

ITEM 7 - Action

June 21, 2006

Approval of Amendment to the FY 2006-2011 TIP
that is Exempt from the Air Quality Conformity Requirement to
Fund Rapid Bus Transit on Georgia and Pennsylvania Avenues and to
Reconstruct Portions of 18th Street NW in the
Adams Morgan Neighborhood, as Requested by
District of Columbia Department of Transportation (DDOT)

Staff

Recommendation: Adopt Resolution R21-2006 to approve
amendment to the FY 2006-20011 TIP.

Issues: None

Background: DDOT has requested an amendment to the FY
2006-2011 TIP to fund the implementation of
Rapid Bus Transit service on Georgia and
Pennsylvania Avenues and to reconstruct
portions of 18th Street NW in the Adams Morgan
neighborhood, as described in the enclosed
materials.

This amendment would not require any
changes to the air quality conformity analysis
conducted for the FY 2006-2011 TIP.

TPB R21- 2006
June 21, 2006

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

**RESOLUTION ON AMENDMENT TO
THE FY 2006-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO FUND RAPID BUS TRANSIT ON GEORGIA AND PENNSYLVANIA AVENUES
AND TO RECONSTRUCT PORTIONS OF 18TH STREET NW IN THE ADAMS
MORGAN NEIGHBORHOOD AS REQUESTED BY THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on October 19 2005 the TPB adopted the 2005 Constrained Long-Range Transportation Plan (CLRP) and the FY 2006-2011 TIP; and

WHEREAS, in the attached letter of June 13, 2006, DDOT has requested an amendment to the FY 2006-2011 TIP that is exempt from the air quality conformity requirement to fund the implementation of Rapid Bus Transit service on Georgia and Pennsylvania Avenues and to reconstruct portions of 18th Street NW in the Adams Morgan neighborhood, as described in the enclosed materials; and

WHEREAS, local transit projects, such as changes in routes, schedules, or fares and road projects are not regionally significant are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*,

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2006-2011 TIP to fund the implementation of Rapid Bus Transit service on Georgia and Pennsylvania Avenues and to reconstruct portions of 18th Street NW in the Adams Morgan neighborhood, as described in the attached materials.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Office of the Director

June 19, 2006

Ronald Kirby
Director, Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, DC 20002-4201

RE: National Capital Region Transportation Improvement Program Amendment

Dear Director Kirby:

The District Department of Transportation (DDOT) requests an amendment to the FY 2006-2011 Transportation Improvement Program (TIP), which is detailed below. The requisite TIP and Constrained Long Range Plan (CLRP) Proposed Project or Action Description Forms are attached and provide additional details on the individual projects included in the TIP amendment, including the reason(s) each project is included in this request, conformity status, and funding implications. All of the requested amendments are conformity exempt.

This TIP amendment proposes the following:

- The addition of a new project titled "Rapid Bus Transit on Georgia Avenue." This project will enhance bus service on Georgia Avenue, which is one of the busiest bus corridors in the Metro system. Currently, local bus service on Georgia Avenue provides approximately 22,000 boardings per day. Travel times are typically long, with twenty-two percent (22%) of the southbound trips more than five (5) minutes late and thirty-three percent (33%) of the northbound trips more than five (5) minutes late. One way travel time between the Silver Spring Metro Station and the Archives Metro Station is one hour. Rapid bus service would not replace current local bus service, but would, instead, supplement it to provide more frequent service for those traveling in the Georgia Avenue corridor. Passengers utilizing the rapid bus service would benefit from an estimated fifteen percent (15%) increase in bus travel speed above existing local bus service. The increase service will reduce vehicular traffic because more people will be encouraged to use the faster service. Annual project funding will be \$1,450,000 in 2006, and \$1,100,000 annually in 2007 and 2008.

- The addition of another new project titled “Purchase and Operation of Rapid Bus Transit of Pennsylvania Avenue.” Currently, local bus service on Pennsylvania provides approximately 24,000 boardings per day. Travel times are typically long, with twenty-four percent (24%) of the westbound trips more than five (5) minutes late and thirty-four percent (34%) of the eastbound trips more than five (5) minutes late. Rapid bus service would not replace current local bus service, but would, instead, supplement it to provide more frequent service for those traveling the Pennsylvania Avenue corridor. It will also provide a direct connection downtown from Pennsylvania Avenue, S.E. and Southern Avenue, S.E. Passengers utilizing the rapid bus service would benefit from an estimated fifteen percent (15%) increase in bus travel speed above existing local bus service. Annual project funding will be \$6,600,000 in 2006, and \$1,100,000 annually in 2007 and 2008.
- Both Rapid Bus projects will use CMAQ funds. TPB staff has been asked to use its transportation models to estimate the emission reduction impact of this service improvement. This estimate will be accomplished through the use of unexpended funds in the District’s FY06 Technical Assistance budget. Post implementation evaluation instruments will be developed for both Georgia and Pennsylvania Avenue Rapid Bus projects. The initial evaluation will occur after the first month of operation and every three months thereafter.
- Change in both scope of work and funding to the Economic Development Initiatives project. This includes adding 18th Street/Adams Morgan as a location and funding increases in 2006 for design (\$800,000) and 2008 for construction (\$3,000,000). This increase in funding brings the annual total for FY 2006 to \$4,800,000 and \$7,000,000 in 2008.

The above changes and additions will not adversely affect the air quality conformity analyses performed for the FY 2006 TIP. For further elaboration, please refer to the enclosed TIP and CLRP Proposed Project or Action Description Forms.

DDOT requests that the Transportation Planning Board approve these amendments at its meeting on June 21, 2006. If you have any questions, please call Rick Rybeck at (202) 671-2325.

Thank you for your consideration of this request.

Sincerely,

Michelle Pourciau
Acting Director

Attachments

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

	FY 05	Carry Over	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	Source Fed/St/Loc	Source Total	Environ. Review	
Transit												
1	Facility: Georgia Avenue From: Eastern Avenue or Silver Spring Metro Station To: Archives/Navy Memorial Metro Station Jurisdiction: District of Columbia		1,450 e	1,100 e	1,100 e				CMAQ 80/ 20/	3,650	N/A	
										Total Funds:	\$3,650	
Description:	Implement enhanced bus service on Georgia Ave. August 2006. The new enhanced service will be referred to as rapid bus service will not replace current local bus service, but will, instead, supplement it to provide more frequent service for those traveling in the Georgia Avenue corridor. Passengers utilizing the rapid bus service would benefit from an estimated fifteen percent (15%) increase in bus travel speed above existing local bus service. The vehicles and stop locations will have a distinctive design. The distinctive brand and faster service will result in increased ridership.											
2	Facility: Pennsylvania Avenue From: Archives/Navy Memorial Metro Station To: Naylor Road Metro Station Jurisdiction: District of Columbia		5,500 e	1,100 e	1,100 e	1,100 e			CMAQ 80/ 20/	8,800	N/A	
										Total Funds:	\$8,800	
Description:	Implement rapid bus service that will not replace current local bus service, but will, instead, supplement local service to provide more frequent service for those traveling in the Pennsylvania corridor. It will also provide direct a direct connection downtown from Pennsylvania and Southern Ave. SE. Passengers utilizing the rapid bus service would benefit from an estimated fifteen percent (15%) increase in bus travel speed above existing local bus service. As a component of this enhanced service, new buses will be purchased											
Other												
3	Facility: Economic Development Initiatives From: Streetscape Improvements on Federal-Aid Ro To: Jurisdiction: District of Columbia		1,000 a 3,000 c 800 a	1,000 a 3,000 c	1,000 a 3,000 c 3,000 c				NHS 80/ 20/ STP 80/ 20/	3,000 12,800	EA	
										Total Funds:	\$15,800	
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>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:</p> <p>a. 14th Street, N.W. - Improve the streetscape on 14th Street between U Street and Thomas Circle (M Street, N.W.) - Improve sidewalks, curbs, gutters, street trees, street lights, traffic control signals and litter boxes. Repair roadway</p> <p>b. New York Avenue</p> <p>c. Takoma (Piney Branch Road, Blair Road and Carroll Street)</p> <p>d. Brookland (12th Street, N.E., Michigan to Rhode Island Avenue)</p> <p>e. U Street, N.W. 7th Street to 13th Street, N.W.</p> <p>f. P Street, NW.</p> <p>g. 18th Street/Adams Morgan Reconstruction - Prepare design plans and specifications to reconstruct portions of 18th Street NW through the Adams Morgan neighborhood to improve mobility, safety and support economic development. A traffic study and concept design have been completed. Request funding to prepare detailed design plans and construct in 2008.</p>											

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Last Modified On: 6/14/2006

1. Location and Jurisdiction

2. Submitting Agency: **DDOT**

Agency Project ID

ProjectName **Georgia Avenue Rapid Bus**

Facility:

From: **Eastern Avenue or Silver Spring Metro**

To: **Archives/Navy Memorial Station**

Jurisdiction: **District of Columbia**

3. Project Type and Description

System Expansion System Maintenance Operations Study Other Action/Strategy

Description of project or action:

The District Department of Transportation – Mass Transit desires to implement enhanced bus service on a number of corridors identified in the District of Columbia Alternatives Analysis (DCAA). Georgia Ave. will be the first corridor to be implemented in August 2006. It is one of the busiest bus corridors in the Metro system.

Rapid bus service would not replace current local bus service, but would, instead, supplement it to provide more frequent service for those traveling in the Georgia Avenue corridor. Passengers utilizing the rapid bus service would benefit from an estimated fifteen percent (15%) increase in bus travel speed above existing local bus service.

Service Plan

* **Weekday service only, with a slight modification of the local bus service from 7 1/2 minute headways to 10 minute headways.**

* **Service will have a northern terminus of either Eastern Avenue or the Silver Spring Metro Station and a southern terminus of the Archives Metro Station. The northern terminus will be decided as a part of the community involvement process.**

* **Corridor Length: 6.5 miles (Eastern Avenue terminus) 7.4 miles (Silver Spring terminus)**

* **Number of Stops: Archives to Eastern Avenue: 14 northbound/13 southbound**

Archives to Silver Spring: 15 northbound/14 southbound

* **AM Peak: 10 minutes, 5:30am to 9:30 am**

PM Peak: 10 minutes, 3:00pm to 7:00pm

No bicycle/pedestrian accommodations included

Project Manager: Catondra Noye

Phone: 202-673-1737

URL:

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>		Georgia Avenue Rapid Bus	Eastern Avenue or Silver Spring Metro Station	Archives/Navy Memorial Metro Station			2006

5. Purpose/contribution to regional goals

1, 2, 4, 5, 6

6. Funding and Schedule Information

Cost (In Thousands): **\$3,650**

Date of completion or implementation: **2006**

Source: **Federal, Local,**

Cost and schedule remarks:

Phase 1: FY 2006 Provide existing WMATA buses with a distinctive brand, install distinctive bus stop signs at 15 locations along the corridor, and implement rapid bus service

Phase 2: FY 2006 Implement Signal Priority technology to further increase time savings

Phase 3: FY 2006 Implement curb extensions at rapid bus stop locations (In coordination with the Georgia Avenue Great Streets initiative)

FY 2006 - \$1,450,000 (service and capital costs)

FY 2007 - \$1,100,000 (operate service)

FY 2008 - \$1,100,000 (operate service)

Total \$3,650,000

7. CMS Documentation

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

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2006-2011

1. Agency: **DDOT**

Last Modified On: **6/7/2006**

2. Location and Jurisdiction

Title: **Georgia Avenue Rapid Bus**
Facility: **Georgia Avenue**
From: **Eastern Avenue or Silver Spring Metro Station**
To: **Archives/Navy Memorial Metro Station**
Jurisdiction: **District of Columbia**

3. Description of Project or Action

Implement enhanced bus service on Georgia Ave. August 2006. The new enhanced service will be referred to as rapid bus service will not replace current local bus service, but will, instead, supplement it to provide more frequent service for those traveling in the Georgia Avenue corridor. Passengers utilizing the rapid bus service would benefit from an estimated fifteen percent (15%) increase in bus travel speed above existing local bus service. The vehicles and stop locations will have a distinctive design. The distinctive brand and faster service will result in increased ridership.

4. Project Status

New project

5. Environmental Review

N/A

6. Funding and Schedule Information

Date of completion or implementation: **2006**

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
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CMAQ					
	2006	\$1,450	Other	80	20
	2007	\$1,100	Other	80	20
	2008	\$1,100	Other	80	20

Cost and schedule remarks:

**FY 2007 includes the service enhancements (operating costs) and capital costs associated with the vehicles.
FY 2008 operating costs only
FY 2009 operating costs onl**

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Last Modified On: 6/14/2006

1. Location and Jurisdiction

2. Submitting Agency: **DDOT**

Agency Project ID

ProjectName **Pennsylvania Avenue Rapid Bus**

Facility: **Pennsylvania Avenue**

From: **Archives/Navy Memorial Metro Station**

To: **Naylor Road Metro Station**

Jurisdiction: **District of Columbia**

3. Project Type and Description

System Expansion System Maintenance Operations Study Other Action/Strategy

Description of project or action:

Implement rapid bus service that will not replace current local bus service, but will, instead, supplement local service to provide more frequent service for those traveling in the Pennsylvania corridor. It will also provide direct a direct connection downtown from Pennsylvania and Southern Ave. SE. Passengers utilizing the rapid bus service would benefit from an estimated fifteen percent (15%) increase in bus travel speed above existing local bus service.

As a component of this enhanced service, new buses will be purchased.

Service Plan

Weekday service only, with no initial changes to the existing 30's bus line

Service will have a western terminus of the Archives Metro Station, continue along Pennsylvania Avenue to Southern Avenue, continue south on Southern Avenue, and terminate at the Naylor Road Metro Station.

Corridor Length: 6.3 miles

Number of Stops: 11 in each direction

AM Peak: 10 minutes, 5:30am to 9:30 am

PM Peak: 10 minutes, 3:00pm to 7:00pm

No bicycle/pedestrian accommodations included

Project Manager: Catondra Noye

Phone: 202-673-1737

URL:

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			Pennsylvania Avenue Rapid Bus	Archives/Navy Memorial Metro Station	Naylor Road Metro Station			2007

5. Purpose/contribution to regional goals

1, 2, 4, 5, 6

6. Funding and Schedule Information

Cost (In Thousands): **\$8,800**

Date of completion or implementation: **2007**

Source: **Federal, Local,**

Cost and schedule remarks:

Phase 1: Fall 2006 Purchase vehicles - \$5,500,000

Phase 2: Spring 2007 install distinctive bus stop signs at 15 locations along the corridor, and implement rapid bus service - \$1,100,000

FY 2008 - Operate Service - \$1,100,000

FY 2009 - Operate Service - \$1,100,000

Total - \$8,800,000

7. CMS Documentation

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2006-2011

1. Agency: **DDOT**

Last Modified On: **6/7/2006**

2. Location and Jurisdiction

Title: **Pennsylvania Avenue Rapid Bus**
Facility: **Pennsylvania Avenue**
From: **Archives/Navy Memorial Metro Station**
To: **Naylor Road Metro Station**
Jurisdiction: **District of Columbia**

3. Description of Project or Action

Implement rapid bus service that will not replace current local bus service, but will, instead, supplement local service to provide more frequent service for those traveling in the Pennsylvania corridor. It will also provide direct a direct connection downtown from Pennsylvania and Southern Ave. SE. Passengers utilizing the rapid bus service would benefit from an estimated fifteen percent (15%) increase in bus travel speed above existing local bus service.

As a component of this enhanced service, new buses will be purchased

4. Project Status

New project

5. Environmental Review

N/A

6. Funding and Schedule Information

Date of completion or implementation: **2007**

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
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CMAQ					
	2006	\$5,500	Other	80	20
	2007	\$1,100	Other	80	20
	2008	\$1,100	Other	80	20
	2009	\$1,100	Other	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Last Modified On: **6/14/2006**

1. Location and Jurisdiction

2. Submitting Agency: **DDOT**

ProjectName **Economic Development Initiatives**

Agency Project ID

Facility: **Amendment for 18th St. NW/Adams Morgan Reconstruction**

ED0, EDL

From:

To:

Jurisdiction: **District of Columbia,**

3. Project Type and Description

- System Expansion
 System Maintenance
 Operations
 Study
 Other Action/Strategy

Description of project or action:

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

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

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

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

Project Manager:

Phone:

URL:

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						FromTo		
	<input checked="" type="checkbox"/>			Southern Avenue, SE to	Eastern Ave, NE			
	<input checked="" type="checkbox"/>		Economic Development Initiatives morgan reconstruction	Streetscape Improvements on Federal-Aid Roads				
	<input checked="" type="checkbox"/>	Construct	Mount Vernon Triangle Streetscape Impro	New York Ave, N.W.; Massachusetts Ave NW	7th Street and North Capitol Street			
	<input checked="" type="checkbox"/>		Economic Development Initiatives	Historic Neighborhood Signage				2009
	<input checked="" type="checkbox"/>		Economic Development Initiatives	Citywide				2009
	<input checked="" type="checkbox"/>		Economic Development Initiatives	Points of Light Commemorative	Walkway Ward 2			2010
	<input checked="" type="checkbox"/>		Economic Development Initiatives	Neighborhood Transportation Planning	Improvements			2010

5. Purpose/contribution to regional goals

1,2,3,4,5,6,7,8

6. Funding and Schedule Information

Cost (In Thousands): **\$57,891**

Date of completion or implementation: **2010**

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

Cost and schedule remarks:

Amended to include \$3,800,000 for 18th St. NW/Adams Morgan Reconstruction Project.

7. CMS Documentation

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

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **DDOT**

Last Modified On: **6/14/2006**

2. Location and Jurisdiction

Title: **Economic Development Initiatives**
Facility: **Amendment for 18th St. NW/Adams Morgan Reconstruction**
From: **Streetscape Improvements on Federal-Aid Roads**
To:
Jurisdiction: **District of Columbia**

3. Description of Project or Action

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

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

- a. 14th Street, N.W. - Improve the streetscape on 14th Street between U Street and Thomas Circle (M Street, N.W.) - Improve sidewalks, curbs, gutters, street trees, street lights, traffic control signals and litter boxes. Repair roadway**
- b. New York Avenue**
- c. Takoma (Piney Branch Road, Blair Road and Carroll Street)**
- d. Brookland (12th Street, N.E., Michigan to Rhode Island Avenue)**
- e. U Street, N.W. 7th Street to 13th Street, N.W.**
- f. P Street, NW.**
- g. 18th Street/Adams Morgan Reconstruction - Prepare design plans and specifications to reconstruct portions of 18th Street NW through the Adams Morgan neighborhood to improve mobility, safety and support economic development. A traffic study and concept design have been completed. Request funding to prepare detailed design plans and construct in 2008.**

Bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

EA

6. Funding and Schedule Information

Date of completion or implementation:

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

NHS					
	2006	\$1,000	Construction	80	20
	2007	\$1,000	Construction	80	20
	2008	\$1,000	Construction	80	20

STP					
	2006	\$800	P.E.	80	20
	2006	\$1,000	P.E.	80	20
	2006	\$2,000	Construction	80	20
	2007	\$1,000	P.E.	80	20
	2007	\$2,000	Construction	80	20
	2008	\$3,000	Construction	80	20
	2008	\$2,000	Construction	80	20
	2008	\$1,000	P.E.	80	20

Cost and schedule remarks:

Amended to include \$800,000 in FY 2006 for P.E. and \$3 million in FY 2008 for construction for the reconstruction of 18th Street in Adams Morgan. Award design contract in late FY 2006; complete design in summer 2007. Construct in 2008.