National Capital Region Transportation Planning Board

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Item #5

MEMORANDUM

April 15, 2009

TO: Transportation Planning Board

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

RE: Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item #5 of the April 15th TPB agenda.

Attachment

The Examiner

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Opinion

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Transportation Planning Board needs more power, not less

By Christopher Zimmermn, OpEd Contributor
- | 4/15/09 4:48 AM

This oped responds Lon Anderson's "Reform Washington's dysfunctional Transportation Planning Board," published in The WashingtonExaminer *April 2.*

As a member of the Transportation Planning Board (TPB) for the last decade, I have a certain sympathy with Lon Anderson's characterization of our region's metropolitan planning organization as "dysfunctional" – though the problem with TPB is not what Mr. Anderson thinks it is, but the opposite.

Unlike its counterparts in other areas of the country, TPB is ***not*** the locus of transportation decision making in the Washington region. For those who believe that it would actually be a good idea to "to force metropolitan areas to examine major transportation decisions and planning at a regional level, thus requiring all of the regional players to be involved," ***this*** is the real problem.

In questioning why Montgomery County should have a say on a project in Northern Virginia, or Fairfax City on one in Maryland, Mr. Anderson is really objecting to the very concept of regional planning.

The answer, of course, is that major changes to transportation infrastructure in one part of the region have major impacts throughout the region. It makes no sense to treat them in isolation.

Anderson describes TPB as some kind of transportation graveyard, "where projects can be strangled, or at least debated to death." It just isn't so. While in principal TPB could act to hold up funding, in practice TPB almost never presents any kind of obstacle to advancement of whatever projects are put forward by the state transportation departments.

In the apt description once given by Stewart Schwartz of the Coalition for Smarter Growth, TPB acts more as "the Big Stapler," clipping together the submissions from the three states with little more than perfunctory review.

Anderson complains that TPB is controlled by "parochial" interests – by which he seems to mean locally elected officials. Since it is largely at the local government level that land use policy is made, connecting land use and transportation decisions could be seen as a strength of TPB.

But that's not how it works. Notwithstanding the Byzantine voting structure that TPB operates under, all you really need to know is that local representatives have little influence at TPB, by comparison to folks in Richmond and Annapolis.

Control of decision making at TPB is largely held by the state highway departments. (Note that transit agencies, by contrast, have no vote at all.) They, of course, do not want their projects subject to scrutiny by regional officials, or assessed for compatibility with land use plans, and, despite the apparent power under federal statute, they have been effective in ensuring that TPB doesn't exercise any real authority.

Of course, individual projects will occasionally become controversial, and may be slowed, or even stopped. But these battles are won or lost within each state, they are not fought out at TPB.

It's hard to point to any major transportation decision in our region that was truly made at TPB. Issues like the ICC may be debated at TPB, but by the time they advance there the outcome is not in doubt.

For good or ill, TPB simply has not played the role that Anderson ascribes to it. Whether it's highways or transit, what and how many projects get built is mostly a function of much money is provided by Congress and state legislatures. TPB has no role in that decision.

Nonetheless, the fundamental problem in our region isn't that we don't build enough projects fast enough, but that we have persistently failed to make rational, coordinated plans that connect land use policy with transportation infrastructure.

That might be different if TPB possessed, and exercised, the power that Anderson thinks it does.

Christopher Zimmerman, an Arlington County Board Member, serves on the Transportation Planning Board for the National Capital Region.

The Examiner

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Opinion

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Reform Washington's dysfunctional Transportation Planning Board

By Lon Anderson, OpEd Contributor
- | 4/2/09 5:56 AM

My first encounter with the Transportation Planning Board for the Washington Metropolitan area (TPB) - our region's obscure transportation planning agency charged with making our big transportation decisions - came in 1994 shortly after I joined the staff of AAA.

The TPB, with more than 25 members in attendance, spent over a half hour discussing the urgent need for more bicycle lockers at Dulles Airport. No kidding. It left an indelible impression on me.

Over the years, the TPB has continued to reinforce that first impression. Most recently, it took an easy, common sense decision to allow Virginia to go forward with minimal improvements on I-66 inside the Beltway, and made hash of it. The TPB got it wrong—so wrong it had to undo its February decision at March's meeting.

More broadly, the Washington Metropolitan area's transportation system is largely a failed experiment in regional mobility. By almost every standard, our roads are some of the most congested in the United States—the authoritative Texas Transportation Institute's annual study ranked them 2nd worst last year.

And our urban rail system, once the pride of the region and an example for the nation, is now old and broken, thanks to years of chronic under-funding. Unfortunately, its annual funding crisis has forced the Metro system to regularly raise its fares and its parking fees, while its service deteriorates and cars keep breaking down, as happened this week forcing track closures on both the Red and Orange/Blue lines.

So, our region's roads suffer nearly the worst congestion in the U.S., and our Metro Rail system is worn out. These are just the gross symptoms of a very broken regional transportation system. Certainly this all can't be laid at the feet of the TPB, but also certainly, this agency cannot escape reasonable blame.

Although created back in 1965, it really became a major player in the early '90's when the federal transportation budget reauthorization empowered the Metropolitan Planning Organizations (MPO's) to approve regional projects before federal money could be spent. With the purse strings came the power.

The idea was to force metropolitan areas to examine major transportation decisions and planning at a regional level, thus requiring all of the regional players to be involved. It sounds great. Perhaps it might work in jurisdictions that don't have two states and an independent federal city, not to mention a

plethora of counties and municipalities involved.

In this region, the TPB has become one more choke point where projects can be strangled, or at least debated to death, in a region where killing transportation projects is a favorite past time.

Remember the Disney theme park proposed for Haymarket Virginia? It was the TPB, ostensibly because of transportation issues, where it ultimately died, after dominating debate there for nearly a year.

The question is, should Montgomery, Prince Georges, and the City of Takoma Park have a make or break say about a project in Virginia 25 miles beyond the Beltway? Or, similarly, should Arlington, Alexandria and the City of Fairfax have a make or break say in whether Maryland can build the ICC?

The TPB, unfortunately, rather than adding broader regional considerations for the better, has empowered narrower parochial interests for the worse. It is a powerful forum that has been twisted into a place where narrow interests wield disproportionately broad powers.

In the next few months, national transportation debate will be focused on the looming six-year federal transportation budget reauthorization, the same process that first empowered the TPB.

Based upon our experiences in the Washington Metropolitan Area, serious reforms need are needed in the MPO transportation planning process, and the D.C. region should be Exhibit A in dysfunctional systems and their urgent need for reform.

Mahlon G. "Lon" Anderson is Director, Public and Government Affairs for AAA Mid-Atlantic.

The Examiner

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Opinion

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Why commuting in Washington takes so long

By Barbara Hollingsworth
Examiner Columnist | 3/22/09 4:51 PM

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I used to wonder why my daily 14-mile commute downtown always takes so long.

It doesn't matter if I travel by bus, train or car - or a combination of these transportation modes. No matter what I do, every day I find myself stuck somewhere - in traffic, waiting for a bus, or transfering from train to train. Every week, I spend the equivalent of an extra work day just getting to and from where I need to be.

Now I know why the Washington metropolitan area has the second worst traffic congestion in the nation.The National Capital Region Transportation Planning Board (TPB), the regional body in charge of drawing up the Washington area's master transportation plan, is a joke..

TPB is made up of local elected officials fromVirginia, Maryland and the District of Columbia. So they're accountable to voters - but only voters in their own jurisdictions. This means that NIMBYs in Falls Church and Fairfax can do their nimbying in other people's back yards, as they did for years regarding the Intercounty Connector in Maryland. Returning the favor, tree-huggers in College Park and Takoma Park can block needed congestion relief in Virginia, as they did on February 18 when the TPB inexplicably took out three spot improvements to relieve congestion on Interstate-66 in Virginia from the region's 2009 Constrained Long Range Plan.

Last Wednesday, after a public outcry, TPB members voted to restore the first of the three I-66 upgrades,thus cancelling out their Feb.18 vote, except for one nasty little surprise: This time, they're requiring another study before the two other improvements can be done.

This isn't about razing anybody's home, cutting down trees, or doing any of the regrettable but sometimes necessary alterations to the landscape involved in major roadbuilding projects. These "spot improvements" are merely about extending existing merge lanes to smooth traffic flow and help prevent back-ups on a section of an interstate highway that's clogged during rush hour and often on the weekends as well. Such congestion mitigation improvements should have been done oh, about a decade ago. At least they didn't have any funding restrictions before. Thanks to TPB member Cathy Hudgins, who also sits on the Fairfax Board of Supervisors, now they do.

Hudgins violated TPB protocol that requires resolutions to be submitted a week in advance because TPB members, unlike members of Congress, are supposed to read first, then vote. In this case, they got Hudgins' resolution hours - not days before the vote.

TPB alternate Pat Herrity, also a Fairfax supervisor, expressed his concern that Hudgins' resolution did not even follow their own board's February 23 instructions, which were to simply restore the merge lanes without any further restrictions. A motion by Manassas City Councilman Jonathan Way to do just that was defeated.

Hudgins's March 18 resolution took the second and third merge lanes out of the region's air quality testing package and thereforeout of Virginia's Six Year Plan, making them ineligible for any stimulus funding, until the Virginia Department of Transportation "studies" them some more.

This is ridiculous. For one thing, VDOT is laying off employees and closing rest stops. It doesn't need to waste money

on a totally unnecessary study We're talking about longer merge lanes on an already existing interstate that's already so congested, traffic spills out into the surrounding communities. We're talking about construction inside already built sound barriers that will improve traffic flow. We're talking about projects whose only effect on nearby residents will be to

make their commute a little bit faster and easier, not to mention tens of thousands of commuters who would get home to their families a little bit earlier as well.

Yet the knee-jerk obstructionists on TPB just threw another obstacle in the way of even this minor attempt at congestion relief that will cost about $75 million for all three phases. Arlington TPB member Chris Zimmerman, who voted to

sandbag the spot improvements, thinks nothing about wasting $200 million on a trolley down Columbia Pike, which is already well served by buses.

TPB is a regional body in name only. Any group of experts with the true interests of the region in mind wouldn't spend ten minutes before approving these modest approvements to a major regional arterial.

That the majority of TPB thinks otherwise tells you all you need to know.So does a system that lets parochial interests hijack state and federal responsibilities to keep interstate commerce flowing freely

Barbara F. Hollingsworth is The Examiner's local opinion editor. She can be reached by email at: bhollingsworth@dcexaminer.com.

Find this article at:
http://www.washingtonexaminer.com/opinion/columns/BarbaraHollingsworth/Why-commuting-in-Washington-takes-so-long-41657442.html

☐ Check the box to include the list of links referenced in the article.

CARROLL H. GEORGE
3104 N. Inglewood Street
Arlington, VA 22207

March 19, 2007

Mr. Ronald Kirby, Director of Transportation
Metropolitan Washington Council of Governments
777 North Capiyol St.,NE, Suite 300
Washington, DC 20002

Dear Mr. Kirby,

The 15 or more citizens comments mostly talking about I-66, along with the transportation pulses on the weather station, gave me a little hope that the time is ripe to get some help with merge reform which potentially can, without having to find funding for it, get traffic at peaks traveling on freeways at speeds similar to other hours, accomodating some 50% more traffic on existing infrastructure.

That's why in my turn at the mic I switched to merge reform at the meeting yesterday. Of course I had no notes so I realy garbled it. Enclosed, however, you will find a complete rundown on the subject in common sense language that most can readily recognize the shear logic and reason for. Unlike most other ideas on which big decisions must be made, this one can be physically demonstrated before the decision is made to implement it, and the public can witness its operation clearly on video, before and after.

Since duplicating at the merge the lane changing environment along the highway, low speed differential, there can certainly be no justification for not demonstrating the more than 100 times safer merge. No one's opinion will have to be relied upon about whether it should or should not be implemented. There will be a tremendous public demand for it.

In Germany they have a "Zipper" rule, when the highway gets full the rules of right of way are negated and drivers must take turns, a shared yield. Unfortunately my first attempt at merge reform was at all traffic levels a shared yield also by extending the lane line between merging lanes with two extensions so that neither the through or incoming driver had right of way to legally force that advantage, both were legally required to share.

VDOT Chief, Research, Technology, and Innovation gave a very satisfactorily explained reason for not risking even the testing of the idea. That was my challenge to design safety into the merge by getting all drivers in close proximity at similar speeds, hence designing stopping out of the merge. Problem is,since my first design was not acceptable, the bureaucracy has taken the attitude that "the proposals of Carroll George warrant no further consideration".

My grandson suggests a computer similation is going to be required to get VDOT to schedule that test demonstration. Or perhaps you can find someone on that board interested in finding some way to schedule a meeting with safety people to convince VDOT to schedule the test. After all just think of the vast potentialbenefits.

Sincerely,

Carroll H. George

Carroll H. George
R&D Mechanical Design Engineer, Ret.

Encl: TRANSPORTATION IMPROVEMENT PROGRAM
WITHOUT FUNDING

Copy to: Michael Elchler

TRANSPORTATION IMPROVEMENT PROGRAM WITHOUT FUNDING

HOW LIKE 50% OR MORE EFFECTIVE FREEWAY CAPACITY CAN BE ADDED, ELIMINATE THE RECORD OVER 6 PER DAY REPORTED COLLISIONS ON THE CAPITAL BELTWAY, SIGNIFICANTLY REDUCE WASTE OF GAS BRINGING IT'S PRICE DOWN, ELIMINATING VAST AIR POLLUTION, AND SAVE SIGNIFICANT BOTH PRIVATE AND COMMERCIAL VALUABLE TIME, WITHOUT REQUIREING FUNDING, BY ELIMINATING THE SPEED DIFFERENTIAL SAFETY HAZARD

Per a VDOT Freysim analysis the merge causes traffic in all adjacent lanes to slow down to a net 15mph as drivers recognize the stopping speed differential safety Hazard. Since impact energy is proportional to the square of speed, the energy striking a stopped car is 100 times the energy striking a car traveling 10% slower. Also at the 10% speed differential one has 10 times more time to make the insignificant speed change to evade an accident than at the full speed differential against a stopped car.

Giving the merge to the prevailing speed driver looking ahead with 10 times more time to make a minor speed change, is far safer than the ramp driver making that 10 times shorter evaluating judgement looking behind through the blind spot side mirror on whether to stop or merge into a faster moving gap that might be simultaneosly occupied by another.

Considering all of the above facts, can anyone deny that if possible to design the stopping option out of the merge operation, it would be most reasonable and logical to do so, turning over the burden of merging to the drivers already up to prevailing speed and give the ramp drivers the right of way in the clearest on site language of the highway, a through lane with both lane lines as along the highway, so they can unhesitatingly accelerate up to prevailing speed, closer to prevailing speed reached the safer it would be.

To reduce the stopping speed differential safety hazard to about 1% of present conditions, we can continue the lane line between the merging lanes through the contestable taper parallel to the outer solid lane line. This would eliminate from the process both motivation and opportunity for drivers using right of way advantage requireing others to stop. It can be further enhanced with advance notice, signs, and chevron markers designating minimum follow distance to literally mesh the traffics together at prevailing speed as safely as weaving between interchanges.

All of the above is about congestion generated at the merge. Especially at AM peaks, much of the congestion is generated at exit ramps where the infrastructure is not large enough to absorb the AM peak at that interchange, and all lanes are slowed way down.

For that application let's separate the right through lane from the other express lanes with a barrier, perhaps similar to the barrier separating opposite flowing lanes that is shifted AM and PM on bridges in direction of greater flow. Such a barrier could serve a double benefit at the incoming ramp to prevent space being left by exiting drivers being filled by drivers from the adjacent lane and interrupting the merge.

The length of the barrier could be adjusted at each interchange to optimise it's function at each interchange, both ahead of the exit and after the merge. The right lane would still be a through lane, but in general we could expect drivers not exiting at that interchange would occupy space in the express lanes while those exiting would be in the right lane.

Carroll H. George
R&D Mechanical Design Engineer,

WHAT MERGE REFORM CAN DO FOR PEAK FREEWAY TRAFFIC

TODAY

* Can increase the traffic carrying capacity of existing infrastructure over 50%. In a pacing test easily dublicated, 2 cars side by side at 40mph on GW Parkway with no merge restriction, traffic flow rate repeatedly exceeded normal peak flow rate by 60% on Wilson Bridge merge impeeded lanes.

* Will eliminate the speed differential safety hazard between stopped and speeding drivers by eliminating required stopping from the process, both entering and traveling on the freeway.

* Eliminate the preponderance of over 6 reported collision events per day on the Capital Beltway caused by the speed differential between stopped and speeding drivers.

* Will conserve vast quantities of energy traveling at uniform speeds in drive gear instead of brakeing, stopping, idling, and accelerating in lower gears. After Katrina the public can ill afford this senseless emergency empty gas tank.

* Will significantly reduce commuting time, driving costs, loss of both personal and commercial valuable time, frustration, stress, and total gridlock of forced evacuations like Katrina or a terrorist attack.

* Will vastly reduce air pollution.

* By increasing efficiency of operation will save billions of taxpayer dollars from having to be needlessly spent on infrastructure expansions which are not even directed at the cause of the congestion problem, the faulty merge design.

TOMORROW

STOPPED & SPEED DIFFERENCE
BETWEEN STOPPED & SPEEDING DRIVERS
UNMARKED CONTESTABLE RIGHT OF WAY
GROSS CONGESTION & LOW EFFICIENCY

NEAR ZERO SPEED DIFFERENCE
RIGHT OF WAY & FOLLOW DISTANCE
CLEARLY DESIGNATED ON SITE
FREE FLOWING - 50% MORE EFFICIENT

DESIGN OF MERGE REFORM

* The existing merge design contains the accident causing safety hazard of the speed difference between stopped and speeding drivers and is wrought with opportunities and motivation for instant multiple judgements of drivers to seek personal advantage over others. All these negative features can and must be designed out of the procedure.

* First we simply eliminate the speed differential safety hazard between stopped and speeding drivers by eliminating stopping altogether from the process. This is easily accomplished by continuing the lane line between the two lanes through the contestable taper parallel to the outer solid lane line so the drivers burdened with accelerating up to prevailing speed as they are surely motivated to do, can without any concern about the dense speeding through traffic, get up to prevailing speed, making the merging environment the safest, least stressful, and most efficient.

* Although when traffic is moving along briskly during accelerating up to prevailing speed, tailgating should not be a problem, but large chevron pavement markers at suitable distances with sign instruction that drivers must see two of before passing over the second one, will reserve adequate legal room for through traffic to cross that lane line under the same rules as anywhere along the expressway.

THE REASON FREEWAYS AT PEAKS OPERATE AT LESS THAN TWO THIRDS EFFICIENCY

PRIMA FACIE EVIDENCE MERGING IS DIRECT CAUSE OF FREEWAY CONGESTION, MOST ACCIDENTS, AND GROSSLY INEFFICIENT, LIKE 60 TO 70%, USE OF FREEWAYS

1. The Virginia Transportation Research Council made a computer Freysim analysis of the effect of merging on traffic flow where a third lane ends and drivers merge into the adjacent through lane. The results showed that the merge reduces the selected flow rate per lane about 30% and reduces the net speed to less than 15mph. The selected initial speed was significantly less than the free flow rates established in Items 2 and 7.

2. A study of 3 lane each way I-80 at the Route 15 interchange in New Jersey eastbound at AM peaks, revealed that during the highest demand central hour of the peak the throughput was repeatedly only about 40% of the actually observed throughput during over 10 minutes of the third hour when the previously backed up traffic from the next downstream interchange cleared out and the upstream backed up traffic was free to reach actual free fow capacity of the lanes without interference from Route 15 incoming high density stopping before merge traffic. (2880v/h/l)

3. Increasing from 3 to 4 lanes each way inthe 80s did not appear to reduce the congestion.

4. Fig.4-9, a plot of a computer modeling of the Woodrow Wilson Bridge improvement Study, shows that even with twice as many lanes in a new bridge and twice as much spent on expanding interchanges as on the new bridge itself, 2 miles of backed up congestion will still exist.

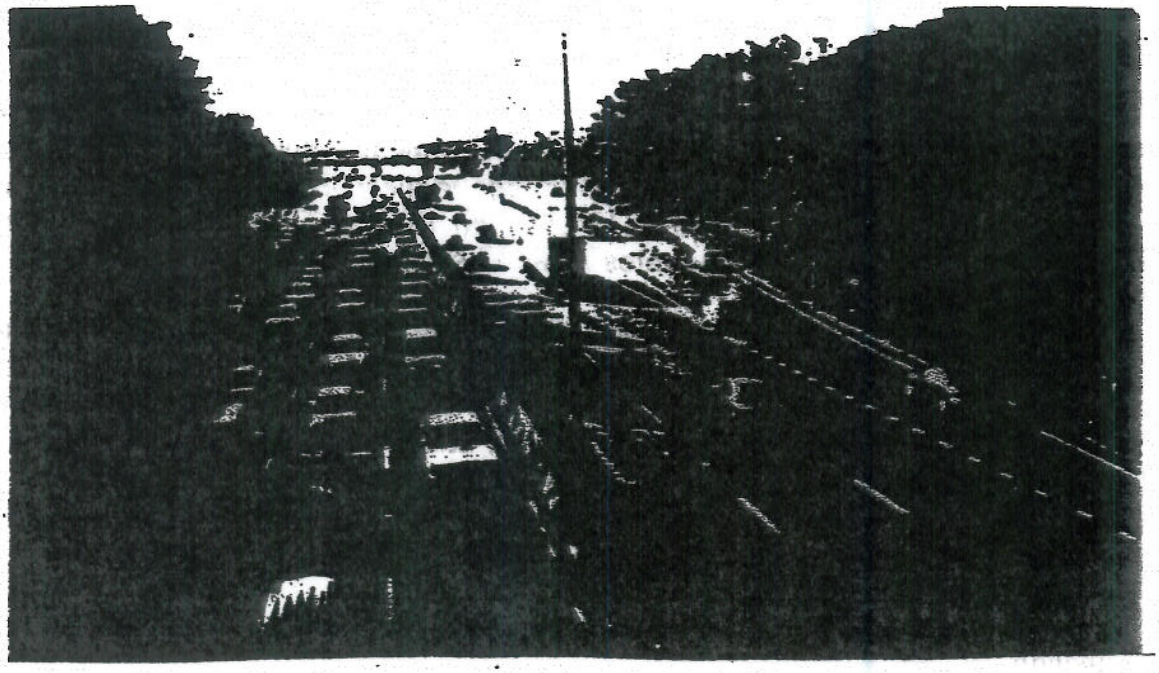
5. According to traffic safety experts, most collisions on freeways occur within 1,000 ft of entrance ramps due to speed differentials and right of way problems(Nov/Dec 97 AAA CAR & TRAVEL).

6. 4,447 accidents on the Capital Beltway were reported in 1993 & 1994, more than 6 /day, 85% being near entrance ramps(5/6/96 Washington Post article by Alice Reid)

7. In a test using 2 cars traveling side by side at a constant 40mph in a 35mph zone of the 2 lane George Washington Parkway evening commuters followed the pacers at a 60% greater throughput than typical at peak on the Wilson Bridge(2891 vs 1800v/h/l). The WWBI Study also showes that 1/3 of that traffic enters at Route 1, therefore through traffic approaching the bridge in 4 lanes are going at only about 900v/h/l, about 1/3 of available lane capacity half the speed through the merge, or the 15mph as shown in the VDOT Fresim analysis.

This 2891v/h/l free flow capacity of a lane measurement agrees very well with the 2880 figure recorded on I-80 in New Jersey as described in the 2nd item of evidence above. This is an extremely easy to repeat test to verify.

The above evidence provides proof beyond a reasonable doubt, prima facie evidence, that the merging process with all its uncertainties, speed differentials created by stopping, and right of way problems, is guilty of causing massive congestion and preponderance of accidents on freeways that adding lanes obviously can never iradicate. All the data leads to the fact that the only solution is merge reform. Given that merge reform not only can get peak traffic moving on freeways but can reduce the safety hazard about 99%, there can be no reason not to have it demonstrated for public viewing.



TYPICAL VIEW OF ENTERING AND EXITING PM TRAFFIC AT WILSON BRIDGE
WWBI Study, Fig. 3-6; Reports the following existing pm peaks
6,000v/h Eastbound at Left 6,350v/h Westbound at Right

Photos are undeniable proof visible proof, bridge is operating at perhaps no more than 60 to 70% of available capacity. Because the design of the new construction has hidden that congestion from the the view of persons at ground level, but one can witness for self at locations centrally between Washington and Route 1 both the throughputs and speeds the approaching and exiting traffic to and from the bridge.

Why? Because the "Manual"MUTCD specified merging strategy is both hazardous and confrontational and disfunctional at peaks with right of way and speed difference problems. Per VDOT Research Council Study dense traffic causes 30% drop in throughput and a 70% drop in speed, although the flow rates from which dropped could not have been the unrestricted merge lane capacity because of the merge restiction of prior interchange.

The WWBI Study, Fig 4-9, reveals that with a whole project of12 lanes 2 miles of gridlock will still prevail. VDOT still chooses not to develop or test a merge reform.

A suggested merge reform that included two lane line extensions in the taper that left both lanes without right of way, the Co-Merge, was duly analized by VDOT and rejected with the following logical reasoning: "In a high speed merging operaion, the processing demands on a driver are greater, compounding the potential for driver and crashes."

The challenge then was to find a way to minimize the processing demands on the driver and the force of impact in the event of a collision. This Non-Stop merge reform does both. By eliminating the 50+mph speed difference safety hazard the processing time demands are decreased tenfold and the necessary evasive action reduced to only a slight speed adjustment to weave in behind a driver just yielded to in lieu of that stressful hazardous must choose in 1/10 the time whether one can merge or must stop, and the impact force of a potential collision is reduced to like 1% of existing circumstances.

Testing this reform can immediately free up peak traffic at the Bridge. Everyone could immediately see on video the precise results. How can we persuade elected officials to get that freeway congestion test demonstrated and recorded on video for public viewing?

COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

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April 6, 2009

The Honorable Charles J. Colgan
Chairman, Senate Finance
10677 Aviation Lane
Manassas, Virginia 20110

The Honorable Lacey E. Putney
Chairman, House Appropriations
Post Office Box 127
Bedford, Virginia 24523

The Honorable Yvonne B. Miller
Chairwoman, Senate Transportation
Post Office Box 452
Norfolk, Virginia 23510

The Honorable Joe T. May
Chairman, House Transportation
Post Office Box 2146
Leesburg, Virginia 20177

Dear Chairs:

Item 436 H of the Appropriation Act directs the Secretary of Transportation to provide you with "a prioritized and comprehensive listing of transportation projects that would be ready to be advertised if funding were to become available in the federal stimulus package, regardless of whether or not final criteria have been released."

Since the General Assembly adopted this amendment, the final criteria have been adopted by Congress and the U.S. Department of Transportation for most programs, and the Commonwealth has made considerable progress in advancing numerous of transportation projects, across all modes and across all regions. To inform this process, the Governor instituted a public outreach program through www.stimulus.virginia.gov. This process resulted in citizen requests for $194 billion in transportation projects. In addition, the Transportation Secretariat has undertaken an extensive consultation and outreach process involving:

- The entire Congressional delegation and their staff through periodic briefings and teleconferences
- The United States Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration through periodic, nationwide briefings and individual project and program queries
- The General Assembly through the Joint Commission on Transportation Accountability and individual member requests

- The Commonwealth Transportation Board through monthly briefings and individual member requests

- The Metropolitan Planning Organizations through teleconferences and individual organizational requests

- Local governments through the Virginia Association of Counties and the Virginia Municipal League and individual locality requests

- Industry providers through the Virginia Transportation Construction Alliance and other specialized industry groups

The success of the transportation component of the Recovery Act in Virginia requires active communication among all seven entities listed above, followed by timely project execution by VDOT, DRPT, or the relevant transportation agency or locality.

Within this process, a collaborative approach to project prioritization is underway, and the following attachments summarize that approach as it stands today:

Attachment A summarizes Recovery Act aviation funding to Virginia. These projects were directly selected by the Federal Aviation Administration.

Attachment B summarizes Recovery Act public transportation funding to *major transit properties* in Virginia. These projects were directly selected by the individual transit commissions.

Attachment C summarizes *possible* Recovery Act public transportation funding to *rural and small urban transit properties* in Virginia. Final project decisions will be made by the Commonwealth Transportation Board in response to individual grant requests from transit operators.

Attachment D summarizes *possible* Recovery Act enhancement funding in Virginia. This is a mandatory requirement of the Recovery Act, and final project decisions will be made by the Commonwealth Transportation Board.

Attachment E summarizes *mandatory* Recovery Act funding distributions in Virginia. In the five urbanized areas in Virginia with populations greater than 200,000 the Metropolitan Planning Organizations will make project decisions totaling approximately $117.8 million. In addition, the Commonwealth Transportation Board will make approximately $90.5 million in project decisions in urbanized areas with populations less than 200,000. In all cases, the individual Metropolitan Planning Organization and the Commonwealth Transportation Board must concur in the final project selection.

Attachment F summarizes *proposed* Recovery Act funding for 119 small, structurally deficient bridges in Virginia. These projects were developed based on the quantitative deficiency rating of the bridge as well as a finding that all permits, rights-of-way, and utility issues could be resolved within the requisite time frame. The Commonwealth Transportation Board has the final jurisdiction over these projects and will consider them at its April 16 meeting.

Attachment G summarizes *proposed* Recovery Act funding for approximately 430 lane miles of interstate and primary highway paving. These projects were developed based on the quantitative deficiency rating of the pavement as well as a finding that all permits, rights-of-way, and utility issues could be resolved within the requisite time frame. The Commonwealth Transportation Board has the final jurisdiction over these projects and will consider them at its April 16 meeting.

Attachment H summarizes *possible* Recovery Act funding to serve up to five military installations undergoing substantial employment growth under the federal Base Realignment and Closure (BRAC) Act. These projects are being developed based on the need to serve the nearly 25,000 Department of Defense employees at new locations within the Commonwealth. Discussions and evaluations of these projects are ongoing with the Department of Defense and the affected localities and metropolitan planning organizations. The Commonwealth Transportation Board has the final jurisdiction over these projects and may consider some or all at its April 16 meeting.

Attachment I summarizes *possible* Recovery Act funding to serve freight and passenger rail needs in the Heartland, I-95 and I-81/Rt. 29 corridors. *These projects could be funded by flexing Recovery Act highway funds into freight and passenger rail projects.* These projects are being developed in accordance with the adopted statewide rail plan and previous policy guidance from the General Assembly and Congress. The Commonwealth Transportation Board has the final jurisdiction over these projects and may consider some or all at its April 16 meeting.

Attachment J summarizes *possible candidate highway projects* for Recovery Act funding. These candidate projects include additional paving, bridge repair, congestion relief, and economic development projects. These projects are being developed in consultation with the Congressional Delegation, the General Assembly (through the Joint Commission on Transportation Accountability), the affected localities and metropolitan planning organizations, the highway construction industry and the Federal Highway Administration. The Commonwealth Transportation Board has the final jurisdiction over these projects and may consider some or all at its April 16.

In addition to the above project considerations, the Transportation Secretariat is devoting considerable attention to three very important aspects of the Recovery Act.

The first aspect is the approximately $1.5 billion in nationwide competitive grants. We are actively considering and working on proposals for various transportation modes, as well as our neighboring states, to advance the long-term economic and transportation interests of the Commonwealth through this nationwide program.

The second aspect is the approximately $9.3 billion in nationwide funding for high speed rail, intercity rail, and Amtrak. We are actively working to define and advance the long-term economic and transportation interests of the Commonwealth through this very promising, nationwide program.

The third aspect is the need for transparency and accountability in the use of Recovery funds. We are committed to continuing public participation and transparency through the Governor's Website, and the Commonwealth Transportation Board website. While these project listings reflect where we are today, additional information and public involvement may change the Board's selections. We commit to keep you up to date as the process moves forward.

I trust this information is responsive to Item 436 H of the Appropriations Act and look forward to any advice, guidance or questions regarding any individual projects or our overall approach to implementing the transportation portion of the Recovery Act in Virginia.

Sincerely,

Pierce Homer

Pierce R. Homer

Attachments A through J

Cc: Commonwealth Transportation Board
Virginia Liaison Office
Metropolitan Planning Organizations
Virginia Municipal League
Virginia Association of Counties
Mr. Jason Powell
Ms. Anne Oman

Attachment A

Recovery Act Aviation Funding *

• Dulles runway renovation		$15.0 Million
• Franklin runway renovation		$ 2.6 Million
• Mobile rescue trainer		$ 2.4 Million
	TOTAL	$20 Million

* Project funding decisions by Federal Aviation Administration

Attachment B
Recovery Act Transit Funding*
(Major Transit Properties)

Washington Metropolitan Area Transit Authority (WMATA)
Source: WMATA Board Action – 3/26/09

Asset Category	Projects	ARRA Funds
Vehicle and Vehicle Parts	Replacement of Oldest Buses	$27.0
	Metro Access Fleet Expansion and Replacement	$3.8
	Service Vehicle Replacement	$6.0
	Bus Replacement Components	$2.8
Maintenance Facilities	New Bus Body and Paint Shop	$30.0
	Replacement of Southeastern Bus Garage	$30.6
	Bus Garage Facility Rehabilitation	$7.6
Passenger Facilities	Replacement of Crumbling Platforms	$16.0
	Update Platform Real-Time Signs	$2.5
	Metro Center Sales Office Replacement	$1.0
Safety & Security	Bus Garage Security Upgrade	$3.0
	Communications Equip. for Operations Control Center	$3.0
	Emergency Tunnel Evacuation Carts	$1.0
	Underground Communications Radios	$1.0
	Additional Station Alarm / Chemical Sensors	$4.0
Maintenance & Repair Equipment	Track Maintenance Equipment Includes: - Heavy Duty Locomotives for Maintenance - Power Tool Equipment Replacement - 60-Ton Crane for Track Work - Heavy-Duty Track Equipment	 $7.5 $1.9 $4.0 $11.6
	Track Welding Program to Repair Defects	$3.9
	Track Pad/Shock Absorber Rehab	$1.0
Operations Systems	Upgrade 3 Oldest Stations and Systems	$12.0
	Additional SmarTrip Fare Machines	$3.5
	Bus Real-Time, Route and Schedule Systems	$3.0
	Bus Engine Fluid Alert System	$1.5
	Kiosk & Train Control Computers	$0.8
Information Technology	Sensitive Data Protection Technology	$4.9
	Document Management System	$2.0
	Financial System Integration	$5.0
Total (Millions)		**$201.8**

Attachment B Continued

Recovery Act Transit Funding*
(Major Transit Projects)

Virginia Railway Express (VRE)
Source: VRE Board Action – 3/20/09

Asset Category	Projects	ARRA Funds
Vehicle and Vehicle Parts	New Locomotives	$9.7
Passenger Facilities	Station Canopy	$0.1
Total (Millions)		**$9.8**

Potomac and Rappahannock Transportation Commission (PRTC)
Source: Proposed Commission Action – 4/2/09

Asset Category	Projects	ARRA Funds
Vehicles and Vehicle Parts	Bus Purchases	$0.86
Passenger Facilities	Bus Shelters	$0.04
Capital Costs of Contracting	First Transit Contract	$3.00
Total (Millions)		**$3.90**

Greater Richmond Transit Company (GRTC)
Source: GRTC Board Action – 3/17/09, TIP Adjustment Proposal

Asset Category	Projects	ARRA Funds
Vehicles and Vehicle Parts	Paratransit Vehicles	$2.0
Passenger Facilities	Downtown Transfer Center	$8.1
	Transit Enhancements	$0.1
Capital Costs of Contracting	ADA, Project Admin., Security	$1.6
Total (Millions)		**$11.8**

Hampton Roads Transit (HRT)
Source: 3/31/09, HRT TIP Adjustment Proposal

Asset Category	Projects	ARRA Funds
Vehicles and Vehicle Parts	Bus Purchases	$5.7
Passenger Facilities	Transfer Center Upgrades	$1.6
Support Equipment	Support Vehicles/Tools/Equipment	$2.8
Maintenance Facility	Southside Facility Replacement	$14.0
Total (Millions)		**$24.1**

* Project funding decisions by individual transit properties

Attachment C

Possible Recovery Act Transit Funding*
(Rural and Small Urban Properties)

Rural

ARRA Rural Apportionment	Amount transferred to Small Urban Apportionment	Total Funds Available
$ 18,555,163	$ 6,000,000	$ 12,555,163
	Funds Awarded:	$ 3,834,900
	Unallocated Balance:	$ 8,720,263

#	District	Recipient	Description	ARRA Funding
1	Bristol	Mountain Empire Older Citizens, Inc.	Purchase 5 Replacement Vans	$ 225,000
7	Fredericksburg	Bay Aging	Purchase 7 Replacement Vans	$ 396,900
8	Hampton Roads	STAR Transit	Purchase 2 Replacement Vans	$ 110,000
20	Northern Virginia	Town Of Haymarket	Purchase Expansion Bus Trolley	$ 145,000
21	Northern Virginia	Virginia Regional Transit - Loudoun NoVA CTB District	Purchase Replacement Bus 30-ft	$ 300,000
22	Northern Virginia	Virginia Regional Transit - Loudoun NoVA CTB District	Purchase 16 Replacement Vans	$ 1,072,000
23	Northern Virginia	Virginia Regional Transit - Loudoun NoVA CTB District	Purchase 16 Replacement Vans	$ 1,072,000
24	Northern Virginia	Virginia Regional Transit - Loudoun NoVA CTB District	Bus Engineering & Design of Admin Building	$ 250,000
25	Northern Virginia	Virginia Regional Transit - Loudoun NoVA CTB District	Bus Rehab/Renovation of Maint Facility	$ 50,000
26	Northern Virginia	Virginia Regional Transit - Loudoun NoVA CTB District	19 Pass. body on chassis w/ wheelchair lift	$ 50,000
41	Salem	Pulaski Area Transit	Purchase Replacement Bus 30-ft	$ 54,000
42	Salem	RADAR / Roanoke	Purchase 2 Replacement Vans	$ 110,000

Small Urban

ARRA Small Urban Apportionment	Amount Transferred from Rural Apportionment	Total Funds Available
$ 11,993,189	$ 6,000,000	$ 17,993,189
	Funds Awarded:	$ 13,509,106
	Unallocated Balance:	$ 4,484,083

#	District	Recipient	Description	ARRA Funding
2	Culpeper	Charlottesville Transit Service	Purchase 2 Replacement Buses < 30-ft	$ 1,179,270
3	Culpeper	Charlottesville Transit Service	Purchase Spare Parts, ACM Items	$ 77,182
4	Culpeper	Charlottesville Transit Service	Purchase 4 Passenger Shelters (Bus Shelters)	$ 22,220
5	Culpeper	Charlottesville Transit Service	Purchase Misc Equipment	$ 6,925
6	Culpeper	Charlottesville Transit Service	Purchase Bike Racks, ITS or Misc. Equipment	$ 20,845
9	Lynchburg	Danville Transit System	Purchase Replacement Bus 30-ft	$ 104,000
10	Lynchburg	Danville Transit System	Purchase Replacement Bus < 30-ft	$ 92,000
11	Lynchburg	Danville Transit System	Purchase Route Signage (Bus Stop Signs)	$ 1,000
12	Lynchburg	Danville Transit System	Purchase Misc Equipment	$ 3,000
13	Lynchburg	Greater Lynchburg Transit Company	Purchase 20 Passenger Shelters	$ 200,000
14	Lynchburg	Greater Lynchburg Transit Company	Purchase Shop Equipment	$ 13,500
15	Lynchburg	Greater Lynchburg Transit Company	ADP Hardware	$ 50,000
16	Lynchburg	Greater Lynchburg Transit Company	ADP Software	$ 450,000
17	Lynchburg	Greater Lynchburg Transit Company	Purchase 7 Replacement Buses 30-ft	$ 4,298,000
18	Lynchburg	Greater Lynchburg Transit Company	Purchase 2 Support Vehicles	$ 60,000
19	Lynchburg	Greater Lynchburg Transit Company	Engine Assembly, Spare Parts, ACM	$ 106,000
27	Salem	Blacksburg Transit	Purchase 7 Replacement Buses 40-ft	$ 4,186,000
28	Salem	Blacksburg Transit	Purchase Spare Parts, ACM Items	$ 61,200
29	Salem	Blacksburg Transit	Purchase 2 Passenger Shelters	$ 16,464
30	Salem	Blacksburg Transit	Purchase Shop Equipment	$ 100,000
31	Salem	Blacksburg Transit	Purchase ADP Hardware	$ 45,000
32	Salem	Blacksburg Transit	Purchase ADP Hardware	$ 50,000
33	Salem	Blacksburg Transit	Purchase ADP Hardware	$ 19,000
34	Salem	Blacksburg Transit	Purchase ADP Software	$ 25,000
35	Salem	Blacksburg Transit	Purchase Communication Systems	$ 21,000
36	Salem	Greater Roanoke Transit Company	Shop Equipment	$ 30,000
37	Salem	Greater Roanoke Transit Company	Purchase 6 Replacement Vans	$ 360,000
38	Salem	Greater Roanoke Transit Company	Purchase ADP Software	$ 100,000
39	Salem	Greater Roanoke Transit Company	Purchase Fare Collection Equip (Fareboxes)	$ 60,000
40	Salem	Greater Roanoke Transit Company	Purchase Support Vehicles	$ 30,000
43	Staunton	City of Harrisonburg Dept. of Public Transportation	Purchase 4 Replacement Buses 35-ft	$ 1,500,000
44	Staunton	City of Harrisonburg Dept. of Public Transportation	Purchase Spare Parts, ACM Items	$ 40,000
45	Staunton	City of Harrisonburg Dept. of Public Transportation	Purchase 2 Passenger Shelters	$ 13,400
46	Staunton	City of Harrisonburg Dept. of Public Transportation	Purchase of Bike Racks, ITS or Misc. Equip	$ 117,000
47	Staunton	City of Winchester	Purchase Surveillance / Security Equipment	$ 15,000
48	Staunton	City of Winchester	ADP Hardware	$ 11,100
49	Staunton	City of Winchester	ADP Software	$ 25,000

*Project funding decisions by the Commonwealth Transportation Board

Attachment D

Possible Recovery Act Enhancement Funding*

Mandatory Enhancement Funding $20.8 Million

- Completion of Existing Projects
- Beltway Bike Trail
- Capital Trail
- Dismal Swamp Trail
- High Bridge Trail
- Roanoke River Greenway
- Tobacco Heritage Trail
- Valley Pike
- USMC Heritage Trail
- Pennington Gap Trail

* Project funding decisions by the Commonwealth Transportation Board

Attachment E

Mandatory Recovery Act Funding Distributions in Virginia

STP Population Formula for 5 Urban Areas > 200,000*

Richmond	$ 20,848,262
Tri-Cities	$ 3,252,112
Hampton Roads	$ 41,041,797
Northern Virginia	$ 51,262,196
Fredericksburg	$ 1,399,191
Total	$117,803,558

* Project funding decisions by MPO

STP Population Formula for Urban Areas <$200,000**

$90,534,689

** Project selection by the Commonwealth Transportation Board

Attachment F

Proposed Recovery Act Bridge Funding*

(Design-Build Bridges and Culverts)

DISTRICT	COUNTY NUMBER	COUNTY NAME	MNT RSP VA	ROUTE	VA STR NUMB	FED STR ID	ROUTE NAME	CROSSING	STRUCTURE TYPE	PROPOSED WORK	COST ESTIMATE
CONTRACT 1											
Bristol	10	Bland	10	617	6034	3096	WADDLETOWN ROAD	WADDELL BRANCH #2	Bridge	Superstructure Replacement	$206,180
Bristol	38	Grayson	38	678	6051	8877	ROUTE 0678	MIDDLE FOX CREEK	Bridge	Superstructure Replacement	$200,000
Bristol	52	Lee	52	643	6468	10866	WARD HILL ROAD	CANE CREEK	Bridge	Superstructure Replacement	$184,000
Bristol	52	Lee	52	667	6339	10902	Old Nursery Road	YELLOW BRANCH	Bridge	Superstructure Replacement	$194,000
Bristol	83	Russell	83	636	6053	16440	KENTS RIDGE RD.	LITTLE RIVER	Bridge	Superstructure Replacement	$650,000
Bristol	83	Russell	83	657	6316	16475	GREEN VALLEY ROAD	LOOP CREEK	Bridge	Superstructure Replacement	$365,000
Bristol	84	Scott	84	649	6066	16752	RYE COVE MEM. ROAD	COVE CREEK	Bridge	Superstructure Replacement	$381,000
Bristol	84	Scott	84	653	6524	16772	HUNTERS VALLEY E	STAUNTON CREEK	Bridge	Superstructure Replacement	$190,000
Bristol	84	Scott	84	871	6600	16939	NATURAL TUNNEL PKY	STREAM	Bridge	Superstructure Replacement	$195,000
Bristol	86	Smyth	86	601	6348	17530	FLAT RIDGE RD.	CRESSY CREEK	Bridge	Superstructure Replacement	$400,000
Bristol	86	Smyth	86	617	6317	17566	Flowing Springs Rd	BEAR CREEK	Bridge	Superstructure Replacement	$277,000
Bristol	86	Smyth	86	621	6358	17579	LICK CREEK ROAD	LICK CREEK	Bridge	Superstructure Replacement	$364,000
Bristol	86	Smyth	86	622	6028	17580	BEAR CREEK RD	BEAR CREEK	Bridge	Superstructure Replacement	$328,000
Bristol	95	Washington	95	80	1047	18899	LINDELL ROAD	LOGAN CREEK	Bridge	Superstructure Replacement	$407,000
Bristol	95	Washington	95	727	6084	19167	Dry Branch Rd.	VALLEY CREEK	Bridge	Superstructure Replacement	$195,000
Bristol	98	Wythe	98	100	1105	19646	WYSOR HWY	STREAM	Bridge	Superstructure Replacement	$266,000
Bristol	98	Wythe	98	619	6014	19675	SAINT PETERS ROAD	DRY RUN CREEK	Bridge	Superstructure Replacement	$418,000
Bristol	98	Wythe	98	619	6015	19676	SAINT PETERS ROAD	MILL BRANCH	Bridge	Superstructure Replacement	$133,000
Bristol	98	Wythe	98	663	6041	19730	SOUTH FORK DRIVE	N F REED CREEK	Bridge	Superstructure Replacement	$475,000
										Construction Estimate =	$5,828,180
										Total Estimate =	$9,616,497
CONTRACT 2											
Lynchburg	14	Buckingham	14	609	6160	4048	New Store Rd	Willis River	Bridge	Superstructure Replacement	$927,000
Lynchburg	14	Buckingham	14	646	6157	4089	Union Church Rd	Frisby Creek	Bridge	Superstructure Replacement	$214,000
Lynchburg	24	Cumberland	24	633	6052	5753	Rock Creek Road	Rock Creek	Bridge	Superstructure Replacement	$340,000
Lynchburg	41	Halifax	41	698	6166	9301	Henrys Mill Rd	Sandy Creek	Bridge	Superstructure Replacement	$1,268,000
Lynchburg	62	Nelson	62	647	6260	12533	Norwood Road	Union Hill Creek	Bridge	Superstructure Replacement	$483,000
Lynchburg	62	Nelson	62	654	6103	12543	Cedar Creek Road	Rucker's Run	Bridge	Superstructure Replacement	$1,180,000
Lynchburg	62	Nelson	62	712	6092	12595	Battery Hill Lane	Tye River	Bridge	Superstructure Replacement	$860,000
Lynchburg	71	Pittsylvania	71	29	1102	13446	ROUTE 29 Bus	RTE 29 Bypass	Bridge	Superstructure Replacement	$1,211,000
Lynchburg	71	Pittsylvania	71	685	6486	13620	Route 685	NBL & SBL Rte 29 BP	Bridge	Superstructure Replacement	$1,502,000
Lynchburg	71	Pittsylvania	71	694	6484	13633	Davis Road	Rt 29 Bypass	Bridge	Superstructure Replacement	$1,208,000
Salem	33	Franklin	33	641	6053	7870	CALLAWAY RD. / 641	S FORK BLACKWATER RIVER	Bridge	Superstructure Replacement	$683,000
										Construction Estimate =	$9,876,000
										Total Estimate =	$16,295,400

*Project funding decisions by the Commonwealth Transportation Board

Attachment F

Proposed Recovery Act Bridge Funding*

(Design-Build Bridges and Culverts)

CONTRACT 3											
Culpeper	30	Fauquier	30	639	6048	7315	CROMWELL RD	TOWN RUN	Bridge	Superstructure Replacement	$159,000
Culpeper	30	Fauquier	30	712	6100	7399	DELAPLANE GRADE RD	GAP RUN	Bridge	Superstructure Replacement	$160,000
Culpeper	78	Rappahannock	78	622	6031	14713	HARRIS HOLLOW RD	RUSH RIVER	Bridge	Superstructure Replacement	$157,000
Northern Virginia	53	Loudoun	53	609	6128	11154	PLEASANT VALLEY RD	SAND BRANCH	Bridge	Superstructure Replacement	$410,000
Northern Virginia	53	Loudoun	53	719	6093	11314	AIRMONT ROAD	BUTCHERS CREEK	Bridge	Superstructure Replacement	$510,000
Staunton	3	Alleghany	3	661	6091	1166	ROUTE 0661	JOHNSONS CREEK	Bridge	Superstructure Replacement	$440,000
Staunton	7	Augusta	7	971	6464	2056	ROUTE 0971	SOUTH RIVER	Bridge	Superstructure Replacement	$165,000
Staunton	7	Augusta	7	664	6074	2109	ROUTE 0664	BACK CREEK	Bridge	Superstructure Replacement	$325,000
Staunton	7	Augusta	7	721	6112	2203	ROUTE 0721	MIDDLE RIVER	Bridge	Superstructure Replacement	$505,000
Staunton	34	Frederick	34	657	6163	8255	ROUTE 0657	RTE I 81	Bridge	Deck Replacement	$640,000
Staunton	45	Highland	45	654	6036	10342	ROUTE 0654	TRIB BULLPASTURE RIVER	Bridge	Superstructure Replacement	$240,000
Staunton	69	Page	69	211	1015	13053	ROUTE 211 EBL	PASS RUN	Bridge	Superstructure Replacement	$290,000
Staunton	81	Rockbridge	81	603	6014	15385	ROUTE 0603	IRISH CREEK	Bridge	Superstructure Replacement	$240,000
Staunton	81	Rockbridge	81	603	6584	15388	ROUTE 0603	IRISH CREEK	Bridge	Superstructure Replacement	$265,000
Staunton	81	Rockbridge	81	611	6599	15446	ROUTE 0611	SOUTH BUFFALO CREEK	Bridge	Superstructure Replacement	$205,000
Staunton	82	Rockingham	82	11	1066	15752	VALLEY PIKE RD	COOKS CK @ MT CRAWFORD	Bridge	Superstructure Replacement	$450,000
Staunton	82	Rockingham	82	624	6028	15971	ROUTE 624	ELK RUN	Bridge	Superstructure Replacement	$220,000
Staunton	82	Rockingham	82	631	6174	15984	ROUTE 631	LITTLE DRY RIVER	Bridge	Superstructure Replacement	$360,000
Staunton	82	Rockingham	82	671	6054	16015	ROUTE 671	MILL CREEK	Bridge	Superstructure Replacement	$180,000
Staunton	82	Rockingham	82	722	6559	16068	ROUTE 722	MOUNTAIN RUN	Bridge	Superstructure Replacement	$170,000
Staunton	82	Rockingham	82	955	6221	16243	ROUTE 955	MADISON RUN	Bridge	Superstructure Replacement	$160,000
Staunton	85	Shenandoah	85	601	6007	17091	ROUTE 0601	TUMBLING RUN	Bridge	Superstructure Replacement	$120,000
Staunton	85	Shenandoah	85	678	6228	17204	ROUTE 0678	TRIB PASSAGE CREEK	Bridge	Superstructure Replacement	$70,000
										Construction Estimate =	$6,441,000
CONTRACT 4										Total Estimate =	$10,627,650
Fredericksburg	16	Caroline	16	601	6111	4437	GOLANSVILLE RD	STEVENS MILL	Bridge	Superstructure Replacement	$350,000
Fredericksburg	16	Caroline	16	605	6062	4445	PAIGE RD.	MATTAPONI RIVER	Bridge	Superstructure Replacement	$631,000
Fredericksburg	79	Richmond	79	3	1001	14773	HISTORY LAND HWY	CHINN'S MILL POND	Bridge	Superstructure Replacement	$418,000
Fredericksburg	89	Stafford	89	608	6005	18126	BROOKE RD	POTOMAC CREEK	Bridge	Superstructure Replacement	$590,000
Richmond	12	Brunswick	12	1	1002	3548	BOYDTON PLANK ROAD	STURGEON CREEK	Bridge	Superstructure Replacement	$945,000
Richmond	58	Mecklenburg	58	1	1001	11840	HIGHWAY-ONE	MILES CREEK	Bridge	Superstructure Replacement	$1,120,000
Richmond	58	Mecklenburg	58	723	6111	12054	SHINEY ROCK ROAD	BEAVER POND CREEK	Bridge	Superstructure Replacement	$363,000
Richmond	63	New Kent	63	60	1011	12640	WBL POCAHONTAS TR	TOE INK SWAMP	Bridge	Deck Replacement	$550,000
Richmond	67	Nottoway	67	606	6009	12841	LEE LAKE ROAD	LEE CREEK	Bridge	Superstructure Replacement	$370,000
Richmond	72	Powhatan	72	684	6904	13864	Cartersville Road	Muddy Creek	Bridge	Superstructure Replacement	$745,000
										Construction Estimate =	$6,062,000
										Total Estimate =	$10,035,300

*Project funding decisions by the Commonwealth Transportation Board

Attachment F

Proposed Recovery Act Bridge Funding*

(Design-Build Bridges and Culverts)

CONTRACT 5											
Bristol	10	Bland	10	612	6080	3082	KIMBERLING ROAD	BRANCH	Culvert	Culvert Replacement	$261,000
Bristol	10	Bland	10	625	6089	3112	Poor Valley Road	LICK CREEK	Culvert	Culvert Replacement	$236,000
Bristol	38	Grayson	38	609	6006	8810	PEAKS MOUNTAIN RD.	E FORK CHESTNUT CREEK	Culvert	Culvert Replacement	$306,000
Bristol	38	Grayson	38	644	6304	8832	Winding Rd.	EAGLE BOTTOM CREEK	Culvert	Culvert Replacement	$137,000
Bristol	38	Grayson	38	656	6317	8839	ROUTE 0656	TURKEY FORK	Culvert	Culvert Replacement	$367,000
Bristol	38	Grayson	38	662	6040	8860	Falls Road	ELK CREEK	Culvert	Culvert Replacement	$303,000
Bristol	38	Grayson	38	665	6318	8865	STONES CHAPEL ROAD	FALLS BRANCH	Culvert	Culvert Replacement	$270,000
Bristol	38	Grayson	38	670	6211	8868	Laurel View Road	S FORK ELK CREEK	Culvert	Culvert Replacement	$209,000
Bristol	38	Grayson	38	670	6319	8869	Laurel View Rd	N FORK ELK CREEK	Culvert	Culvert Replacement	$251,000
Bristol	38	Grayson	38	681	6313	8887	ROSE HILL RD.	BRIDLE CREEK	Culvert	Culvert Replacement	$128,000
Bristol	38	Grayson	38	732	6081	8908	LAUREL CREEK RD	LAUREL CREEK	Culvert	Culvert Replacement	$267,000
Bristol	38	Grayson	38	740	6256	8914	LOW GAP RD	LOW GAP CREEK	Culvert	Culvert Replacement	$230,000
Bristol	38	Grayson	38	748	6258	8917	LAUREL HILL RD	LITTLE HELTON CREEK	Culvert	Culvert Replacement	$806,000
Bristol	83	Russell	83	634	6332	16438	PINE CREEK ROAD	PINE CREEK	Culvert	Culvert Replacement	$462,000
Bristol	86	Smyth	86	654	6324	17640	SUGAR ST.	JERRY'S CREEK	Culvert	Culvert Replacement	$141,000
Bristol	92	Tazewell	92	653	6089	18630	ROUTE 0653	MUD FORK CREEK	Culvert	Culvert Replacement	$406,000
Bristol	95	Washington	95	689	6387	19114	Brumley Gap Road	BRANCH	Culvert	Culvert Replacement	$301,000
Bristol	95	Washington	95	689	6388	19115	Brumley Gap Road	BRANCH	Culvert	Culvert Replacement	$241,000
Bristol	95	Washington	95	726	6392	19165	Chestnut Mtn. Rd.	GREEN COVE CREEK	Culvert	Culvert Replacement	$330,000
Bristol	97	Wise	97	763	6195	19476	LICK BRANCH RD.	PIGEON CREEK	Culvert	Culvert Replacement	$147,000
Bristol	98	Wythe	98	607	6262	19662	CASTLETON RD	BRANCH	Culvert	Culvert Replacement	$219,000
Bristol	98	Wythe	98	654	6132	19723	BEREA ROAD	MA BUSTER CREEK	Culvert	Culvert Replacement	$628,000
										Construction Estimate =	$6,646,000
										Total Estimate =	$10,965,900
CONTRACT 6											
Lynchburg	5	Amherst	5	617	6136	1436	Mt. Pleasant Rd	Thrashers Creek	Culvert	Culvert Rehabilitation	$100,000
Lynchburg	5	Amherst	5	685	6190	1526	River Road	Trib. James River	Culvert	Culvert Rehabilitation	$205,000
Lynchburg	5	Amherst	5	686	6071	1528	Mount Horeb Road	S. Fork Buffalo River	Culvert	Culvert Rehabilitation	$150,000
Lynchburg	14	Buckingham	14	607	6010	4047	Greenway Rd.	Austins Creek	Culvert	Culvert Rehabilitation	$280,000
Lynchburg	14	Buckingham	14	610	6013	4050	Slate Hill Road	Hunt Creek	Culvert	Culvert Rehabilitation	$215,000
Lynchburg	15	Campbell	15	650	6148	4258	Mollies Creek Road	Suck Creek	Culvert	Culvert Rehabilitation	$180,000
Lynchburg	24	Cumberland	24	616	6056	5737	Deep Run Road	Deep Run Creek	Culvert	Culvert Rehabilitation	$125,000
Lynchburg	41	Halifax	41	627	6198	9244	ARMISTEAD ROAD	ARMISTEAD CREEK	Culvert	Culvert Rehabilitation	$55,000
Lynchburg	41	Halifax	41	733	6176	9328	EAST HITESBURG RD	STREAM	Culvert	Culvert Rehabilitation	$65,000
Lynchburg	62	Nelson	62	617	6014	12476	Rockfish River Rd	Br. Rockfish River	Culvert	Culvert Rehabilitation	$105,000
Lynchburg	62	Nelson	62	617	6136	12478	Rockfish River Rd.	Branch Rockfish River	Culvert	Culvert Rehabilitation	$145,000
Lynchburg	62	Nelson	62	620	6065	12483	Starvale Lane	Trib. Rockfish River	Culvert	Culvert Rehabilitation	$100,000
Lynchburg	62	Nelson	62	623	6140	12489	Myndus Road	Muddy Creek	Culvert	Culvert Rehabilitation	$135,000
Lynchburg	62	Nelson	62	626	6002	12492	Norwood Road	Trib. James River	Culvert	Culvert Rehabilitation	$140,000
Lynchburg	62	Nelson	62	641	6042	12523	Dutch Creek Lane	Dutch Creek	Culvert	Culvert Rehabilitation	$205,000
Lynchburg	62	Nelson	62	645	6168	12529	Aerial Drive	Branch Buffalo Creek	Culvert	Culvert Rehabilitation	$100,000
Lynchburg	62	Nelson	62	647	6169	12530	Findlay Gap Drive	Meadow Creek	Culvert	Culvert Rehabilitation	$155,000
Lynchburg	62	Nelson	62	647	6170	12531	Findlay Gap Rd.	Joe Creek	Culvert	Culvert Rehabilitation	$65,000
Lynchburg	62	Nelson	62	647	6171	12532	Norwood Road	Rock Cliff Creek	Culvert	Culvert Rehabilitation	$205,000
Lynchburg	62	Nelson	62	652	6175	12536	Wills Lane	Ruckers Run	Culvert	Culvert Rehabilitation	$205,000
Lynchburg	62	Nelson	62	655	6183	12550	Colleen Road	Br Blackwater Creek	Culvert	Culvert Rehabilitation	$90,000
Lynchburg	62	Nelson	62	655	6184	12551	Variety Mills Road	Edmons Branch	Culvert	Culvert Rehabilitation	$135,000
Lynchburg	62	Nelson	62	680	6212	12582	Pharsalia Road	Branch Tye River	Culvert	Culvert Rehabilitation	$205,000
Lynchburg	73	Prince Edward	73	0F795	1041	13870	Snead Road	Tributary Buffalo Creek	Culvert	Culvert Rehabilitation	$225,000
Lynchburg	73	Prince Edward	73	613	6158	13932	Millers Lake Rd.	Millers Creek	Culvert	Culvert Rehabilitation	$150,000
Lynchburg	73	Prince Edward	73	666	6178	13998	Chappell Road	Briery Creek	Culvert	Culvert Rehabilitation	$65,000
Lynchburg	73	Prince Edward	73	668	6157	14002	Bell Road	Stream	Culvert	Culvert Rehabilitation	$100,000
Lynchburg	5	Amherst	5	686	6229	24524	Stinnett Road	Statons Creek	Culvert	Culvert Rehabilitation	$75,000
										Construction Estimate =	$3,980,000
										Total Estimate =	$6,567,000

*Project funding decisions by the Commonwealth Transportation Board

Attachment F

Proposed Recovery Act Bridge Funding*

(Design-Build Bridges and Culverts)

CONTRACT 7											
Salem	9	Bedford	9	755	6153	2895	UnionChurchRd 755	Shockoe Creek	Culvert	Culvert Replacement	$203,000
Salem	11	Botetourt	11	653	6315	3456	HUMBERT RD /RT 653	BR BUFFALO CREEK	Culvert	Culvert Replacement	$105,000
Salem	11	Botetourt	11	1533	6483	3543	Cedar Brook L 1533	Stream	Culvert	Culvert Replacement	$105,000
Staunton	8	Bath	8	600	6161	2472	ROUTE 0600	TRIB MILL CREEK	Culvert	Culvert Rehabilitation	$300,000
Staunton	85	Shenandoah	85	600	6151	17088	ROUTE 0600	SHELL RUN	Culvert	Culvert Rehabilitation	$290,000
Staunton	85	Shenandoah	85	645	6199	17146	ROUTE 0645	TRIB N FORK SHEN RIVER	Culvert	Culvert Rehabilitation	$200,000
										Construction Estimate =	$1,203,000
										Total Estimate =	$1,984,950
										Grand Total =	$66,092,697

*Project funding decisions by the Commonwealth Transportation Board

Attachment G

Proposed Recovery Act Pavement Funding* (Pavement Preservation and Restoration)

District	UPC or T-UPC	Roadway System	Route	County	Project Description	Pavement Rating	Total Construction Estimate	Lane Miles	Tons of Asphalt
Bristol	87731	Interstate	81	Washington	Milling, Paving & Guardrail Upgrade	37	$3,065,424	11.46	12,544
Bristol	89220	Interstate	77	Wythe	Milling, Paving & Guardrail Upgrade	48	$6,566,912	19.5	17,368
Culpeper	92368	Primary	20 / 29 / 33 / 53 / 250	Albemarle	Plant Mix Overlay	53	$4,848,000	41.99	35,523
Culpeper	92371	Primary	15 / 20 / 29 / 250 / 299 / 522	Culpeper	Plant Mix Overlay	45	$4,625,000	38.22	33,972
Culpeper	92375	Primary	15 / 17 / 28	Fauquier	Plant Mix Overlay	48	$5,768,000	34.54	37,725
Fredericksburg	92438	Primary	3 / 360	Lancaster Northumberland Richmond	Plant Mix Overlay	49	$2,286,000	32.40	27,402
Fredericksburg	92440	Interstate	95	Spotsylvania Stafford	Plant Mix Overlay	52	$13,155,838	43.40	59,819
Hampton Roads	92556	Interstate	464	Chespeake	Patch & Asphalt Resurfacing	52	$5,784,000	25.53	11,119
Hampton Roads	92557	Interstate	64	Chespeake	Rehab CRCP & 3 1/2 inch Overlay	19	$17,941,000	31.22	78,265
Lynchburg	92551 **	Primary	460	Prince Edward	Pavement Rehabilitation	N/A	$4,430,000	5.76	N/A
Northern Virginia	92513	Primary	7 / 9 / 287	Loudoun	Plant Mix Overlay	38	$4,476,000	35.64	28,386
Northern Virginia	92515	Primary	1 / 15 / 28 / 29 / 55 / 234	Prince William	Plant Mix Overlay	39	$5,819,000	33.34	33,293
Richmond	90612 **	Primary	360 & 460	Amelia & Dinwiddie	Plant Mix Overlay	N/A	$2,951,000	46.16	25,446
Richmond	92529 **	Interstate	295	Henrico	Patch/Overlay SBL From I-64 to Rte 33.	N/A	$8,362,000	9.84	47,867
Salem	89451**	Interstate	81	Botetourt	Slab Jacking,Milli, Pave,Guardrail Upgrade joint failure	68	$18,369,000	19.28	59,577
Staunton	89924	Interstate	66	Warren	Safety Upgrades & Prevent. Maint Asphalt Overlay, Rumble Strips	37	$1,596,000	8.2	7,534
							$110,043,174	**436**	**515,840**

* Project funding decisions by the Commonwealth Transportation Board

** Needs assessment underway

Attachment H

Possible Recovery Act BRAC Funding*
(25,000 Jobs by 2011)

Fort Lee (Richmond) – 7,800 BRAC Jobs
- Route 36 Corridor – Prince George County and City of Hopewell

Fort Eustis (Hampton Roads) – 1,700 BRAC Jobs
- Fort Eustis Blvd – York County and City of Newport News

Fort Belvoir (NOVa) – 11,900 BRAC Jobs
- Fairfax County Parkway – Fairfax County

Quantico (NOVa) – 2,500 BRAC Jobs
- Fuller Road Entrance – Prince William County

Defense Intelligence Agency – 1,000 BRAC Jobs
- Route 29 Entrance – Albermarle County

* Project funding decisions by the Commonwealth Transportation Board

Attachment I

Possible Recovery Act Rail/Highway Projects*
(Flexed from Recovery Act Highway Funding)

- Route 28 Grade Crossing- Manassas
- Route 164 Rail Relocation- Portsmouth Area
- I-95 Third Track- Fredericksburg Area
- I-95 Third Track- Alexandria Area
- Route 630 rail crossing bridge- Stafford County
- ACCA Yard intermodal and passenger rail design – Richmond Area

* Project funding decisions by the Commonwealth Transportation Board

Attachment J

Possible Additional Recovery Act Highway Projects*
(Note: Projects Vastly Exceed Available Funding)

Possible Additional Interstate Paving

- I-81- Smyth
- I-64- Goochland
- I-64- James City
- I-264- Portsmouth
- I-66 Pavement Reconstruction- Fairfax

Possible Additional Primary Paving

- Route 58- Henry
- Route 220- Henry
- Route 220- Botetourt
- Route 344- Halifax
- Route 501- Halifax
- Route 17- Caroline
- Route 3/17/1- Caroline
- Route 29- Madison
- Route 27/29/110/124/237/309- Arlington
- Route 1- Fairfax
- Route 235/236/241/242- Fairfax

Possible Additional Urban Paving

- Cities in Hampton Roads
- Other City and Town Requests

Attachment J- Continued

Possible Additional Primary Construction

- Route 58 widening- Washington
- Route 208 Courthouse Bypass- Spotsylvania
- Route 50 widening- Fairfax/Loudoun
- Route 7 congestion management – Fairfax/Loudoun
- Route 460 Parking Deck- Grundy
- Route 83 reconstruction- Buchanan
- Route 501 bridge rehabilitation- Lynchburg
- Route 29/Gallows Road- Fairfax
- Route 50/Glebe Road Bridge replacement- Arlington
- Route 3 design/build- Spotsylvania
- Route 221 widening- Roanoke
- Route 253 Port Republic Road- Rockingham

Possible Additional Interstate Construction Projects

- I-64 Shadwell-Albermarle
- I-64/5th Street-Albermarle
- I-64/Safety-Allegheny
- I-295 Meadowville Interchange-Chesterfield
- I-95 bridge replacement- Richmond

Possible Additional Urban Projects

- Witch Duck Road- Virginia Beach
- German School Road - Richmond

Attachment J- Continued

Possible Additional Urban Projects (continued)

- Lynnhaven Road- Virginia Beach
- Commander Shepard Blvd - Hampton
- Robertson Bridge- Danville
- Congestion management projects in urban areas

* Project funding decisions by the Commonwealth Transportation Board