  | 1,182 c |            | 1,182 c | 1,182 c | 1,182 c |       |       |       | State<br>/ 100/            | 3,546         | N/A             |  |
|   |         |            |         |         |         |       |       |       |                            | <b>Total:</b> | <b>\$3,546</b>  |  |
| Description: The information would be integrated into ongoing Employer Outreach/Guaranteed Ride Home (M47C) and Commuter Connection activities.   |         |            |         |         |         |       |       |       |                            |               |                 |  |
| 58 Facility: M70B: Employer Outreach for Bicycles<br>From:<br>To:<br>Jurisdiction: Montgomery County, Prince George's County,   | 6 c     |            | 6 c     | 6 c     | 6 c     |       |       |       | State<br>/ 100/            | 18            | N/A             |  |
|   |         |            |         |         |         |       |       |       |                            | <b>Total:</b> | <b>\$18</b>     |  |
| Description: This measure would provide information to business about encouraging their employees to bike to work.  |         |            |         |         |         |       |       |       |                            |               |                 |  |
| 59 Facility: Taxicab Replacement<br>From:<br>To:<br>Jurisdiction: Montgomery County, Prince George's County,  | 1,980 c |            | 990 c   | 990 c   | 990 c   |       |       |       | Misc. State Fund<br>/ 100/ | 2,970         | N/A             |  |
|   |         |            |         |         |         |       |       |       |                            | <b>Total:</b> | <b>\$2,970</b>  |  |
| Description: Subsidize the replacement of older taxis with new or alternatively fueled vehicles to obtain emissions reductions benefits.  |         |            |         |         |         |       |       |       |                            |               |                 |  |
| 60 Facility: Telecommuting/Telework Centers<br>From: areawide<br>To:<br>Jurisdiction: Montgomery County, Prince George's County,  | 60 c    |            | 60 c    | 60 c    | 60 c    |       |       |       | State<br>/ 100/            | 180           | N/A             |  |
|   |         |            |         |         |         |       |       |       |                            | <b>Total:</b> | <b>\$180</b>    |  |
| 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. |         |            |         |         |         |       |       |       |                            |               |                 |  |

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

**SUBURBAN MARYLAND  
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**DRAFT**

|   | FY 04  | Carry Over | FY 05 | FY 06   | FY 07 | FY 08 | FY 09   | FY 10 | Source Fed/St/Loc     | Source Total   | Environ. Review |
|---|--|------------|-------|---------|-------|-------|---------|-------|-----------------------|----------------|-----------------|
| <b>Federal Lands Highway Program</b>  |  |            |       |         |       |       |         |       |                       |                |                 |
| 68 Facility: Great Falls Entrance Road<br>From: C & O Canal NHP<br>To:<br>Jurisdiction: |  |            |       | 1,500 c |       |       |         |       | Park Roads<br>100 / / | 1,500          |                 |
|   |  |            |       |         |       |       |         |       | <i>Total:</i>         | <i>\$1,500</i> |                 |
| 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<br>From:<br>To:<br>Jurisdiction:        |  |            |       | 4,200 c |       |       |         |       | Park Roads<br>100 / / | 4,200          |                 |
|   |  |            |       |         |       |       |         |       | <i>Total:</i>         | <i>\$4,200</i> |                 |
| Description:  | Rehabilitate Bridge decks I-495 B/W Parkway. SHA Bridge Nos. 1614201&1614202   |            |       |         |       |       |         |       |                       |                |                 |
| 70 Facility: Suitland Parkway<br>From:<br>To:<br>Jurisdiction:                          |  |            |       |         |       |       | 2,700 c |       | Park Roads<br>100 / / | 2,700          |                 |
|   |  |            |       |         |       |       |         |       | <i>Total:</i>         | <i>\$2,700</i> |                 |
| Description:  | Phase I - Resurfacing  |            |       |         |       |       |         |       |                       |                |                 |

# **Frederick County**



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

**DRAFT**

|               |  | FY 04 | Carry Over | FY 05   | FY 06 | FY 07   | FY 08 | FY 09 | FY 10 | Source<br>Fed/St/Loc | Source Total   | Environ.<br>Review |
|---------------|--|-------|------------|---------|-------|---------|-------|-------|-------|----------------------|----------------|--------------------|
| <b>Bridge</b> |  |       |            |         |       |         |       |       |       |                      |                |                    |
| 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., Gapland 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





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

**DRAFT**

|                  |   | FY 04                    | Carry Over | FY 05                       | FY 06   | FY 07 | FY 08 | FY 09   | FY 10 | Source Fed/St/Loc                        | Source Total | Environ. Review |
|------------------|---|--------------------------|------------|-----------------------------|---------|-------|-------|---------|-------|--|--------------|-----------------|
| <b>Secondary</b> |   |                          |            |                             |         |       |       |         |       |  |              |                 |
| 1                | Facility: Bordly Dr.<br>From: MD 97 east to<br>To: 1800' to existing Bordly Dr.<br>Jurisdiction: Montgomery County  | 45 a<br>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<br>From: countywide<br>To:<br>Jurisdiction: Montgomery County,   |                          |            | 2,203 a<br>238 b<br>8,057 c |         |       |       |         |       | BR<br>80/ / 20<br><br>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.<br>From: Automobile Blvd.<br>To: Dogwood Dr.<br>Jurisdiction: Montgomery County   | 130 a<br>80 b<br>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<br>From: MD 198<br>To: School Sccess Road<br>Jurisdiction:   |                          |            | 839 a                       | 648 b   |       |       | 2,258 c |       | Local<br>/ / 100<br><br>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/biker path, landscaping, and streetlighting.  |                          |            |                             |         |       |       |         |       |  |              |                 |
| 5                | Facility: Citadel Avenue Extended<br>From: dead end of existing road south of Marinelli R<br>To: Nicholson Lane<br>Jurisdiction: Montgomery County  |                          |            | 263 a<br>923 b<br>2,316 c   |         |       |       |         |       | Local<br>0/ 0/ 100<br><br>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.<br>From: US 29<br>To: Briggs Chaney Rd.<br>Jurisdiction: Montgomery County   |                          |            | 794 a<br>1,583 b            | 7,281 c |       |       |         |       | Local<br>0/ 0/ 100<br><br>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.  |                          |            |                             |         |       |       |         |       |  |              |                 |

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**DRAFT**

|  | FY 04  | Carry Over | FY 05                           | FY 06              | FY 07 | FY 08 | FY 09 | FY 10   | Source Fed/St/Loc  | Source Total    | Environ. Review |
|--|--|------------|---------------------------------|--------------------|-------|-------|-------|---------|--------------------|-----------------|-----------------|
| <b>7 Facility:</b> Father Hurley Blvd.<br><b>From:</b> Wisteria<br><b>To:</b> MD 118 Relocated<br><b>Jurisdiction:</b> Montgomery County                                   |  |            | 2,630 a<br>37 b                 |                    |       |       |       | 6,626 c | Local<br>/ / 100   | 9,293           | n/a             |
| <b>Description:</b>  | 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 secon 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.  |            |                                 |                    |       |       |       |         |                    |                 |                 |
|  |  |            |                                 |                    |       |       |       |         | <b>Total:</b>      | <b>\$9,293</b>  |                 |
| <b>8 Facility:</b> Greencastle Road<br><b>From:</b> 400 feet south of Robey Road<br><b>To:</b> Greencastle Ridge Terrace<br><b>Jurisdiction:</b> Montgomery County         |  |            | 447 a<br>40 b                   | 2,067 c            |       |       |       |         | Local<br>/ / 100   | 2,554           |                 |
| <b>Description:</b>  | This project provides for the reconstruction of Greencastle Road fromm 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.  |            |                                 |                    |       |       |       |         |                    |                 |                 |
|  |  |            |                                 |                    |       |       |       |         | <b>Total:</b>      | <b>\$2,554</b>  |                 |
| <b>9 Facility:</b> Montrose Parkway West<br><b>From:</b> Montrose Road (Tower Oaks Blvd.)<br><b>To:</b> old' Old Georgetown Road<br><b>Jurisdiction:</b> Montgomery County |  |            | 3,022 a<br>16,126 b<br>31,168 c |                    |       |       |       |         | Local<br>0/ 0/ 100 | 50,316          | N/A             |
| <b>Description:</b>  | This project provides for construction of a new four-lane divided road from Montrose Road (starting 200 feet eat 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 thenorth 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 wil 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.                            |            |                                 |                    |       |       |       |         |                    |                 |                 |
|  |  |            |                                 |                    |       |       |       |         | <b>Total:</b>      | <b>\$50,316</b> |                 |
| <b>10 Facility:</b> Nebel St Extended<br><b>From:</b> Randolph Rd<br><b>To:</b> Bou Ave/Chapman Ave<br><b>Jurisdiction:</b> Montgomery County                              |  |            | 380 a                           | 6,140 b<br>4,382 c |       |       |       |         | Local<br>0/ 0/ 100 | 10,902          |                 |
| <b>Description:</b>  | This project extends Nebel St. north from its existing terminus at Randolph Rd. to the intersection of Bou and Chapman Avenues. The extention would be constructed as a four-lane undivided road with sidewalks. This project is needed to provide local circulation.  |            |                                 |                    |       |       |       |         |                    |                 |                 |
|  |  |            |                                 |                    |       |       |       |         | <b>Total:</b>      | <b>\$10,902</b> |                 |
| <b>11 Facility:</b> Quince Orchard Rd Fac. Planning<br><b>From:</b> Dufief Mill Rd<br><b>To:</b> MD 28<br><b>Jurisdiction:</b> Montgomery County                           |  |            | 1,670 a<br>1,122 b<br>5,412 c   |                    |       |       |       |         | Local<br>0/ 0/ 100 | 8,204           |                 |
| <b>Description:</b>  | 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. |            |                                 |                    |       |       |       |         |                    |                 |                 |
|  |  |            |                                 |                    |       |       |       |         | <b>Total:</b>      | <b>\$8,204</b>  |                 |

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|---|---|------------|-----------------------------|---------|-------|-------|-------|-------|--------------------|-----------------|-----------------|
| 12 Facility: Rockville Town Center<br>From: Town Center of City of Rockville<br>To:<br>Jurisdiction:  |   |            | 11,600 c                    |         |       |       |       |       | Local<br>0/ 0/ 100 | 11,600          |                 |
|   |   |            |                             |         |       |       |       |       | <b>Total:</b>      | <b>\$11,600</b> |                 |
| 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<br>From: Briardale Road<br>To: MD 115 (Muncaster Mill Road)<br>Jurisdiction: Montgomery County  | 30 a  |            |                             |         |       |       |       |       |                    |                 | 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.<br>From: I270/ MD 121 int.<br>To: existing Stringtown Rd. @ MD 355<br>Jurisdiction: Montgomery County  |   |            | 561 a<br>1,062 b            | 6,112 c |       |       |       |       | Local<br>0/ 0/ 100 | 7,735           |                 |
|   |   |            |                             |         |       |       |       |       | <b>Total:</b>      | <b>\$7,735</b>  |                 |
| 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<br>From: Dufief Mill Road<br>To: Darnestown Road<br>Jurisdiction:  |   |            | 462 a<br>1,687 b<br>4,781 c |         |       |       |       |       | Local<br>/ / 100   | 6,930           |                 |
|   |   |            |                             |         |       |       |       |       | <b>Total:</b>      | <b>\$6,930</b>  |                 |
| 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.<br>From: e.of MD 27<br>To: exist. Valley Park Dr.<br>Jurisdiction: Montgomery County   |   |            | 372 a<br>281 b<br>1,950 c   |         |       |       |       |       | Local<br>/ / 100   | 2,603           | N/A             |
|   |   |            |                             |         |       |       |       |       | <b>Total:</b>      | <b>\$2,603</b>  |                 |
| 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<br>From: 1200' North of MD 108<br>To: MD 27<br>Jurisdiction: Montgomery County   |   |            | 811 a<br>468 b<br>6,849 c   |         |       |       |       |       | Local<br>/ / 100   | 8,128           |                 |
|   |   |            |                             |         |       |       |       |       | <b>Total:</b>      | <b>\$8,128</b>  |                 |
| 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.   |            |                             |         |       |       |       |       |                    |                 |                 |

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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 |
|--|--|------------|----------------------------|-------|-------|-------|-------|-------|--|-----------------------------|-----------------|
| <b>Bike/Ped</b>  |  |            |                            |       |       |       |       |       |  |                             |                 |
| 18 Facility: Annual Bikeway Program<br>From: countywide<br>To:<br>Jurisdiction: Montgomery County,   |  |            | 686 a<br>82 b<br>1,192 c   |       |       |       |       |       | Local<br>/ / 100<br><b>Total:</b>        | 1,960<br><br><b>\$1,960</b> | N/A             |
| 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<br>From: countywide<br>To:<br>Jurisdiction: Montgomery County,  |  |            | 2,082 a<br>30 b<br>5,340 c |       |       |       |       |       | State/Local<br>/ 10/ 90<br><b>Total:</b> | 7,452<br><br><b>\$7,452</b> | N/A             |
| 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<br>From: Bethesda CBD<br>To:<br>Jurisdiction: Montgomery County  |  |            | 958 a<br>1,786 c           |       | 407 b |       |       |       | Local<br>0/ 0/ 100<br><b>Total:</b>      | 3,151<br><br><b>\$3,151</b> |                 |
| 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<br>From: west side of Georgia Avenue at Locust Grove<br>To: west side of Georgia Avenue at Forest Glen R<br>Jurisdiction: Montgomery County |  |            | 538 a<br>3,677 c           |       |       |       |       |       | NHS<br>56/ 40/ 4<br><b>Total:</b>        | 4,215<br><br><b>\$4,215</b> | N/A             |
| 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<br>From: Rock Creek Trail (west of Viers Mill Rd.)<br>To: Alderton Lane<br>Jurisdiction:  |  |            | 755 a<br>3,487 c           |       |       |       |       |       | Local<br>0/ 0/ 100<br><b>Total:</b>      | 4,242<br><br><b>\$4,242</b> |                 |
| Description:   |  |            |                            |       |       |       |       |       |  |                             |                 |
| 23 Facility: North Bethesda Trail<br>From: Twinbrook Metro Station<br>To: Norfolk/Rugby Ave. intersection (Bethesda)<br>Jurisdiction: Montgomery County,                               |  |            | 118 a<br>627 c             |       |       |       |       |       | NHS<br>73/ 0/ 27<br><b>Total:</b>        | 745<br><br><b>\$745</b>     |                 |
| 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. |            |                            |       |       |       |       |       |  |                             |                 |

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|--|---|------------|---------------------------|-------|-------|-------|-------|-------|--------------------|--------------|-----------------|
| 24 Facility: North Bethesda Trail Bridges<br>From: crossings of I-495 and I-270<br>To:<br>Jurisdiction: Montgomery County,                           | 78 a<br>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<br>From: CBDs<br>To:<br>Jurisdiction:   |   |            | 300 a<br>900 c            |       |       |       |       |       | Local<br>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<br>From: Silver Spring Metro Station<br>To: Sligo Creek Hiker-Biker Trail<br>Jurisdiction: Montgomery County, |   |            | 455 a<br>4,460 c          |       |       |       |       |       | STP<br>/ 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<br>From: University Blvd.<br>To: New Hampshire Ave.<br>Jurisdiction: Montgomery County                                  |   |            | 241 a<br>101 b<br>2,214 c |       |       |       |       |       | Local<br>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.  |            |                           |       |       |       |       |       |                    |              |                 |
| <b>ITS</b>   |   |            |                           |       |       |       |       |       |                    |              |                 |
| 28 Facility: Advanced Transportation Management System<br>From: Countywide<br>To:<br>Jurisdiction: Montgomery County,                                |   |            | 1,014 a<br>7,986 c        |       |       |       |       |       | Local<br>/ 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. |            |                           |       |       |       |       |       |                    |              |                 |

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

**DRAFT**

|  | FY 04   | Carry Over | FY 05   | FY 06 | FY 07 | FY 08 | FY 09 | FY 10 | Source<br>Fed/St/Loc | Source Total   | Environ.<br>Review |
|--|---|------------|---------|-------|-------|-------|-------|-------|----------------------|----------------|--------------------|
| <b>Other</b>   |   |            |         |       |       |       |       |       |                      |                |                    |
| 29 Facility: Equipment & Maintenance Operations Center |   |            | 1,970 a |       |       |       |       |       | Local                | 1,970          |                    |
| From: Crabbs Branch Way in Rockville                   |   |            |         |       |       |       |       |       | 0/ 0/ 100            |                |                    |
| To:  |   |            |         |       |       |       |       |       |                      |                |                    |
| Jurisdiction:  |   |            |         |       |       |       |       |       | <i>Total:</i>        | <i>\$1,970</i> |                    |
| 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            |   |            | 4,725 a |       |       |       |       |       | Local                | 4,725          |                    |
| From: North County                                     |   |            |         |       |       |       |       |       | 0/ 0/ 100            |                |                    |
| To:  |   |            |         |       |       |       |       |       |                      |                |                    |
| Jurisdiction:  |   |            |         |       |       |       |       |       | <i>Total:</i>        | <i>\$4,725</i> |                    |
| 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**





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

|   | FY 04  | Carry Over | FY 05   | FY 06   | FY 07   | FY 08   | FY 09 | FY 10 | Source Fed/St/Loc | Source Total  | Environ. Review |  |
|---|--|------------|---------|---------|---------|---------|-------|-------|-------------------|---------------|-----------------|--|
| <b>Secondary</b>  |  |            |         |         |         |         |       |       |                   |               |                 |  |
| 1 Facility: Addison Road<br>From: MD 214<br>To: Eastern Ave.<br>Jurisdiction:                                 |  |            | 40 a    | 150 a   | 1,662 c | 1,216 c |       |       | BD<br>/ / 100     | 3,068         | N/A             |  |
|   |  |            |         |         |         |         |       |       |                   | <b>Total:</b> | <b>\$3,068</b>  |  |
| Description:  | Rehabilitate existing Addison Road.  |            |         |         |         |         |       |       |                   |               |                 |  |
| 2 Facility: Addison Road<br>From: MD 214<br>To: Walker Mill Road<br>Jurisdiction: Prince George's County,     | 1,800 b  |            | 1,502 b | 2,810 c | 5,025 c | 5,353 c |       |       | BD<br>/ / 100     | 14,690        | N/A             |  |
|   |  |            |         |         |         |         |       |       |                   | <b>Total:</b> | <b>\$14,690</b> |  |
| Description:  | Widening to provide for four-lane facility to support development and improve traffic flow.  |            |         |         |         |         |       |       |                   |               |                 |  |
| 3 Facility: Ammendale/Virginia Manor Road<br>From: I-95<br>To: west of US 1<br>Jurisdiction:                  | 4,350 c  |            | 4,350 c | 4,000 c | 2,432 c |         |       |       | BD<br>/ / 100     | 10,782        | N/A             |  |
|   |  |            |         |         |         |         |       |       |                   | <b>Total:</b> | <b>\$10,782</b> |  |
| Description:  | New construction of a four-lane facility to improve access to local development and improve traffic flow   |            |         |         |         |         |       |       |                   |               |                 |  |
| 4 Facility: Ardwick-Ardmore Road<br>From: MD 704<br>To: 91st Ave.<br>Jurisdiction: Prince George's County,    |  |            |         |         | 100 a   | 100 a   |       |       | BD<br>/ / 100     | 200           | N/A             |  |
|   |  |            |         |         |         |         |       |       |                   | <b>Total:</b> | <b>\$200</b>    |  |
| 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<br>From: Countywide<br>To:<br>Jurisdiction:                          | 11,403 c   |            | 2,221 c | 1,640 c | 1,465 c | 1,265 c |       |       | BD<br>/ / 100     | 6,591         |                 |  |
|   |  |            |         |         |         |         |       |       |                   | <b>Total:</b> | <b>\$6,591</b>  |  |
| Description:  | The Bridge replacement and Rehabilitation program is for continued funding throughout the CLRP period. This program provides for the needed maintenance of the county's briges. This program includes:construction of new bridges, and replacement as well the rehabilitation of existing bridges to current county standards. |            |         |         |         |         |       |       |                   |               |                 |  |
| 6 Facility: Brightseat Road<br>From: Sheriff road<br>To: MD 214<br>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<br>From: St. Barnabas Road (MD 414)<br>To: Allentown Road (MD 337)<br>Jurisdiction: |  |            |         |         |         | 1,000 a |       |       | BD<br>/ / 100     | 1,000         | N/A             |  |
|   |  |            |         |         |         |         |       |       |                   | <b>Total:</b> | <b>\$1,000</b>  |  |
| 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.  |            |         |         |         |         |       |       |                   |               |                 |  |

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

|  | 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<br>From: Montgomery County line<br>To: Baltimore Avenue (US 1)<br>Jurisdiction: Prince George's County,   |         |            |         | 705 c   |         | 4,187 c |       |       | BD<br>/ / 100     | 4,892        | N/A             |
| Description: Reconstruction to provide a four-lane facility to support local development and improvement area traffic flow.  |         |            |         |         |         |         |       |       | Total:            | \$4,892      |                 |
| 9 Facility: Forestville Road<br>From: Allentown Road (MD 337)<br>To: Pennsylvania Avenue (MD 4)<br>Jurisdiction:   | 50 a    |            | 200 a   | 1,350 b | 400 c   | 3,365 c |       |       | BD<br>/ / 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.  |         |            |         |         |         |         |       |       | Total:            | \$5,315      |                 |
| 10 Facility: Governor Bridge Road<br>From: US301<br>To: Anne arundel County<br>Jurisdiction: Prince George's County,   | 50 a    |            |         |         |         | 966 c   |       |       | BD<br>/ / 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.                             |         |            |         |         |         |         |       |       | Total:            | \$966        |                 |
| 11 Facility: Highbridge Road<br>From: Annapolis Road (MD 450)<br>To: Fletchertown Road<br>Jurisdiction:  | 50 a    |            |         |         | 100 a   | 205 a   |       |       | BD<br>/ / 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.  |         |            |         |         |         |         |       |       | Total:            | \$305        |                 |
| 12 Facility: Hill Road<br>From: Central Avenue (MD 214)<br>To: ML King Jr Highway (MD 704)<br>Jurisdiction: Prince George's County,  |         |            |         | 1,525 b | 1,792 c | 3,500 c |       |       | BD<br>/ / 100     | 6,817        | N/A             |
| Description: Construction and reconstruction of a four-lane facility to support local development, reduce regional traffic on local facilities, and to improve safety and area traffic flow.                 |         |            |         |         |         |         |       |       | Total:            | \$6,817      |                 |
| 13 Facility: Intersection Improvement program<br>From: Countywide<br>To:<br>Jurisdiction:  | 1,656 c |            | 1,515 c | 800 c   | 800 c   | 800 c   |       |       | BD<br>/ / 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. |         |            |         |         |         |         |       |       | Total:            | \$3,915      |                 |
| 14 Facility: Iverson St. Extended<br>From: Wheeler Road<br>To: 19th Avenue<br>Jurisdiction: Prince George's County,  |         |            | 50 b    | 308 b   | 1,075 c | 2,165 c |       |       | BD<br>/ / 100     | 3,598        | N/A             |
| Description: This would provide for the extension of Iverson Street from 19th Avenue to Wheeler Road.  |         |            |         |         |         |         |       |       | Total:            | \$3,598      |                 |

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

|  | 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<br>From: Marlboro Pike Road<br>To: MD214<br>Jurisdiction: Prince George's County,  |         |            |          |         | 175 a | 300 a |       |       | BD<br>/ / 100     | 475          | N/A                 |
| Description: Reconstruction of approximately 5,500 feet of roadway from Marlboro Pike to MD214   |         |            |          |         |       |       |       |       |                   |              |                     |
| 16 Facility: Livingston Road<br>From: Indian Head Highway (MD 210) at Eastover<br>To: Indian Head Highway (MD 210) at Kerby Hill<br>Jurisdiction:  |         |            |          |         | 150 a | 700 b |       |       | BD<br>/ / 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<br>From: Landover Road (MD 202)<br>To: Enterprise Road (MD 193)<br>Jurisdiction:   |         |            |          |         |       | 800 c |       |       | BD<br>/ / 100     | 800          |                     |
| Description: Construction of a multi-lane arterial facility  |         |            |          |         |       |       |       |       |                   |              |                     |
| 18 Facility: Lottsford Vista Road<br>From: ML King Jr Highway (MD 704)<br>To: Lottsford Road<br>Jurisdiction: Prince George's County,  |         |            |          |         | 100 a | 200 a |       |       | BD<br>/ / 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<br>From: Church Road<br>To: Mitchellville Road<br>Jurisdiction:   |         |            |          |         |       | 150 b |       |       | BD<br>/ / 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<br>From: I-95/I-295 Interchange<br>To: Waterfront Parcel, National Harbor<br>Jurisdiction: Prince George's                             | 3,400 c |            | 12,000 c | 5,000 c |       |       |       |       | BD<br>/ / 100     | 17,000       | N/A<br>Under review |
| Description: Provides for construction of Phase I  |         |            |          |         |       |       |       |       |                   |              |                     |
| 21 Facility: Old Branch Avenue<br>From: north of Piscataway Road (MD 223)<br>To: Allentown Road (MD 337)<br>Jurisdiction:  |         |            |          |         |       | 980 b |       |       | BD<br>/ / 100     | 980          | N/A                 |
| Description: Construction and reconstruction to provide a four-lane facility to support local development and to improve area traffic flow.  |         |            |          |         |       |       |       |       |                   |              |                     |

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

|  | 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<br>From: Powder Mill Road<br>To: Greencastle Road<br>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.<br>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<br>From: Fort foote Rd -North<br>To: Md 210<br>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<br>From: Regency Lane<br>To: Hil-Mar Drive<br>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<br>From: Countywide<br>To:<br>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<br>From: University Boulevard (MD 193)<br>To: Baltimore Avenue (US 1)<br>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<br>From: Alberta Drive<br>To: MD 4 Pennsylvania Avenue<br>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.<br>d) Construction to provide a four-lane facility to support local development and to improve safety and area traffic flow<br>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<br>From: Addison Road<br>To: MD 704<br>Jurisdiction: Prince George's County,                                     |  |            |          |          | 200 a    | 100 a    |       |       | BD / / 100        | 300          | N/A             |
| Description:   | Revitalization of existing road  |            |          |          |          |          |       |       |                   |              |                 |

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

|              |   | 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<br>From: Allentown Road (MD 337)<br>To: Suitland Parkway<br>Jurisdiction: Prince George's County,   | 4,751 c |            | 6,462 c |         |         |         |       |       | BD<br>/ / 100     | 6,462         | N/A             |  |
|              |   |         |            |         |         |         |         |       |       |                   | <i>Total:</i> | \$6,462         |  |
| 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<br>From: Beverly Avenue<br>To: Brandywine Road<br>Jurisdiction:   | 200 a   |            | 1,000 b | 1,098 c | 2,278 c |         |       |       | BD<br>/ / 100     | 4,376         |                 |  |
|              |   |         |            |         |         |         |         |       |       |                   | <i>Total:</i> | \$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<br>From: Charles Branch<br>To: N. Marlton Ave.<br>Jurisdiction: Prince George's County,  | 50 a    |            | 106 a   | 700 c   | 1,065 c |         |       |       | BD<br>/ / 100     | 1,871         | CE<br>Approved  |  |
|              |   |         |            |         |         |         |         |       |       |                   | <i>Total:</i> | \$1,871         |  |
| Description: | Bridge Replacement  |         |            |         |         |         |         |       |       |                   |               |                 |  |
| 32           | Facility: Walker Mill Road<br>From: Silver Hill Road<br>To: I-95<br>Jurisdiction: Prince George's County,   | 1,826 c |            |         |         |         | 1,500 c |       |       | BD<br>/ / 100     | 1,500         | N/A             |  |
|              |   |         |            |         |         |         |         |       |       |                   | <i>Total:</i> | \$1,500         |  |
| 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.<br><br>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<br>From: Ritchie-Marlboro Road<br>To: Largo-Landover Road (MD 202)<br>Jurisdiction:  | 1,500 c |            | 2,000 c |         |         | 700 c   |       |       | BD<br>/ / 100     | 2,700         |                 |  |
|              |   |         |            |         |         |         |         |       |       |                   | <i>Total:</i> | \$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<br>From: Enterprise Road (MD 193)<br>To: Church Road<br>Jurisdiction:   |         |            |         |         |         | 950 c   |       |       | BD<br>/ / 100     | 950           | N/A             |  |
|              |   |         |            |         |         |         |         |       |       |                   | <i>Total:</i> | \$950           |  |
| 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**





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

**DRAFT**

|   | FY 04    | Carry Over | FY 05    | FY 06 | FY 07 | FY 08    | FY 09 | FY 10 | Source Fed/St/Loc                      | Source Total       | Environ. Review                        |
|---|----------|------------|----------|-------|-------|----------|-------|-------|--|--------------------|--|
| <b>Interstate</b>   |          |            |          |       |       |          |       |       |  |                    |  |
| 1 Facility: I-395 / 14th Street Bridge<br>From: VA 27<br>To: DC Line<br>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<br>From: Woodrow Wilson Bridge<br>To: American Legion Bridge<br>Jurisdiction: Fairfax County, Alexandria,  |          |            | 500 a    |       |       |          |       |       | PTF<br>80/ 20/                         | 500                | N/A                                    |
|   |          |            |          |       |       |          |       |       |  | <b>Total:</b>      | <b>\$500</b>                           |
| Description: Install interim roadway lighting.  |          |            |          |       |       |          |       |       |  |                    |  |
| 3 Facility: I-66 (HOV during peak)<br>From: VA 234 (Prince William Parkway)<br>To: VA 234 Business (Sudley Road)<br>Jurisdiction: Prince William County,  | 40,000 c |            |          |       |       |          |       |       |  |                    | CE<br>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.<br><br>To be constructed in phases.  |          |            |          |       |       |          |       |       |  |                    |  |
| 4 Facility: I-66 (HOV during peak) (5 lanes EB)<br>From: US 29 (Gainesville)<br>To: VA 234 (Prince William Parkway)<br>Jurisdiction: Prince William County,   |          |            |          |       |       | 79,803 c |       |       | NHS<br>90/ 10/                         | 79,803             | CE<br>Approved                         |
|   |          |            |          |       |       |          |       |       |  | <b>Total:</b>      | <b>\$79,803</b>                        |
| 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.<br><br>To be constructed in phases.<br><br>Includes VA 234 (Prince William Parkway) and US 29 (Gainesville) interchange modifications. |          |            |          |       |       |          |       |       |  |                    |  |
| 5 Facility: I-66 Interchange<br>From: @ I-495 (Capital Beltway)<br>To:<br>Jurisdiction: Fairfax County  | 12,000 a | 12,000     | 12,000 a |       |       |          |       |       | FRANs<br>90/ 10/<br>PTF/NHS<br>90/ 10/ | 9,335<br><br>2,665 | FEIS/4F<br>Proposed for<br>preparation |
|   |          |            |          |       |       |          |       |       |  | <b>Total:</b>      | <b>\$12,000</b>                        |
| Description: Reconstruct I-66's Interchange with the Capital Beltway (I-495).   |          |            |          |       |       |          |       |       |  |                    |  |

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|              |  | FY 04   | Carry Over | FY 05 | FY 06 | FY 07 | FY 08             | FY 09 | FY 10 | Source<br>Fed/St/Loc | Source Total  | Environ.<br>Review   |  |
|--------------|--|---------|------------|-------|-------|-------|-------------------|-------|-------|----------------------|---------------|----------------------|--|
| 6            | Facility: I-66 Interchange<br>From: @ US 29 (Gainesville)<br>To:<br>Jurisdiction: Prince William County,   |         |            |       |       |       | 43,836 b          |       |       | NHS<br>80/ 20/       | 43,836        | EA/FONSI<br>Approved |  |
|              |  |         |            |       |       |       |                   |       |       |                      | <i>Total:</i> | \$43,836             |  |
| Description: | <p>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> <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"> <li>* a grade separation of US 29 and the Southern Railroad tracks,</li> <li>* an interchange between US 29/Relocated VA 55/Relocated VA 619 (Linton Hall Road),</li> <li>* widening of US 29 to six lanes from the vicinity of Virginia Oaks Drive to the interchange,</li> <li>* relocation/widening of VA 55 to four lanes from the vicinity of the Gainesville United Methodist Church to US 29,</li> <li>* relocation/widening of VA 619 in the vicinity of US 29,</li> <li>* 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),</li> <li>* improvements on US 29 north of the I-66 interchange between the interchange and the Connector Link.</li> </ul>  |         |            |       |       |       |                   |       |       |                      |               |                      |  |
| 7            | Facility: I-66 WB<br>From: Rosslyn<br>To: Dulles Airport Access Highway<br>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&amp;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> |         |            |       |       |       |                   |       |       |                      |               |                      |  |
| 8            | Facility: I-95 (provide 4th lane)<br>From: Newington<br>To: VA 123<br>Jurisdiction: Fairfax County, Prince William County,   | 5,921 a |            |       |       |       | 635 b<br>59,072 c |       |       | NHS<br>90/ 10/       | 59,707        | CE<br>Approved       |  |
|              |  |         |            |       |       |       |                   |       |       |                      | <i>Total:</i> | \$59,707             |  |
| Description: | Widen from six to eight lanes.   |         |            |       |       |       |                   |       |       |                      |               |                      |  |

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|---|---|-----------|------------|------------------------|-------|-------|-------|-------|-------|---|--|---------------------------|
| 9   | Facility: I-95 (Wilson Bridge and approaches)<br>From: VA 241 (Telegraph Rd.)<br>To: MD 210<br>Jurisdiction:  | 350,500 c |            | 100,500 a<br>200,000 c |       |       |       |       |       | NHS/State***<br>50/ 50/<br>WWMBA95*<br>100/ /<br>WWMBA95**<br>100/ /<br><i>Total:</i> | 100,500<br>50,000<br>150,000<br><i>\$300,500</i> | SEIS<br>Under preparation |
| <p><b>Description:</b> 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.</p> |   |           |            |                        |       |       |       |       |       |   |  |                           |
| 10  | Facility: I-95/395/495 Interchange<br>From: Incident Management & TMS<br>To:<br>Jurisdiction: Fairfax County,   | 8,015 a   |            |                        |       |       |       |       |       |   |  | FONSI Approved            |
| <p><b>Description:</b> 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.</p>  |   |           |            |                        |       |       |       |       |       |   |  |                           |
| 11  | Facility: I-95/395/495 Interchange<br>From: Congestion Management<br>To:<br>Jurisdiction: Fairfax County, Prince William County,                        | 5,082 a   |            |                        |       |       |       |       |       |   |  | FONSI Approved            |
| <p><b>Description:</b> Congestion management efforts intended to relieve the congestion which is expected to occur during the Springfield Interchange reconstruction.</p>   |   |           |            |                        |       |       |       |       |       |   |  |                           |
| 12  | Facility: I-95/395/495 Interchange<br>From: (Phases VI & VII)<br>To:<br>Jurisdiction: Fairfax County,   | 125,362 c |            |                        |       |       |       |       |       |   |  | FONSI Approved            |
| <p><b>Description:</b> 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.</p>   |   |           |            |                        |       |       |       |       |       |   |  |                           |
| 13  | Facility: I-95/395/495 Interchange<br>From: Interchange Reconstruction Information Cente<br>To:<br>Jurisdiction: Fairfax County, Prince William County, | 900 a     |            |                        |       |       |       |       |       |   |  | FONSI Approved            |
| <p><b>Description:</b> 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.</p>  |   |           |            |                        |       |       |       |       |       |   |  |                           |
| 14  | Facility: I-95/395/495 Interchange<br>From: Marketing & Public Affairs<br>To:<br>Jurisdiction: Fairfax County,  | 900 a     |            |                        |       |       |       |       |       |   |  | FONSI Approved            |
| <p><b>Description:</b> 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.</p>  |   |           |            |                        |       |       |       |       |       |   |  |                           |

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|---|---|-------|------------|-------|-------|-------|-------|-------|-------|-------------------|---------------|-----------------|
| 15  | Facility: Interstate Highways<br>From: In Nova<br>To: HOV Enforcement<br>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<br>From: New Signals<br>To:<br>Jurisdiction: District-wide,   | 200 c |            | 0 c   | 200 c | 200 c | 200 c | 200 c | 200 c | IM<br>90/ 10/     | 1,000         |                 |
|   |   |       |            |       |       |       |       |       |       |                   | <i>Total:</i> | \$1,000         |
| Description: Installation of Traffic signals at the interface of NoVA's Interstate system and and arterial network. |   |       |            |       |       |       |       |       |       |                   |               |                 |
| 17  | Facility: Interstate System<br>From: New Signs<br>To:<br>Jurisdiction: District-wide,   | 800 c |            | 0 c   | 200 c | 200 c | 200 c | 200 c | 200 c | IM<br>90/ 10/     | 1,000         |                 |
|   |   |       |            |       |       |       |       |       |       |                   | <i>Total:</i> | \$1,000         |
| Description: Installation of New Signs on NoVA's Interstate system.   |   |       |            |       |       |       |       |       |       |                   |               |                 |
| 18  | Facility: Interstate System<br>From: Pavement Markers<br>To:<br>Jurisdiction: District-wide,  | 125 c |            | 0 c   | 125 c | 125 c | 125 c | 125 c | 125 c | IM<br>90/ 10/     | 625           |                 |
|   |   |       |            |       |       |       |       |       |       |                   | <i>Total:</i> | \$625           |
| Description: Installation of Pavement Markers on NoVA's Interstate system.  |   |       |            |       |       |       |       |       |       |                   |               |                 |
| 19  | Facility: Interstate System<br>From: Guardrail<br>To:<br>Jurisdiction: District-wide,   | 50 c  |            | 41 c  | 100 c | 100 c | 100 c | 100 c | 100 c | IM<br>90/ 10/     | 541           |                 |
|   |   |       |            |       |       |       |       |       |       |                   | <i>Total:</i> | \$541           |
| Description: Installation of Guardrail on NoVA's Interstate system.   |   |       |            |       |       |       |       |       |       |                   |               |                 |

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



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|--|---|----------------|------------|---------|---------|---------|-------|-------|-------|----------------------|---------------|---------------------------------|--|
| 34   | Facility: US 15 (James Monroe Highway)<br>From: VA 662 (Lucketts Road)<br>To: Maryland State Line<br>Jurisdiction: Loudoun County,        | 114 b          |            | 1,805 b |         | 2,409 c |       |       |       | BD<br>/ / 100        | 4,214         | N/A BONDS                       |  |
| Description: Perform a corridor safety study. Implement safety and operational improvements, as necessary.   |   |                |            |         |         |         |       |       |       |                      | <i>Total:</i> | \$4,214                         |  |
| 35   | Facility: US 15 (James Monroe Highway)<br>From: VA 655 (Whites Ferry Road)<br>To: VA 662 (Lucketts Road)<br>Jurisdiction: Loudoun County, | 381 a<br>400 b | 400        | 400 b   | 1,200 c |         |       |       |       | ISTEA DEMO<br>100/ / | 1,600         | N/A BONDS                       |  |
| Description: Implement safety improvements.  |   |                |            |         |         |         |       |       |       |                      | <i>Total:</i> | \$1,600                         |  |
| 36   | Facility: US 15 (James Monroe Highway)<br>From: VA 655 (Whites Ferry Road)<br>To: VA 662 (Lucketts Road)<br>Jurisdiction: Loudoun County, |                |            | 787 b   | 2,544 c |         |       |       |       | BD<br>/ / 100        | 3,331         | N/A                             |  |
| Description: Implement safety and operational improvements, as necessary.  |   |                |            |         |         |         |       |       |       |                      | <i>Total:</i> | \$3,331                         |  |
| 37   | Facility: US 29<br>From: Merrilee Drive<br>To: I-495<br>Jurisdiction: Fairfax County,   | 6,372 b        | 6,372      | 9,200 b |         |         |       |       |       | RSTP<br>80/ 20/      | 9,200         | CE<br>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.<br><br>Break into three segments:<br>ECL City of Fairfax (vic. Nutley St.) to Espana Court,<br>Espana Court to Merrilee Drive, and<br>Merrilee Drive to I-495.<br><br>As part of this project, widen VA 650 (Gallows Road) from 4 to 6 lanes between Gatehouse Road and Prescott Drive. |   |                |            |         |         |         |       |       |       |                      | <i>Total:</i> | \$9,200                         |  |
| 38   | Facility: US 50<br>From: VA 742 (Poland Road)<br>To: VA 661 (Lee Road)<br>Jurisdiction: Fairfax County, Loudoun County                    | 500 a          |            |         |         |         |       |       |       |                      |               | PCE<br>Proposed for preparation |  |
| Description: Evaluate safety and operational improvements, including an examination of the desirability / method(s) of adding additional lanes.  |   |                |            |         |         |         |       |       |       |                      |               |                                 |  |
| 39   | Facility: US 50<br>From: @ VA 609 (Pleasant Valley Road)<br>To:<br>Jurisdiction: Fairfax County   | 63 c           |            |         |         |         |       |       |       |                      |               | CE<br>Proposed for preparation  |  |
| Description: Extend the westbound left-turn lane at the cited intersection.  |   |                |            |         |         |         |       |       |       |                      |               |                                 |  |



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|---|---------------------|------------|---------------------|----------|-------|---------|-------|-------|---|---------------------------------|---------------------------------|
| 40 Facility: US 50<br>From: @ VA 2338 (Jaguar Trail)<br>To:<br>Jurisdiction: Fairfax County,  |                     |            | 189 a               |          | 309 c |         |       |       | HES/STP<br>90/ 10/<br><br>Total:                | 498<br><br>\$498                | PCE<br>Proposed for preparation |
| Description: Extend westbound left-turn lane & install exclusive eastbound & westbound left-turn signals.   |                     |            |                     |          |       |         |       |       |   |                                 |                                 |
| 41 Facility: US 50 (Loudoun traffic calming)<br>From: Fauquier County Line<br>To: Village of Lenah<br>Jurisdiction: Loudoun County,                               | 2,096 b<br>22,396 c | 12,969     | 2,617 b<br>10,352 c |          |       |         |       |       | Local<br>/ / 100<br>TEA-21<br>100/ /<br>Total:  | 5,876<br><br>7,093<br>\$12,969  | CE/4f<br>Approved               |
| Description: Study, design, and implement traffic calming measures on US 50 within the above limits.  |                     |            |                     |          |       |         |       |       |   |                                 |                                 |
| 42 Facility: US 50 Interchange<br>From: @ Courthouse Road / 10th Street<br>To:<br>Jurisdiction: Arlington County,   | 1,951 b             |            |                     | 17,434 c |       |         |       |       | BD<br>/ / 100<br>STP<br>80/ 20/<br>Total:       | 5,547<br><br>11,887<br>\$17,434 | CE<br>Approved                  |
| Description: Interchange reconstruction.  |                     |            |                     |          |       |         |       |       |   |                                 |                                 |
| 43 Facility: US 50 Roundabouts<br>From: @ US 15 (Gilbert's Corner)<br>To:<br>Jurisdiction: Loudoun County,  |                     |            | 1,107 b             |          |       | 5,796 c |       |       | TEA-21<br>100/ /<br>Total:                      | 6,903<br><br>\$6,903            | CE/4F<br>Approved               |
| Description: Construct a traffic circle at Gilbert's Corner, the intersection of US 50 and US 15.<br>Implement safety and operational improvements, as necessary. |                     |            |                     |          |       |         |       |       |   |                                 |                                 |
| 44 Facility: VA 120<br>From: @ Arlington Ridge Road<br>To: Left-Turn Lanes<br>Jurisdiction: Arlington County,   | 160 b<br>331 c      | 491        |                     | 1,194 b  | 330 c |         |       |       | HES/STP<br>90/ 10/<br>State<br>/ 100/<br>Total: | 380<br><br>1,144<br>\$1,524     | PCE<br>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<br>From: @ 24th Road South<br>To:<br>Jurisdiction: Arlington County,  | 21 c                | 21         | 21 c                |          |       |         |       |       | STP/HES<br>90/ 10/<br>Total:                    | 21<br><br>\$21                  | PCE<br>Proposed for preparation |
| Description: Provide safety improvements in accordance with the County's master plan.<br>Install advanced warning signal  |                     |            |                     |          |       |         |       |       |   |                                 |                                 |

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|---|------------------------|------------|----------|-------|-------|---------|---------|-------|---|--------------------------|-----------------------------------|
| 46 Facility: VA 120 (Glebe Road)<br>From: @ VA 244 (Columbia Pike)<br>To:<br>Jurisdiction: Arlington County,  | 1,058 c                |            |          |       |       |         |         |       |   |                          | N/A, State                        |
| Description: Construct turn lanes   |                        |            |          |       |       |         |         |       |   |                          |                                   |
| 47 Facility: VA 120 (Glebe Road) Bridge<br>From: over US 50<br>To:<br>Jurisdiction: Arlington County,   | 2,146 b                | 2,146      |          |       |       | 2,061 b | 5,200 c |       | STP/BR<br>80/ 20/   | 7,261                    | CE<br>Proposed for preparation    |
| Description: Reconstruct bridge (strengthen and widen) over US 50. No additional through travel lanes will be added.  |                        |            |          |       |       |         |         |       |   |                          |                                   |
| 48 Facility: VA 123<br>From: @ VA 620 (Braddock Road)<br>To:<br>Jurisdiction: Fairfax County,   | 160 a<br>10 b<br>321 c |            |          |       |       |         |         |       |   |                          | PCE<br>Proposed for preparation   |
| Description: Add acceleration lanes and right-turn islands.   |                        |            |          |       |       |         |         |       |   |                          |                                   |
| 49 Facility: VA 123 Interchange<br>From: @ US 1<br>To:<br>Jurisdiction: Prince William County,  |                        |            | 26,496 c |       |       |         |         |       | BD<br>/ 100/<br>STP<br>80/ 20/<br>STP / Minimum<br>100/ / | 14,200<br>3,291<br>9,005 | EA/FONSI<br>Approved              |
| 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<br>From: @ Riverbend Road &<br>To: @ Nethercliff Hall Road<br>Jurisdiction: Fairfax County,   | 160 b<br>506 c         | 666        | 353 b    | 521 c |       |         |         |       | STP/HES<br>90/ 10/  | 874                      | CE/4F<br>Proposed for preparation |
| Description: Lower vertical curve   |                        |            |          |       |       |         |         |       |   |                          |                                   |
| 51 Facility: VA 193 - Traffic Calming<br>From: VA 7<br>To: VA 123<br>Jurisdiction: Fairfax County,  | 187 b                  |            |          |       |       |         |         |       |   |                          | N/A<br>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)<br>From: Eclipse Dr.<br>To: Snowfall Dr.<br>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   |               |            |                  |         |       |       |       |       |   |                              |                             |
| 53 Facility: VA 234 (Dumfries Road)<br>From: Country Club Drive<br>To: Eclipse Drive<br>Jurisdiction: Prince William County,                   | 20,446 c      | 20,446     | 22,732 c         |         |       |       |       |       | FRANs<br>/ 100/<br>State<br>/ 100/<br>STP / Minimum<br>100/ / | 21,484<br><br>478<br><br>770 | FONSI/4(f) 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<br>From: @ Millbrooke<br>To:<br>Jurisdiction: Prince William County,                            | 70 a          |            | 10 b<br>360 c    |         |       |       |       |       | Private<br>/ / 100<br>STP<br>80/ 20/                          | 23<br><br>347                | FONSI/4(f) Approved         |
| Description: Construct a sound wall at the cited location.   |               |            |                  |         |       |       |       |       |   |                              |                             |
| 55 Facility: VA 234 (Manassas Bypass) Sound Walls<br>From: @ Townes at Compton Farms<br>To:<br>Jurisdiction: Prince William County,            | 260 a         |            | 200 b<br>2,140 c |         |       |       |       |       | STP<br>80/ 20/  | 2,340                        | Approved                    |
| Description: Construct a sound wall at the cited location.   |               |            |                  |         |       |       |       |       |   |                              |                             |
| 56 Facility: VA 236 (intersection/spot improvements)<br>From: Pickett Road<br>To: Lake Drive<br>Jurisdiction: Fairfax County, City of Fairfax, | 2,454 b       | 2,454      | 2,309 b          | 7,350 c |       |       |       |       | CMAQ<br>80/ 20/<br>RSTP<br>80/ 20/<br>State<br>/ 100/         | 1,882<br><br>7,759<br><br>18 | CE Approved                 |
| Description: Intersection and spot improvements  |               |            |                  |         |       |       |       |       |   |                              |                             |
| 57 Facility: VA 236 EB<br>From: @ VA 620 (Braddock Road)<br>To:<br>Jurisdiction: Fairfax County,   | 55 a<br>274 c | 274        |                  | 398 c   |       |       |       |       | HES/STP<br>90/ 10/  | 398                          | CE Proposed for preparation |
| Description: Construct second left-turn lane from VA 236 eastbound to Braddock Road northbound and modify 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                 |
|---|---------------|------------|-------|---------|-------|-------|-------|----------|---|---|---------------------------------|
| 58 Facility: VA 236 WB<br>From: @ VA 620 (Braddock Road)<br>To:<br>Jurisdiction: Fairfax County,  | 55 a<br>277 c | 277        |       | 280 c   |       |       |       |          | HES/STP<br>90/ 10/<br><br>Total:  | 280<br><br>\$280                                | CE<br>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<br>From: VA 28<br>To: I-66<br>Jurisdiction: Fairfax County, Loudoun County,   | 300 a         |            | 300 a | 300 a   | 300 a |       |       |          | TF<br>/ 100/<br><br>Total:  | 900<br><br>\$900                                | N/A<br>Ongoing                  |
| Description: Market - fund public advertising campaigns promoting HOV usage on the Dulles Toll Road. Ongoing  |               |            |       |         |       |       |       |          |   |   |                                 |
| 60 Facility: VA 27 Interchange<br>From: @ VA 244 (Columbia Pike)<br>To:<br>Jurisdiction: Arlington County,  | 7,064 b       | 6,925      |       | 860 b   |       |       |       | 15,839 c | Fed Bridge Repl<br>80/ 20/<br>State<br>/ 100/<br>STP<br>80/ 20/<br>Total: | 3,342<br><br>5,946<br><br>7,411<br><br>\$16,699 | EA/FONSI<br>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<br>From: Bridge over Broad Run<br>To: Replace / Widen to ultimate width<br>Jurisdiction: Prince William County,  |               |            | 865 b | 6,612 c |       |       |       |          | HES/STP<br>90/ 10/<br>ISTEA DEMO -<br>100/ /<br>RSTP<br>80/ 20/<br>Total: | 4,489<br><br>1,988<br><br>1,000<br><br>\$7,477  | EA/FONSI<br>Approved            |
| Description: Replace the existing bridge over Broad Run with a 6-lane structure and 4-lane approaches.  |               |            |       |         |       |       |       |          |   |   |                                 |
| 62 Facility: VA 28 (Centreville Road)<br>From: @ VA 7783 (New Braddock Road)<br>To:<br>Jurisdiction: Fairfax County   |               |            | 105 a | 20 b    | 230 c |       |       |          | HES/STP<br>90/ 10/<br><br>Total:  | 355<br><br>\$355                                | PCE<br>Proposed for preparation |
| Description: Install traffic signal, realign westbound right-turn lane, etc.  |               |            |       |         |       |       |       |          |   |   |                                 |

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|--|---|---------|------------|---------|----------|----------|----------|-------|-------|-------------------------------------|------------------|-----------------------------------|
| 63   | Facility: VA 28 PPTA (Phase I)<br>From: I-66<br>To: VA 7<br>Jurisdiction: Fairfax County, Loudoun County, | 3,500 c |            | 6,500 c | 10,000 c | 11,217 c |          |       |       | State<br>/ 100/                     | 27,717           | N/A                               |
| Description: VA's share of the funding for the following Phase I VA 28 PPTA projects:  |   |         |            |         |          |          |          |       |       |                                     |                  |                                   |
| Construct interchanges at the following locations: <ul style="list-style-type: none"> <li>o Barnsfield (SASM) Interchange (Phase 2) - Construct a full cloverleaf interchange and a 4-lane bridge carrying Barnsfield Road over Route 28.</li> <li>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&amp;OD Trail.</li> <li>o Route 606 - Construct a full cloverleaf interchange and a 4-lane bridge carrying Route 606 over VA 28.</li> <li>o Westfields - Construct a full cloverleaf interchange and a 4-lane bridge carrying Westfields Boulevard over Route 28.</li> <li>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.</li> <li>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.</li> </ul> Implement safety and operational improvements, as necessary.<br><br>Reconstruct / replace bridges, as necessary. |   |         |            |         |          |          |          |       |       |                                     |                  |                                   |
| 64   | Facility: VA 7<br>From: Route 9<br>To: Market Street (Leesburg)<br>Jurisdiction: Loudoun County, Leesburg | 3,202 a | 3,202      | 3,202 a |          |          |          |       |       | NCPD*<br>80/ 20/<br>RSTP<br>80/ 20/ | 2,735<br><br>467 | EA<br>Proposed for<br>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.   |   |         |            |         |          |          |          |       |       |                                     |                  |                                   |
| 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: <ul style="list-style-type: none"> <li>a. Eliminate the at-grade access points</li> <li>b. Provide an interchange at White Gate Road</li> <li>c. Construct frontage roads to provide adjacent properties access to the proposed White Gate Road interchange.</li> </ul>  |   |         |            |         |          |          |          |       |       |                                     |                  |                                   |
| 65   | Facility: VA 7<br>From: Rolling Holly Drive<br>To: Reston Parkway<br>Jurisdiction: Fairfax County         | 2,104 b | 2,104      | 2,215 b |          |          | 18,282 c |       |       | BD<br>/ / 100                       | 20,497           | N/A BONDS                         |
| Description: Widen to six lanes within the cited limits  |   |         |            |         |          |          |          |       |       |                                     | Total: \$20,497  |                                   |

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|--|---|-------|------------|-------|---------|-------|-------|-------|-------|----------------------|---------------|------------------------------------|--|
| 66   | Facility: VA 9<br>From: Shoulder Analysis & Improvement<br>To:<br>Jurisdiction: Loudoun County, | 315 a |            |       | 182 c   |       |       |       |       | ISTEA DEMO<br>100/ / | 182           | PCE<br>Proposed for<br>preparation |  |
|  |   |       |            |       |         |       |       |       |       |                      | <i>Total:</i> | <b>\$182</b>                       |  |
| Description: Shoulder Analysis & Improvement |   |       |            |       |         |       |       |       |       |                      |               |                                    |  |
| 67   | Facility: VA 9<br>From: @ VA 662 (Clarks Gap Road)<br>To:<br>Jurisdiction: Loudoun County       | 280 b |            |       | 1,345 c |       |       |       |       | State<br>/ 100/      | 1,345         | N/A,State                          |  |
|  |   |       |            |       |         |       |       |       |       |                      | <i>Total:</i> | <b>\$1,345</b>                     |  |
| Description: Intersection Improvement        |   |       |            |       |         |       |       |       |       |                      |               |                                    |  |

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

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|--|---------------------------|------------|----------------|---------|---------|---------|-------|-------|---------------------|----------------|-----------------------------------|--|
| 74 Facility: Cottage Street<br>From: Moore Avenue<br>To: Cedar Lane<br>Jurisdiction: Vienna,   |                           |            |                |         |         | 1,341 b |       |       | State<br>/ 100/     | 1,341          | N/A                               |  |
| Description: Reconstruct 2-lane roadway.   |                           |            |                |         |         |         |       |       |                     | <b>Total:</b>  | <b>\$1,341</b>                    |  |
| 75 Facility: East Elden Street<br>From: Herndon Parkway East<br>To: Fairfax County Parkway<br>Jurisdiction: Herndon,   |                           |            |                |         |         | 1,728 a |       |       | STP<br>80/ 20/      | 1,728          | CE/4F<br>Proposed for preparation |  |
| Description: Widen Elden Street to six lanes from Herndon Parkway East to Fairfax County Parkway.  |                           |            |                |         |         |         |       |       |                     | <b>Total:</b>  | <b>\$1,728</b>                    |  |
| 76 Facility: George Mason Boulevard, Phase II<br>From: University Drive @ Armstrong Street<br>To: University Drive @ Parking Lot Entrance<br>Jurisdiction: City of Fairfax,  | 500 a                     | 500        | 500 a<br>800 b | 1,700 c |         |         |       |       | RSTP<br>80/ 20/     | 2,861          | FONSI<br>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. |                           |            |                |         |         |         |       |       |                     | STP<br>80/ 20/ | 139                               |  |
|  |                           |            |                |         |         |         |       |       |                     | <b>Total:</b>  | <b>\$3,000</b>                    |  |
| 77 Facility: Mill Road Extension<br>From: Telegraph Rd.<br>To: DMV complex<br>Jurisdiction: Alexandria,  | 475 b                     | 475        |                | 475 b   | 2,652 c |         |       |       | State<br>/ 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.   |                           |            |                |         |         |         |       |       |                     | <b>Total:</b>  | <b>\$3,127</b>                    |  |
| 78 Facility: Pickett Road<br>From: Mathy Drive<br>To: Main Street<br>Jurisdiction: City of Fairfax,  | 286 a<br>381 b<br>1,579 c | 1,464      | 264 b          | 1,200 c |         |         |       |       | Local<br>/ / 100    | 214            | EA<br>Proposed for preparation    |  |
| Description: Reconstruct Pickett Rd to provide turn lanes and install/improve signals as needed.   |                           |            |                |         |         |         |       |       |                     | STP<br>80/ 20/ | 1,250                             |  |
|  |                           |            |                |         |         |         |       |       |                     | <b>Total:</b>  | <b>\$1,464</b>                    |  |
| 79 Facility: Slaters Lane<br>From: @ N-S Railroad Crossing<br>To: (DOT #714-292X)<br>Jurisdiction: Alexandria,   | 200 c                     | 200        | 200 c          |         |         |         |       |       | HES/STP<br>90/ 10/  | 200            | PCE<br>Under preparation          |  |
| Description: Install cantilever flashing lights and gates, interconnect and install concrete surface   |                           |            |                |         |         |         |       |       |                     | <b>Total:</b>  | <b>\$200</b>                      |  |
| 80 Facility: South Elden Street/Centreville Road<br>From: Worldgate Drive<br>To: Herndon Parkway<br>Jurisdiction: Herndon,   |                           |            | 5,139 c        |         |         |         |       |       | STP/RSTP<br>80/ 20/ | 5,139          | CE<br>Approved                    |  |
| Description: Widen Elden Street to six lanes from Worldgate Drive to Herndon Parkway.  |                           |            |                |         |         |         |       |       |                     | <b>Total:</b>  | <b>\$5,139</b>                    |  |



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|--------------|---|---|------------|-------|---------|-------|---------|----------|-------|---|-----------------------------------|---------------------------------|--|
| 81           | Facility: US 1 - Monroe Avenue Bridge<br>From: Vernon Street<br>To: Bellefonte Avenue<br>Jurisdiction: Alexandria,            | 9,585 b   | 9,585      |       |         |       | 9,665 b | 51,293 c |       | Developer<br>/ / 100<br>PRIV<br>/ / 100<br>STP<br>80/ 18/ 2 | 9,085<br><br>23,000<br><br>28,873 | PCE<br>Proposed for preparation |  |
|              |   |   |            |       |         |       |         |          |       |   | <i>Total:</i>                     | \$60,958                        |  |
| Description: |   | Straighten the Monroe Street Bridge.  |            |       |         |       |         |          |       |   |                                   |                                 |  |
| 82           | Facility: US 15 (South King Street)<br>From: Evergreen Mill Road<br>To: SCL of Leesburg<br>Jurisdiction: Leesburg,            | 275 a<br>1,240 b  | 1,240      |       | 1,030 b |       |         | 4,964 c  |       | STP<br>80/ 20/  | 5,994                             | CE<br>Approved                  |  |
|              |   |   |            |       |         |       |         |          |       |   | <i>Total:</i>                     | \$5,994                         |  |
| Description: |   | Widen to four lanes.  |            |       |         |       |         |          |       |   |                                   |                                 |  |
| 83           | Facility: US 15 (South King Street)<br>From: Coordinate Signals<br>To:<br>Jurisdiction: Leesburg,                             | 370 c   | 370        | 370 c |         |       |         |          |       | Local<br>/ / 100<br>RSTP<br>80/ 20/                         | 30<br><br>340                     | N/A                             |  |
|              |   |   |            |       |         |       |         |          |       |   | <i>Total:</i>                     | \$370                           |  |
| Description: |   | Coordinate 7 traffic signals.   |            |       |         |       |         |          |       |   |                                   |                                 |  |
| 84           | Facility: US 29 (Lee Highway)<br>From: WCL of City of Fairfax<br>To: Chain Bridge Road<br>Jurisdiction: City of Fairfax,      | 1,415 a   | 1,249      |       | 1,249 a |       |         |          |       | STP<br>80/ 20/  | 1,249                             | CE<br>Proposed for preparation  |  |
|              |   |   |            |       |         |       |         |          |       |   | <i>Total:</i>                     | \$1,249                         |  |
| 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)<br>From: Chain Bridge Road<br>To: Eaton Place<br>Jurisdiction: City of Fairfax,                 | 1,845 b   | 1,845      |       | 3,940 b |       |         | 8,979 c  |       | STP<br>80/ 20/  | 12,919                            | CE<br>Proposed for preparation  |  |
|              |   |   |            |       |         |       |         |          |       |   | <i>Total:</i>                     | \$12,919                        |  |
| Description: |   | Widen the existing roadway to six lanes.  |            |       |         |       |         |          |       |   |                                   |                                 |  |
| 86           | Facility: US 29 / US 50 (Lee Highway)<br>From: @ VA 236 (Main St.)<br>To: Spot Improvements<br>Jurisdiction: City of Fairfax, |   |            | 200 a |         |       |         |          |       | BD<br>/ 100/  | 200                               | N/A                             |  |
|              |   |   |            |       |         |       |         |          |       |   | <i>Total:</i>                     | \$200                           |  |
| Description: |   | Spot Improvements 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                 |
|--|------------------------|------------|----------------|---------|----------|---------|-------|-------|---|---------------------|---------------------------------|
| 87 Facility: VA 123 (Chain Bridge Road)<br>From: US 50<br>To: I-66<br>Jurisdiction: City of Fairfax,   | 192 b                  | 192        |                | 2,125 b |          | 263 c   |       |       | Section 330<br>100/ /<br>STP<br>80/ 20/ | 2,000<br><br>388    | EA<br>Approved                  |
| <b>Total:</b>  |                        |            |                |         |          |         |       |       |   | <b>\$2,388</b>      |                                 |
| <b>Description:</b> Construct an additional lane on northbound Chain Bridge Road from US 50 to I-66.   |                        |            |                |         |          |         |       |       |   |                     |                                 |
| 88 Facility: VA 234 (Dumfries Road)<br>From: South Corporate Limits<br>To: Hastings Drive<br>Jurisdiction: City of Manassas  |                        |            | 68 a<br>674 b  |         |          |         |       |       | STP<br>80/ 20/                          | 742                 | Approved                        |
| <b>Total:</b>  |                        |            |                |         |          |         |       |       |   | <b>\$742</b>        |                                 |
| <b>Description:</b> 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)<br>From: Sudley Road<br>To: Liberia Avenue<br>Jurisdiction: City of Manassas   | 70 a<br>220 b<br>480 c | 700        | 690 b<br>790 c |         |          |         |       |       | HES/STP<br>90/ 10/<br>Local<br>/ / 100  | 690<br><br>790      | PCE<br>Approved                 |
| <b>Total:</b>  |                        |            |                |         |          |         |       |       |   | <b>\$1,480</b>      |                                 |
| <b>Description:</b> Reconstruct with a center left-turn lane.  |                        |            |                |         |          |         |       |       |   |                     |                                 |
| 90 Facility: VA 28 Overpass & Interchange (Phase II)<br>From: Overpass Norfolk-Southern RR B Line<br>To: Interchange w/ Wellington Road<br>Jurisdiction: City of Manassas  |                        |            |                |         | 13,584 c |         |       |       | NHS<br>80/ 20/<br>STP<br>80/ 20/        | 2,000<br><br>11,584 | CE<br>Approved                  |
| <b>Total:</b>  |                        |            |                |         |          |         |       |       |   | <b>\$13,584</b>     |                                 |
| <b>Description:</b> 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)<br>From: @ VA 776 (Liberia Ave.) / Fairview Ave.<br>To: Construct Second WB to SB Left-Turn Lane<br>Jurisdiction: Manassas,  | 15 a                   | 15         | 15 a<br>135 c  |         |          |         |       |       | RSTP<br>80/ 20/                         | 150                 | PCE<br>Proposed for preparation |
| <b>Total:</b>  |                        |            |                |         |          |         |       |       |   | <b>\$150</b>        |                                 |
| <b>Description:</b> 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)<br>From: I-395<br>To: Western City Limit of Alexandria<br>Jurisdiction: Alexandria,  | 703 b                  | 703        |                | 1,356 b |          | 5,082 c |       |       | STP<br>80/ 18/ 2                        | 6,438               | DEA<br>Proposed for preparation |
| <b>Total:</b>  |                        |            |                |         |          |         |       |       |   | <b>\$6,438</b>      |                                 |
| <b>Description:</b> 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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|  | 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<br>From: Quaker Lane<br>To: Dearing Street<br>Jurisdiction: Alexandria,  | 647 c | 647        | 750 c        |       |         |       |       |       | Local<br>/ / 100<br>State<br>/ 100/ | 103<br><br>647 | N/A                             |
| <i>Total:</i>  |       |            |              |       |         |       |       |       |                                     | \$750          |                                 |
| Description: Spot improvements   |       |            |              |       |         |       |       |       |                                     |                |                                 |
| 94 Facility: VA 7 (Main Street)<br>From: South Maple Avenue<br>To: VA 287 (Berlin Turnpike)<br>Jurisdiction: Town of Purcellville                                      | 332 a | 200        | 200 a        |       |         |       |       |       | STP<br>80/ 20/                      | 200            | PCE<br>Proposed for preparation |
| <i>Total:</i>  |       |            |              |       |         |       |       |       |                                     | \$200          |                                 |
| Description: Intersection improvements to VA 7 (Main Street) within the cited limits.  |       |            |              |       |         |       |       |       |                                     |                |                                 |
| 95 Facility: VA 773 (Edwards Ferry Road)<br>From: @ US 15 Bypass<br>To:<br>Jurisdiction: Leesburg,   |       |            | 45 a<br>10 b | 445 c |         |       |       |       | Minimum Guaran<br>80/ 20/           | 500            | PCE<br>Proposed for preparation |
| <i>Total:</i>  |       |            |              |       |         |       |       |       |                                     | \$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<br>From: Godwin Drive<br>To: VA 28 (Nokesville Road)<br>Jurisdiction: City of Manassas  | 431 b | 431        | 2,170 b      |       | 4,205 c |       |       |       | STP<br>80/ 20/                      | 6,375          | CE<br>Under preparation         |
| <i>Total:</i>  |       |            |              |       |         |       |       |       |                                     | \$6,375        |                                 |
| Description: Widen to four lanes.  |       |            |              |       |         |       |       |       |                                     |                |                                 |

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|--|-------|------------|-------|-------|-------|-------|-------|-------|-------------------|--------------|--------------------------|
| <b>Bike/Ped</b>  |       |            |       |       |       |       |       |       |                   |              |                          |
| 97 Facility: Duke Street Ped Bridge  | 75 a  | 505        | 80 a  |       |       |       |       |       | CMAQ              | 505          | PCE                      |
| From: Near Cameron Station   | 450 c |            | 425 c |       |       |       |       |       | 80 / / 20         |              | Proposed for preparation |
| To: Alexandria,  |       |            |       |       |       |       |       |       |                   |              |                          |
| Jurisdiction: Alexandria,  |       |            |       |       |       |       |       |       | Total:            | \$505        |                          |
| Description: Construct a pedestrian bridge over Duke Street near the Cameron Station development.  |       |            |       |       |       |       |       |       |                   |              |                          |
| 98 Facility: Eisenhower Avenue Multi-Use Trail   | 828 c | 732        | 732 c |       |       |       |       |       | STP / Enhancem    | 732          | PCE                      |
| From: Trail extension  |       |            |       |       |       |       |       |       | 80 / / 20         |              | Proposed for preparation |
| To: Alexandria,  |       |            |       |       |       |       |       |       |                   |              |                          |
| Jurisdiction: Alexandria,  |       |            |       |       |       |       |       |       | Total:            | \$732        |                          |
| Description: Improvements and expansion of Eisenhower Avenue multi-use trail.  |       |            |       |       |       |       |       |       |                   |              |                          |
| 99 Facility: Main Street   | 10 a  | 35         | 35 c  |       |       |       |       |       | STP / Enhancem    | 35           | PCE                      |
| From: Town of Hamilton   | 35 c  |            |       |       |       |       |       |       | 80 / / 20         |              | Proposed for preparation |
| To: Town of Hamilton   |       |            |       |       |       |       |       |       |                   |              |                          |
| Jurisdiction: Town of Hamilton   |       |            |       |       |       |       |       |       | Total:            | \$35         |                          |
| 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  | 334 c | 334        | 334 c |       |       |       |       |       | Local             | 111          | PCE                      |
| From: Andrew Drive   |       |            |       |       |       |       |       |       | / / 100           |              | Proposed for preparation |
| To: Euclid Avenue  |       |            |       |       |       |       |       |       | STP / Enhancem    | 223          |                          |
| Jurisdiction: City of Manassas Park  |       |            |       |       |       |       |       |       | 80 / / 20         |              |                          |
|  |       |            |       |       |       |       |       |       | Total:            | \$334        |                          |
| Description: Install sidewalk, curb, and gutter on the north side of Manassas Drive and place a "Welcome" sign on Euclid Avenue.           |       |            |       |       |       |       |       |       |                   |              |                          |
| 101 Facility: Old Town Manassas City Square, Walkways,   | 248 c |            | 123 c |       |       |       |       |       | STP / Enhancem    | 123          | PCE                      |
| From: Phase II   |       |            |       |       |       |       |       |       | 80 / / 20         |              | Approved                 |
| To: City of Manassas   |       |            |       |       |       |       |       |       |                   |              |                          |
| Jurisdiction: City of Manassas   |       |            |       |       |       |       |       |       | Total:            | \$123        |                          |
| Description: Phase II: Paint / Stripe 28 crosswalks.   |       |            |       |       |       |       |       |       |                   |              |                          |
| 102 Facility: Ped & Bike Path Network  | 122 b | 374        | 134 b |       |       |       |       |       | Local             | 159          | PCE                      |
| From: Town of Lovettsville   | 252 c |            | 252 c |       |       |       |       |       | / / 100           |              | Proposed for preparation |
| To: Town of Lovettsville   |       |            |       |       |       |       |       |       | STP / Enhancem    | 227          |                          |
| Jurisdiction: Town of Lovettsville   |       |            |       |       |       |       |       |       | 80 / / 20         |              |                          |
|  |       |            |       |       |       |       |       |       | Total:            | \$386        |                          |
| Description: Design & construct a 6-mile network of sidewalks & bike paths to link community, social, & business centers together.         |       |            |       |       |       |       |       |       |                   |              |                          |
| 103 Facility: Pedestrian/Bicycle Plaza & Pathways  | 127 b | 56         | 56 c  |       |       |       |       |       | Local             | 56           | PCE                      |
| From: Town of Clifton  | 56 c  |            |       |       |       |       |       |       | / / 100           |              | Proposed for preparation |
| To: - Phase II   |       |            |       |       |       |       |       |       |                   |              |                          |
| Jurisdiction: Town of Clifton  |       |            |       |       |       |       |       |       | Total:            | \$56         |                          |
| Description: Pedestrian/Bicycle Plaza & Pathways - Phase II in Town of Clifton   |       |            |       |       |       |       |       |       |                   |              |                          |

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|---|---------------|------------|--------------------|-------|-------|-------|-------|-------|--|----------------|---------------------------------|
| 104 Facility: Potomac Avenue<br>From: CSX Railroad<br>To: Potomac River<br>Jurisdiction: Town of Quantico,  | 354 c         | 354        | 731 c              |       |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20 | 575<br><br>156 | PCE<br>Proposed for preparation |
| <b>Total:</b>   |               |            |                    |       |       |       |       |       |  | <b>\$731</b>   |                                 |
| <b>Description:</b> Landscape, streetscape, erect street lights, and widen sidewalks on Potomac Avenue within the cited limits.   |               |            |                    |       |       |       |       |       |  |                |                                 |
| 105 Facility: Potomac Transportation Facility<br>From: AMTRAK / VRE Station<br>To: Potomac River<br>Jurisdiction: Town of Quantico  | 1 b<br>353 c  | 353        | 353 c              |       |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20 | 171<br><br>182 | PCE<br>Proposed for preparation |
| <b>Total:</b>   |               |            |                    |       |       |       |       |       |  | <b>\$353</b>   |                                 |
| <b>Description:</b> 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<br>From: Main Street<br>To: Hirst Drive<br>Jurisdiction: Town of Purcellville  |               |            | 20 a<br>440 c      |       |       |       |       |       | HES/STP<br>90/ 10/                             | 460            | PCE<br>Proposed for preparation |
| <b>Total:</b>   |               |            |                    |       |       |       |       |       |  | <b>\$460</b>   |                                 |
| <b>Description:</b> Construct a multi-purpose trail within the above limits accessing the W&OD Trail and the Loudoun Valley High School.  |               |            |                    |       |       |       |       |       |  |                |                                 |
| 107 Facility: Riverfront Boardwalk<br>From: on the Occoquan River<br>To: in the Town of Occoquan<br>Jurisdiction: Town of Occoquan  | 519 c         | 265        | 265 c              |       |       |       |       |       | STP / Enhancem<br>80/ / 20                     | 265            | PCE<br>Proposed for preparation |
| <b>Total:</b>   |               |            |                    |       |       |       |       |       |  | <b>\$265</b>   |                                 |
| <b>Description:</b> Design and construct a riverfront boardwalk, including a pier extending over existing rock jetty.   |               |            |                    |       |       |       |       |       |  |                |                                 |
| 108 Facility: Sidewalk Construction<br>From: City of Alexandria<br>To: City-wide<br>Jurisdiction: Alexandria,   | 25 a<br>913 c | 938        | 100 a<br>838 c     |       |       |       |       |       | CMAQ<br>80/ / 20                               | 938            | PCE<br>Proposed for preparation |
| <b>Total:</b>   |               |            |                    |       |       |       |       |       |  | <b>\$938</b>   |                                 |
| <b>Description:</b> Study sidewalk connectivity, determine deficiencies, and construct sidewalk improvements, primarily near metro stations and bus stops.  |               |            |                    |       |       |       |       |       |  |                |                                 |
| 109 Facility: Signal View Drive Multi-Use Trail<br>From: Within Signal Hill Park<br>To: Parallel to Signal View Drive<br>Jurisdiction: Prince William County,   |               |            | 5 a<br>5 b<br>13 c |       |       |       |       |       | HES/STP<br>90/ 10/                             | 23             | PCE<br>Proposed for preparation |
| <b>Total:</b>   |               |            |                    |       |       |       |       |       |  | <b>\$23</b>    |                                 |
| <b>Description:</b> 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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|---|---|------------|---------------|-------|-------|-------|-------|-------|---|------------------------------------|---------------------------------|
| 110 Facility: Sugarland Run Trail<br>From: W&OD Trail<br>To: Fairfax County's Sugarland Run Trail<br>Jurisdiction: Herndon,                         | 898 c   | 898        | 10 a<br>898 c |       |       |       |       |       | CMAQ<br>80/ / 20<br>Local<br>/ / 100<br><b>Total:</b>                 | 517<br><br>391<br><br><b>\$908</b> |                                 |
| 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<br>From: Washington Street<br>To: Phase II<br>Jurisdiction: Town of Haymarket                         | 55 c  | 55         | 552 c         |       |       |       |       |       | ISTEA DEMO -<br>100/ /<br>STP / Enhancem<br>80/ / 20<br><b>Total:</b> | 497<br><br>55<br><br><b>\$552</b>  | PCE<br>Proposed for preparation |
| 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<br>From: Town Hall Square<br>To: Streetscaping & bike / ped improvements<br>Jurisdiction: Herndon,                    |   |            | 104 a         | 670 c |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20<br><b>Total:</b>       | 249<br><br>525<br><br><b>\$774</b> | PCE<br>Proposed for preparation |
| 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<br>From: @ US 50<br>To:<br>Jurisdiction: City of Fairfax,  | 400 c   | 400        | 62 a<br>338 c |       |       |       |       |       | Minimum Guaran<br>80/ 20/<br><b>Total:</b>                            | 400<br><br><b>\$400</b>            | PCE<br>Proposed for preparation |
| Description:  | Review and revise signing and pavement marking, install missing sidewalk segments, provide pedestrian crosswalks and pedestrian signals, etc.<br><br>Implement safety and operational improvements, as necessary.   |            |               |       |       |       |       |       |   |                                    |                                 |
| 114 Facility: US 50<br>From: Fairfax County Line<br>To: The District of Columbia<br>Jurisdiction: Arlington County,                                 | 125 a   |            |               |       |       |       |       |       |   |                                    | PCE<br>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<br>From: Lake Jackson Drive<br>To: VA 234 Business<br>Jurisdiction: Prince William County, |   |            | 360 a         |       |       |       |       |       | RSTP<br>80/ 20/<br><b>Total:</b>                                      | 360<br><br><b>\$360</b>            | PCE<br>Proposed for preparation |
| 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.   |            |               |       |       |       |       |       |   |                                    |                                 |

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|--|-------|------------|-------|-------|-------|-------|-------|-------|--------------------------|--------------|---------------------------------|
| 116 Facility: VA 234 Business - Sidewalks & Ramps<br>From: City of Manassas WCL (Godwin Drive)<br>To: VA 621 (Balls Ford Road)<br>Jurisdiction: Prince William County,   |       |            | 85 a  | 430 c |       |       |       |       | Open Container ( 100/ /  | 515          | PCE<br>Proposed for preparation |
| <b>Total:</b>  |       |            |       |       |       |       |       |       |                          | <b>\$515</b> |                                 |
| Description: Improve sidewalks & handicap ramps to current standards.  |       |            |       |       |       |       |       |       |                          |              |                                 |
| 117 Facility: VA 234 Business - Signalized Crosswalks<br>From: City of Manassas WCL (Godwin Drive)<br>To: I-66<br>Jurisdiction: Prince William County,   |       |            | 169 a | 481 c |       |       |       |       | Open Container ( 100/ /  | 650          | PCE<br>Proposed for preparation |
| <b>Total:</b>  |       |            |       |       |       |       |       |       |                          | <b>\$650</b> |                                 |
| Description: Provide signal-controlled crosswalks at all major intersections.  |       |            |       |       |       |       |       |       |                          |              |                                 |
| 118 Facility: VA 641 (Old Bridge Road)<br>From: VA 3000 (Prince William Parkway)<br>To: Cricket Lane<br>Jurisdiction: Prince William County,   |       |            | 71 a  | 69 b  | 354 c |       |       |       | HES/STP 90/ 10/          | 494          | PCE<br>Proposed for preparation |
| <b>Total:</b>  |       |            |       |       |       |       |       |       |                          | <b>\$494</b> |                                 |
| Description: Construct sidewalks, trails, on-road bike lanes, and other bike / ped amenities county-wide. Landscaping.<br><br>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. |       |            |       |       |       |       |       |       |                          |              |                                 |
| 119 Facility: Wolf Trap National Park Pedestrian Crossing<br>From: Wolf Trap National Park<br>To: VA 675 (Beulah Road)<br>Jurisdiction: Fairfax County,  | 424 a |            |       | 50 b  |       |       |       |       | Public Lands Hig 80/ 20/ | 50           | PCE<br>Proposed for preparation |
| <b>Total:</b>  |       |            |       |       |       |       |       |       |                          | <b>\$50</b>  |                                 |
| 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).  |       |            |       |       |       |       |       |       |                          |              |                                 |

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|---------------|---|------------|-------|---------|---------|-------|-------|---------|-------------------|--------------|--------------------------|-----|
| <b>ITS</b>    |   |            |       |         |         |       |       |         |                   |              |                          |     |
| 120 Facility: | 511 Virginia - Travel Information   | 300 c      |       | 300 c   | 300 c   | 300 c | 300 c | 300 c   | NHS               | 1,800        | N/A                      |     |
| From:         | District-wide   |            |       |         |         |       |       |         | 90/ 10/           |              |                          |     |
| To:           |   |            |       |         |         |       |       |         |                   |              |                          |     |
| Jurisdiction: | District-wide   |            |       |         |         |       |       |         | Total:            | \$1,800      |                          |     |
| Description:  | Provision of accurate, timely information to the traveling public.  |            |       |         |         |       |       |         |                   |              |                          |     |
| 121 Facility: | Dynamic Message Signs   | 25 a       | 240   | 30 a    |         |       |       |         | RSTP              | 250          | PCE                      |     |
| From:         | 3 Locations in the City of Fairfax  | 215 c      |       | 220 c   |         |       |       |         | 80/ 20/           |              | Proposed for preparation |     |
| To:           |   |            |       |         |         |       |       |         |                   |              |                          |     |
| Jurisdiction: | City of Fairfax   |            |       |         |         |       |       |         | Total:            | \$250        |                          |     |
| Description:  | Purchase and install three dynamic message signs at three locations in the City of Fairfax: one on the east side, one on the west side, and one in the center of the City. The signs will post traffic conditions, incidents, traffic congestion, and any major event in the City. In addition, the signs would also post parking availability in the City. |            |       |         |         |       |       |         |                   |              |                          |     |
| 122 Facility: | I-95 (provide 4th lane) TMS   |            |       |         | 1,200 c |       |       |         | NHS               | 1,200        | CE                       |     |
| From:         | Newington   |            |       |         |         |       |       |         | 80/ 20/           |              | Proposed for preparation |     |
| To:           | VA 123  |            |       |         |         |       |       |         |                   |              |                          |     |
| Jurisdiction: | Fairfax County, Prince William County,  |            |       |         |         |       |       |         | Total:            | \$1,200      |                          |     |
| Description:  | RELOCATE EXISTING & INSTALL NEW TMS FACILITIES prior to Widening from 6 to 8 lanes.   |            |       |         |         |       |       |         |                   |              |                          |     |
| 123 Facility: | Interstate ITS  | 1,600 c    |       | 838 c   | 1,000 c | 500 c | 500 c | 1,000 c | 1,000 c           | NHS          | 4,838                    | N/A |
| From:         | District-wide   |            |       |         |         |       |       |         |                   | 90/ 10/      |                          |     |
| To:           |   |            |       |         |         |       |       |         |                   |              |                          |     |
| Jurisdiction: | District-wide   |            |       |         |         |       |       |         | Total:            | \$4,838      |                          |     |
| Description:  | Implement Intelligent Transportation Systems (ITS) on NoVA's Interstate Highways.   |            |       |         |         |       |       |         |                   |              |                          |     |
| 124 Facility: | ITS Implementation  |            |       | 684 a   | 237 c   |       |       |         |                   | Local        | 176                      | PCE |
| From:         | City of Alexandria  |            |       |         |         |       |       |         | / / 100           |              | Proposed for preparation |     |
| To:           | King, Braddock & Quaker   |            |       |         |         |       |       |         | Section 330       | 745          |                          |     |
| Jurisdiction: | Alexandria,   |            |       |         |         |       |       |         | 100/ /            |              |                          |     |
|               |   |            |       |         |         |       |       |         | Total:            | \$921        |                          |     |
| Description:  | ITS implementation on the cited streets.  |            |       |         |         |       |       |         |                   |              |                          |     |
| 125 Facility: | NoVA's Smart Traffic Center   | 1,000 c    |       | 1,243 c | 500 c   | 500 c | 500 c | 500 c   | 2,000 c           | NHS          | 5,243                    | N/A |
| From:         |   |            |       |         |         |       |       |         |                   | 90/ 10/      |                          |     |
| To:           |   |            |       |         |         |       |       |         |                   |              |                          |     |
| Jurisdiction: |   |            |       |         |         |       |       |         | Total:            | \$5,243      |                          |     |
| Description:  | Monitor and enhance the Smart Traffic Center's existing operating software to reflect a dynamic environment and changing needs.   |            |       |         |         |       |       |         |                   |              |                          |     |



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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 |
|---|---|------------|-------|-------|-------|-------|-------|-------|-------------------|--------------|-----------------|
| 126 Facility: Primary System<br>From: Technology<br>To: Districtwide<br>Jurisdiction: District-wide,  | 250 c   |            | 0 c   | 50 c  | 100 c | 100 c | 100 c | 100 c | State<br>/ 100/   | 450          |                 |
| <i>Total:</i>   |   |            |       |       |       |       |       |       |                   | \$450        |                 |
| Description:  | ITS improvements Districtwide including, but not limited to, the following programs:<br><br>ITS Planning, elements to include:<br>* Modification of the regional travel demand model to reflect ITS factors.<br>* Professional training.<br>* Travel data archiving.<br>* Strategic plan development & maintenance.<br>* Regional ITS deployment tracking.<br>* Communication Study for Arlington Co.'s TMS.<br>* Inventory of communications infrastructure.<br>* GIS-based inventory of regional ITS systems.<br><br>Incident Management and Safety, elements to include:<br>* Advanced Law Enforcement and Response Technology (ALERT)<br>* Grade crossing safety enhancement.<br>* Head-on traffic warning system.<br>* Illuminated pedestrian crosswalks in Fairfax County.<br><br>Traffic Cameras<br><br>Signal Operation Improvements, elements to include:<br>* Congestion mapping decision support system.<br>* Signal priority/pre-emption strategies |            |       |       |       |       |       |       |                   |              |                 |
| 127 Facility: Real-Time Transit Information for DASH Tran<br>From: Alexandria<br>To: Citywide<br>Jurisdiction: Alexandria,                        | 500 c   |            |       |       |       |       |       |       |                   |              | N/A             |
| Description:  | Real-Time Transit Information for DASH Transit Patrons  |            |       |       |       |       |       |       |                   |              |                 |
| 128 Facility: Signal System<br>From: Town of Herndon's Boundary<br>To: Interjurisdictional Traffic Signal Co-ordination<br>Jurisdiction: Herndon, | 80 a  | 80         | 80 a  |       |       |       |       |       | CMAQ<br>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<br>From: City of Fairfax<br>To: Signal-Controlled Intersections<br>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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|--|---|---------|------------|---------------|-------|-------|-------|-------|-------|-------------------|--------------|---------------------------------|--|
| 130  | Facility: Traffic Monitoring Cameras & ITS Integration<br>From: City of Alexandria<br>To:<br>Jurisdiction: Alexandria   | 1,220 c | 1,220      | 1,220 c       |       |       |       |       |       | RSTP<br>80/ 20/   | 1,220        | PCE<br>Proposed for preparation |  |
| Description: Install traffic monitoring video cameras, city-wide, for enhanced incident and operations management.   |   |         |            |               |       |       |       |       |       |                   | Total:       | \$1,220                         |  |
| 131  | Facility: Traffic Monitoring Cameras for Traffic Signal<br>From: South Elden Street @ the Dulles Toll Road<br>To: East Elden Street @ VA 7100<br>Jurisdiction: Herndon, |         |            | 45 a<br>205 c |       |       |       |       |       | CMAQ<br>100/ /    | 250          | PCE<br>Proposed for preparation |  |
| 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.<br><br>Analyze and design coordinated signal timings for key regionally interconnected intersections / arterials at the town's boundary with adjacent VDOT traffic signals.<br><br>Install closed loop centralized traffic control system for 24 traffic signals in the Town of Herndon. |   |         |            |               |       |       |       |       |       |                   | Total:       | \$250                           |  |
| 132  | Facility: Traffic Signal Coordination<br>From: Falls Church<br>To: City-wide<br>Jurisdiction: Falls Church  | 140 c   | 86         | 140 c         |       |       |       |       |       | CMAQ<br>100/ /    | 140          | PCE<br>Prepared for review      |  |
| Description: Implement coordinated city-wide signal system.  |   |         |            |               |       |       |       |       |       |                   | Total:       | \$140                           |  |
| 133  | Facility: Traffic Signal Optimization<br>From: City of Manassas<br>To:<br>Jurisdiction: City of Manassas  | 50 a    | 50         | 50 a          |       |       |       |       |       | CMAQ<br>100/ /    | 50           | N/A                             |  |
| Description: Use computer software to Identify optimal signal timings and offsets for 23 traffic signals in Manassas.  |   |         |            |               |       |       |       |       |       |                   | Total:       | \$50                            |  |
| 134  | Facility: Traffic Signal Optimization<br>From: City of Fairfax<br>To:<br>Jurisdiction: City of Fairfax  | 165 c   | 165        | 165 c         |       |       |       |       |       | CMAQ<br>100/ /    | 165          | N/A                             |  |
| Description: Hire a consultant to optimize the City's traffic signal system over a period of three years.  |   |         |            |               |       |       |       |       |       |                   | Total:       | \$165                           |  |
| 135  | Facility: Traffic Signal Software<br>From: City of Fairfax<br>To:<br>Jurisdiction: City of Fairfax  | 100 c   | 100        | 100 c         |       |       |       |       |       | CMAQ<br>100/ /    | 100          | N/A                             |  |
| Description: Hire a consultant, purchase and install software to upgrade the City's main traffic signal system computer.   |   |         |            |               |       |       |       |       |       |                   | Total:       | \$100                           |  |

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|--------------|--|---------------|------------|---------------|-------|-------|-------|-------|-------|-------------------|---------------|-----------------|--|
| 136          | Facility: Traffic Signal System<br>From: Town of Vienna's boundary<br>To: Interjurisdictional traffic signal coordination<br>Jurisdiction: Vienna,                     | 75 a          | 75         | 75 a          |       |       |       |       |       | CMAQ<br>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.   |               |            |               |       |       |       |       |       |                   |               |                 |  |
| 137          | Facility: Traffic Signal System<br>From: City of Alexandria's boundary<br>To: Interjurisdictional traffic signal coordination<br>Jurisdiction: Alexandria,             | 193 a         | 193        | 150 a<br>43 c |       |       |       |       |       | CMAQ<br>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. |               |            |               |       |       |       |       |       |                   |               |                 |  |
| 138          | Facility: Traffic Signal Upgrade<br>From: City of Manassas<br>To:<br>Jurisdiction: City of Manassas  | 30 a<br>723 c |            |               |       |       |       |       |       |                   |               | N/A             |  |
| Description: | Traffic Signal Upgrade to the Econolite Icon system  |               |            |               |       |       |       |       |       |                   |               |                 |  |

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|--------------|--|-------|------------|---------------|-------|-------|-------|-------|-------|---------------------------|--------------|---------------------------------|
| 139          | Facility: VA 236 (Duke Street) Congestion Relief<br>From: I-395<br>To: Telegraph Road<br>Jurisdiction: Alexandria,   | 732 c | 732        | 68 a<br>665 c |       |       |       |       |       | Federal Minimu<br>80/ 20/ | 733          | PCE<br>Proposed for preparation |
|              |  |       |            |               |       |       |       |       |       | <b>Total:</b>             | <b>\$733</b> |                                 |
| Description: | <p>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:</p> <ol style="list-style-type: none"> <li>1) Installation of optical detection equipment at various locations still to be determined during the project scoping.</li> <li>2) Installation of accessible pedestrian signals at 19 intersections.</li> <li>3) Traffic signal phasing optimization where appropriate.</li> <li>4) Development of new traffic signal coordination timing plans.</li> <li>5) Implementation of traffic responsive signal control along Duke Street.</li> </ol> <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 &amp; 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<br>From: VA 7 / US 15 (Leesburg Bypass)<br>To: I-495 (Capital Beltway)<br>Jurisdiction: Fairfax County, Loudoun County  | 497 c |            |               |       |       |       |       |       |                           |              | PCE<br>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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|--|--|------------|--------------|-------|-------|-------|-------|-------|--|----------------|---------------------------------|--|
| <b>Enhancement</b>   |  |            |              |       |       |       |       |       |  |                |                                 |  |
| 141 Facility: Ashbys Gap Turnpike Museum<br>From: @ the Asbury Church<br>To: in Middleburg<br>Jurisdiction: Town of Middleburg       | 7 a  | 7          | 7 a<br>200 b | 75 c  |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20 | 113<br><br>169 | PCE<br>Proposed for preparation |  |
|  |  |            |              |       |       |       |       |       |  | <b>Total:</b>  | <b>\$282</b>                    |  |
| Description:   | Acquire and restore the Asbury Church for use as the Ashbys Gap Turnpike Museum.   |            |              |       |       |       |       |       |  |                |                                 |  |
| 142 Facility: Ben Lomond Manor House<br>From:<br>To:<br>Jurisdiction: Prince William County,   | 20 a   |            | 180 c        |       |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20 | 160<br><br>20  | PCE<br>Proposed for preparation |  |
|  |  |            |              |       |       |       |       |       |  | <b>Total:</b>  | <b>\$180</b>                    |  |
| Description:   | Preserve and restore the Ben Lomond Manor House.   |            |              |       |       |       |       |       |  |                |                                 |  |
| 143 Facility: Downtown Parking Facility<br>From: Purcellville<br>To:<br>Jurisdiction: Town of Purcellville                           |  |            | 161 c        |       |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20 | 130<br><br>31  | PCE<br>Proposed for preparation |  |
|  |  |            |              |       |       |       |       |       |  | <b>Total:</b>  | <b>\$161</b>                    |  |
| Description:   | Design, construct, and landscape a parking facility in downtown Purcellville.  |            |              |       |       |       |       |       |  |                |                                 |  |
| 144 Facility: Goose Creek Bridge<br>From: Old Route 7<br>To: Adjacent to Keep-Loudoun-Beautiful Park<br>Jurisdiction: Loudoun County | 445 c  |            |              |       |       |       |       |       |  |                | PCE<br>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<br>From: Scenic Easements<br>To: VA 860 @ US 50<br>Jurisdiction: Loudoun County,     |  |            | 300 b        |       |       |       |       |       | STP / Enhancem<br>80/ / 20                     | 300            | PCE<br>Proposed for preparation |  |
|  |  |            |              |       |       |       |       |       |  | <b>Total:</b>  | <b>\$300</b>                    |  |
| 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).<br><br>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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|---|-----------------|------------|-----------------|---------|-------|-------|-------|-------|--|---|---------------------------------|
| 146 Facility: Oatlands Plantation<br>From: Scenic Vistas<br>To:<br>Jurisdiction: Loudoun County   | 5 a             |            |                 | 2,095 b |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20<br>TCSP*<br>80/ / 20<br><b>Total:</b> | 1,225<br><br>245<br><br>625<br><br><b>\$2,095</b> | PCE<br>Proposed for preparation |
| Description: Acquisition of scenic vistas adjacent to Oatlands Plantation.  |                 |            |                 |         |       |       |       |       |  |   |                                 |
| 147 Facility: Rippon Lodge<br>From: Parking lot<br>To: Trail connection to Potomac Heritage National<br>Jurisdiction: Prince William County,  | 47 a            |            | 251 c           |         |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20<br><b>Total:</b>                      | 235<br><br>16<br><br><b>\$251</b>                 | PCE<br>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<br>From: Town of Waterford<br>To:<br>Jurisdiction: Town of Waterford   | 20 a<br>1,180 b | 1,200      | 20 a<br>1,180 b |         |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20<br><b>Total:</b>                      | 431<br><br>769<br><br><b>\$1,200</b>              | PCE<br>Proposed for preparation |
| Description: Town of Waterford Enhancement Projects includes acquisition of scenic easements and properties.  |                 |            |                 |         |       |       |       |       |  |   |                                 |
| 149 Facility: The Freedom Museum (Phase I)<br>From: adjacent to the Broad Run VRE Station &<br>To: to the Manassas Regional Airport<br>Jurisdiction: Prince William County,   | 275 a           |            | 100 c           |         |       |       |       |       | Local<br>/ / 100<br><b>Total:</b>  | 100<br><br><b>\$100</b>                           | PCE<br>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.<br><br>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.<br><br>Future phases of the project would include engineering and construction of the museum. |                 |            |                 |         |       |       |       |       |  |   |                                 |
| 150 Facility: Transportation and Information Center<br>From: South Liberty Street<br>To: in Middleburg<br>Jurisdiction: Town of Middleburg  | 4 a<br>12 b     | 12         | 12 b            | 184 c   |       |       |       |       | STP / Enhancem<br>80/ / 20<br><b>Total:</b>  | 196<br><br><b>\$196</b>                           | PCE<br>Proposed for preparation |
| Description: Construct a Middleburg Area Visitor / Commuter Information Center on Liberty Street in Middleburg.   |                 |            |                 |         |       |       |       |       |  |   |                                 |

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|---|-------|------------|-------|-------|-------|-------|-------|-------|-------------------|---------------|-----------------|
| <b>TERMs</b>  |       |            |       |       |       |       |       |       |                   |               |                 |
| 151 Facility: Clean Air Partners Regional Public Education<br>From: District-wide,<br>To: District-wide,<br>Jurisdiction: District-wide,  | 266 c |            | 108 c | 108 c | 108 c |       |       |       | CMAQ<br>80/ 20/   | 324           |                 |
|   |       |            |       |       |       |       |       |       |                   | <b>Total:</b> | <b>\$324</b>    |
| Description: Implement Clean Air Partners (nee Endzone) Regional Public Education Campaign.<br><br>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<br>From: District-Wide<br>To: District-wide,<br>Jurisdiction: District-wide,  | 350 c |            | 174 c | 181 c | 187 c |       |       |       | CMAQ<br>80/ 20/   | 542           |                 |
|   |       |            |       |       |       |       |       |       |                   | <b>Total:</b> | <b>\$542</b>    |
| Description: Implement Commuter Connections Operation Center.<br><br>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)<br>From: District-Wide<br>To: District-wide,<br>Jurisdiction: District-wide,   | 533 c |            | 426 c | 426 c | 426 c | 426 c | 426 c |       | CMAQ<br>80/ 20/   | 2,130         | N/A<br>Ongoing  |
|   |       |            |       |       |       |       |       |       |                   | <b>Total:</b> | <b>\$2,130</b>  |
| Description: M - 47C Implement Employer Outreach.<br><br>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<br>From: (M70B)<br>To: District-Wide<br>Jurisdiction: District-wide,  | 6 c   |            | 6 c   | 6 c   | 6 c   | 6 c   | 6 c   |       | CMAQ<br>80/ 20/   | 30            | N/A<br>Ongoing  |
|   |       |            |       |       |       |       |       |       |                   | <b>Total:</b> | <b>\$30</b>     |
| Description: M70B Implement Employer Outreach for Bicycling.<br><br>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 &<br>From: Memorial, Roosevelt & Key Bridges<br>To: Incident Management<br>Jurisdiction: Arlington & DC  | 250 c |            |       |       |       |       |       |       |                   |               | N/A<br>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.                       |       |            |       |       |       |       |       |       |                   |               |                 |

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**DRAFT**

|   | 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<br>From: I-395 / 14th Street Bridge &<br>To: Memorial, Roosevelt and Key Bridges<br>Jurisdiction: Arlington, DC | 250 c   |            |         |         |         |         |       |       |                   |              | N/A<br>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)<br>From: District-Wide<br>To:<br>Jurisdiction: District-wide,  | 99 c  |            | 99 c    | 99 c    | 99 c    | 99 c    | 99 c  | 99 c  | CMAQ<br>80/ 20/   | 495          | Ongoing         |
| Description:  | M - 47 Implement Integrated Ridesharing.<br><br>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<br>From: (M101A)<br>To: District-Wide<br>Jurisdiction: District-wide,                                       | 367 c   |            | 367 c   | 367 c   | 367 c   | 367 c   | 367 c | 367 c | CMAQ<br>80/ 20/   | 1,835        | N/A<br>Ongoing  |
| Description:  | Implement Mass Marketing Campaign.<br><br>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<br>From: (M47C)<br>To: District-Wide<br>Jurisdiction: District-wide,                          | 755 c   |            | 755 c   | 755 c   | 755 c   | 755 c   | 755 c | 755 c | CMAQ<br>80/ 20/   | 3,775        | N/A<br>Ongoing  |
| Description:  | M - 47C Implement Regional Guaranteed Ride Home Program.<br><br>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<br>From: District-wide,<br>To:<br>Jurisdiction: District-wide,   | 464 c   |            | 1,664 c | 2,114 c | 2,114 c | 2,114 c |       |       | CMAQ<br>80/ 20/   | 8,006        |                 |
| Description:  | Continued support and funding for undesignated Transportation Emission Reduction Measures (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)<br>From: Operating, Marketing, & Admin. Funds<br>To: District-Wide<br>Jurisdiction: District-wide,   | 171 c   |            | 171 c   | 171 c | 171 c | 171 c | 171 c |       | CMAQ<br>80/ 20/   | 855            | N/A<br>Ongoing  |
| <b>Total:</b>  |         |            |         |       |       |       |       |       |                   | <b>\$855</b>   |                 |
| Description: M - 77B Implement Vanpool Incentives - Capital Cost of Contracting.<br>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)<br>From: Capital Cost of Contracting<br>To: District-Wide<br>Jurisdiction: District-wide,  | 684 c   |            | 684 c   | 684 c | 684 c | 684 c | 684 c |       | CMAQ<br>80/ 20/   | 3,420          | N/A<br>Ongoing  |
| <b>Total:</b>  |         |            |         |       |       |       |       |       |                   | <b>\$3,420</b> |                 |
| Description: M - 77B Implement Vanpool Incentives - Capital Cost of Contracting.<br>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<br>From: (M92)<br>To: District-Wide<br>Jurisdiction: District-wide,  | 704 c   |            | 378 c   | 378 c | 378 c | 378 c | 378 c |       | CMAQ<br>80/ 20/   | 1,890          | N/A<br>Ongoing  |
| <b>Total:</b>  |         |            |         |       |       |       |       |       |                   | <b>\$1,890</b> |                 |
| Description: Implement Metropolitan Washington Telework Resource Center. (M92)<br>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.   |         |            |         |       |       |       |       |       |                   |                |                 |
| <b>Other</b>   |         |            |         |       |       |       |       |       |                   |                |                 |
| 164 Facility: NoVA 2020 Transportation Plan Update<br>From:<br>To:<br>Jurisdiction: Northern Virginia  | 1,000 a | 1,000      | 1,000 a |       |       |       |       |       | RSTP<br>80/ 20/   | 1,000          | CE<br>Approved  |
| <b>Total:</b>  |         |            |         |       |       |       |       |       |                   | <b>\$1,000</b> |                 |
| 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.  |         |            |         |       |       |       |       |       |                   |                |                 |

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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 |
|--|-------|------------|---------|---------|-------|-------|-------|-------|-----------------------|---------------|-----------------|
| <b>Federal Lands Highway Program</b>   |       |            |         |         |       |       |       |       |                       |               |                 |
| 165 Facility: George Washington Memorial Parkway<br>From:<br>To:<br>Jurisdiction: Fairfax County   |       |            | 500 c   |         |       |       |       |       | Park Roads<br>100 / / | 500           |                 |
|  |       |            |         |         |       |       |       |       |                       | <b>Total:</b> | <b>\$500</b>    |
| Description: Repair footing erosion, Pimmit Run Bridge (3300-005P)   |       |            |         |         |       |       |       |       |                       |               |                 |
| 166 Facility: George Washington Memorial Parkway<br>From:<br>To:<br>Jurisdiction: Arlington County   |       |            | 3,000 c |         |       |       |       |       | Park Roads<br>100 / / | 3,000         |                 |
|  |       |            |         |         |       |       |       |       |                       | <b>Total:</b> | <b>\$3,000</b>  |
| 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<br>From:<br>To:<br>Jurisdiction: Arlington County   |       |            | 1,215 c |         |       |       |       |       | Park Roads<br>100 / / | 1,215         |                 |
|  |       |            |         |         |       |       |       |       |                       | <b>Total:</b> | <b>\$1,215</b>  |
| 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<br>From:<br>To:<br>Jurisdiction: Fairfax County   |       |            |         | 2,100 c |       |       |       |       | Park Roads<br>100 / / | 2,100         |                 |
|  |       |            |         |         |       |       |       |       |                       | <b>Total:</b> | <b>\$2,100</b>  |
| Description: Rehabilitate VA Route 123, CIA interchange and mainline   |       |            |         |         |       |       |       |       |                       |               |                 |
| 169 Facility: George Washington Memorial Parkway<br>From:<br>To:<br>Jurisdiction: Arlington County   |       |            |         | 190 c   |       |       |       |       | Park Roads<br>100 / / | 190           |                 |
|  |       |            |         |         |       |       |       |       |                       | <b>Total:</b> | <b>\$190</b>    |
| 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)                       |       |            |         |         |       |       |       |       |                       |               |                 |
| 170 Facility: George Washington Memorial Parkway<br>From:<br>To:<br>Jurisdiction: Fairfax County   |       |            |         | 650 c   |       |       |       |       | Park Roads<br>100 / / | 650           |                 |
|  |       |            |         |         |       |       |       |       |                       | <b>Total:</b> | <b>\$650</b>    |
| Description: Resurface Northdown Rd, East & West Boulevard Dr (MVMH)   |       |            |         |         |       |       |       |       |                       |               |                 |
| 171 Facility: George Washington Memorial Parkway<br>From:<br>To:<br>Jurisdiction: Arlington County   |       |            |         | 9,300 c |       |       |       |       | Park Roads<br>100 / / | 9,300         |                 |
|  |       |            |         |         |       |       |       |       |                       | <b>Total:</b> | <b>\$9,300</b>  |
| Description: Rehabilitate SB George Washington Memorial Parkway from I-495 to VA Route 123   |       |            |         |         |       |       |       |       |                       |               |                 |

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**DRAFT**

|   |   | FY 04 | Carry Over | FY 05   | FY 06 | FY 07   | FY 08 | FY 09 | FY 10 | Source<br>Fed/St/Loc | Source Total | Environ.<br>Review |
|---|---|-------|------------|---------|-------|---------|-------|-------|-------|----------------------|--------------|--------------------|
| 172   | Facility: George Washington Memorial Parkway<br>From:<br>To:<br>Jurisdiction: Arlington County, Fairfax County, |       |            |         |       | 8,000 c |       |       |       | Park Roads<br>100/ / | 8,000        | CE                 |
| Description: Reconstruct NB George Washington Memorial Parkway from I-495 to VA Route 123   |   |       |            |         |       |         |       |       |       |                      |              |                    |
| 173   | Facility: George Washington Memorial Parkway<br>From:<br>To:<br>Jurisdiction: Arlington County                  |       |            | 2,600 c |       |         |       |       |       | Park Roads<br>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). |   |       |            |         |       |         |       |       |       |                      |              |                    |
| 174   | Facility: Prince William Forest Park Roads<br>From:<br>To:<br>Jurisdiction: Prince William County               |       |            |         |       | 2,350 c |       |       |       | Park Roads<br>100/ / | 2,350        |                    |
| Description: Construct New Park Entrance (4R)   |   |       |            |         |       |         |       |       |       |                      |              |                    |
| 175   | Facility: Prince William Forest Park Roads<br>From:<br>To:<br>Jurisdiction:                                     |       |            |         |       | 1,130 c |       |       |       | Park Roads<br>100/ / | 1,130        |                    |
| Description: Resurface Entrance Rd, Park Scenic Dr., Telegraph Rd. and various parking areas.   |   |       |            |         |       |         |       |       |       |                      |              |                    |

# **Arlington County**



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

**DRAFT**

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

11/17/2004

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

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|--|--|------------------|-------|------------------|-------|-------|-------|-------|--|----------------|---------------------------------|
| <b>Bike/Ped</b>  |  |                  |       |                  |       |       |       |       |  |                |                                 |
| 8  | Facility: 10th St. Pedestrian Facilities<br>From: Wilson Blvd.<br>To: Washington Blvd.<br>Jurisdiction: Arlington County,              |                  |       |                  | 500 c |       |       |       | Local<br>/ / 100   | 500            | N/A                             |
| Description: Install sidewalks along 10th St.  |  |                  |       |                  |       |       |       |       |  | <b>Total:</b>  | <b>\$500</b>                    |
| 9  | Facility: Arlington Boulevard Ped and Bike Trail<br>From: Fairfax County Line<br>To: N. Meade Street<br>Jurisdiction: Arlington County |                  |       | 250 c            |       |       |       |       | Local<br>/ / 100   | 250            | PCE<br>Proposed for preparation |
| Description: Construct missing segments of ped-bike trail along Arlington Boulevard within the cited limits.   |  |                  |       |                  |       |       |       |       |  | <b>Total:</b>  | <b>\$250</b>                    |
| 10   | Facility: Four Mile Run Trail<br>From: Shirlington Road<br>To: West Glebe Road<br>Jurisdiction: Arlington County,                      | 50 b<br>880 c    | 930   | 55 b             | 880 c |       |       |       | Local<br>/ / 100<br>RSTP<br>80/ 20/<br>STP/ENH<br>90/ / 10 | 49<br>880<br>6 | PCE<br>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 |  |                  |       |                  |       |       |       |       |  | <b>Total:</b>  | <b>\$935</b>                    |
| 11   | Facility: Rosslyn Circle Bike/Ped Grade Separation<br>From: @ Key Bridge<br>To:<br>Jurisdiction: Arlington County,                     | 250 a<br>1,000 c | 1,250 | 250 a<br>1,000 c |       |       |       |       | BD<br>/ / 100<br>RSTP<br>80/ 20/                           | 250<br>1,000   | PCE<br>Proposed for preparation |
| Description: Construct a grade separation to eliminate conflicts between bicycles, pedestrians, and motorists.   |  |                  |       |                  |       |       |       |       |  | <b>Total:</b>  | <b>\$1,250</b>                  |
| 12   | Facility: Route 110 Bicycle Trail<br>From: North Pentagon Parking Lot<br>To: Memorial Drive<br>Jurisdiction: Arlington County          | 180 c            | 180   |                  |       |       |       | 180 c | CMAQ<br>80/ / 20<br>Local<br>/ / 100                       | 153<br>27      | PCE<br>Proposed for preparation |
| Description: Construct a trail between the North Pentagon Parking Lot and Memorial Drive on an unpaved path paralleling Route 110.                           |  |                  |       |                  |       |       |       |       |  | <b>Total:</b>  | <b>\$180</b>                    |
| 13   | Facility: VA 120 (Glebe Road)<br>From: @ 27th Street<br>To: @ Ramp from I-395 to West Glebe Road<br>Jurisdiction: Arlington County     | 7 a<br>65 c      | 63    | 63 c             |       |       |       |       | HES/STP<br>90/ 10/   | 63             | PCE<br>Proposed for preparation |
| Description: Install crosswalks, pedestrian signals, refuge areas. Reconstruct curb corners.   |  |                  |       |                  |       |       |       |       |  | <b>Total:</b>  | <b>\$63</b>                     |



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|---|----------------|------------|-------|---------|-------|-------|-------|-------|------------------------------------|--------------|---------------------------------|
| 14 Facility: VA 120 (Glebe Road)<br>From: @ South Walter Reed Drive<br>To:<br>Jurisdiction: Arlington County,   | 144 c          | 144        | 144 c |         |       |       |       |       | STP<br>90/ 10/                     | 144          | N/A                             |
| Description: Modify signal & crosswalk, improve lighting at intersection of S. Walter Reed Drive.   |                |            |       |         |       |       |       |       | Total:                             | \$144        |                                 |
| 15 Facility: VA 120 (Glebe Road)<br>From: N. Randolph Street<br>To: Fairfax Drive<br>Jurisdiction: Arlington County,  | 450 c          |            |       |         |       |       |       |       |                                    |              | PCE<br>Proposed for preparation |
| Description: Provide safety improvements in accordance with the County's master plan.<br><br>Reconstruct four intersections for enhanced pedestrian safety.   |                |            |       |         |       |       |       |       |                                    |              |                                 |
| 16 Facility: VA 120 (N. Glebe) Pedestrian Overpass<br>From: @ Carlin Springs Road<br>To:<br>Jurisdiction: Arlington County,   | 280 a<br>120 b | 120        | 788 c | 120 b   |       |       |       |       | CMAQ<br>80/ / 20                   | 908          | PCE<br>Under preparation        |
| Description: Construction of a pedestrian overpass of North Glebe Road, to include elevator access for persons with disabilities.   |                |            |       |         |       |       |       |       | Total:                             | \$908        |                                 |
| 17 Facility: VA 237 - Washington Blvd. Trail<br>From: Arlington Boulevard<br>To: Columbia Pike<br>Jurisdiction: Arlington County,   |                |            | 250 c |         |       |       |       |       | Local<br>/ / 100                   | 250          | CE                              |
| Description: Construct a multi-use trail on the westside of Washington Boulevard..  |                |            |       |         |       |       |       |       | Total:                             | \$250        |                                 |
| 18 Facility: VA 237 (Fairfax Dr.)<br>From: Courthouse Rd.<br>To: Ft. Myer Dr.<br>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<br>From: Fairfax County Line<br>To: US 29 (Lee Highway)<br>Jurisdiction: Arlington County,  | 1,470 c        | 1,470      | 232 a | 1,251 c |       |       |       |       | CMAQ<br>80/ / 20<br>STP<br>80/ 20/ | 1,163<br>320 | CE<br>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. |                |            |       |         |       |       |       |       | Total:                             | \$1,483      |                                 |

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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                 |
|---|---------------|------------|---------------|-------|-------|-------|-------|-------|------------------------------------|---------------|---------------------------------|
| <b>ITS</b>  |               |            |               |       |       |       |       |       |                                    |               |                                 |
| 20 Facility: Bus Information Technology Deployment<br>From: North-South Corridors<br>To:<br>Jurisdiction: Arlington County,   | 50 a          |            | 250 c         |       |       |       |       |       | STP<br>80/ 20/                     | 250           | PCE<br>Proposed for preparation |
| <b>Description:</b> Utilize technology to provide real time passenger information to north-south corridors in Arlington County.   |               |            |               |       |       |       |       |       |                                    | <b>Total:</b> | <b>\$250</b>                    |
| 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. |               |            |               |       |       |       |       |       |                                    |               |                                 |
| 21 Facility: Bus Information Technology Deployment<br>From: Columbia Pike<br>To:<br>Jurisdiction: Arlington County,   | 50 a<br>450 c | 500        | 50 a<br>450 c |       |       |       |       |       | STP<br>80/ 20/                     | 500           | PCE<br>Proposed for preparation |
| <b>Description:</b> Utilize technology to provide real time passenger information on Columbia Pike.   |               |            |               |       |       |       |       |       |                                    | <b>Total:</b> | <b>\$500</b>                    |
| 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.                |               |            |               |       |       |       |       |       |                                    |               |                                 |
| 22 Facility: Traffic Monitoring Cameras<br>From: Arlington County<br>To: County-wide<br>Jurisdiction: Arlington County  | 35 a<br>403 c | 403        | 403 c         |       |       |       |       |       | CMAQ<br>80/ / 20                   | 403           | PCE<br>Proposed for preparation |
| <b>Description:</b> Install 25 traffic monitoring cameras, county-wide, for enhanced incident management.   |               |            |               |       |       |       |       |       |                                    | <b>Total:</b> | <b>\$403</b>                    |
| 23 Facility: Traffic Signal Optimization<br>From: Arlington County<br>To: 139 County Signals<br>Jurisdiction: Arlington County,   | 394 c         | 394        | 394 c         |       |       |       |       |       | CMAQ<br>100/ /<br>Local<br>/ / 100 | 350<br>44     | PCE<br>Proposed for preparation |
| <b>Description:</b> Optimize 139 County Signals.  |               |            |               |       |       |       |       |       |                                    | <b>Total:</b> | <b>\$394</b>                    |
| 24 Facility: VA 244 (Columbia Pike) Signal Prioritization<br>From: Fairfax County Line<br>To: Pentagon<br>Jurisdiction: Arlington County,   | 486 c         | 206        | 206 c         |       |       |       |       |       | CMAQ<br>100/ /                     | 206           | PCE                             |
| <b>Description:</b> Acquire hardware and software to give signal prioritization to buses on Columbia Pike.  |               |            |               |       |       |       |       |       |                                    | <b>Total:</b> | <b>\$206</b>                    |

**Fairfax County**



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

**DRAFT**

|   |   | FY 04   | Carry Over | FY 05   | FY 06    | FY 07 | FY 08 | FY 09 | FY 10 | Source Fed/St/Loc                          | Source Total              | Environ. Review                 |
|---|---|---------|------------|---------|----------|-------|-------|-------|-------|--|---------------------------|---------------------------------|
| <b>Secondary</b>  |   |         |            |         |          |       |       |       |       |  |                           |                                 |
| 1   | Facility: Fairfax County Congestion Relief Projects<br>From: @ 7 County Intersections<br>To:<br>Jurisdiction: Fairfax County      | 1,875 c | 1,215      | 1,215 c |          |       |       |       |       | Minimum Guaran<br>80/ 20/<br><b>Total:</b> | 1,215<br><b>\$1,215</b>   | PCE<br>Proposed for preparation |
| Description: Improve the following intersections, primarily, as described below:<br><br>Balls Hill Road at Old Dominion Drive - Add southbound left-turn lane.<br>Leesburg Pike at Glen Carlyn Road - Extend eastbound left-turn lane.<br>Beauregard Street near Little River Turnpike - Install raised median between Little River Turnpike and N. Chambliss Street.<br>West Ox Road at Monroe Street - Add eastbound left-turn lane.<br>Poplar Tree Road between Lee's Corner and Stringfellow Road - realign substandard curve.<br>Gallows Road at Idylwood Road - Extend southbound left-turn lane.<br>Reston Parkway at South Lakes Drive - Add dual northbound left-turn lanes. |   |         |            |         |          |       |       |       |       |  |                           |                                 |
| 2   | Facility: TYTRAN Congestion Relief Projects<br>From: Tysons Corner<br>To:<br>Jurisdiction: Fairfax County                         | 300 c   | 300        | 300 c   |          |       |       |       |       | Minimum Guaran<br>80/ 20/<br><b>Total:</b> | 300<br><b>\$300</b>       | PCE<br>Proposed for preparation |
| Description: Improve the following intersections, primarily, as described below:<br><br>Route 7 at Tyco Road - Extend westbound auxiliary lane.<br>Route 7 at Marshall's entrance - Extend westbound left-turn lane.<br>Route 7 at Spring Hill Road - Extend westbound right-turn lane.<br>International Drive / Spring Hill Road / Jones Branch Drive - Improve signing, pavement marking, signal timing, signal placement, etc.   |   |         |            |         |          |       |       |       |       |  |                           |                                 |
| 3   | Facility: VA 602 (Reston Pkwy.)<br>From: @ VA 5320 (Sunrise Valley Dr.)<br>To:<br>Jurisdiction: Fairfax County                    | 160 c   | 85         | 85 b    |          |       |       |       |       | STP / Open Cont<br>100/ /<br><b>Total:</b> | 85<br><b>\$85</b>         | PCE<br>Proposed for preparation |
| Description: Construct a second left-turn lane at the cited intersection.   |   |         |            |         |          |       |       |       |       |  |                           |                                 |
| 4   | Facility: VA 606 (Baron Cameron Avenue)<br>From: @ VA 602 (Reston Parkway)<br>To: Replace signals<br>Jurisdiction: Fairfax County | 100 a   |            |         | 116 c    |       |       |       |       | STP/HES<br>90/ 10/<br><b>Total:</b>        | 116<br><b>\$116</b>       | PCE<br>Proposed for preparation |
| Description: Replace signals and extend eastbound and westbound left-turn lanes.  |   |         |            |         |          |       |       |       |       |  |                           |                                 |
| 5   | Facility: VA 608 (West Ox Road)<br>From: VA 6558 (Penderbrook Drive)<br>To: VA 6985 (Ox Trail)<br>Jurisdiction: Fairfax County,   | 6,081 b | 6,081      | 6,000 b | 12,500 c |       |       |       |       | STP<br>80/ 20/<br><b>Total:</b>            | 18,500<br><b>\$18,500</b> | EA/FONSI<br>Approved            |
| Description: Widen existing 2-lane facility to 4-lanes, divided.  |   |         |            |         |          |       |       |       |       |  |                           |                                 |

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**DRAFT**

|   |  | 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)<br>From: VA 613 (Beulah St.)<br>To: VA 635 (Hayfield Road)<br>Jurisdiction: Fairfax County,    |          |            |         | 2,000 a |       | 4,500 b  |       | 16,000 c | STP<br>80/ 20/           | 22,500       | EA/4F<br>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)<br>From: VA 635 (Hayfield Road)<br>To: VA 633 (S. Kings Hwy.)<br>Jurisdiction: Fairfax County, | 1,500 a  | 1,500      | 1,500 a | 2,500 b |       | 8,000 c  |       |          | STP<br>80/ 20/           | 12,000       | EA/4F<br>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)<br>From: @ VA 644 (Franconia Road)<br>To: interchange<br>Jurisdiction: Fairfax County,        | 10,781 b | 10,654     |         |         |       | 10,654 b |       |          | STP<br>80/ 20/           | 10,654       | EA/4F<br>Proposed for preparation |  |
| Description: Construct an interchange.  |  |          |            |         |         |       |          |       |          |                          | Total:       | \$10,654                          |  |
| 9   | Facility: VA 618 (Woodlawn Road)<br>From: US 1 (Richmond Highway)<br>To: VA 613 (Beulah Road)<br>Jurisdiction: Fairfax County,   | 1,200 a  |            | 800 a   |         |       |          |       |          | Defense Access<br>100/ / | 800          | DEIS<br>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)<br>From: @ VA 617 (Backlick Road)<br>To:<br>Jurisdiction: Fairfax County                        | 61 a     |            |         | 93 b    | 293 c |          |       |          | STP (OC)<br>90/ 10/      | 386          | PCE<br>Proposed for preparation   |  |
| Description: REMOVE ISLAND & EXTEND Right Turn -Lane EB ONTO ROUTE 617 SouthBound   |  |          |            |         |         |       |          |       |          |                          | Total:       | \$386                             |  |
| 11  | Facility: VA 620 (Braddock Road)<br>From: @ VA 2865 (Ravensworth Road)<br>To:<br>Jurisdiction: Fairfax County                    | 22 a     |            | 125 c   |         |       |          |       |          | STP/HES<br>90/ 10/       | 125          | PCE<br>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 (Hoes Road)<br>From: @ VA 6100 (Newington Forest Avenue)<br>To:<br>Jurisdiction: Fairfax County                 | 81 a     |            | 200 b   | 322 c   |       |          |       |          | HES/STP<br>90/ 10/       | 522          | PCE<br>Proposed for preparation   |  |
| Description: VA 636 - Superelevate curve in the vicinity of VA 6100 & relocate utilities.   |  |          |            |         |         |       |          |       |          |                          | Total:       | \$522                             |  |

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

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|--|---------------------|------------|--------------------|----------|-------|-------|-------|-------|---|--------------------------|--------------------------------------|--|
| 20 Facility: VA 684 (Spring Hill Road)<br>From: VA 7 (Leesburg Pike)<br>To: VA 6034 (International Drive)<br>Jurisdiction: Fairfax County,   | 2,000 b             | 2,000      | 2,000 b<br>5,000 c |          |       |       |       |       | State<br>/ 100/   | 7,000                    | N/A, State                           |  |
| <b>Description:</b> Widen to a 4 lane divided section with curb and gutter and sidewalks on both sides of the road.  |                     |            |                    |          |       |       |       |       |   | <b>Total:</b>            | <b>\$7,000</b>                       |  |
| 21 Facility: VA 7100 (Fairfax Co Pkwy HOV)<br>From: US 50<br>To: VA 5320 (Sunrise Valley Dr.)<br>Jurisdiction: Fairfax County,   | 7,098 a             |            |                    |          |       |       |       |       |   |                          | PCE<br>Proposed for preparation      |  |
| <b>Description:</b> 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)<br>From: VA 4600 (Fullerton Road)<br>To: VA 7900 (Franconia-Springfield Parkway)<br>Jurisdiction: Fairfax County,  | 3,881 a<br>21,851 b | 21,851     | 21,851 b           | 64,740 c |       |       |       |       | Minimum Guarant<br>80/ 20/<br>NHS<br>80/ 20/<br>RSTP<br>80/ 20/ | 6,504<br>7,747<br>72,340 | EA/FONSI<br>Proposed for preparation |  |
| <b>Description:</b> 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.  |                     |            |                    |          |       |       |       |       |   | <b>Total:</b>            | <b>\$86,591</b>                      |  |
| 23 Facility: VA 7100 Interchange<br>From: @ VA 7735 (Fair Lakes Pkwy) &<br>To: Monument Drive<br>Jurisdiction: Fairfax County,   | 4,925 b             | 2,087      | 2,087 b            |          |       |       |       |       | RSTP<br>80/ 20/   | 2,087                    | PCE<br>Proposed for preparation      |  |
| <b>Description:</b> 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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|--|-----------------|------------|---------------|-------|-------|-------|-------|-------|--|--------------------------------|---------------------------------|
| <b>Bike/Ped</b>  |                 |            |               |       |       |       |       |       |  |                                |                                 |
| 24 Facility: Accotink Gateway Connector Trail<br>From: King Arthur Drive<br>To: Wakefield Park<br>Jurisdiction: Fairfax County   | 30 b<br>2,200 c | 2,230      | 2,257 c       |       |       |       |       |       | CMAQ<br>80/ 20/<br>HP/TEA-21<br>80/ / 20<br>Local<br>/ / 100<br>Total: | 169<br>510<br>1,578<br>\$2,257 | CE<br>Approved                  |
| Description: Construct the Accotink Gateway Connector Trail within the cited limits.<br><br>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<br>From: Various Locations - 2 Transit Stations &<br>To: 4 Regional Malls<br>Jurisdiction: Fairfax County,  | 75 a<br>675 c   | 750        | 75 a<br>675 c |       |       |       |       |       | CMAQ<br>80/ 20/<br>Total:  | 750<br>\$750                   | PCE<br>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<br>From: Phase II (Streetscape demo)<br>To: @ Various locations<br>Jurisdiction: Fairfax County,   | 70 a<br>361 c   |            |               |       |       |       |       |       |  |                                | PCE<br>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<br>From: Holmes Run<br>To: Powell Lane<br>Jurisdiction: Fairfax County,  | 395 c           | 395        | 395 c         |       |       |       |       |       | CMAQ<br>80/ / 20<br>Total:   | 395<br>\$395                   | PCE<br>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<br>From: Great Falls Park to Alban Road<br>To: Lake Accotink Dam to Hunter Village Drive se<br>Jurisdiction: Fairfax County  | 200 a           | 200        | 200 a         |       | 800 c |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20<br>Total:               | 875<br>125<br>\$1,000          | PCE<br>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.<br><br>This project proposes construction of the segment between the Lake Accotink Dam and Hunter Village Drive  |                 |            |               |       |       |       |       |       |  |                                |                                 |

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|--|-----------------------|------------|-------------------------|-------|-------|-------|-------|-------|--|--------------|---------------------------------|
| 29 Facility: Huntington Metro Station Vicinity<br>From: Pedestrian Improvements<br>To:<br>Jurisdiction: Fairfax County,  | 150 c                 | 150        | 150 c                   |       |       |       |       |       | Governor's Cong<br>/ 100/<br><br>Total: \$150                      | 150          | PCE<br>Proposed for preparation |
| Description: Install pedestrian crossings with traffic signals and safety islands to encourage walking at all intersections within one-half mile of the Huntington Metro Station.  |                       |            |                         |       |       |       |       |       |  |              |                                 |
| 30 Facility: NoVi (Northern Vienna) Trail<br>From: Phase I<br>To:<br>Jurisdiction: Fairfax County,   | 100 a                 | 100        | 100 a                   |       |       |       |       |       | STP / Enhancem<br>80/ / 20<br><br>Total: \$100                     | 100          | PCE<br>Proposed for preparation |
| Description: Engineering & design for Phase I of Northern Vienna Trail.  |                       |            |                         |       |       |       |       |       |  |              |                                 |
| 31 Facility: On-Road Bike Trails<br>From: Fairfax County-wide<br>To:<br>Jurisdiction: Fairfax County,  | 50 a<br>50 b<br>400 c | 500        | 50 a                    | 50 b  |       | 400 c |       |       | CMAQ<br>80/ / 20<br><br>Total: \$500                               | 500          | N/A                             |
| Description: Develop bike lanes on existing roadways primarily through restriping within existing rights-of-way with additional minor construction on segments where restriping is not feasible. Projects will focus on roads leading to Metrorail stations, colleges, and major employment centers.   |                       |            |                         |       |       |       |       |       |  |              |                                 |
| 32 Facility: Pedestrian Improvements, Bus Stop Access I<br>From: Bike Projects<br>To: Fairfax County<br>Jurisdiction: Fairfax County,  | 300 a<br>100 b        | 400        | 300 a<br>100 b<br>800 c |       |       |       |       |       | RSTP<br>80/ 20/<br><br>Total: \$1,200                              | 1,200        | PCE<br>Proposed for preparation |
| Description: Implement improvements consistent with the comprehensive plan of action approved by the Fairfax County Board of Supervisors on July 22, 2002. This plan of action addresses pedestrian safety and access in the county, and endorsed the creation of a Pedestrian Task Force which will address all facets of pedestrian and bicycle modes of travel, including access, safety, trails, regional cooperation efforts, public education, and other issues. |                       |            |                         |       |       |       |       |       |  |              |                                 |
| 33 Facility: Safety Improvements to Existing Trails<br>From: Fairfax Countywide<br>To:<br>Jurisdiction: Fairfax County   | 75 c                  |            | 75 c                    | 75 c  | 75 c  | 75 c  | 75 c  |       | Local<br>/ / 100<br><br>Total: \$375                               | 375          | N/A<br>Ongoing                  |
| Description: On an ongoing basis, upgrade and perform emergency maintenance of existing trails to address safety concerns and hazardous conditions; deterioration of trail surfaces; and the replacement and repair of guardrails, handrails, and pedestrian bridges.  |                       |            |                         |       |       |       |       |       |  |              |                                 |
| 34 Facility: Soapstone Drive Pedestrian Improvements<br>From: South Lakes Drive<br>To: Snakeden Branch<br>Jurisdiction: Fairfax County,  | 767 c                 | 767        | 767 c                   |       |       |       |       |       | CMAQ<br>80/ / 20<br><br>Total: \$767                               | 767          | PCE<br>Proposed for preparation |
| Description: Construct 1,200 feet of pedestrian and parallel parking improvements to allow a new and safe pedestrian access along this road.   |                       |            |                         |       |       |       |       |       |  |              |                                 |
| 35 Facility: South Backlick Gateway<br>From: South Backlick Road<br>To: Amherst Avenue<br>Jurisdiction: Fairfax County,  | 60 a<br>50 b          | 50         | 50 b<br>250 c           |       |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20<br><br>Total: \$300 | 210<br>90    | PCE<br>Proposed for preparation |
| Description: Construction of streetscape improvements from South Backlick Road to Amherst Avenue.  |                       |            |                         |       |       |       |       |       |  |              |                                 |

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

**DRAFT**

|  | 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<br>From: Pedestrian Improvements Identified by<br>To: the HJR 276 Committee<br>Jurisdiction: Fairfax County, | 998 c   | 998        | 998 c         |       |         |       |       |       | Job Access and<br>50/ / 50               | 998            | PCE<br>Proposed for<br>preparation |
|  |   |            |               |       |         |       |       |       | <b>Total:</b>                            | <b>\$998</b>   |                                    |
| 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:<br><br><ul style="list-style-type: none"> <li>o Transit center island, Jones Branch Drive at International Drive</li> <li>o Missing segment in island on Galleria Drive at International Drive</li> <li>o West side of Gosnell Road between Tyspring St. and Ragland Road</li> <li>o West side of Gosnell Road between Route 7 and Boone Blvd.</li> <li>o West side of Gosnell Road between Boone Blvd. and Old Courthouse Road</li> <li>o East side of Aline Drive between Route 7 and Gallows Branch Road</li> <li>o West side of Old Gallows Road between Route 7 and Gallows Branch Road</li> <li>o North side of Old Courthouse Road between 8310 and 8320</li> </ul> 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<br>From:<br>To:<br>Jurisdiction: Fairfax County,   | 26 a  | 26         | 26 a<br>102 c |       |         |       |       |       | STP / Enhancem<br>80/ / 20               | 128            | PCE<br>Proposed for<br>preparation |
|  |   |            |               |       |         |       |       |       | <b>Total:</b>                            | <b>\$128</b>   |                                    |
| Description:   | Reconstruction to meet current design standards.  |            |               |       |         |       |       |       |  |                |                                    |
| 38 Facility: US 29 Shared-Use Path<br>From: I-66<br>To: Trinity Parkway<br>Jurisdiction: Fairfax County  | 125 a   |            | 665 c         |       |         |       |       |       | CMAQ<br>80/ / 20<br><br>Local<br>/ / 100 | 500<br><br>165 | PCE<br>Proposed for<br>preparation |
|  |   |            |               |       |         |       |       |       | <b>Total:</b>                            | <b>\$665</b>   |                                    |
| 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)<br>From: VA 7<br>To: Patrick Henry Drive<br>Jurisdiction: Fairfax County,   | 55 b<br>579 c   | 563        |               |       | 563 c   |       |       |       | HES/STP<br>90/ 10/                       | 563            | PCE<br>Proposed for<br>preparation |
|  |   |            |               |       |         |       |       |       | <b>Total:</b>                            | <b>\$563</b>   |                                    |
| 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<br>From: Vicinity of the Seven Corners Shopping Cente<br>To:<br>Jurisdiction: Fairfax County                                      | 229 b<br>2,039 c  | 2,268      | 757 b         |       | 2,515 c |       |       |       | STP(OC)<br>80/ 20/                       | 3,272          | PCE<br>Proposed for<br>preparation |
|  |   |            |               |       |         |       |       |       | <b>Total:</b>                            | <b>\$3,272</b> |                                    |
| Description:   | Construct a pedestrian bridge across Route 50 in the vicinity of the Seven Corners Shopping Center.   |            |               |       |         |       |       |       |  |                |                                    |

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

**DRAFT**

|   | 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<br>From: Jaguar Trail<br>To: Patrick Henry Drive<br>Jurisdiction: Fairfax County,  |                         |            |                        | 1,509 c |       |       |       |       | CMAQ<br>80/ 20/<br>Local<br>/ / 100                           | 501<br><br>1,008         | PCE<br>Proposed for preparation |
| <b>Total:</b>   |                         |            |                        |         |       |       |       |       |   | <b>\$1,509</b>           |                                 |
| <b>Description:</b> Pedestrian access improvements along Route 50 from Jaguar Trail to Patrick Henry Drive.   |                         |            |                        |         |       |       |       |       |   |                          |                                 |
| 42 Facility: VA 193 - Georgetown Pike<br>From: VA 7 to VA 123 landscaping, etc.<br>To: Langley Fork Scenic Pull-off<br>Jurisdiction: Fairfax County,  | 108 a<br>33 b           | 141        | 108 a<br>33 b<br>859 c |         |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20                | 375<br><br>625           | PCE<br>Proposed for preparation |
| <b>Total:</b>   |                         |            |                        |         |       |       |       |       |   | <b>\$1,000</b>           |                                 |
| <b>Description:</b> 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<br>From: Innsbruck Road<br>To: River Bend Road<br>Jurisdiction: Fairfax County,   | 25 b<br>158 c           | 183        | 25 b<br>158 c          |         |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20                | 43<br><br>140            | PCE<br>Proposed for preparation |
| <b>Total:</b>   |                         |            |                        |         |       |       |       |       |   | <b>\$183</b>             |                                 |
| <b>Description:</b> 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<br>From: Beaugard Street<br>To: I-395<br>Jurisdiction: Fairfax County,   | 155 a<br>328 b<br>396 c | 724        | 360 b                  |         | 372 c |       |       |       | HES / STP<br>90/ 10/<br>State<br>/ 100/<br>STP (OC)<br>100/ / | 360<br><br>15<br><br>357 | PCE<br>Proposed for preparation |
| <b>Total:</b>   |                         |            |                        |         |       |       |       |       |   | <b>\$732</b>             |                                 |
| <b>Description:</b> Install / implement pedestrian safety measures.   |                         |            |                        |         |       |       |       |       |   |                          |                                 |
| 45 Facility: Walker Road Trail<br>From: Columbine Street<br>To: Colvin Run Road<br>Jurisdiction: Fairfax County,  | 49 b<br>350 c           | 399        | 399 c                  |         |       |       |       |       | Local<br>/ / 100<br>STP / Enhancem<br>80/ / 20                | 189<br><br>210           | PCE<br>Proposed for preparation |
| <b>Total:</b>   |                         |            |                        |         |       |       |       |       |   | <b>\$399</b>             |                                 |
| <b>Description:</b> 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.  |                         |            |                        |         |       |       |       |       |   |                          |                                 |
| <b>ITS</b>  |                         |            |                        |         |       |       |       |       |   |                          |                                 |
| 46 Facility: US 1 Traffic Signal Pre-emption<br>From: Mount Vernon Highway / Old Mill Road<br>To: Fort Hunt Road<br>Jurisdiction: Fairfax County  | 500 c                   | 500        | 500 c                  |         |       |       |       |       | CMAQ<br>100/ /  | 500                      | N/A<br>Proposed for preparation |
| <b>Total:</b>   |                         |            |                        |         |       |       |       |       |   | <b>\$500</b>             |                                 |
| <b>Description:</b> Install traffic signal pre-emption equipment at 19 intersections in the corridor, allowing buses to extend green times on signals; thereby improving bus speeds and bus schedule reliability. |                         |            |                        |         |       |       |       |       |   |                          |                                 |

# **Loudoun County**



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

**DRAFT**

|                  | FY 04  | Carry Over | FY 05 | FY 06   | FY 07    | FY 08   | FY 09 | FY 10 | Source Fed/St/Loc               | Source Total       | Environ. Review                     |  |
|------------------|--|------------|-------|---------|----------|---------|-------|-------|---------------------------------|--------------------|-------------------------------------|--|
| <b>Secondary</b> |  |            |       |         |          |         |       |       |                                 |                    |                                     |  |
| 1                | Facility: Atlantic Boulevard<br>From: VA 625 (Church Road) @ Davis Drive<br>To: Magnolia Road<br>Jurisdiction: Loudoun County,   |            |       | 250 a   | 585 b    | 2,050 c |       |       | BD<br>/ 100/<br>RSTP<br>80/ 20/ | 2,492<br><br>393   | EA<br><br>Under preparation         |  |
|                  |  |            |       |         |          |         |       |       |                                 | <b>Total:</b>      | <b>\$2,885</b>                      |  |
| 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)<br>From: Auto World Circle North<br>To: VA 1748 (Severn Way)<br>Jurisdiction: Loudoun County,  | 1,493 a    | 1,493 | 1,034 a | 5,480 c  |         |       |       | BD<br>/ 100/<br>RSTP<br>80/ 20/ | 2,689<br><br>3,825 | EA<br><br>Under preparation         |  |
|                  |  |            |       |         |          |         |       |       |                                 | <b>Total:</b>      | <b>\$6,514</b>                      |  |
| 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)<br>From: Gloucester Parkway<br>To: Russell Branch Parkway<br>Jurisdiction: Loudoun County,  | 1,150 b    | 1,150 | 2,601 b | 10,100 c |         |       |       | State/Local<br>/ 100/           | 12,701             | N/A, State                          |  |
|                  |  |            |       |         |          |         |       |       |                                 | <b>Total:</b>      | <b>\$12,701</b>                     |  |
| Description:     | Construct/widen 6/4-lane divided roadway   |            |       |         |          |         |       |       |                                 |                    |                                     |  |
| 4                | Facility: VA 625 (Church Rd.)<br>From: VA 28<br>To: VA 637<br>Jurisdiction: Loudoun County,  | 2,700 c    | 2,700 | 2,700 c |          |         |       |       | State<br>/ 100/                 | 2,700              | N/A State                           |  |
|                  |  |            |       |         |          |         |       |       |                                 | <b>Total:</b>      | <b>\$2,700</b>                      |  |
| Description:     | Widen to 4 lanes, divided  |            |       |         |          |         |       |       |                                 |                    |                                     |  |
| 5                | Facility: VA 625 (Waxpool Rd.)<br>From: Loudoun County Parkway<br>To: Broad Run<br>Jurisdiction: Loudoun County,   | 1,900 c    |       |         |          |         |       |       |                                 |                    | EA<br><br>Under preparation         |  |
| Description:     | Widen to 4 lanes.  |            |       |         |          |         |       |       |                                 |                    |                                     |  |
| 6                | Facility: VA 637 (Potomac View Rd.)<br>From: 0.28 mi. south of VA 7<br>To: 0.66 mi. south of VA 7<br>Jurisdiction: Loudoun County,   | 679 c      |       |         |          |         |       |       |                                 |                    | EA<br><br>Approved                  |  |
| Description:     | Construct left and right-turn lanes into the First Baptist Church.   |            |       |         |          |         |       |       |                                 |                    |                                     |  |
| 7                | Facility: VA 659 (Belmont Ridge Rd.)<br>From: National Rec & Park Entrance<br>To: Truro Parish Road<br>Jurisdiction: Loudoun County,   |            |       | 2,253 a |          |         |       |       | STP<br>80/ 20/                  | 2,253              | PCE<br><br>Proposed for preparation |  |
|                  |  |            |       |         |          |         |       |       |                                 | <b>Total:</b>      | <b>\$2,253</b>                      |  |
| Description:     | Widen to a four-lane, divided road on a six-lane RW.   |            |       |         |          |         |       |       |                                 |                    |                                     |  |

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

**DRAFT**

|  |   | 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<br>From: Dulles Greenway<br>To: VA 7<br>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)<br>From: VA 28<br>To: US 7<br>Jurisdiction: Loudoun County,                         | 5 a              |            | 82 c           |       |       |       |       |       | STP / Enhancem<br>80 / / 20 | 82            | PCE<br>Proposed for preparation |  |
|  |   |                  |            |                |       |       |       |       |       |                             | <b>Total:</b> | <b>\$82</b>                     |  |
| Description: Landscape to improve corridor aesthetics.   |   |                  |            |                |       |       |       |       |       |                             |               |                                 |  |
| <b>Bike/Ped</b>  |   |                  |            |                |       |       |       |       |       |                             |               |                                 |  |
| 10   | Facility: VA 9<br>From: @ VA 704<br>To: in the Town of Hillsboro<br>Jurisdiction: Loudoun County,                         | 500 a<br>1,490 c | 990        |                | 190 b | 800 c |       |       |       | Section 330<br>100 / /      | 990           | PCE<br>Proposed for preparation |  |
|  |   |                  |            |                |       |       |       |       |       |                             | <b>Total:</b> | <b>\$990</b>                    |  |
| Description: Pedestrian Study & Improvements at the cited location.  |   |                  |            |                |       |       |       |       |       |                             |               |                                 |  |
| 11   | Facility: W&OD Trail Extension<br>From: W&OD Trail End (Purcellville)<br>To: Round Hill<br>Jurisdiction: Loudoun County,  | 150 b<br>500 c   | 650        | 150 b<br>500 c |       |       |       |       |       | STP / Enhancem<br>80 / / 20 | 650           | PCE<br>Proposed for preparation |  |
|  |   |                  |            |                |       |       |       |       |       |                             | <b>Total:</b> | <b>\$650</b>                    |  |
| Description: Construct a multi-purpose trail within the above limits.  |   |                  |            |                |       |       |       |       |       |                             |               |                                 |  |
| <b>Enhancement</b>   |   |                  |            |                |       |       |       |       |       |                             |               |                                 |  |
| 12   | Facility: Harper House<br>From: Stabilization<br>To:<br>Jurisdiction: Loudoun County,                                     | 173 c            | 173        | 173 c          |       |       |       |       |       | STP / Enhancem<br>80 / / 20 | 173           | PCE<br>Proposed for preparation |  |
|  |   |                  |            |                |       |       |       |       |       |                             | <b>Total:</b> | <b>\$173</b>                    |  |
| 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<br>From: Town of Leesburg<br>To:<br>Jurisdiction: Leesburg,         | 704 c            | 704        | 704 c          |       |       |       |       |       | STP / Enhancem<br>80 / / 20 | 704           | PCE<br>Proposed for preparation |  |
|  |   |                  |            |                |       |       |       |       |       |                             | <b>Total:</b> | <b>\$704</b>                    |  |
| Description: Provide parking and access to the George C. Marshall House.   |   |                  |            |                |       |       |       |       |       |                             |               |                                 |  |



# **Prince William County**



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

**DRAFT**

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

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

**DRAFT**

|  | FY 04          | Carry Over | FY 05   | FY 06    | FY 07 | FY 08 | FY 09 | FY 10 | Source Fed/St/Loc  | Source Total  | Environ. Review                 |  |
|--|----------------|------------|---------|----------|-------|-------|-------|-------|--------------------|---------------|---------------------------------|--|
| <b>Secondary</b>   |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| 2 Facility: Potomac Avenue<br>From: @ CSX Railroad Crossing<br>To: (DOT #860605J)<br>Jurisdiction: Prince William County,  |                |            |         | 145 c    |       |       |       |       | HES/STP<br>90/ 10/ | 145           | PCE<br>Proposed for preparation |  |
|  |                |            |         |          |       |       |       |       |                    | <b>Total:</b> | <b>\$145</b>                    |  |
| Description: Interconnect RR & highway signals & install ped gates.  |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| 3 Facility: VA 1530 (Lomond Drive)<br>From: @ VA 234 Business<br>To:<br>Jurisdiction: Prince William County  | 331 b          | 331        | 280 b   | 371 c    |       |       |       |       | HES/STP<br>90/ 10/ | 651           | PCE<br>Proposed for preparation |  |
|  |                |            |         |          |       |       |       |       |                    | <b>Total:</b> | <b>\$651</b>                    |  |
| Description: RTE 1530 - ADD Left-Turn Lane WestBound TO RTE 234 SouthBound & NEW ENTrance at WESTGATE PLAZA  |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| 4 Facility: VA 1566 (Sudley Manor Drive Extension)<br>From: VA 619 (Linton Hall Road)<br>To: VA 234 Bypass<br>Jurisdiction: Prince William County,                       | 1,800 a        |            | 2,600 b | 18,500 c |       |       |       |       | BD<br>/ / 100      | 21,100        | N/A                             |  |
|  |                |            |         |          |       |       |       |       |                    | <b>Total:</b> | <b>\$21,100</b>                 |  |
| Description: Construct 4-lane roadway on new alignment.  |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| 5 Facility: VA 1566 (Sudley Manor Drive)<br>From: @ VA 234 (Sudley Road)<br>To:<br>Jurisdiction: Prince William County,  | 134 b<br>188 c | 322        | 154 b   | 325 c    |       |       |       |       | HES/STP<br>90/ 10/ | 479           | PCE<br>Proposed for preparation |  |
|  |                |            |         |          |       |       |       |       |                    | <b>Total:</b> | <b>\$479</b>                    |  |
| Description: Remove slip ramp from eastbound Sudley Manor Drive to southbound Sudley Road and replace with a right-turn lane.  |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| 6 Facility: VA 1596 (Miramar Drive)<br>From: @ VA 1630 (Coverstone Road)<br>To:<br>Jurisdiction: Prince William County,  |                |            | 35 a    |          | 31 b  | 177 c |       |       | HES/STP<br>90/ 10/ | 243           | PCE<br>Proposed for preparation |  |
|  |                |            |         |          |       |       |       |       |                    | <b>Total:</b> | <b>\$243</b>                    |  |
| Description: Construct roundabout at the intersection of VA 1596 (Miramar Drive) and VA 1630 (Coverstone Road).  |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| 7 Facility: VA 2000 (Smoketown Road)<br>From: @ VA 641 (Old Bridge Road)<br>To:<br>Jurisdiction: Prince William County   | 1 b<br>198 c   |            |         |          |       |       |       |       |                    |               | PCE<br>Proposed for preparation |  |
|  |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| Description: Add left-turn lane  |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| 8 Facility: VA 2480 (Benita Fitzgerald Drive, Extended)<br>From: VA 610 (Cardinal Drive)<br>To: VA 2480 (Benita Fitzgerald Drive)<br>Jurisdiction: Prince William County | 1,900 c        |            |         |          |       |       |       |       |                    |               | N/A                             |  |
|  |                |            |         |          |       |       |       |       |                    |               |                                 |  |
| Description: Widen VA 2480 from 3 to 4 lanes, from VA 610 to VA 2480.  |                |            |         |          |       |       |       |       |                    |               |                                 |  |

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

**DRAFT**

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

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

**DRAFT**

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

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

**DRAFT**

|  | 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.)<br>From: VA 234 (Dumfries Rd.)<br>To: VA 642 (Hoadly Road)<br>Jurisdiction: Prince William County,<br>Description: Widen to 4 lanes  | 18,000 c |            |       |       |         |       |       |       |                                     |                         | N/A                             |
| 24 Facility: VA 660 (Hornbaker Road - previously Bethleh<br>From: VA 28 (Nokesville Rd.)<br>To: VA 840 (University Boulevard Extended)<br>Jurisdiction: Prince William County,<br>Description: Widen to 4 lanes  | 2,290 c  |            |       |       |         |       |       |       |                                     |                         | N/A                             |
| 25 Facility: VA 674 (Wellington Rd.)<br>From: VA 619 (Relocated Linton Hall Rd)<br>To: VA 621 (Devlin Road)<br>Jurisdiction: Prince William County,<br>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. | 3,686 c  |            |       |       |         |       |       |       |                                     |                         | N/A                             |
| 26 Facility: VA 674 (Wellington Road)<br>From: @ N-S Railroad Crossing<br>To: (DOT # 714-361D)<br>Jurisdiction: Prince William County,<br>Description: Improve approach grade and coordinate RR signal with the traffic signal at the US 29/Wellington Road intersection   | 150 c    |            |       |       |         |       |       |       |                                     |                         | PCE<br>Under preparation        |
| 27 Facility: VA 707 (Gallerher Road)<br>From: @ VA 55 (John Marshall Highway)<br>To:<br>Jurisdiction: Prince William County,<br>Description: Realign intersection into T-intersection and construct right and left-turn lanes.   |          |            | 20 a  |       | 79 b    | 101 c |       |       | HES/STP<br>90/ 10/<br><b>Total:</b> | 200<br><b>\$200</b>     | PCE<br>Proposed for preparation |
| 28 Facility: VA 707 (Gallerher Road)<br>From: @ N-S Railroad Crossing<br>To: (DOT #714-364Y)<br>Jurisdiction: Prince William County,<br>Description: Upgrade mast mounted flashing lights & gates with motion detectors & simultaneous interconnect with signal at VA 707 / US 29 intersection.  | 160 c    | 160        | 160 c |       |         |       |       |       | HES/STP<br>90/ 10/<br><b>Total:</b> | 160<br><b>\$160</b>     | PCE<br>Under preparation        |
| 29 Facility: VA 776 (Liberia Avenue) Sound Walls<br>From: VA 3000 (Prince William Parkway)<br>To: VA 234<br>Jurisdiction: Prince William County,<br>Description: Sound wall requirement remaining from construction of Liberia Avenue Extended.  | 300 a    |            | 320 b |       | 1,918 c |       |       |       | STP<br>80/ 20/<br><b>Total:</b>     | 2,238<br><b>\$2,238</b> | FONSI<br>Approved               |

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

**DRAFT**

|   | 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)<br>From: @ VA 1826 East (Darbydale/Forestdale)<br>To:<br>Jurisdiction: Prince William County   | 58 a                |            | 116 c          |       |       |       |       |       | STP<br>80/ 20/<br><br><i>Total:</i>                      | 116<br><br><i>\$116</i>              | PCE<br>Proposed for preparation |
| Description: RTE 784 - EXTEND LTL'S & MODIFY EXISTING SIGNAL  |                     |            |                |       |       |       |       |       |  |                                      |                                 |
| 31 Facility: VA 840 (University Blvd.) (nee East-West Con<br>From: VA 674 (Wellington Road)<br>To: US 29 @ Ent. to Conway Robinson MSF<br>Jurisdiction: Prince William County,  | 2,544 b<br>13,842 c | 13,437     | 13,437 c       |       |       |       |       |       | HP/TEA-21<br>90/ 10/<br><br><i>Total:</i>                | 13,437<br><br><i>\$13,437</i>        | EA/FONSI<br>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)<br>From: VA 234 Bypass<br>To: Manassas Airport<br>Jurisdiction: Prince William County,  | 3,000 c             | 2,900      | 2,900 c        |       |       |       |       |       | FRANs<br>/ 100/<br><br><i>Total:</i>                     | 2,900<br><br><i>\$2,900</i>          | N/A, State                      |
| Description: Construct 2-lane roadway on new alignment  |                     |            |                |       |       |       |       |       |  |                                      |                                 |
| <b>Bike/Ped</b>   |                     |            |                |       |       |       |       |       |  |                                      |                                 |
| 33 Facility: VA 234 Bike Trail<br>From: US 1 to I-95 &<br>To: Montclair to vic. Manassas<br>Jurisdiction: Prince William County,  | 150 a<br>1,161 c    | 1,166      | 5 a<br>1,161 c |       |       |       |       |       | CMAQ<br>80/ 20/<br>Local<br>/ / 100<br><br><i>Total:</i> | 876<br><br>290<br><br><i>\$1,166</i> | CE<br>Approved                  |
| Description: Construct a bike trail.  |                     |            |                |       |       |       |       |       |  |                                      |                                 |
| <b>Enhancement</b>  |                     |            |                |       |       |       |       |       |  |                                      |                                 |
| 34 Facility: Beverly Mill<br>From: Stabilization and Interpretation<br>To:<br>Jurisdiction: Prince William County,  | 5 b<br>400 c        |            |                |       |       |       |       |       |  |                                      | PCE<br>Proposed for preparation |
| Description: Preservation and restoration of the stone walls and environs of Beverly Mill.  |                     |            |                |       |       |       |       |       |  |                                      |                                 |



# **Transit Capital**



# **The District of Columbia**



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

**DRAFT**

|                |  | FY 04   | Carry Over | FY 05   | FY 06 | FY 07 | FY 08 | FY 09 | FY 10 | Source Fed/St/Loc       | Source Total | Environ. Review             |
|----------------|--|---|------------|---------|-------|-------|-------|-------|-------|-------------------------|--------------|-----------------------------|
| <b>Transit</b> |  |   |            |         |       |       |       |       |       |                         |              |                             |
| 1              | Facility: Bus Shuttle Services<br>From:<br>To:<br>Jurisdiction:  | 1,100 c   |            | 1,100 c |       |       |       |       |       | Section 3037<br>100 / / | 1,100        |                             |
| Description:   |  | a. Foggy Bottom/Georgetown Shuttle<br>b. Woodley Park/Adams Morgan/U St. Shuttle  |            |         |       |       |       |       |       |                         |              |                             |
| 2              | Facility: CSX Shepherd Branch Industrial Railroad Rig<br>From: Pennsylvania Avenue, SE<br>To: South Capitol Street, SW<br>Jurisdiction: District of Columbia | 5,000 b   |            |         |       |       |       |       |       |                         |              | EA<br>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<br>From: Pennsylvania Avenue, SE<br>To: South Capitol Street, SW<br>Jurisdiction: District of Columbia | 8,000 a   |            |         |       |       |       |       |       |                         |              | EA<br>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<br>From: Pennsylvania Avenue, SE<br>To: South Capitol Street, SW<br>Jurisdiction: District of Columbia | 11,000 c  |            | 4,000 c |       |       |       |       |       | Local<br>/ / 100        | 4,000        | EA<br>Under review          |
| Description:   |  | Purchase transit vehicles to enhance the transit fleet; rehabilite 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<br>From:<br>To:<br>Jurisdiction: District of Columbia   | 2,660 a   |            | 2,660 a |       |       |       |       |       | Local<br>/ / 100        | 2,660        | DEIS<br>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.<br>Corridors include:<br>a. Silver Spring to Minnesota Avenue Metro Station<br>b. Woodley Park Metro Station to Minnesota Avenue Metro Station<br>c. Minnesota Avenue Metro Station to National Harbor, Prince George's County<br>d. Georgetown to Minnesota Avenue Metro Station.<br>e. K Street Busway, Union Station to Georgetown.  |            |         |       |       |       |       |       |                         |              |                             |

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

**DRAFT**

|              |  | 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<br>From: Implementation Study<br>To:<br>Jurisdiction: District of Columbia  | 500 a   |            | 10,000 c |          |         |       |       |       | Local<br>/ / 100<br><br><b>Total:</b>              | 10,000<br><br><b>\$10,000</b>              | EA<br>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<br>From:<br>To:<br>Jurisdiction: District of Columbia   |         |            |          | 100 a    |         |       |       |       | STP<br>80/ 20/<br><br><b>Total:</b>                | 100<br><br><b>\$100</b>                    | CE<br>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<br>From:<br>To:<br>Jurisdiction: District of Columbia   |         |            |          | 100 a    |         |       |       |       | STP<br>80/ 20/<br><br><b>Total:</b>                | 100<br><br><b>\$100</b>                    | 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<br>From: 7th Street, NW<br>To: 23rd Street, NW<br>Jurisdiction: District of Columbia  | 400 a   |            | 2,100 a  | 27,800 c |         |       |       |       | STP<br>80/ 20/<br>STP*<br>80/ 20/<br><b>Total:</b> | 2,100<br><br>27,800<br><br><b>\$29,900</b> | 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<br>From:<br>To:<br>Jurisdiction: District of Columbia,  | 3,000 a |            | 3,000 a  | 3,000 a  | 3,000 a |       |       |       | BD<br>/ / 100<br><br><b>Total:</b>                 | 9,000<br><br><b>\$9,000</b>                | 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<br>From:<br>To:<br>Jurisdiction: District of Columbia,   | 300 a   |            | 300 a    | 300 a    |         |       |       |       | CMAQ<br>80/ 20/<br><br><b>Total:</b>               | 600<br><br><b>\$600</b>                    | CE                             |
| Description: | The Metrocheck Program is a fare subsidy program that allows employers to provide up to \$100 per month for each employee's public transportation commuting costs. Alternatively an employee may deduct from pre-tax earnings the allowable cost of commuting. Employees are provided with a MetroChek farecard, which can be applied towards the cost of commuting to work by any mode of public transportation. The MetroChek Program in the region is comprised of various structures including full employer subsidy, employee contributions and partial state or local government subsidy, and pre-tax payroll deduction.   |         |            |          |          |         |       |       |       |  |  |                                |

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

**DRAFT**

|              |  | 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<br>From:<br>To:<br>Jurisdiction: District of Columbia   | 45,000 c |            | 205,700 c | 100,700 c | 94,000 c | 64,000 c | 64,000 c |       | BD<br>/ / 100                           | 528,400       |                  |  |
|              |  |          |            |           |           |          |          |          |       |   | <i>Total:</i> | <i>\$528,400</i> |  |
| Description: | As a signatory to the multi-jurisdiction Interstate compact that was established to build and run the mass transit system, the District of Columbia is required to make capital contribution payments for Metrobus and Metrorail improvements. CIP includes District's share. FY 2005 120 new rail cars  |          |            |           |           |          |          |          |       |   |               |                  |  |
| 13           | Facility: Pedestrian Passageway/Tunnel<br>From: 1st Street Metro Station Kiosk<br>To: 1st Street, N.E. (Under H Street Overpass)<br>Jurisdiction:  |          |            | 2,300 c   |           |          |          |          |       | HP/TEA-21<br>80/ 20/                    | 2,300         | CE               |  |
|              |  |          |            |           |           |          |          |          |       |   | <i>Total:</i> | <i>\$2,300</i>   |  |
| Description: | WMATA built 600 feet of a pedestrian tunnel from near the kiosk at the 1st Street Union Station Metrorail Station entrance toward H Street. The tunnel was never completed. Nion Center Plaza Associates, developer of an office building complex near 1st and H Streets, N.E. has proposed completing the tunnel for approximately \$2 million. This proposal was never implemented due to difficulties in obtaining indemnification agreements with the National Railroad Passenger Corporation (Amtrak). The district proposes to use funds appropriated for the Intermodal Transportation Center to facilitate the indemnification agreement so that the project can move forward. |          |            |           |           |          |          |          |       |   |               |                  |  |
| 14           | Facility: Specialized Transportation Services for the El<br>From: and Handicapped<br>To:<br>Jurisdiction:  | 320 c    |            | 320 c     | 320 c     | 320 c    | 320 c    | 320 c    |       | PRIV<br>/ / 20<br>Section 5310<br>80/ / | 320<br>1,280  | CE               |  |
|              |  |          |            |           |           |          |          |          |       |   | <i>Total:</i> | <i>\$1,600</i>   |  |
| Description: | Section 5310 Projects  |          |            |           |           |          |          |          |       |   |               |                  |  |

**Maryland**





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

**DRAFT**

|   | FY 04  | Carry Over | FY 05   | FY 06   | FY 07   | FY 08   | FY 09   | FY 10   | Source<br>Fed/St/Loc       | Source Total  | Environ.<br>Review           |
|---|--|------------|---------|---------|---------|---------|---------|---------|----------------------------|---------------|------------------------------|
| <b>MDOT/Maryland Transit Administration</b>   |  |            |         |         |         |         |         |         |                            |               |                              |
| 1   | Facility: Bi-County Transitway<br>From: Bethesda<br>To: Silver Spring<br>Jurisdiction: Montgomery, Prince George's       |            | 2,910 a |         |         |         |         |         | Section 5307<br>80/ 20/    | 2,910         | DEIS<br>Under<br>preparation |
| <b>Description:</b> 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.  |  |            |         |         |         |         |         |         |                            | <b>Total:</b> | <b>\$2,910</b>               |
| 2   | Facility: Bi-County Transitway<br>From: Silver Spring<br>To: New Carrollton<br>Jurisdiction: Montgomery, Prince George's |            | 2,910 a |         |         |         |         |         | Section 5307<br>80/ 20/    | 2,910         |                              |
| <b>Description:</b> 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.   |  |            |         |         |         |         |         |         |                            | <b>Total:</b> | <b>\$2,910</b>               |
| 3   | Facility: Corridor Cities Transitway<br>From: Metropolitan Grove<br>To: COMSAT<br>Jurisdiction: Montgomery               |            | 438 a   |         |         |         |         |         | NHS<br>80/ 20/             | 438           |                              |
| <b>Description:</b> 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.  |  |            |         |         |         |         |         |         |                            | <b>Total:</b> | <b>\$438</b>                 |
| 4   | Facility: Corridor Cities Transitway<br>From: Shady Grove<br>To: Metropolitan Grove<br>Jurisdiction: Montgomery          |            | 438 a   |         |         |         |         |         | NHS<br>80/ 20/             | 438           |                              |
| <b>Description:</b> 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. |  |            |         |         |         |         |         |         |                            | <b>Total:</b> | <b>\$438</b>                 |
| 5   | Facility: CSX & Amtrak Efficiency Improvements<br>From:<br>To:<br>Jurisdiction: Areawide                                 |            | 6,250 c | 6,250 c | 6,250 c | 6,250 c | 6,250 c | 6,250 c | Section 5309 FG<br>80/ 20/ | 37,500        | CE                           |
| <b>Description:</b> MARC system track improvement project for efficient service as identified and recommended in the MARC Master Plan from the MARC Comprehensive Study.  |  |            |         |         |         |         |         |         |                            | <b>Total:</b> | <b>\$37,500</b>              |
| 6   | Facility: Local Bus Replacement<br>From:<br>To:<br>Jurisdiction: Montgomery, Prince George's                             |            | 3,331 c | 3,350 c | 3,370 c | 3,486 c | 3,340 c | 3,340 c | State<br>/ 100/            | 20,217        |                              |
| <b>Description:</b> 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.  |  |            |         |         |         |         |         |         |                            | <b>Total:</b> | <b>\$20,217</b>              |

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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         |
|--|---------|------------|----------|----------|----------|----------|----------|----------|---|-------------------|-------------------------|
| 7 Facility: MARC II Overhaul<br>From:<br>To:<br>Jurisdiction: Areawide   |         |            | 881 c    | 295 c    |          |          |          |          | Section 5309 FG<br>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<br>From: Washington, DC<br>To:<br>Jurisdiction: Areawide   |         |            | 4,061 c  |          |          |          |          |          | Section 5309<br>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<br>From:<br>To:<br>Jurisdiction: Statewide   |         |            | 100 a    |          |          |          |          |          | State<br>/ 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<br>From:<br>To:<br>Jurisdiction: Areawide  |         |            | 31,305 c | 31,483 c | 31,668 c | 31,668 c | 31,862 c | 31,862 c | Section 5307<br>80/ 20/<br>Section 5309 FG<br>80/ 20/ | 77,348<br>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<br>From:<br>To:<br>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<br>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<br>From:<br>To:<br>Jurisdiction: Frederick County,   | 1,250 c |            | 603 c    |          |          |          |          |          | Section 5309<br>80/ 20/                               | 603               | EA<br>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<br>From:<br>To:<br>Jurisdiction: Frederick, Montgomery, Prince George's  |         |            | 3,700 c  | 3,700 c  | 3,800 c  | 3,800 c  | 3,900 c  |          | Section 5309<br>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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|---|---------|------------|---------|---------|---------|---------|---------|---------|--|--------------|------------------------------|
| 14 Facility: Ridesharing - Statewide Program<br>From:<br>To:<br>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<br>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<br>From: Phase II<br>To:<br>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<br>From:<br>To:<br>Jurisdiction: Frederick County, Charles County   |         |            | 900 c   | 1,828 c | 2,062 c | 2,188 c | 2,298 c | 2,298 c | Section 5307<br>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<br>From:<br>To:<br>Jurisdiction: Montgomery, Prince George's, Frederick, MA  |         |            | 1,421 c |         |         |         |         |         | Section 5307<br>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<br>From:<br>To:<br>Jurisdiction: Southern Maryland   |         |            | 1,995 c |         |         |         |         |         | CMAQ<br>80/ 20/<br>Section 5309<br>80/ 20/ | 1,200<br>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<br>From: Branch Avenue Metrorail Station<br>To: White Plains Area<br>Jurisdiction: Southern Maryland  |         |            | 120 a   | 120 a   | 120 a   |         |         |         | State<br>/ 100/                            | 360          | DEIS<br>Under<br>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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|---|---|------------|---------|-------|-------|-------|-------|-------|----------------------|----------------|--------------------|
| <b>Montgomery County</b>                          |   |            |         |       |       |       |       |       |                      |                |                    |
| 20 Facility: ADA Compliance Transportation Access |   |            | 744 a   |       |       |       |       |       | Local                | 9,732          |                    |
| From: Countywide                                  |   |            | 8,988 c |       |       |       |       |       | / / 100              |                |                    |
| To:   |   |            |         |       |       |       |       |       |                      |                |                    |
| Jurisdiction: Montgomery County,                  |   |            |         |       |       |       |       |       | <b>Total:</b>        | <b>\$9,732</b> |                    |
| 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:                                     |   |            |         |       |       |       |       |       | <b>Total:</b>        | <b>\$800</b>   |                    |
| 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: Grosvenor Metrorail Station                 | 2,000 c   |            |         |       |       |       |       |       |                      |                |                    |
| To:   |   |            |         |       |       |       |       |       |                      |                |                    |
| Jurisdiction: Montgomery County,                  |   |            |         |       |       |       |       |       |                      |                |                    |
| Description:                                      | This project would construct a new 500 space parking garage at the Grosvenor Metrorail Station.   |            |         |       |       |       |       |       |                      |                |                    |

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|---|---|------------|---------|---------|-------|-------|-------|-------|----------------------|----------------|--------------------|
| <b>Prince Georges County</b>                  |   |            |         |         |       |       |       |       |                      |                |                    |
| 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>        | <i>\$6,650</i> |                    |
| Description:                                  | This project provides for the planning, design and construction of amenities that enhance attractiveness, safety, lighting, access, streetscape, pedestrian/ bicycle facilities around various metro station within the county. |            |         |         |       |       |       |       |                      |                |                    |

**Virginia**





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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 |  |
|--------------|---|------------|-------|---------|---------|-------|-------|-------|-------------------|---------------|-----------------|--|
| <b>NVTC</b>  |   |            |       |         |         |       |       |       |                   |               |                 |  |
| 1            | Facility: CMAQ - Free Bus Fares on Forecasted Code<br>From: Program Evaluation<br>To: NOVA District-Wide<br>Jurisdiction: Arlington, Fairfax, Loudoun, Prince William Co  | 85 a       |       | 25 a    |         |       |       |       | CMAQ<br>80/ 20/   | 25            | N/A             |  |
|              |   |            |       |         |         |       |       |       |                   | <b>Total:</b> | <b>\$25</b>     |  |
| Description: | Evaluate the project which provides free bus service on forecasted Code Red air quality days .  |            |       |         |         |       |       |       |                   |               |                 |  |
| 2            | Facility: CMAQ - Free Bus Fares on Forecasted Code<br>From: Free bus fares on Code Red Days<br>To: NOVA District-Wide<br>Jurisdiction: District-wide,   | 320 c      | 674   | 944 c   |         |       |       |       | CMAQ<br>100/ /    | 944           | N/A<br>Ongoing  |  |
|              |   |            |       |         |         |       |       |       |                   | <b>Total:</b> | <b>\$944</b>    |  |
| 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.<br><br>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. |            |       |         |         |       |       |       |                   |               |                 |  |
| 3            | Facility: NOVA 2020 Transportation Plan Update<br>From: NOVA District-Wide<br>To:<br>Jurisdiction: NOVA District-Wide   | 1,000 a    | 1,000 | 1,000 a |         |       |       |       | RSTP<br>80/ 20/   | 1,000         | N/A             |  |
|              |   |            |       |         |         |       |       |       |                   | <b>Total:</b> | <b>\$1,000</b>  |  |
| Description: | Update NOVA 2020 Transportation Plan, includes extension of horizon year to 2030.   |            |       |         |         |       |       |       |                   |               |                 |  |
| 4            | Facility: POS device purchases for Loudoun and PRT<br>From: Loudoun County and PRTC jurisdictions<br>To:<br>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.  |            |       |         |         |       |       |       |                   |               |                 |  |
| <b>VDOT</b>  |   |            |       |         |         |       |       |       |                   |               |                 |  |
| 5            | Facility: Alex.'s Union Station / King Street Metrorail St<br>From: Pedestrian Improvements<br>To:<br>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<br>From: Regional contribution<br>To: City-wide<br>Jurisdiction: Alexandria,  | 1,019 c    |       | 1,483 c | 1,106 c |       |       |       | STP<br>80/ 20/    | 2,589         | N/A<br>Ongoing  |  |
|              |   |            |       |         |         |       |       |       |                   | <b>Total:</b> | <b>\$2,589</b>  |  |
| Description: | City share of WMATA Capital Program, including infrastructure replacement program.  |            |       |         |         |       |       |       |                   |               |                 |  |

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|--|---|---------|------------|---------|---------|----------|-------|-------|-------|---------------------------|--------------|---------------------------------|--|
| 7  | Facility: Arlington Bus Acquisition<br>From:<br>To:<br>Jurisdiction: Arlington County,  |         |            | 1,500 c |         |          |       |       |       | BD-Local<br>/ / 100       | 1,500        | PCE                             |  |
| Description: Acquire buses for Arlington County's bus system.  |   |         |            |         |         |          |       |       |       |                           | Total:       | \$1,500                         |  |
| 8  | Facility: Burke Centre & Rolling Road VRE Stations<br>From: Subscription Bus Service<br>To:<br>Jurisdiction: Fairfax County                           | 800 c   | 800        | 800 c   |         |          |       |       |       | Governor's Cong<br>/ 100/ | 800          | N/A                             |  |
| Description: Implement a subscription bus service to serve the Burke Centre & Rolling Road VRE Stations.   |   |         |            |         |         |          |       |       |       |                           | Total:       | \$800                           |  |
| 9  | Facility: Bus Acquisition<br>From: City of Alexandria<br>To:<br>Jurisdiction: City of Alexandria  |         |            | 91 c    |         |          |       |       |       | Section 5309<br>80/ / 20  | 91           | N/A<br>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.  |   |         |            |         |         |          |       |       |       |                           | Total:       | \$91                            |  |
| 10   | Facility: Bus Garage<br>From: @ the PRTC Transit Center<br>To:<br>Jurisdiction: Prince William County   | 35 a    |            | 550 b   |         |          |       |       |       | State/Local<br>/ 40/ 60   | 550          | CE<br>Proposed for preparation  |  |
| Description: The PRTC bus facility is at capacity. As service demand increases, the bus maintenance and storage facility must expand.  |   |         |            |         |         |          |       |       |       |                           | Total:       | \$550                           |  |
| 11   | Facility: Bus Garage<br>From: Fairfax Connector<br>To: @ US 29 and West Ox Road (VA 608)<br>Jurisdiction: Fairfax County,                             | 1,250 c |            | 9,000 c | 4,000 c | 170 c    |       |       |       | BD<br>/ / 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. |   |         |            |         |         |          |       |       |       |                           | Total:       | \$13,170                        |  |
| 12   | Facility: Bus Garage - DASH (Alex.)<br>From: South Quaker Lane<br>To: @ Business Center Drive<br>Jurisdiction: City of Alexandria                     |         |            | 3,000 a |         | 19,823 c |       |       |       | STP<br>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.   |   |         |            |         |         |          |       |       |       |                           | Total:       | \$22,823                        |  |
| 13   | Facility: Bus Garage (WMATA) Arl. Division<br>From: Wilson Blvd. / Randolph St.<br>To: Another Location in Ballston<br>Jurisdiction: Arlington County | 1,000 a | 1,000      | 1,000 a |         |          |       |       |       | RSTP<br>80/ 20/           | 1,000        | DEA<br>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.  |   |         |            |         |         |          |       |       |       |                           | Total:       | \$1,000                         |  |

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|---|--------------------|------------|---------|---------|---------|---------|---------|---------|-------------------------|--------------|---------------------------------|
| 14 Facility: Bus Replacement<br>From: FAIRFAX CONNECTOR<br>To: Fairfax County<br>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<br>Ongoing                  |
| Description: This project will provide for replacement of existing FAIRFAX CONNECTOR buses on approximately a 12 year cycle.      |                    |            |         |         |         |         |         |         | Total:                  | \$29,800     |                                 |
| 15 Facility: Bus Replacement Prog. (WMATA)<br>From: District-wide CMAQ / RSTP Funds<br>To:<br>Jurisdiction: District-wide,        | 7,008 c            |            |         |         |         |         |         |         |                         |              | N/A<br>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<br>From: Alexandria Transit Company<br>To:<br>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                             |
| Description: Alexandria Transit Company purchase of buses and associated equipment.   |                    |            |         |         |         |         |         |         | Total:                  | \$6,531      |                                 |
| 17 Facility: Bus Replacement Program<br>From: Loudoun County Transit<br>To: Commuter Bus Service<br>Jurisdiction: Loudoun County, | 3,564 c            |            |         |         |         |         |         |         |                         |              | N/A<br>Ongoing                  |
| Description: Continue on-going program of replacing aging buses with new buses.   |                    |            |         |         |         |         |         |         |                         |              |                                 |
| 18 Facility: Bus Replacement Program<br>From: PRTC<br>To:<br>Jurisdiction: Prince William County,                                 | 4,674 c            |            |         |         |         |         |         |         |                         |              | N/A<br>Ongoing                  |
| Description: Enhancement and/or replacement of existing buses within the PRTC fleet.  |                    |            |         |         |         |         |         |         |                         |              |                                 |
| 19 Facility: Bus Shelters<br>From: In the Town of Leesburg<br>To:<br>Jurisdiction: Leesburg                                       | 2 a<br>5 b<br>18 c |            |         |         |         |         |         |         |                         |              | PCE<br>Proposed for preparation |
| Description: Install Bus Shelters in the Town of Leesburg   |                    |            |         |         |         |         |         |         |                         |              |                                 |
| 20 Facility: Community Wide Transit Analysis<br>From: City of Alexandria<br>To:<br>Jurisdiction: City of Alexandria               |                    |            | 300 a   |         |         |         |         |         | RSTP 80 / 20 /          | 300          | N/A                             |
| Description: Analyze demographic shifts in the City and develop transit service changes to address these shifts.                  |                    |            |         |         |         |         |         |         | Total:                  | \$300        |                                 |

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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)<br>From: Arlington County<br>To:<br>Jurisdiction: Arlington County,   | 1,500 c   |            | 1,875 c |       |       |       |       |       | CMAQ<br>80/ 20/                           | 1,875          | N/A<br>ongoing                  |
|  |   |            |         |       |       |       |       |       | <b>Total:</b>                             | <b>\$1,875</b> |                                 |
| 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)<br>From: Prince William County<br>To: Manassas & Manassas Park<br>Jurisdiction: Prince William County, Manassas, & Manassa |   |            |         |       |       |       |       |       |   |                | N/A<br>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<br>From: Eisenhower Valley<br>To: City of Alexandria<br>Jurisdiction: City of Alexandria                         |   |            | 200 a   |       |       |       |       |       | RSTP<br>80/ 20/                           | 200            | N/A                             |
|  |   |            |         |       |       |       |       |       | <b>Total:</b>                             | <b>\$200</b>   |                                 |
| 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)<br>From: District-Wide<br>To:<br>Jurisdiction: District-wide,  | 1,050 c   |            | 450 c   |       |       |       |       |       | CMAQ<br>80/ 20/ 0                         | 450            | N/A<br>Ongoing                  |
|  |   |            |         |       |       |       |       |       | <b>Total:</b>                             | <b>\$450</b>   |                                 |
| Description:   | Implement HOV Marketing Campaign (Non-Dulles Share).<br><br>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<br>From: Northern Virginia<br>To:<br>Jurisdiction: Northern Virginia  | 450 c   | 450        | 450 c   |       |       |       |       |       | Governor's Cong<br>/ 100/                 | 450            | N/A                             |
|  |   |            |         |       |       |       |       |       | <b>Total:</b>                             | <b>\$450</b>   |                                 |
| Description:   | Provide incentives and benefits necessary to encourage and maintain participation in ridesharing.   |            |         |       |       |       |       |       |   |                |                                 |
| 26 Facility: Information Kiosk Deployment<br>From:<br>To:<br>Jurisdiction: Arlington County,   | 20 c  |            | 20 c    |       |       |       |       |       | BD-Local<br>/ / 100<br>BD-State<br>/ 100/ | 4<br>16        | PCE<br>Proposed for preparation |
|  |   |            |         |       |       |       |       |       | <b>Total:</b>                             | <b>\$20</b>    |                                 |
| Description:   | Distribute passenger information kiosks at various locations throughout Arlington.  |            |         |       |       |       |       |       |   |                |                                 |

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|--|---------|------------|--------------------|---------|-------|-------|-------|-------|---|----------------------------|---------------------------------|
| 27 Facility: Metrorail Station<br>From: @ Ballston<br>To: Access Improvements - Phase II<br>Jurisdiction: Arlington County,  | 8,300 c | 8,300      | 8,300 c            |         |       |       |       |       | BD-State/Private<br>/ /   | 8,300                      | PCE<br>Proposed for preparation |
| <b>Total:</b>  |         |            |                    |         |       |       |       |       |   | <b>\$8,300</b>             |                                 |
| Description: Phase II of Ballston Metro Station Access Improvements. Construct another station entrance at the west side of the Ballston Metro station.  |         |            |                    |         |       |       |       |       |   |                            |                                 |
| 28 Facility: Metrorail Station<br>From: @ Rosslyn<br>To: Access Improvements<br>Jurisdiction: Arlington County,  | 1,000 a | 1,000      | 1,000 a<br>2,300 c | 6,000 c |       |       |       |       | BD-Local<br>/ / 100<br>BD-State<br>/ 100/<br>PRIV<br>/ / 100<br>RSTP<br>80/ 20/ | 500<br>8,000<br>500<br>300 | PCE<br>Proposed for preparation |
| <b>Total:</b>  |         |            |                    |         |       |       |       |       |   | <b>\$9,300</b>             |                                 |
| Description: Redesign and rebuild the Metrorail station access at Rosslyn  |         |            |                    |         |       |       |       |       |   |                            |                                 |
| 29 Facility: Metrorail Station<br>From: @ West Falls Church-VT / UVA Metro Station<br>To: Parking Expansion<br>Jurisdiction: Fairfax County,   |         |            | 16,800 c           |         |       |       |       |       | State / local<br>/ 50/ 50   | 16,800                     | N/A                             |
| <b>Total:</b>  |         |            |                    |         |       |       |       |       |   | <b>\$16,800</b>            |                                 |
| Description: Construct / implement improvements to the cited Metrorail Station so as to improve the safety, operation, and / or efficiency of the facility.  |         |            |                    |         |       |       |       |       |   |                            |                                 |
| 30 Facility: Metrorail Station<br>From: @ Huntington<br>To: Parking Expansion<br>Jurisdiction: Fairfax County,   |         |            |                    | 6,200 c |       |       |       |       | Local<br>/ / 100  | 6,200                      | N/A                             |
| <b>Total:</b>  |         |            |                    |         |       |       |       |       |   | <b>\$6,200</b>             |                                 |
| Description: Construct 500 additional parking spaces.  |         |            |                    |         |       |       |       |       |   |                            |                                 |
| 31 Facility: Metrorail Station<br>From: @ West Falls Church-VT / UVA Metro Station<br>To: Bus Bay Improvement<br>Jurisdiction: Fairfax County,   | 1,000 c | 1,000      | 1,000 c            |         |       |       |       |       | CMAQ<br>80/ / 20  | 1,000                      | N/A                             |
| <b>Total:</b>  |         |            |                    |         |       |       |       |       |   | <b>\$1,000</b>             |                                 |
| 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.  |         |            |                    |         |       |       |       |       |   |                            |                                 |
| 32 Facility: Metrorail Station<br>From: @ Pentagon City<br>To: Construct Improvements<br>Jurisdiction: Arlington County,   | 1,000 c | 1,000      | 2,000 c            |         |       |       |       |       | CMAQ<br>80/ / 20<br>RSTP<br>80/ 20/   | 1,000<br>1,000             | PCE<br>Proposed for preparation |
| <b>Total:</b>  |         |            |                    |         |       |       |       |       |   | <b>\$2,000</b>             |                                 |
| 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. |         |            |                    |         |       |       |       |       |   |                            |                                 |

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|---|--|------------|------------------|--------------|--------------|-------|-------|-------|--|----------------|---------------------------------|
| 33 Facility: Metrorail Station<br>From: @ Courthouse<br>To: Additional elevator<br>Jurisdiction: Arlington County,  |  |            |                  |              | 2,000 c      |       |       |       | STP/BD/PRIV<br>80/ / 20                                  | 2,000          | PCE<br>Proposed for preparation |
| Total:  |  |            |                  |              |              |       |       |       |  | \$2,000        |                                 |
| Description:  | Improve the access to the Courthouse Metro Station by installing an additional elevator.   |            |                  |              |              |       |       |       |  |                |                                 |
| 34 Facility: Metrorail Station<br>From: @ Ballston<br>To: Access Improvements - Phase I<br>Jurisdiction: Arlington County,  |  |            | 2,500 c          |              |              |       |       |       | CMAQ<br>80/ / 20   | 2,500          | PCE<br>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.<br><br>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<br>From: North Side of King Street<br>To: North End of Passenger Platform<br>Jurisdiction: Alexandria,     | 13,365 c   |            |                  |              |              |       |       |       |  |                | PCE<br>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<br>From: King Street Metrorail Station<br>To: Duke Street Pedestrian Concourse<br>Jurisdiction: Alexandria, | 1,842 c  | 1,842      | 1,500 a<br>342 c |              |              |       |       |       | Section 5309<br>80/ / 20                                 | 1,842          | PCE<br>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<br>From: @ Clarendon & Crystal City<br>To: Construct canopies<br>Jurisdiction: Arlington County,                                  | 1,000 c  | 1,000      | 1,000 c          |              |              |       |       |       | RSTP<br>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<br>From: Rosslyn-Ballston Corridor<br>To:<br>Jurisdiction: Arlington County,  | 10 a<br>40 c   |            | 10 a<br>40 c     | 10 a<br>40 c | 10 a<br>40 c |       |       |       | BD<br>/ / 100<br>Developer<br>/ / 100<br>PRIV<br>/ / 100 | 30<br>80<br>40 | PCE                             |
| Total:  |  |            |                  |              |              |       |       |       |  | \$150          |                                 |
| Description:  | Erect or lease spaces for vanpools in the Rosslyn-Ballston Corridor.   |            |                  |              |              |       |       |       |  |                |                                 |

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|---|------------------|------------|------------------|---------|-------|-------|-------|---------|--------------------------------------|--------------|---------------------------------|
| 39 Facility: Park-and-Ride Lot<br>From: @ Backlick South<br>To:<br>Jurisdiction: Fairfax County   | 1,100 c          | 1,100      | 1,100 c          |         |       |       |       |         | NHS<br>90/ 10/                       | 1,100        | PCE<br>Proposed for preparation |
| Description: Construct a 200 space Park and Ride Lot at the Backlick South location - Backlick & the Franconia-Springfield Parkway Interchange.   |                  |            |                  |         |       |       |       |         | Total:                               | \$1,100      |                                 |
| 40 Facility: Park-and-Ride Lot<br>From: VA 7900 (F-S Pkwy.) PnR<br>To: @ Backlick Road North<br>Jurisdiction: Fairfax County,   | 1,695 b          | 1,695      | 2,076 b          | 1,727 c |       |       |       |         | CMAQ<br>80/ / 20                     | 3,803        | PCE<br>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.  |                  |            |                  |         |       |       |       |         | Total:                               | \$3,803      |                                 |
| 41 Facility: Park-and-Ride Lot<br>From: Vicinity of I-66/ VA 234 (Prince Wm. Pkwy.) In<br>To:<br>Jurisdiction: Prince William County,   | 300 a            | 300        | 100 a            | 650 c   |       |       |       |         | RSTP<br>80/ 20/                      | 750          | PCE<br>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.  |                  |            |                  |         |       |       |       |         | Total:                               | \$750        |                                 |
| 42 Facility: Park-and-Ride Lot<br>From: Reston East Parking Structure<br>To: @ Reston East Park-and-Ride Lot<br>Jurisdiction: Fairfax County,   | 2,000 a          | 2,000      | 2,000 a          |         |       |       |       | 4,495 c | CMAQ<br>80/ / 20<br>Local<br>/ / 100 | 5,801<br>694 | N/A                             |
| 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.   |                  |            |                  |         |       |       |       |         | Total:                               | \$6,495      |                                 |
| 43 Facility: Park-and-Ride Lot<br>From: VA 643 (Shellhorn Road)<br>To: Vicinity of Dulles Greenway / VA 772 Intercha<br>Jurisdiction: Loudoun County,   | 300 a            | 300        | 300 a            |         |       |       |       |         | RSTP<br>80/ 20/                      | 300          | PCE<br>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.  |                  |            |                  |         |       |       |       |         | Total:                               | \$300        |                                 |
| 44 Facility: Park-and-Ride Lot<br>From: VA 7900 (F-S Pkwy.) PnR<br>To: @ Gambrell Road Location<br>Jurisdiction: Fairfax County,  | 2,049 c          |            |                  |         |       |       |       |         |                                      |              | PCE<br>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.   |                  |            |                  |         |       |       |       |         |                                      |              |                                 |
| 45 Facility: Park-and-Ride Lot<br>From: Springfield CBD<br>To: vic. I-95 & Old Keene Mill Road<br>Jurisdiction: Fairfax County  | 3,000 a<br>750 b | 3,750      | 3,000 a<br>750 b |         |       |       |       |         | CMAQ<br>80/ / 20                     | 3,750        | PCE<br>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. |                  |            |                  |         |       |       |       |         | Total:                               | \$3,750      |                                 |

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|---|--|------------|--------------|-------|-------|-------|-------|-------|--|------------------|----------------------------------|
| 46 Facility: Park-and-Ride Lot<br>From: Purcellville<br>To: 150-space park-and-ride lot.<br>Jurisdiction: Town of Purcellville  | 130 a<br>20 b<br>554 c   | 704        | 130 a        | 760 b | 660 c |       |       |       | CMAQ<br>80/ 20/<br>Local<br>/ / 100          | 1,308<br><br>242 | PCE<br>Proposed for preparation  |
| <b>Total:</b>   |  |            |              |       |       |       |       |       |  | <b>\$1,550</b>   |                                  |
| Description:  | Construct a 150-space park-and-ride lot in Purcellville. Coordinated with commuter bus service to the regional core.   |            |              |       |       |       |       |       |  |                  |                                  |
| 47 Facility: Park-and-Ride Lot (Leesburg)<br>From: Relocate to vic. of Leesburg Bypass<br>To: VA 7, and / or the Dulles Greenway<br>Jurisdiction: Loudoun County, Leesburg, | 4,470 c  | 4,470      | 4,470 c      |       |       |       |       |       | CMAQ<br>80/ / 20                             | 4,470            | PCE<br>Proposed for preparation  |
| <b>Total:</b>   |  |            |              |       |       |       |       |       |  | <b>\$4,470</b>   |                                  |
| 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<br>From: @ Reston, Centreville, West Springfield<br>To:<br>Jurisdiction: Fairfax County,  | 60 a<br>70 c   | 130        | 60 a<br>70 c |       |       |       |       |       | FTA Section 3<br>80/ / 20                    | 130              | N/A                              |
| <b>Total:</b>   |  |            |              |       |       |       |       |       |  | <b>\$130</b>     |                                  |
| 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<br>From: Environmental Documentation<br>To: Arlington County<br>Jurisdiction: Alexandria, Arlington County,            |  |            | 1,702 a      |       |       |       |       |       | FY-04 Federal O<br>100/ /<br>RSTP<br>80/ 20/ | 497<br><br>1,205 | DEIS<br>Proposed for preparation |
| <b>Total:</b>   |  |            |              |       |       |       |       |       |  | <b>\$1,702</b>   |                                  |
| 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<br>From: Environmental Documentation<br>To: City of Alexandria<br>Jurisdiction: Arlington County, City of Alexandria   |  |            | 300 a        |       |       |       |       |       | RSTP<br>80/ 20/                              | 300              | DEIS<br>Proposed for preparation |
| <b>Total:</b>   |  |            |              |       |       |       |       |       |  | <b>\$300</b>     |                                  |
| 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<br>From:<br>To:<br>Jurisdiction: Arlington County,  |  |            | 200 c        |       |       |       |       |       | BD<br>/ / 100                                | 200              | PCE<br>Proposed for preparation  |
| <b>Total:</b>   |  |            |              |       |       |       |       |       |  | <b>\$200</b>     |                                  |
| 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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|--|------------------|------------|---------|---------|---------|---------|---------|---------|--------------------------------------|----------------|---------------------------------|
| 52 Facility: PRTC - Capital Cost of Contracting<br>From:<br>To:<br>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<br>80/ 20/              | 10,590         | N/A<br>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)<br>From: West Falls Church to & from Manassas<br>To: Woodbridge to / from Manassas<br>Jurisdiction: Northern Virginia   | 384 c            | 384        | 384 c   |         |         |         |         |         | JARC<br>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<br>From: The Smithsonian Complex on the Mall<br>To: Smithsonian Annex @ Dulles Airport<br>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)<br>From: City of Alexandria<br>To: TDM Media Program<br>Jurisdiction: Alexandria,  | 200 c            | 170        | 170 c   |         |         |         |         |         | CMAQ<br>80/ / 20                     | 170            | N/A                             |
| Description: Develop a comprehensive transportation media package, benefitting residents and commuters.  |                  |            |         |         |         |         |         |         |                                      |                |                                 |
| 56 Facility: TDM for Employer Outreach<br>From: City of Alexandria<br>To: Implement a TDM Program<br>Jurisdiction: Alexandria,   | 100 c            | 100        | 100 c   |         |         |         |         |         | CMAQ<br>80/ / 20                     | 100            | N/A<br>Ongoing                  |
| Description: Implement a citywide Transportation Demand Management (TDM) Program in Alexandria.  |                  |            |         |         |         |         |         |         |                                      |                |                                 |
| 57 Facility: Tour Bus Facility<br>From: Rosslyn-Ballston Corridor<br>To:<br>Jurisdiction: Arlington County,  | 2,000 c          |            |         |         |         |         |         |         |                                      |                |                                 |
| Description: Erect parking facilities for tour buses in the Rosslyn-Ballston corridor.   |                  |            |         |         |         |         |         |         |                                      |                |                                 |
| 58 Facility: Transit Center (Reston)<br>From: Reston Town Center<br>To: @ Explorer Drive and Bluemont Way<br>Jurisdiction: Fairfax County,   | 200 a<br>1,800 c | 1,800      | 2,000 c |         |         |         |         |         | CMAQ<br>80/ / 20<br>Local<br>/ / 100 | 1,800<br>200   | PCE<br>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.  |                  |            |         |         |         |         |         |         |                                      |                |                                 |
|  | <b>Total:</b>    |            |         |         |         |         |         |         |                                      | <b>\$2,000</b> |                                 |

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

**DRAFT**

|   | 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)<br>From: Seven Corners Shopping Center<br>To:<br>Jurisdiction: Fairfax County | 100 a<br>900 c  | 1,000      | 100 a<br>900 c            |       |       |       |       |       | CMAQ<br>80/ / 20<br><br><b>Total:</b>                               | 1,000<br><br><b>\$1,000</b>            | 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<br>From: @ Springfield Mall<br>To:<br>Jurisdiction: Fairfax County,                            | 200 c   |            | 313 c                     |       |       |       |       |       | CMAQ<br>100/ /<br><br><b>Total:</b>                                 | 313<br><br><b>\$313</b>                | N/A                             |
| Description:  | Operate a transit store at Springfield Mall.  |            |                           |       |       |       |       |       |   |  |                                 |
| 61 Facility: Transit Store (Alexandria)<br>From: 1775 - C Duke Street<br>To:<br>Jurisdiction: Alexandria                  | 280 c   | 280        | 280 c                     |       |       |       |       |       | STP<br>80/ 20/<br><br><b>Total:</b>                                 | 280<br><br><b>\$280</b>                | N/A                             |
| Description:  | Operate a transportation information store @ 1775-C Duke Street.  |            |                           |       |       |       |       |       |   |  |                                 |
| 62 Facility: Transit Transfer Facility<br>From: Columbia Pike<br>To: Walter Reed Dr.<br>Jurisdiction: Arlington County,   | 440 c   | 440        | 440 c                     |       |       |       |       |       | STP/BD<br>80/ / 20<br><br><b>Total:</b>                             | 440<br><br><b>\$440</b>                | PCE<br>Under preparation        |
| Description:  | Construct a bus transfer facility at Columbia Pike and S. Walter Reed Dr.   |            |                           |       |       |       |       |       |   |  |                                 |
| 63 Facility: Transit Transfer Facility<br>From: Lee Highway<br>To: @ N. Glebe<br>Jurisdiction: Arlington County,          |   |            | 100 a<br>400 c            | 500 c |       |       |       |       | STP/BD<br>80/ / 20<br><br><b>Total:</b>                             | 1,000<br><br><b>\$1,000</b>            | PCE<br>Proposed for preparation |
| Description:  | Construct a transfer facility to facilitate bus transfers at Lee Highway and N. Glebe.  |            |                           |       |       |       |       |       |   |  |                                 |
| 64 Facility: Transit Transfer Facility<br>From: Shirlington<br>To: 31st St. @ I-395<br>Jurisdiction: Arlington County,    | 100 a<br>225 b<br>700 c   | 1,025      | 100 a<br>225 b<br>1,300 c |       |       |       |       |       | Bus and Bus Fac<br>80/ / 20<br>RSTP<br>80/ 20/<br><br><b>Total:</b> | 625<br><br>1,000<br><br><b>\$1,625</b> | PCE<br>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. |            |                           |       |       |       |       |       |   |  |                                 |

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**DRAFT**

|   | 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<br>From: Gunston Road<br>To: Huntington Avenue<br>Jurisdiction: Fairfax County | 200 a<br>1,800 c | 1,500      | 1,000 b | 3,025 c |       |       |       |       | CMAQ<br>80/ 20/<br>Local<br>/ / 100 | 3,625<br>400   | PCE<br>Proposed for preparation |
| <b>Total:</b>   |                  |            |         |         |       |       |       |       |                                     | <b>\$4,025</b> |                                 |

**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<br>From: Fairfax County Line<br>To: Pentagon<br>Jurisdiction: Arlington County | 1,867 c | 1,867 | 2,467 c |  |  |  |  |  | Governor's Cong<br>/ 100/<br>RSTP<br>80/ 20/ | 1,867<br>600   | PCE<br>Proposed for preparation |
| <b>Total:</b>   |         |       |         |  |  |  |  |  |  | <b>\$2,467</b> |                                 |

**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<br>From: Shenandoah Valley<br>To: Northern Virginia / DC Metro Area<br>Jurisdiction: Shenandoah Valley, Northern Virginia, DC Me | 30 a | 30 | 30 a |  |  |  |  |  | Governor's Cong<br>/ 100/ | 30          | N/A |
| <b>Total:</b>  |      |    |      |  |  |  |  |  |                           | <b>\$30</b> |     |

**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<br>From: East Falls Church Metrorail Station<br>To: Wiehle Avenue<br>Jurisdiction: Fairfax County, | 73,666 a |  |  | 98,034 b | 258,300 c | 373,200 c | 396,200 c | 246,800 c | Section 5309<br>13/ 87/<br>Section 5309*<br>50/ 17/ 33<br>Section 5309**<br>50/ 25/ 25<br>Section 5309***<br>50/ 23/ 27 | 98,034<br>505,100<br>373,200<br>396,200 | FEIS<br>Under preparation |
| <b>Total:</b>   |          |  |  |          |           |           |           |           |   | <b>\$1,372,534</b>                      |                           |

**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**

**NORTHERN VIRGINIA  
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**DRAFT**

|   | 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<br>From: Systemwide<br>To:<br>Jurisdiction: Prince William, Fairfax, Arlington, Alexandria,                    |  |            | 3,750 c |          |       |       |       |       | CMAQ<br>80/ 20/<br>SSTP<br>/ 100/   | 2,500<br><br>1,250                            | CE<br>Proposed for preparation  |
| <b>Total:</b>   |  |            |         |          |       |       |       |       |   | <b>\$3,750</b>                                |                                 |
| 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<br>From: Parking Lot Expansion<br>To: Add 1100 spaces<br>Jurisdiction: Fairfax County                       | 2,000 a<br>5,957 c   | 7,957      | 2,000 a | 17,707 c |       |       |       |       | CMAQ<br>80/ 20/<br>New Starts Earn<br>80/ 20/<br>Section 5307<br>80/ 20/<br>Section 5309<br>80/ 20/ | 13,250<br><br>3,106<br><br>1,851<br><br>1,500 | EA<br>Under review              |
| <b>Total:</b>   |  |            |         |          |       |       |       |       |   | <b>\$19,707</b>                               |                                 |
| 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<br>From: Extend Canopy<br>To:<br>Jurisdiction: Fairfax County   | 20 a<br>180 c  |            |         |          |       |       |       |       |   |   | PCE<br>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<br>From: Cherry Hill<br>To: Prince William County<br>Jurisdiction: Prince William County       | 1,890 c  |            |         |          |       |       |       |       |   |   | EA<br>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<br>From: Systemwide<br>To:<br>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<br>80/ 20/   | 3,680   | CE<br>Approved                  |
| <b>Total:</b>   |  |            |         |          |       |       |       |       |   | <b>\$3,680</b>                                |                                 |
| 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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|--|---|------------|---------|---------|---------|---------|---------|---------|--|-------------------------------|--------------------------------|
| 74 Facility: VRE - Grant and Project Management<br>From:<br>To:<br>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<br>80/ 20/<br>Section 5309<br>80/ 20/             | 5,930<br><br>5,924            | N/A<br>Ongoing                 |
|  |   |            |         |         |         |         |         |         | <b>Total:</b>  | <b>\$11,854</b>               |                                |
| 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<br>From: Expand Parking / Construct Old Town Parking<br>To:<br>Jurisdiction: Prince William County | 3,871 c   | 3,271      | 3,271 c |         |         |         |         |         | CMAQ<br>80/ 20/<br>Federal Earmark<br>80/ 20/<br>STP<br>100/ / | 140<br><br>1,856<br><br>1,275 | EA<br>Under review             |
|  |   |            |         |         |         |         |         |         | <b>Total:</b>  | <b>\$3,271</b>                |                                |
| 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<br>From:<br>To:<br>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<br>From:<br>To:<br>Jurisdiction: Northern Virginia and the District of Columbia         | 500 c   |            | 500 c   | 500 c   |         |         |         |         | Section 5307<br>80/ 20/  | 1,000                         | EA<br>Proposed for preparation |
|  |   |            |         |         |         |         |         |         | <b>Total:</b>  | <b>\$1,000</b>                |                                |
| 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<br>From:<br>To:<br>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<br>80/ 20/<br>Section 5309<br>80/ 20/             | 11,420<br><br>5,428           | CE<br>Approved                 |
|  |   |            |         |         |         |         |         |         | <b>Total:</b>  | <b>\$16,848</b>               |                                |
| 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.<br><br>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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|---|--|------------|---------|---------|---------|---------|---------|-------|---|--|--------------------------------|
| 79 Facility: VRE - Rolling Stock Modifications and Overha<br>From:<br>To:<br>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<br>80/ 20/<br>Section 5309<br>80/ 20/<br><b>Total:</b> | 14,488<br><br>8,958<br><br><b>\$23,446</b> | CE<br>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.<br><br>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<br>From:<br>To:<br>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<br>80/ 20/<br>Section 5309<br>80/ 20/<br><b>Total:</b> | 10,441<br><br>2,828<br><br><b>\$13,269</b> | EA<br>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<br>From:<br>To:<br>Jurisdiction: Northern Virginia and the District of Columbia             | 3,869 c  |            | 2,000 c | 4,294 c | 770 c   |         |         |       | Section 5307<br>80/ 20/<br>Section 5309<br>80/ 20/<br><b>Total:</b> | 3,481<br><br>3,583<br><br><b>\$7,064</b>   | 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<br>From:<br>To:<br>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<br>80/ 20/<br><b>Total:</b>                                     | 39,345<br><br><b>\$39,345</b>              | CE<br>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<br>From:<br>To:<br>Jurisdiction: Northern Virginia and the District of Columbia             | 790 c  |            |         |         |         |         |         |       |   |  | CE<br>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.   |            |         |         |         |         |         |       |   |  |                                |

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|---|---|------------|-------|-------|---------|---------|---------|-------|--|------------------|---------------------------------|
| 84 Facility: VRE - Woodbridge Station<br>From: Expand Parking Phase II<br>To: Add 600 spaces to parking deck<br>Jurisdiction: Prince William County |   |            |       |       | 1,556 c | 1,472 c | 2,500 c |       | Section 5307<br>80/ 20/<br>Section 5309<br>80/ 20/ | 848<br><br>4,680 | PCE<br>Proposed for preparation |
| <b>Total:</b>   |   |            |       |       |         |         |         |       |  | <b>\$5,528</b>   |                                 |
| Description:  | Improvements to VRE stations and parking facilities are necessary to increase ridership.<br>Add 600 additional spaces to the existing parking structure at VRE's Woodbridge Station.  |            |       |       |         |         |         |       |  |                  |                                 |
| 85 Facility: VRE - Woodbridge Station<br>From: Expand Parking Phase I<br>To: Construct 150-space surface lot<br>Jurisdiction: Prince William County | 821 c   | 821        | 821 c |       |         |         |         |       | CMAQ<br>80/ 20/                                    | 821              | CE<br>Approved                  |
| <b>Total:</b>   |   |            |       |       |         |         |         |       |  | <b>\$821</b>     |                                 |
| Description:  | Improvements to VRE stations and parking facilities are necessary to increase ridership.<br>Construct 150-space surface lot adjacent to existing parking structure.   |            |       |       |         |         |         |       |  |                  |                                 |
| 86 Facility: VRE - Woodbridge Station<br>From: Extend Passenger Platform<br>To:<br>Jurisdiction: Prince William County                              | 250 c   |            |       |       |         |         |         |       |  |                  | EA<br>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.                             |            |       |       |         |         |         |       |  |                  |                                 |
| 87 Facility: VRE Security Enhancements<br>From: Systemwide<br>To:<br>Jurisdiction: Northern Virginia and the District of Columbia                   |   |            | 950 c | 75 c  | 75 c    | 75 c    | 75 c    | 75 c  | Earmark<br>80/ 20/<br>Section 5307<br>80/ 20/      | 800<br><br>525   | N/A                             |
| <b>Total:</b>   |   |            |       |       |         |         |         |       |  | <b>\$1,325</b>   |                                 |
| 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**





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

**DRAFT**

|   | FY 04    | Carry Over | FY 05     | FY 06     | FY 07    | FY 08    | FY 09    | FY 10 | Source Fed/St/Loc | Source Total     | Environ. Review        |
|---|----------|------------|-----------|-----------|----------|----------|----------|-------|-------------------|------------------|------------------------|
| <b>Transit</b>  |          |            |           |           |          |          |          |       |                   |                  |                        |
| 1 Facility: 120 Rail Cars   | 39,200 c |            | 219,200 c | 260,000 c | 66,600 c | 8,500 c  | 3,400 c  |       |                   | 557,700          |                        |
| From:   |          |            |           |           |          |          |          |       | / /               |                  |                        |
| To:   |          |            |           |           |          |          |          |       |                   |                  |                        |
| Jurisdiction: Maryland, Virginia, District of Columbia  |          |            |           |           |          |          |          |       |                   | Total: \$557,700 |                        |
| Description:  |          |            |           |           |          |          |          |       |                   |                  |                        |
| 2 Facility: 185 buses   |          |            | 11,900 c  | 12,300 c  | 15,100 c | 20,700 c | 34,600 c |       |                   | 94,600           |                        |
| From:   |          |            |           |           |          |          |          |       | / /               |                  |                        |
| To:   |          |            |           |           |          |          |          |       |                   |                  |                        |
| Jurisdiction: Maryland, Virginia, District of Columbia  |          |            |           |           |          |          |          |       |                   | Total: \$94,600  |                        |
| Description: This project funds the procurement of up to 185 buses.   |          |            |           |           |          |          |          |       |                   |                  |                        |
| 3 Facility: Alternatives Analysis Study   | 23,400 c |            |           |           |          |          |          |       |                   |                  | 4F Under review        |
| From:   |          |            |           |           |          |          |          |       |                   |                  |                        |
| To:   |          |            |           |           |          |          |          |       |                   |                  |                        |
| Jurisdiction: District of Columbia  |          |            |           |           |          |          |          |       |                   |                  |                        |
| 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  | 9,500 c  |            | 38,500 c  | 45,600 c  | 34,800 c | 10,300 c | 4,900 c  |       |                   | 134,100          |                        |
| From:   |          |            |           |           |          |          |          |       | 100 / /           |                  |                        |
| To:   |          |            |           |           |          |          |          |       |                   |                  |                        |
| Jurisdiction: Maryland, Virginia, District of Columbia  |          |            |           |           |          |          |          |       |                   | Total: \$134,100 |                        |
| Description: This project funds a back-up Operations control Center and Other Security Initiatives.   |          |            |           |           |          |          |          |       |                   |                  |                        |
| 5 Facility: Bus Garage  | 3,200 a  |            | 8,900 c   | 20,600 c  | 16,200 c |          |          |       |                   | 45,700           | NEPA Under preparation |
| From:   |          |            |           |           |          |          |          |       | / /               |                  |                        |
| To:   |          |            |           |           |          |          |          |       |                   |                  |                        |
| Jurisdiction: Virginia  |          |            |           |           |          |          |          |       |                   | Total: \$45,700  |                        |
| Description: This project funds a new bus garage in Virginia.   |          |            |           |           |          |          |          |       |                   |                  |                        |
| 6 Facility: Customer Facilities   | 3,800 c  |            | 5,800 c   | 6,000 c   | 6,100 c  | 6,300 c  |          |       |                   | 24,200           |                        |
| From:   |          |            |           |           |          |          |          |       | / /               |                  |                        |
| To:   |          |            |           |           |          |          |          |       |                   |                  |                        |
| Jurisdiction: Maryland, Virginia, district of Columbia  |          |            |           |           |          |          |          |       |                   | Total: \$24,200  |                        |
| Description: This project funds improvements to bus stops, and funds transit centers with ITS.  |          |            |           |           |          |          |          |       |                   |                  |                        |
| 7 Facility: Facilities  | 400 c    |            | 59,100 c  | 59,800 c  | 10,300 c |          |          |       |                   | 129,200          |                        |
| From:   |          |            |           |           |          |          |          |       | / /               |                  |                        |
| To:   |          |            |           |           |          |          |          |       |                   |                  |                        |
| Jurisdiction: Maryland, Virginia, district of Columbia  |          |            |           |           |          |          |          |       |                   | Total: \$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. |          |            |           |           |          |          |          |       |                   |                  |                        |

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

**DRAFT**

|              |   | 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<br>From:<br>To:<br>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<br>From:<br>To:<br>Jurisdiction: Region-wide,   | 9,964 c  |            | 4,881 c  | 9,160 c  | 10,208 c | 8,624 c  | 20,835 c |         | Section 5307<br>80 / / 20                              | 53,708          |                 |
| Description: | Provides funds for rail/bus structures, field bases, yards and shops.   |          |            |          |          |          |          |          |         |  |                 |                 |
| 10           | Facility: IRP-Track and Structures Rehabilitation<br>From:<br>To:<br>Jurisdiction: Region-wide,   | 17,155 c |            | 12,145 c | 15,045 c | 16,996 c | 23,753 c | 35,418 c |         | Section 5307<br>80 / / 20                              | 103,357         | N/A             |
| Description: | Provides funds for track and structures rehabilitation throughout the Metrorail system.   |          |            |          |          |          |          |          |         |  |                 |                 |
| 11           | Facility: Job Access and Reverse Commute<br>From:<br>To:<br>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<br>50 / / 50<br>Section 5307<br>50 / / 50 | 12,500<br>2,500 | N/A             |
| Description: | This project funds a variety of means to transport workers to the workplace.  |          |            |          |          |          |          |          |         |  |                 |                 |
| 12           | Facility: Metro Matters-Credit Facility<br>From:<br>To:<br>Jurisdiction: Maryland, Virginia, District of Columbia   |          |            |          |          |          |          |          |         |  |                 | N/A             |
| Description: | This project funds a credit facility for Metro Matters.   |          |            |          |          |          |          |          |         |  |                 |                 |
| 13           | Facility: Metro Matters-IRP-ATC and Systems Replac<br>From:<br>To:<br>Jurisdiction: Region-wide,  | 62,719 c |            | 33,694 c | 53,393 c | 31,108 c | 24,664 c | 63,850 c |         | Section 5307<br>80 / / 20                              | 206,709         | N/A             |
| 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<br>From:<br>To:<br>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.  |          |            |          |          |          |          |          |         |  |                 |                 |

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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  |  |
|---|----------|------------|----------|----------|----------|----------|----------|-------|--|------------------|------------------|--|
| 15 Facility: Metro Matters-IRP-Bus/Rail Support Equipme<br>From:<br>To:<br>Jurisdiction:  | 16,181 c |            | 9,362 c  | 6,598 c  | 21,535 c | 5,800 c  | 35,521 c |       | Section 5307<br>80 / / 20                              | 78,816           | N/A              |  |
| <b>Description:</b> Provides funds for non-revenue vehicles, computer equipment, shop equipment and various other equipment needed for bus and rail operations. |          |            |          |          |          |          |          |       |  | <b>Total:</b>    | <b>\$78,816</b>  |  |
| 16 Facility: Metro Matters-IRP-Fare Collection Equipment<br>From:<br>To:<br>Jurisdiction:   | 4,071 c  |            |          |          |          |          | 5,524 c  |       | Section 5307<br>80 / / 20                              | 5,524            | N/A              |  |
| <b>Description:</b> Provides for the upgrade/replacement of fare collection equipment.  |          |            |          |          |          |          |          |       |  | <b>Total:</b>    | <b>\$5,524</b>   |  |
| 17 Facility: Metro Matters-IRP-Information Technology<br>From:<br>To:<br>Jurisdiction:  | 4,658 c  |            | 3,448 c  | 6,000 c  | 6,893 c  | 6,000 c  | 8,148 c  |       | Section 5307<br>80 / / 20                              | 30,489           | N/A              |  |
| <b>Description:</b> Provides funds for the procurement and development of information technology systems.   |          |            |          |          |          |          |          |       |  | <b>Total:</b>    | <b>\$30,489</b>  |  |
| 18 Facility: Metro Matters-IRP-Mechanical Systems Reh<br>From:<br>To:<br>Jurisdiction:  | 16,175 c |            | 13,232 c | 13,242 c | 10,215 c | 9,818 c  | 29,824 c |       | Section 5309<br>80 / / 20                              | 76,331           | N/A              |  |
| <b>Description:</b> Provides funds for station and tunnel mechanical systems rehabilitation throughout the Metrorail system.                                    |          |            |          |          |          |          |          |       |  | <b>Total:</b>    | <b>\$76,331</b>  |  |
| 19 Facility: Metro Matters-IRP-Parking Lot Rehabilitation<br>From:<br>To:<br>Jurisdiction:  | 12,620 c |            | 10,726 c | 7,020 c  | 8,000 c  | 1,547 c  | 12,354 c |       | Section 5307<br>80 / / 20                              | 39,647           | N/A              |  |
| <b>Description:</b> Provides funds for parking lot rehabilitation.  |          |            |          |          |          |          |          |       |  | <b>Total:</b>    | <b>\$39,647</b>  |  |
| 20 Facility: Metro Matters-IRP-Preventive Maintenance<br>From:<br>To:<br>Jurisdiction:  | 20,700 c |            | 20,700 c | 20,700 c | 20,700 c | 20,700 c | 20,700 c |       | Section 3037<br>80 / / 20<br>Section 5307<br>80 / / 20 | 20,700<br>82,800 | N/A              |  |
| <b>Description:</b> Provides funds for maintenace of the bus and rail systems.  |          |            |          |          |          |          |          |       |  | <b>Total:</b>    | <b>\$103,500</b> |  |
| 21 Facility: Metro Matters-IRP-Program Management an<br>From:<br>To:<br>Jurisdiction:   | 14,139 a |            | 10,431 a | 13,053 a | 14,412 a | 18,959 a | 56,770 a |       | Section 5307<br>80 / / 20                              | 113,625          | N/A              |  |
| <b>Description:</b> Provides funds consultants, engineers and project management in support of the program as well as financing costs.                          |          |            |          |          |          |          |          |       |  | <b>Total:</b>    | <b>\$113,625</b> |  |

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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 |
|--|----------|------------|----------|----------|----------|----------|----------|-------|--|-----------------|-----------------|
| 22 Facility: Metro Matters-IRP-Rail Car Enhancements<br>From:<br>To:<br>Jurisdiction: Region-wide,   | 1,100 c  |            |          |          | 3,308 c  | 1,100 b  | 25,224 c |       | Section 5309<br>80 / / 20                              | 29,632          | N/A             |
| Description: Provides funds rail car enhancements.   |          |            |          |          |          |          |          |       | Total:   | \$29,632        |                 |
| 23 Facility: Metro Matters-IRP-Rail Car Rehabilitation<br>From:<br>To:<br>Jurisdiction: Region-wide,   | 4,330 c  |            | 814 c    |          |          |          |          |       | Section 5309<br>80 / 0 / 20                            | 814             | N/A             |
| Description: Provides funds for the rehabilitation of 364 Breda cars which have reached their mid-life.  |          |            |          |          |          |          |          |       | Total:   | \$814           |                 |
| 24 Facility: Metro Matters-IRP-Rail Work Equipment<br>From:<br>To:<br>Jurisdiction: Region-wide,   | 3,382 c  |            | 3,081 c  | 2,000 c  | 6,496 c  | 6,000 c  | 6,197 c  |       | Section 5307<br>80 / / 20                              | 23,774          | N/A             |
| Description: Provides funds for the procurment of work equipment and locomotives.  |          |            |          |          |          |          |          |       | Total:   | \$23,774        |                 |
| 25 Facility: Metro Matters-IRP-Repairable Parts<br>From:<br>To:<br>Jurisdiction: Region-wide,  | 5,300 c  |            | 5,450 c  | 5,600 c  | 5,750 c  | 5,794 c  | 5,968 c  |       | Local<br>/ / 100                                       | 28,562          | N/A             |
| Description: Provides funds for the procurement of repairable parts.   |          |            |          |          |          |          |          |       | Total:   | \$28,562        |                 |
| 26 Facility: Metro Matters-IRP-Rolling Stock Bus<br>From:<br>To:<br>Jurisdiction: Region-wide,   | 33,782 c |            | 52,765 c | 64,778 c | 85,612 c | 69,893 c | 72,620 c |       | Section 5307<br>80 / 20 /                              | 345,668         |                 |
| 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. |          |            |          |          |          |          |          |       | Total:   | \$345,668       |                 |
| 27 Facility: Metro Matters-IRP-Station and Tunnel Leak<br>From:<br>To:<br>Jurisdiction: Region-wide  | 2,264 c  |            | 2,332 c  | 2,402 c  | 5,474 c  | 8,548 c  | 7,625 c  |       | Section 3037<br>80 / / 20<br>Section 5307<br>80 / / 20 | 8,548<br>17,833 | N/A             |
| Description: Provides funds to work in stations on tunnel leaks.   |          |            |          |          |          |          |          |       | Total:   | \$26,381        |                 |
| 28 Facility: Metro Matters-IRP-Station Enhancement Pro<br>From:<br>To:<br>Jurisdiction: Region-wide,   | 5,916 c  |            | 6,093 c  | 6,291 c  | 6,291 c  | 6,291 c  | 4,190 c  |       | Section 5307<br>80 / / 20                              | 29,156          | N/A             |
| Description: Provides funds for station enhancement program.   |          |            |          |          |          |          |          |       | Total:   | \$29,156        |                 |

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|--|--|----------|------------|----------|----------|----------|----------|----------|---------|---------------------------|------------------|-----------------|
| 29   | Facility: Metro Matters-IRP-UPS/Electrical Systems R<br>From:<br>To:<br>Jurisdiction: Region-wide,   | 7,994 c  |            | 7,842 c  | 4,784 c  | 6,500 c  | 3,000 c  | 13,181 c |         | Section 5307<br>80 / / 20 | 35,307           | N/A             |
| Description: Provides funds for the rehabilitation of uninterruptible power supply and electrical systems.         |  |          |            |          |          |          |          |          |         |                           |                  |                 |
|  |  |          |            |          |          |          |          |          |         | <b>Total:</b>             | <b>\$35,307</b>  |                 |
| 30   | Facility: Metro Matters-IRP-Vertical Transportation Re<br>From:<br>To:<br>Jurisdiction: Region-wide, | 32,476 c |            | 29,489 c | 30,364 c | 13,956 c | 16,363 c | 21,991 c |         | Section 5309<br>80 / / 20 | 112,163          | N/A             |
| Description: Provides funds for escalator and elevator rehabilitation/maintenance.                                 |  |          |            |          |          |          |          |          |         |                           |                  |                 |
|  |  |          |            |          |          |          |          |          |         | <b>Total:</b>             | <b>\$112,163</b> |                 |
| 31   | Facility: Planning<br>From:<br>To:<br>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<br>From:<br>To:<br>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<br>From:<br>To:<br>Jurisdiction: Arlington County,       | 7,300 c  |            | 5,900 c  |          |          |          |          |         | BD<br>/ /                 | 5,900            |                 |
| Description: Funds a new entrance, escalators, elevators and a new West mezzanine inside the station.              |  |          |            |          |          |          |          |          |         |                           |                  |                 |
|  |  |          |            |          |          |          |          |          |         | <b>Total:</b>             | <b>\$5,900</b>   |                 |
| 34   | Facility: SAP-Bus Enhancements<br>From:<br>To:<br>Jurisdiction: Regionwide                           | 800 c    |            | 1,000 c  | 1,000 c  | 1,000 c  | 1,000 c  | 1,000 c  | 1,000 c | Local<br>/ / 100          | 6,000            | N/A<br>Approved |
| Description: Provides for improved customer information on high performing routes and high priority bus corridors. |  |          |            |          |          |          |          |          |         |                           |                  |                 |
|  |  |          |            |          |          |          |          |          |         | <b>Total:</b>             | <b>\$6,000</b>   |                 |
| 35   | Facility: SAP-Buses<br>From:<br>To:<br>Jurisdiction: Regionwide                                      |          |            | 2,900 c  |          |          |          |          |         | Section 5307<br>80 / / 20 | 2,900            | N/A<br>Approved |
| Description: Provides funds for CNG buses.   |  |          |            |          |          |          |          |          |         |                           |                  |                 |
|  |  |          |            |          |          |          |          |          |         | <b>Total:</b>             | <b>\$2,900</b>   |                 |

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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       |
|--|----------|------------|-----------|-----------|----------|---------|---------|---------|-------------------|--------------|-----------------------|
| 36 Facility: SEP-Dulles PE/NEPA<br>From:<br>To:<br>Jurisdiction: Fairfax County,   |          |            | 8,000 a   | 4,500 a   |          |         |         |         | / /               | 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.                              |          |            |           |           |          |         |         |         | <i>Total:</i>     | \$12,500     |                       |
| 37 Facility: SEP-Largo Extension and Parking<br>From:<br>To:<br>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<br>From:<br>To:<br>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. |          |            |           |           |          |         |         |         | <i>Total:</i>     | \$12,000     |                       |
| 39 Facility: Systems<br>From:<br>To:<br>Jurisdiction: Maryland, Virginia, district of columbia   | 10,900 a |            | 104,700 c | 101,000 c | 25,400 c |         |         |         | / /               | 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.  |          |            |           |           |          |         |         |         | <i>Total:</i>     | \$231,100    |                       |

# **Transit Operating**





# **The District of Columbia**



**DRAFT**

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

| Agency                | System        | FY 05          | FY 06          | FY 07          | FY 08          | FY 09          | FY 10          | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |    |    | Jurisdiction |
|-----------------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------|------------------------------|----|----|--------------|
| <b>Operating Cost</b> | 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>          |                              |    |    |              |
|                       |               |                |                |                |                |                |                |                           |                              |    |    |              |
| <b>Funding</b>        | 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**



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

**DRAFT**

| Agency                | System                        | FY 05          | FY 06          | FY 07          | FY 08          | FY 09          | FY 10          | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |      |     | Jurisdiction                         |
|-----------------------|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------|------------------------------|------|-----|--------------------------------------|
| <b>Operating Cost</b> | 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                            |
|                       | <b>Total:</b>                 | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>730,896</b>            |                              |      |     |                                      |
| <b>Revenue</b>        | 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                         |                              |      |     |                                      |
|                       | <b>Total:</b>                 | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>0</b>                  |                              |      |     |                                      |
| <b>Deficit</b>        | <b>Total:</b>                 | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>730,896</b>            |                              |      |     |                                      |
| <b>Funding</b>        | 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                    |                              |      |     |                                      |
|                       | <b>Total:</b>                 | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>121,816</b> | <b>730,896</b>            |                              |      |     |                                      |

**DRAFT**

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

| Agency                | System                | FY 05         | FY 06         | FY 07         | FY 08         | FY 09         | FY 10         | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |      |      | Jurisdiction      |
|-----------------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------------|------------------------------|------|------|-------------------|
| <b>Operating Cost</b> | 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%                           | 100% | 0%   |                   |
|                       | Ride-On               | 65,771        | 65,870        | 65,870        | 65,870        | 65,870        | 65,870        | 395,121                   | 0%                           | 0%   | 0%   |                   |
|                       | <b>Total:</b>         | <b>69,541</b> | <b>69,640</b> | <b>69,640</b> | <b>69,640</b> | <b>69,640</b> | <b>69,640</b> | <b>417,741</b>            |                              |      |      |                   |
| <b>Revenue</b>        | Ride On Fares         | 13,140        | 13,140        | 13,140        | 13,140        | 13,140        | 13,140        | 78,840                    |                              |      |      |                   |
|                       | <b>Total:</b>         | <b>13,140</b> | <b>13,140</b> | <b>13,140</b> | <b>13,140</b> | <b>13,140</b> | <b>13,140</b> | <b>78,840</b>             |                              |      |      |                   |
| <b>Deficit</b>        | <b>Total:</b>         | <b>56,401</b> | <b>56,500</b> | <b>56,500</b> | <b>56,500</b> | <b>56,500</b> | <b>56,500</b> | <b>338,901</b>            |                              |      |      |                   |
| <b>Funding</b>        | 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                     |                              |      |      |                   |
|                       | <b>Total:</b>         | <b>56,401</b> | <b>56,401</b> | <b>56,401</b> | <b>56,401</b> | <b>56,401</b> | <b>56,401</b> | <b>338,406</b>            |                              |      |      |                   |



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

**DRAFT**

| Agency                | System          | FY 05         | FY 06         | FY 07         | FY 08         | FY 09         | FY 10         | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |     |     | Jurisdiction           |
|-----------------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------------|------------------------------|-----|-----|------------------------|
| <b>Operating Cost</b> | 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% |                        |
|                       | <i>Total:</i>   | <i>16,835</i> | <i>19,760</i> | <i>20,747</i> | <i>21,784</i> | <i>22,874</i> | <i>24,018</i> | <i>126,018</i>            |                              |     |     |                        |
| <b>Revenue</b>        | 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                    |                              |     |     |                        |
|                       | <i>Total:</i>   | <i>1,394</i>  | <i>1,714</i>  | <i>1,800</i>  | <i>1,890</i>  | <i>1,985</i>  | <i>2,085</i>  | <i>10,868</i>             |                              |     |     |                        |
| <b>Deficit</b>        | <i>Total:</i>   | <i>15,441</i> | <i>18,046</i> | <i>18,947</i> | <i>19,894</i> | <i>20,889</i> | <i>21,933</i> | <i>115,150</i>            |                              |     |     |                        |
| <b>Funding</b>        | 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                     |                              |     |     |                        |
|                       | <i>Total:</i>   | <i>15,441</i> | <i>18,046</i> | <i>18,949</i> | <i>19,894</i> | <i>20,889</i> | <i>21,933</i> | <i>115,152</i>            |                              |     |     |                        |

**Virginia**



**DRAFT**

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

| Agency                | System                     | FY 05         | FY 06         | FY 07         | FY 08         | FY 09         | FY 10 | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |     |     | Jurisdiction |
|-----------------------|----------------------------|---------------|---------------|---------------|---------------|---------------|-------|---------------------------|------------------------------|-----|-----|--------------|
| <b>Operating Cost</b> | 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>            |                              |     |     |              |
| <b>Revenue</b>        | 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>             |                              |     |     |              |
| <b>Deficit</b>        | <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>             |                              |     |     |              |
| <b>Funding</b>        | 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>             |                              |     |     |              |

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

**DRAFT**

| Agency                | System            | FY 05         | FY 06         | FY 07         | FY 08         | FY 09         | FY 10         | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |     |     | Jurisdiction                                   |
|-----------------------|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------------|------------------------------|-----|-----|--|
| <b>Operating Cost</b> | 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>             |                              |     |     |  |
| <b>Revenue</b>        | 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>             |                              |     |     |  |
| <b>Deficit</b>        | <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>             |                              |     |     |  |
| <b>Funding</b>        | State             | 2,053         | 2,835         | 2,447         | 2,371         | 2,635         | 2,650         | 14,991                    |                              |     |     |  |
|                       | Local             | 4,235         | 5,910         | 6,691         | 7,871         | 7,658         | 7,834         | 40,199                    |                              |     |     |  |
|                       | Federal Grants    | 1,150         | 1,150         | 1,150         | 1,150         | 1,150         | 1,150         | 6,900                     |                              |     |     |  |
|                       | <i>Total:</i>     | <i>7,438</i>  | <i>9,895</i>  | <i>10,288</i> | <i>11,392</i> | <i>11,443</i> | <i>11,634</i> | <i>62,090</i>             |                              |     |     |  |

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

**DRAFT**

| Agency                | System             | FY 05        | FY 06        | FY 07    | FY 08    | FY 09    | FY 10 | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |    |    | Jurisdiction   |
|-----------------------|--------------------|--------------|--------------|----------|----------|----------|-------|---------------------------|------------------------------|----|----|----------------|
| <b>Operating Cost</b> | 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>              |                              |    |    |                |
| <b>Revenue</b>        | 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>              |                              |    |    |                |
| <b>Deficit</b>        | <i>Total:</i>      | <i>310</i>   | <i>380</i>   | <i>0</i> | <i>0</i> | <i>0</i> |       | <i>690</i>                |                              |    |    |                |
| <b>Funding</b>        | 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>                |                              |    |    |                |

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

**DRAFT**

| Agency                | System            | FY 05         | FY 06         | FY 07         | FY 08         | FY 09         | FY 10         | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |    |    | Jurisdiction   |
|-----------------------|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------------|------------------------------|----|----|----------------|
| <b>Operating Cost</b> | Fairfax Connector | 27,220        | 28,036        | 28,877        | 29,744        | 30,636        | 31,555        | 176,068                   | 0%                           | 0% | 0% | Fairfax County |
|                       | <i>Total:</i>     | <i>27,220</i> | <i>28,036</i> | <i>28,877</i> | <i>29,744</i> | <i>30,636</i> | <i>31,555</i> | <i>176,068</i>            |                              |    |    |                |
| <b>Revenue</b>        | 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                    |                              |    |    |                |
|                       | <i>Total:</i>     | <i>4,229</i>  | <i>4,340</i>  | <i>4,456</i>  | <i>4,574</i>  | <i>4,697</i>  | <i>4,822</i>  | <i>27,118</i>             |                              |    |    |                |
| <b>Deficit</b>        | <i>Total:</i>     | <i>22,991</i> | <i>23,696</i> | <i>24,421</i> | <i>25,170</i> | <i>25,939</i> | <i>26,733</i> | <i>148,950</i>            |                              |    |    |                |
| <b>Funding</b>        | 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                   |                              |    |    |                |
|                       | <i>Total:</i>     | <i>22,991</i> | <i>23,696</i> | <i>24,421</i> | <i>25,170</i> | <i>25,939</i> | <i>26,733</i> | <i>148,950</i>            |                              |    |    |                |

**DRAFT**

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

| Agency                | System           | FY 05        | FY 06        | FY 07        | FY 08        | FY 09         | FY 10         | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |    |    | Jurisdiction |
|-----------------------|------------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------------------|------------------------------|----|----|--------------|
| <b>Operating Cost</b> | 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% |              |
|                       | <i>Total:</i>    | <i>7,529</i> | <i>8,250</i> | <i>8,664</i> | <i>9,099</i> | <i>10,368</i> | <i>11,742</i> | <i>55,652</i>             |                              |    |    |              |
| <b>Revenue</b>        | 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                    |                              |    |    |              |
|                       | <i>Total:</i>    | <i>1,850</i> | <i>2,063</i> | <i>2,167</i> | <i>2,276</i> | <i>2,593</i>  | <i>2,936</i>  | <i>13,885</i>             |                              |    |    |              |
| <b>Deficit</b>        | <i>Total:</i>    | <i>5,679</i> | <i>6,187</i> | <i>6,497</i> | <i>6,823</i> | <i>7,775</i>  | <i>8,806</i>  | <i>41,767</i>             |                              |    |    |              |
| <b>Funding</b>        | Local            | 5,679        | 6,187        | 6,497        | 6,823        | 7,775         | 8,806         | 41,767                    |                              |    |    |              |
|                       | <i>Total:</i>    | <i>5,679</i> | <i>6,187</i> | <i>6,497</i> | <i>6,823</i> | <i>7,775</i>  | <i>8,806</i>  | <i>41,767</i>             |                              |    |    |              |



**Washington Metropolitan Area  
Transit Authority**



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

**DRAFT**

| Agency                | System        | FY 05          | FY 06            | FY 07            | FY 08            | FY 09            | FY 10            | Program Total<br>FY 05-10 | Funding Shares<br>Fed/St/Loc |    |      | Jurisdiction |
|-----------------------|---------------|----------------|------------------|------------------|------------------|------------------|------------------|---------------------------|------------------------------|----|------|--------------|
| <b>Operating Cost</b> | 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% |              |
|                       | <i>Total:</i> | <i>968,238</i> | <i>1,025,031</i> | <i>1,071,646</i> | <i>1,142,283</i> | <i>1,209,935</i> | <i>1,278,371</i> | <i>6,695,504</i>          |                              |    |      |              |
| <b>Revenue</b>        | WMATA         | 538,469        | 555,687          | 571,275          | 586,905          | 603,273          | 620,423          | 3,476,032                 |                              |    |      |              |
|                       | <i>Total:</i> | <i>538,469</i> | <i>555,687</i>   | <i>571,275</i>   | <i>586,905</i>   | <i>603,273</i>   | <i>620,423</i>   | <i>3,476,032</i>          |                              |    |      |              |
| <b>Deficit</b>        | <i>Total:</i> | <i>429,769</i> | <i>469,344</i>   | <i>500,371</i>   | <i>555,378</i>   | <i>606,662</i>   | <i>657,948</i>   | <i>3,219,472</i>          |                              |    |      |              |
| <b>Funding</b>        | State/Local   | 429,769        | 469,343          | 500,371          | 555,378          | 606,662          | 657,948          | 3,219,471                 |                              |    |      |              |
|                       | <i>Total:</i> | <i>429,769</i> | <i>469,343</i>   | <i>500,371</i>   | <i>555,378</i>   | <i>606,662</i>   | <i>657,948</i>   | <i>3,219,471</i>          |                              |    |      |              |

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## 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.

Draft 10/01/04

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   | 280.3          | 617.9          | 256.1        | 459.4          | 441.0        | 678.5          | 495.6          | 847.0          | 1,473.0        | 2,602.8         |
| Suburban Maryland      | 506.8          | 1,077.5        | 189.2        | 309.3          | 189.0        | 276.6          | 112.4          | 201.7          | 997.4          | 1,865.1         |
| Northern Virginia      | 279.6          | 636.2          | 282.4        | 521.9          | 215.6        | 462.2          | 842.7          | 1,356.2        | 1,179.9        | 2,976.5         |
| WMATA                  | 153.5          | 681.9          | 141.1        | 660.8          | 106.2        | 635.4          | 621.4          | 2,398.8        | 1,022.2        | 4,376.9         |
| <b>Regional Total:</b> | <b>1,220.2</b> | <b>3,013.5</b> | <b>868.8</b> | <b>1,951.4</b> | <b>951.8</b> | <b>2,052.7</b> | <b>2,072.1</b> | <b>4,803.7</b> | <b>4,672.5</b> | <b>11,821.3</b> |
| Woodrow Wilson Bridge  | 439.6          | 474.3          | 178.3        | 222.9          | 147.4        | 184.2          |                |                | 765.3          | 881.4           |

FY2005 Annual Element  
 Metropolitan Washington Area  
 Financial Summary  
 (In Millions of Dollars)

| JURISDICTION           | Highway        | Transit Capital | Transit Operating | Rideshare   | Bicycle/<br>Pedestrian | Private    | State/Local Only | Match      | Federal        | TOTAL IN TIP   |
|------------------------|----------------|-----------------|-------------------|-------------|------------------------|------------|------------------|------------|----------------|----------------|
| District of Columbia   | 371.1          | 231.5           |                   | 3.4         | 11.9                   |            | 279.2            | 58.4       | 280.3          | 617.9          |
| Suburban Maryland      | 767.3          | 79.8            | 193.6             | 6.0         | 30.8                   |            | 441.3            | 129.4      | 506.8          | 1,077.5        |
| Northern Virginia      | 302.0          | 245.7           | 40.6              | 17.8        | 30.1                   | 0.6        | 217.3            | 138.7      | 279.6          | 636.2          |
| WMATA                  |                | 223.3           | 458.5             |             |                        |            | 491.9            | 36.5       | 153.5          | 681.9          |
| <b>Regional Total:</b> | <b>1,440.4</b> | <b>780.3</b>    | <b>692.7</b>      | <b>27.2</b> | <b>72.8</b>            | <b>0.6</b> | <b>1,429.7</b>   | <b>363</b> | <b>1,220.2</b> | <b>3,013.5</b> |
| Woodrow Wilson Bridge  | 474.3          |                 |                   |             |                        |            |                  | 34.7       | 439.6          | 474.3          |

FY 2005  
DISTRICT OF COLUMBIA  
FINANCIAL SUMMARY  
(in millions of dollars)

| FUNDING SOURCE                    | MODE                   |                    |                      |                      |                                | SOURCE     |               |             |              | TOTAL<br>IN TIP |
|-----------------------------------|------------------------|--------------------|----------------------|----------------------|--------------------------------|------------|---------------|-------------|--------------|-----------------|
|                                   | HIGHWAY<br>IMPROVEMENT | TRANSIT<br>CAPITAL | TRANSIT<br>OPERATING | RIDESHARE<br>PROGRAM | PEDESTRIAN/BIKE<br>IMPROVEMENT | PRIVATE    | LOCAL<br>ONLY | MATCH       | FEDERAL      |                 |
| <b>TITLE I</b>                    |                        |                    |                      |                      |                                |            |               |             |              |                 |
| Interstate Maintenance            | 8.9                    |                    |                      |                      |                                |            |               | 0.9         | 8.0          | 8.9             |
| National Highway System           | 52.5                   |                    |                      |                      |                                |            |               | 9.9         | 42.6         | 52.5            |
| Bridge                            | 56.7                   |                    |                      |                      |                                |            |               | 11.3        | 45.4         | 56.7            |
| Surface Transportation Program    | 149.0                  | 2.1                |                      |                      |                                |            |               | 27.4        | 124.1        | 151.5           |
| 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                |                      | 3.4                  | 1.3                            |            |               | 1.7         | 6.6          | 8.3             |
| <b>TITLE I SUBTOTAL:</b>          | <b>282.7</b>           | <b>2.4</b>         | <b>0.0</b>           | <b>3.4</b>           | <b>1.7</b>                     | <b>0.0</b> |               | <b>53.7</b> | <b>236.5</b> | <b>290.2</b>    |
| <b>TITLE III</b>                  |                        |                    |                      |                      |                                |            |               |             |              |                 |
| Section 5310                      |                        | 0.3                |                      |                      |                                |            |               | 0.1         | 0.2          | 0.3             |
| Section 3037                      |                        | 1.1                |                      |                      |                                |            |               |             | 1.1          | 1.1             |
| <b>TITLE III SUBTOTAL:</b>        |                        | <b>1.4</b>         |                      |                      |                                |            |               | <b>0.1</b>  | <b>1.3</b>   | <b>1.4</b>      |
| <b>OTHER FUNDS</b>                |                        |                    |                      |                      |                                |            |               |             |              |                 |
| Federal Lands Highway Program     | 23.1                   |                    |                      |                      |                                |            |               |             | 23.1         | 23.1            |
| Other Federal Funds               | 17.0                   | 2.3                |                      |                      | 4.7                            |            |               | 4.6         | 19.4         | 24.0            |
| Local/Bond/TIIF                   | 48.3                   | 225.4              | 162.6                |                      | 5.5                            |            | 441.8         |             |              | 441.8           |
| <b>OTHER FUNDS SUBTOTAL:</b>      | <b>88.4</b>            | <b>227.7</b>       | <b>162.6</b>         | <b>0.0</b>           | <b>10.2</b>                    | <b>0.0</b> | <b>441.8</b>  | <b>4.6</b>  | <b>42.5</b>  | <b>488.9</b>    |
| <b>TOTAL</b>                      | <b>371.1</b>           | <b>231.5</b>       | <b>162.6</b>         | <b>3.4</b>           | <b>11.9</b>                    | <b>0.0</b> | <b>441.8</b>  | <b>58.4</b> | <b>280.3</b> | <b>780.5</b>    |

09/03/04

FY 2005  
MARYLAND  
FINANCIAL SUMMARY  
(in millions of dollars)

| FUNDING SOURCE                    | MODE                   |                    |                      |            |                         | SOURCE     |                     |                        |              | TOTAL<br>IN TIP |
|-----------------------------------|------------------------|--------------------|----------------------|------------|-------------------------|------------|---------------------|------------------------|--------------|-----------------|
|                                   | Highway<br>Improvement | Transit<br>Capital | Transit<br>Operating | Rideshare  | Bike/Ped<br>Improvement | Private    | State/Local<br>Only | Match<br>(State/Local) | Federal      |                 |
| <b>TITLE I</b>                    |                        |                    |                      |            |                         |            |                     |                        |              |                 |
| 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            |
| <b>TITLE I SUBTOTAL:</b>          | <b>315.5</b>           | <b>5.5</b>         | <b>0.0</b>           | <b>4.3</b> | <b>10.4</b>             | <b>0.0</b> | <b>0.0</b>          | <b>69.2</b>            | <b>266.5</b> | <b>335.7</b>    |
| <b>TITLE III</b>                  |                        |                    |                      |            |                         |            |                     |                        |              |                 |
| Section 5309, 5309/FG, 5309/NS    |                        | 33.7               |                      |            |                         |            |                     | 6.8                    | 26.9         | 33.7            |
| Section 5307                      |                        | 22.0               |                      |            |                         |            |                     | 4.4                    | 17.6         | 22.0            |
| <b>TITLE III SUBTOTAL:</b>        | <b>0.0</b>             | <b>55.7</b>        | <b>0.0</b>           | <b>0.0</b> | <b>0.0</b>              | <b>0.0</b> | <b>0.0</b>          | <b>11.2</b>            | <b>44.5</b>  | <b>55.7</b>     |
| <b>OTHER FUNDS</b>                |                        |                    |                      |            |                         |            |                     |                        |              |                 |
| 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           |
| <b>OTHER FUNDS SUBTOTAL:</b>      | <b>451.8</b>           | <b>18.6</b>        | <b>193.6</b>         | <b>1.7</b> | <b>20.4</b>             | <b>0.0</b> | <b>441.3</b>        | <b>49.0</b>            | <b>195.8</b> | <b>686.1</b>    |
| <b>TOTAL</b>                      | <b>767.3</b>           | <b>79.8</b>        | <b>193.6</b>         | <b>6.0</b> | <b>30.8</b>             | <b>0.0</b> | <b>441.3</b>        | <b>129.4</b>           | <b>506.8</b> | <b>1077.5</b>   |
| Woodrow Wilson Bridge             | 173.8                  |                    |                      |            |                         |            |                     | 34.7                   | 139.1        | 173.8           |



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      |              |
| <b>TITLE I</b>                    |                     |                 |                   |             |                     |            |              |             |              |              |              |
| Interstate Maintenance            |                     |                 |                   |             |                     |            |              |             |              |              | 0.0          |
| National Highway System           | 11.3                |                 |                   |             |                     |            |              |             | 1.1          | 10.2         | 11.3         |
| Surface Transportation Program    | 132.9               | 23.2            |                   |             | 13.1                |            |              |             | 32.9         | 136.3        | 169.2        |
| Congestion Mitigation Air Quality | 4.4                 | 33.1            |                   | 17.0        | 9.7                 |            |              |             | 12.2         | 52.0         | 64.2         |
| <b>TITLE I SUBTOTAL:</b>          | <b>148.6</b>        | <b>56.3</b>     | <b>0.0</b>        | <b>17.0</b> | <b>22.8</b>         |            | <b>0.0</b>   | <b>0.0</b>  | <b>46.2</b>  | <b>198.5</b> | <b>244.7</b> |
| <b>TITLE III</b>                  |                     |                 |                   |             |                     |            |              |             |              |              |              |
| Section 5309                      |                     | 107.0           |                   |             |                     |            |              |             | 87.1         | 19.9         | 107.0        |
| Section 5307                      |                     | 15.8            |                   |             |                     |            |              |             | 3.2          | 12.6         | 15.8         |
| New Starts                        |                     |                 |                   |             |                     |            |              |             |              |              | 0.0          |
| <b>TITLE III SUBTOTAL</b>         |                     | <b>122.8</b>    |                   | <b>0.0</b>  |                     |            |              |             | <b>90.3</b>  | <b>32.5</b>  | <b>122.8</b> |
| <b>OTHER FUNDS</b>                |                     |                 |                   |             |                     |            |              |             |              |              |              |
| Local/Bonds                       | 65.3                | 31.1            | 25.8              |             | 5.3                 |            | 127.5        |             |              |              | 127.5        |
| State                             | 28.5                | 30.6            | 14.8              | 0.8         |                     |            |              | 74.7        |              |              | 74.7         |
| FRANS                             | 15.1                |                 |                   |             |                     |            |              | 15.1        |              |              | 15.1         |
| Federal Lands Highway - NPS       | 1.9                 |                 |                   |             |                     |            |              |             |              | 1.9          | 1.9          |
| Private                           | 0.6                 |                 |                   |             |                     | 0.6        |              |             |              |              | 0.6          |
| Demo                              | 3.5                 |                 |                   |             |                     |            |              |             |              | 3.5          | 3.5          |
| Other Federal                     | 38.5                | 4.9             |                   |             | 2.0                 |            |              |             | 2.2          | 43.2         | 45.4         |
| <b>OTHER FUNDS SUBTOTAL:</b>      | <b>153.4</b>        | <b>66.6</b>     | <b>40.6</b>       | <b>0.8</b>  | <b>7.3</b>          | <b>0.6</b> | <b>127.5</b> | <b>89.8</b> | <b>2.2</b>   | <b>48.6</b>  | <b>268.7</b> |
| <b>TOTAL</b>                      | <b>302.0</b>        | <b>245.7</b>    | <b>40.6</b>       | <b>17.8</b> | <b>30.1</b>         | <b>0.6</b> | <b>127.5</b> | <b>89.8</b> | <b>138.7</b> | <b>279.6</b> | <b>636.2</b> |
| Woodrow Wilson Bridge             | 300.5               |                 |                   |             |                     |            |              |             |              | 300.5        | 300.5        |

FY 2005 WMATA  
FINANCIAL SUMMARY  
(in millions of dollars)

09/03/04

| FUNDING SOURCE                  | State/Local<br>Only | Match<br>(State/Local) | Federal | TOTAL<br>IN TIP |
|---------------------------------|---------------------|------------------------|---------|-----------------|
| <b>TITLE III</b>                |                     |                        |         |                 |
| Section 5307                    |                     | 26.7                   | 106.8   | 133.5           |
| Section 5309                    |                     | 8.6                    | 34.0    | 42.6            |
| Section 3037                    |                     | 1.2                    | 4.7     | 5.9             |
| Other Federal                   |                     |                        | 8.0     | 8.0             |
| TITLE III SUBTOTAL:             |                     | 36.5                   | 153.5   | 190.0           |
| <b>OTHER FUNDS</b>              |                     |                        |         |                 |
| Other Capital Costs             | 33.3                |                        |         | 33.3            |
| Local Operating Costs           | 458.6               |                        |         | 458.6           |
| TITLES I & III AND OTHER TOTAL: | 491.9               | 36.5                   | 153.5   | 681.9           |
| <b>TOTAL:</b>                   | 491.9               | 36.5                   | 153.5   | 681.9           |

## 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) |