

National Capital Region Transportation Planning Board

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MEMORANDUM

October 9, 2008

TO: Transportation Planning Board

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

SUBJECT: Documentation of the 2008 Financially Constrained Long-Range Transportation Plan (CLRP) and Amendments to the FY 2009-2014 Transportation Improvement Program (TIP)

Background

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

Significant Project Changes for the 2008 CLRP

On October 9, the TPB released for public comment the 2008 CLRP and amendments to the FY 2009-2014 TIP. The attachment describes the final set of significant changes for the 2008 CLRP (Figure 1). Significant highway changes are those relating to interstates, principal arterials, and other limited access parkways and roadways. The attachment also includes project descriptions and maps of the significant changes.

Amendments to the FY 2009-2014 TIP

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

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

Web-Based Documentation and Brochure

The 2008 CLRP meets all the SAFETEA-LU planning regulations which became effective in July 2007. Complete documentation of the CLRP can be found on the Plan web site at www.mwcog.org/clrp (the Welcome page shown here).

The web site provides information on:

- the proposed significant changes (highway and transit)
- the FY 2009-2014 TIP and its proposed amendments
- the existing highway, transit, high-occupancy vehicle projects and studies in the 2008 CLRP;
- how the CLRP meets the final planning regulations to implement SAFETEA-LU



<http://www.mwcog.org/clrp>

A draft plan brochure has been prepared that summarizes key information available on the website. Copies of the brochure will be distributed at the October 15 TPB meeting and at other TPB committee meetings.

Significant Additions and Changes to The 2008 Update to the Financially Constrained Long-Range Transportation Plan (CLRP)

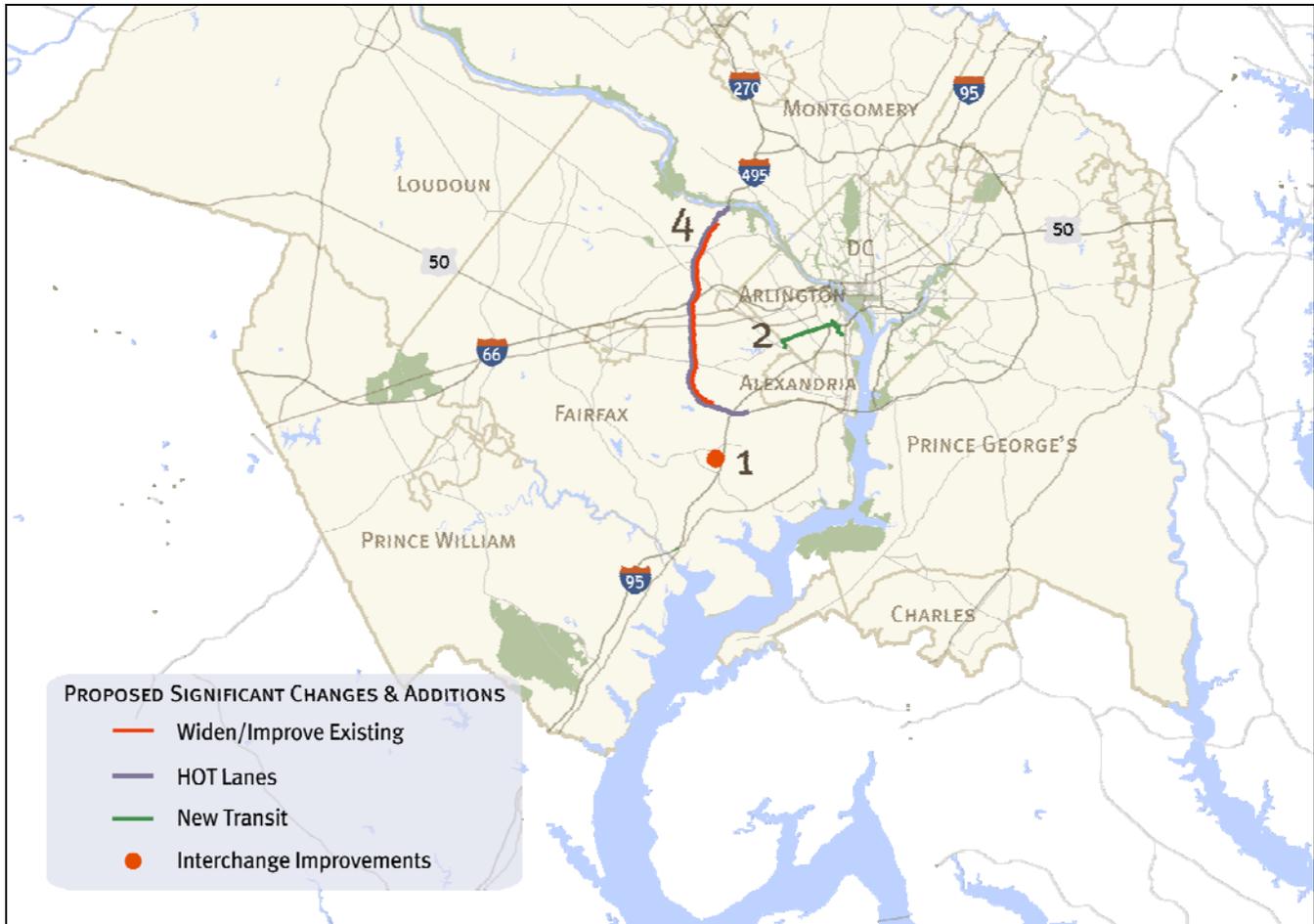


Figure 1: Significant Additions and Changes to the 2008 Update to the CLRP

Significant Additions to the CLRP

1. Access to Ft. Belvoir Engineer Proving Ground (EPG): I-95 and Fairfax County Parkway (BRAC)
2. Columbia Pike Streetcar from Skyline to Pentagon City
3. Fairfax Connector Service Transit Development Plan (Not shown on map)

Significant Changes to the CLRP

4. I-495 Capital Beltway HOV-HOT Lanes
5. I-95/395 HOV-HOT-Bus Lanes Transit Plan Revisions (Not shown on map)

Significant Additions to the CLRP

1. Access to Ft. Belvoir Engineering Proving Grounds (EPG): I-95 and Fairfax County Parkway (BRAC)

Two projects have been proposed to meet expected demand at the Fort Belvoir EPG due to the Base Realignment and Closures (BRAC) act.

A. I-95 Access to Fort Belvoir includes the following improvements:

- Widen the existing ramp from southbound I-95 to the Fairfax County Parkway and EPG southern loop road with an additional barrier-separated lane, providing dedicated access to the EPG for DOD personnel only.
- A new reversible, single-lane approach bridge from the northbound HOV/Bus/HOT lanes to the EPG's southern loop road. This connection will provide access from the northbound I-95 HOV lanes in the morning. In the evening, access will reverse to the northbound I-95 general purpose lanes and the southbound HOV lanes.

Complete: 2011, 2013
Cost: \$28.8 million
Source: Federal funding

B. Fairfax County Parkway Access to Fort Belvoir

- A one-lane ramp from the EPG Access Road to northbound Fairfax County Parkway and a two-lane ramp from the Access Road to southbound Fairfax County Parkway. The proposed ramps will connect to the proposed interchange at Rolling Road, which is already included in the CLRP.

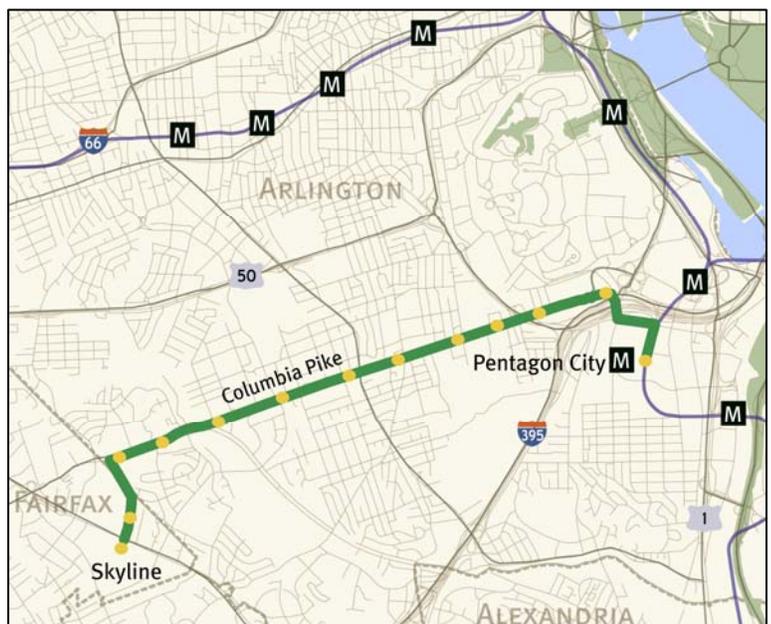
Complete: 2011
Cost: \$6.8 million
Source: Federal funding

2. Columbia Pike Streetcar From Skyline to Pentagon City

Design, construct and operate a streetcar system running approximately 4.7 miles between Pentagon City in Arlington County and Skyline in Fairfax County. For most of the route, streetcars will travel in mixed traffic.

Length: 4.7 miles
Complete: 2016
Cost: \$138.5 million
Source: State and local funding

Figure 2: Columbia Pike Streetcar Project



3. Fairfax Connector Service Transit Development Plan

Not shown on map.

Increase bus service on priority routes and purchase 35 new Fairfax Connector buses. Expand the West Ox Bus Operations Facility to accommodate new buses and increased service. Also includes bus stop access and safety improvements identified as part of the Bus Stop Inventory and Safety Study.

Complete: 2011
Cost: \$91.9
Source: Local funding

Significant Changes to the CLRP

The following projects are included in the 2007 CLRP, but significant changes have been proposed for the 2008 CLRP.

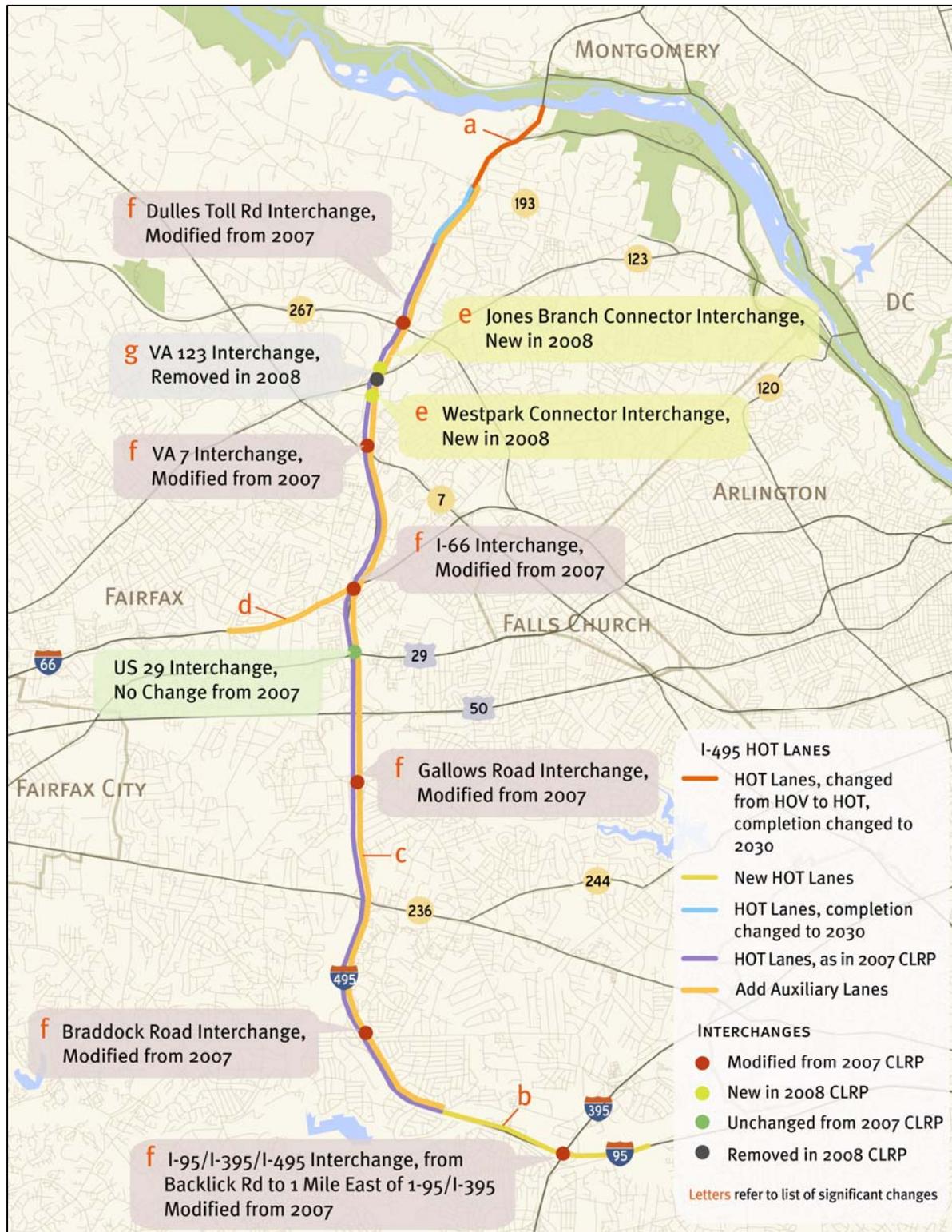
4. I-495 Capital Beltway HOV-HOT Lanes

The 14 mile stretch of HOV-HOT Lanes on the Capital Beltway between Backlick Road and Old Dominion Drive is scheduled to be complete in 2013. The following changes have been proposed for the Capital Beltway HOT-HOV Lanes Project, as shown in the figure on the following page:

- a) The northern terminus of the HOT lanes will extend 2 lanes from Georgetown Pike to the American Legion Bridge. These were previously planned as HOV lanes to be complete in 2015 and are now proposed as HOT lanes to be complete in 2030. A 4 lane stretch of HOT lanes from Georgetown Pike (193) to Old Dominion Drive will be complete in 2030 instead of 2013.
- b) The southern terminus of the HOT lanes has been extended to include 2 HOT lanes from the Hemming Avenue underpass to one mile east of the I-95/395/495 Interchange. This segment is scheduled to be completed by 2013.
- c) One additional general purpose auxiliary lane from Georgetown Pike to the Hemming Avenue underpass will be added in each direction to connect the on-ramps and off-ramps between interchanges.
- d) Auxiliary lanes will be added on eastbound and westbound I-66 between the I-495 interchange and Cedar Lane (see accompanying CLRP description Form for details).
- e) Two new interchanges are planned at the westbound Jones Branch Connector and the westbound WestPark Connector.
- f) Planned HOT lane interchanges at the Dulles toll Road, VA 7, I-66, Gallows Road, Braddock Road and I-95/395 will be modified (see accompanying CLRP Description Form for details).
- g) A planned HOT lane interchange at VA 123 is being removed from the project scope.

Length: 14 miles
Complete: 2013, 2030
Cost: \$1.619 billion
Source: Federal, state, private and bond funding

Figure 3: Proposed changes to the I-495 Capital Beltway HOV-HOT Lanes Project for the 2008 CLRP



5. I-95/395 HOV-HOT-Bus Lanes Transit Plan Revisions

Not shown on map.

The Transit Plan for the I-95/395 HOT Lanes project has been revised to reflect the results of the Transit/Transportation Demand Management (TDM) Study conducted by the Virginia Department of Rail and Public Transportation (DRPT) and the Technical Advisory Committee. The following significant changes have been proposed for the Transit Plan. Full details can be found in Attachment A to the accompanying CLRP Description Form).

- The Transit/TDM plan's cost and revenue estimates have been revised to reflect the revised transit investment strategy for the corridor.
 - Earlier capital investments of \$76 million revised to \$152 million to reflect increased investment into transit facilities
 - Earlier operating expenses of \$314 million revised to \$245 million to reflect revised service plan, service duration and fare box recovery

- Greater level of improvement/investment into transit facilities.
 - 3 new transit stations along the corridor
 - Improvements at 4 VRE stations – platform extension and overnight storage
 - 9 new or enhanced TDM initiatives
 - 3,750 park and ride spaces in addition to the 3,000 proposed earlier
 - 3 new/improved transit centers instead of 1 bus maintenance facility
 - 76 new buses and 6 VRE rail cars instead of 184 new buses

DRAFT

Amendments to the
FY 2009-2014 TIP

VIRGINIA

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

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

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

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

By-pass Road at Marine Corps Base Quantico

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

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

Chain Bridge Road/Eaton Place Intersection Improvements

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

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

Columbia Pike Street Cars

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

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

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

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

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

5479

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

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

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

5104

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

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

5476

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

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

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

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
FAIRFAX CONNECTOR Buses									
Agency Project ID: FFX0003		Title: Fairfax Connector Bus Replacement						Complete: 2011	
Facility:	Fairfax Connector Bus Replacement	9,900 c	5,200 c	4,000 c				BD	9,200
From:								0/ 0/ 100	
To:								Total Funds:	9,200

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

4552

Fairfax County Parkway Interchange

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

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

5474

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

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

Minnieville Road Construct 4-Lane Divided Roadway

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

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

5392

Prince William Parkway Construct 6-Lane Divided Roadway

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

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

5391

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

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

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

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

SB I-95 Ramp

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

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

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

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

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

5480

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

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

List of Projects

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

WASHINGTON
METROPOLITAN AREA
TRANSIT AUTHORITY

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

DRAFT

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

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

5545

NATIONAL CAPITAL
REGION TRANSPORTATION
PLANNING BOARD

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT

CAPITAL COSTS (in \$1,000)

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

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

5407

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

DRAFT

CAPITAL COSTS (in \$1,000)

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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New Freedom Program

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

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

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