

# **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**for the**

**Blacksburg/Christiansburg/Montgomery Area  
Metropolitan Planning Organization**

**Fiscal Years 2006-2008**

APPROVED  
May 4, 2006

AMENDED  
October 4, 2007

**Blacksburg  
Christiansburg  
Montgomery Area  
MPO**

# INTRODUCTION

## **Purpose and Development**

The *Transportation Improvement Program (TIP)* for the Blacksburg Urbanized Area is a comprehensive listing of transportation activities to be undertaken during the three-year interval for which it is developed. The basic purpose of the TIP is to recommend transportation projects for federal funding while combining the efforts of local jurisdictions into a regionally coordinated plan of improvements.

Projects are proposed for the TIP by local officials, transit operating officials, the Virginia Department of Transportation and any other agencies or officials responsible for transportation projects within the region. These officials, through the Blacksburg/Christiansburg/Montgomery Area Metropolitan Planning Organization (MPO), select and schedule projects that they support for endorsement in the TIP. The Transportation Improvement Program is endorsed annually by the MPO and may be modified by amendments at any time. MPO membership currently includes officials from Montgomery County, the Towns of Blacksburg and Christiansburg, Blacksburg Transit, Virginia Tech, the New River Planning District Commission, the Virginia Tech/Montgomery Regional Airport Authority, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, the Federal Highway Administration, and the Federal Transit Administration.

The Comprehensive, Continuing, Cooperative (3-C) process of the MPO, provides a natural mechanism by which the plan can be carefully reviewed and updated annually. Annual development of this program helps to clarify future needs, allow revisions to accommodate changing conditions, and allows developing local and regional plans to be continually incorporated. The Technical Advisory Committee to the MPO made up of representatives from local, state, and federal agencies, provides the professional expertise necessary to derive a plan, and ensure that all local and regional interests are considered. Once the program is developed, the MPO reviews and approves the program according to policies adopted by the local governments.

With few exceptions, any proposed transportation project should be included in the TIP to be considered eligible for federal funding. All phases of a project including preliminary engineering, right-of-way acquisitions, or construction should be documented in the TIP.

## **Understanding the TIP**

The arrangement of the Transportation Improvement Program identifies those capital projects anticipated during fiscal years 2006, 2007 and 2008. The project tables generally include a brief description of each project and the projected funding required to complete the project. This document provides detailed project tables for highway improvements including Interstate, Primary, Urban and Secondary system projects; safety improvements, Transportation Enhancement projects, public transportation improvements, and airport improvements.

The project tables have been derived from information provided to the MPO staff by the state and local agencies responsible for funding participation. These tables represent the best estimate of project descriptions and costs that can be made in advance of final negotiation. The principal references for the compilation of the roadway improvements section was the Virginia

Commonwealth Transportation Board's current Transportation Development Plan, and the reader is directed to this publication for further discussion of the majority of roadway projects included in this report, as well as the Six Year Secondary Road Improvement Program for Montgomery County.

### *Definitions and Abbreviations*

- *ADA* - Americans with Disabilities Act
- *Allocation* - An administrative distribution of funds set apart or designated for a special purpose.
- *Apportionment* - A law that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program.
- *BH* - Bridge Rehabilitation Funds
- *BR* - Bridge Replacement Funds
- *BROS* - Bridge (off-system, not on the federal-aid system)
- *DEMO* - Demonstration
- *Earmarked* - To reserve or set aside for a specific purpose
- *EN* - Enhancement Funds
- *Estimated Cost (Type of Work)* - The estimated costs given in this column begin as rough estimates usually based on historical data for the area. As work progresses, a better cost estimate can be developed. The estimated costs are updated at critical stages such as the time of the final field inspections, when plans are more defined and estimates can be relied upon to closely compare with the final project costs.
- To the far left of the *type of Work/Estimated Cost* column box the letters PE, RW, CN and Total appear with the cost estimates to their right.
- PE - This stands for preliminary engineering. In this phase a preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections and public hearings will be done. This process can take a few months to several years to complete. A time line showing how long this phase will last for this project can be found on this row in the *Actual Allocation* and *Projected Allocation* columns.
- RW - This stands for right-of-way. This is the portion of the project in which negotiations with property owners take place, payments are made and arrangements with utility companies are finalized, to obtain the land necessary for the project. As with the PE portion, the cost estimates are to the right, followed by the time line for the work in this part of the project. Right-of-way work will not begin until most of the preliminary

engineering steps are complete.

- CN - This stands for construction. In this phase the project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin. The cost estimate and time line are shown to the right.
- Total - This is the total of all cost estimates and should represent the final estimated cost of the project.
- *F* - Consolidated Primary Funds
- *FAA* - Federal Aviation Administration
- *FTA* - Federal Transit Administration
- *GA* - General Aviation
- *HES* - Hazard Elimination
- *HPD* - High Priority (Demonstration) Projects
- *I* - Interstate Funds
- *ID* - Interstate Discretionary
- *IM* - Interstate Maintenance Funds
- *M* - Urbanized Funds
- *NHS* - National Highway System Funds
- *PAPI* - Precision Approach Path Indicator
- *PPMS* - Project Planning Management System (VDOT Tracking System Number)
- *RPZ* - Runway Protection Zone
- *RRP* - Rail Highway Protective Devices Funds
- *RRS* - Rail Highway Grade Separation Funds
- *S* - State Funds
- *STP* - Surface Transportation Program Funds
- *UST* - Underground Storage Tank
- [ ] - Signifies a Very Preliminary Estimate of Cost

# Highway Program

## **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**

### **A Summary of Highway Provisions**

**Federal Highway Administration  
Office of Legislation and Intergovernmental Affairs  
Program Analysis Team  
August 25, 2005**

# Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

## Overview

On August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring:

*Safety* – SAFETEA-LU establishes a new core Highway Safety Improvement Program that is structured and funded to make significant progress in reducing highway fatalities. It creates a positive agenda for increased safety on our highways by almost doubling the funds for infrastructure safety and requiring strategic highway safety planning, focusing on results. Other programs target specific areas of concern, such as work zones, older drivers, and pedestrians, including children walking to school, further reflect SAFETEA-LU's focus on safety.

*Equity* –The new Equity Bonus Program has three features – one tied to Highway Trust Fund contributions and two that are independent. First, building on TEA-21's Minimum Guarantee concept, the Equity Bonus program ensures that each State's return on its share of contributions to the Highway Trust Fund (in the form of gas and other highway taxes) is at least 90.5 percent in 2005 building toward a minimum 92 percent relative rate of return by 2008. In addition, every State is guaranteed a specified rate of growth over its average annual TEA-21 funding level, regardless of its Trust Fund contributions. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21.

*Innovative finance* – SAFETEA-LU makes it easier and more attractive for the private sector to participate in highway infrastructure projects, bringing new ideas and resources to the table. Innovative changes such as eligibility for private activity bonds, additional flexibility to use

tolling to finance infrastructure improvements, and broader TIFIA and SIB loan policies, will all stimulate needed private investment.

*Congestion Relief* --Tackling one of the most difficult transportation issues facing us today – congestion – SAFETEA-LU gives States more flexibility to use road pricing to manage congestion, and promotes real-time traffic management in all States to help improve transportation security and provide better information to travelers and emergency responders.

*Mobility & Productivity* – SAFETEA-LU provides a substantial investment in core Federal-aid programs, as well as programs to improve interregional and international transportation, address regional needs, and fund critical high-cost transportation infrastructure projects of national and regional significance. Improved freight transportation is addressed in a number of planning, financing, and infrastructure improvement provisions throughout the Act.

*Efficiency* – The Highways for LIFE pilot program in SAFETEA-LU will advance longer-lasting highways using innovative technologies and practices to speed up the construction of efficient and safe highways and bridges.

*Environmental Stewardship* – SAFETEA-LU retains and increases funding for environmental programs of TEA-21, and adds new programs focused on the environment, including a pilot program for nonmotorized transportation and Safe Routes to School. SAFETEA-LU also includes significant new environmental requirements for the Statewide and Metropolitan Planning process.

*Environmental Streamlining* – SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. These changes, however, come with some additional steps and requirements on transportation agencies. The provisions include a new environmental review process for highways, transit, and multimodal projects, with increased authority for transportation agencies, but also increased responsibilities (e.g., a new category of “participating agencies” and notice and comment related to defining project purpose and need and determining the alternatives). A 180-day statute of limitations is added for litigation, but it is pegged to publication of environmental actions in the Federal Register, which will require additional notices. Limited changes are made to Section 4(f). There are several delegations of authority to States, including delegation of Categorical Exclusions for all states, as well as a 5-state delegation of the USDOT environmental review authority under NEPA and other environmental laws. The air quality conformity process is improved with changes in the frequency of conformity determinations and conformity horizons.

## **Investment**

### **Authorizations and Guaranteed Spending Levels**

SAFETEA-LU continues the TEA-21 concept of guaranteed funding, keyed to Highway Trust Fund (Highway Account) receipts. In essence, the guaranteed amount is a floor -- it defines the least amount of the authorizations that may be spent. Federal-aid Highway program (FAHP) authorizations in SAFETEA-LU total \$193.1 billion (net of an \$8.5 billion rescission scheduled for September 30, 2009). Adding in the \$100 million per year authorized in title 23 for

Emergency Relief, authorizations for the FAHP total \$193.6 billion. Within total authorizations, the amount guaranteed for the FAHP is estimated to be \$193.2 billion.

If overall discretionary budget caps were in place (not so at the time of enactment of SAFETEA-LU), highway and highway safety programs would be protected by a “firewall” from having to compete with other discretionary programs for room within those caps. The highway category firewall is established based on assumptions about future receipts to the Highway Account of the Highway Trust Fund. Beginning with FY 2007, when newer projections of receipts and actual receipts become available, the highway category firewall is adjusted accordingly. To smooth out the effects of any adjustments, the calculated adjustment will be split over two years. When the firewall is adjusted, equal adjustments are made to highway contract authority (called Revenue Aligned Budget Authority) and the Federal-aid highway obligation limitation.

### **Revenue Aligned Budget Authority (RABA)**

Beginning in FY 2007, authorizations for Federal-aid highway and highway safety construction programs funded from the Highway Account of the Highway Trust Fund and the Motor Carrier Safety Assistance Program (MCSAP) will be adjusted whenever the highway firewall amount is adjusted to reflect changed estimates of Highway Account receipts. The additional authorizations are called RABA because they serve to align budget authority with the revised revenue. The adjustments to authorizations will be made in the same amounts and in the same years as the adjustments to the firewalls

If the adjustment is an increase, a portion of the increase in authorizations is reserved for the Federal-aid highway and highway safety construction programs allocated by the Secretary of Transportation—programs that are not apportioned by statutory formula—and for the Motor Carrier Safety Assistance Program. The remainder of the increased funding is distributed to the States proportional to their shares of Federal-aid highway and highway safety construction apportionments from the Highway Account. If the RABA is positive for 2007, the first call on the additional funds will be to increase States’ return on contributions to the Highway Account of the Highway Trust Fund to 92%. A negative adjustment (reduction) is possible, but only if, as of October 1 of that year, the balance in the Highway Account is less than \$6 billion. [1105]

### **Administrative Expense**

Unlike prior years, administrative expenses associated with the Federal-aid highway program and the Appalachian Development Highway System are provided as a separate authorization in SAFETEA-LU, not as a takedown from apportioned programs. [1103]

### **Obligation Ceiling**

SAFETEA-LU establishes an annual obligation limitation, for the purpose of limiting highway spending each year. The highway obligation limitation applies to all programs within the overall Federal-aid highway program except Emergency Relief, \$639 million per year of the Equity Bonus, and funds for certain projects in legislation before 1998. A portion of each year’s limitation is reserved, or set aside, for administrative expenses and certain allocated programs, with the balance of the limitation being distributed to the States. Limitation set aside each year for certain programs—High Priority (demonstration) Projects, the Appalachian Development Highway System, Projects of National and Regional Significance, National Corridor Infrastructure Improvement program, Transportation Improvements, designated bridge projects, and \$2 billion of the Equity Bonus—does not expire if not used by the end of the fiscal year, but

instead is carried over into future years. The portion of the limitation set aside for research and technology programs may also be carried over, but only for three years. [1102]

### **Equity Bonus**

Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. After those computations are made, additional funds are distributed to ensure that each State receives an amount based on equity considerations. In SAFETEA-LU, this provision is called the Equity Bonus (replaces TEA-21's Minimum Guarantee) and ensures that each State will be guaranteed a minimum rate of return on its share of contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21, and that certain States will maintain the share of total apportionments they each received during TEA-21. An open-ended authorization is provided, ensuring that there will be sufficient funds to meet the objectives of the Equity Bonus.

*Relative rate of return.* Each State's share of apportionments from the Interstate Maintenance (IM), National Highway System (NHS), Bridge, Surface Transportation (STP), Highway Safety Improvement (HSIP), Congestion Mitigation and Air Quality Improvement (CMAQ), Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, the Equity Bonus itself, along with High Priority Projects will be at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund. The specified percentage, referred to as a *relative rate of return*, is 90.5% for 2005 and 2006, 91.5% for 2007, and 92% for 2008 and 2009.

States with certain characteristics (e.g., low population density or total population, low median household income, high Interstate fatality rate, high indexed state motor fuel rate) are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21. In any given year, no State is to receive less than a specified percentage (117% for 2005, 118% for 2006, 119% for 2007, 120% for 2008, and 121% for 2009) of its average annual apportionments and High Priority Projects under TEA-21.

*Administration of funds.* All but \$2.639 billion annually of Equity Bonus funding is programmatically distributed among certain programs—Interstate Maintenance, National Highway System, Bridge, Congestion Mitigation and Air Quality Improvement, Surface Transportation Program, and Highway Safety Improvement Program. Amounts programmatically distributed to the programs take on the eligibilities of those programs. The remaining \$2.639 billion has the same eligibilities as STP funds, but is not subject to set-asides or suballocations. Of this remainder, \$639,000,000 is exempt from the obligation limitation and \$2 billion receives special no year limitation. [1104, 1102]

### **Tolling**

SAFETEA-LU provides States with increased flexibility to use tolling, not only to manage congestion, but to finance infrastructure improvements as well. Following are programs available to States to toll on a pilot or demonstration basis --

- Under the new **Interstate System Construction Toll Pilot Program**, the Secretary may permit a State or compact of States to collect tolls on an Interstate highway, bridge, or

tunnel for the purpose of constructing Interstate highways. This program is limited to 3 projects in total (nationwide), and prohibits a participating State from entering into an agreement with a private person which would prevent the State from improving adjacent public roads to accommodate diverted traffic.

- The **Interstate System Reconstruction and Rehabilitation Toll Pilot Program** was established in TEA-21 to allow up to 3 Interstate tolling projects for the purpose of reconstructing or rehabilitating Interstate highway corridors that could not be adequately maintained or improved without the collection of tolls. SAFETEA-LU makes no revisions to the program, therefore it continues without change, as it was authorized for “a term to be determined by the Secretary, but not less than 10 years.” [PL 105-178, 1216(b)]
- The **Value Pricing Pilot Program** is continued, funded at \$59 million through 2009, to support the costs of implementing up to 15 variable pricing pilot programs nationwide to manage congestion and benefit air quality, energy use, and efficiency. A new set-aside totaling \$12 million through 2009 must be used for projects not involving highway tolls.
- The new **Express Lanes Demonstration Program** will allow a total of 15 demonstration projects through 2009 to permit tolling to manage high levels of congestion, reduce emissions in a nonattainment or maintenance area, or finance added Interstate lanes for the purpose of reducing congestion. A State, public authority, or public or private entity designated by a State may apply. Eligible toll facilities include existing toll facilities, existing HOV facilities, and a newly created toll lane. Tolls charged on HOV facilities under this program must use pricing that varies according to time of day or level of traffic; for non-HOV, variable pricing is optional. Automatic toll collection is required, and the Secretary must promulgate a final rule specifying requirements, standards, or performance specifications to ensure interoperability within 180 days.

### **Innovative Finance**

To help close the gap between highway infrastructure investment needs and resources available from traditional sources, SAFETEA-LU includes the following provisions which, in addition to tolling options discussed above, will enhance innovative financing and encourage private sector investment --

- **Private Activity Bonds** -- To provide the opportunity for new sources of investment capital to finance our nation's transportation infrastructure system, SAFETEA-LU expands bonding authority for private activity bonds by adding highway facilities and surface freight transfer facilities to a list of other activities eligible for exempt facility bonds. Qualified projects, which must already be receiving Federal assistance, include surface transportation projects eligible under Title 23, international bridge or tunnel projects for which an international entity authorized under Federal or State law is responsible, and facilities for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities related to the transfers). These bonds are not subject to the general annual volume cap for private activity bonds for State agencies and other issuers, but are subject to a separate National cap of \$15 billion. [11143]

- **Transportation Infrastructure Finance and Innovation Act (TIFIA)** -- The TIFIA program provides Federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit and rail. This program was established in TEA-21 to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt. SAFETEA-LU authorizes a total of \$610 million through 2009 to pay the subsidy cost (similar to a commercial bank's loan reserve requirement) of supporting Federal credit under TIFIA. To encourage broader use of TIFIA financing, the threshold required for total project cost is lowered to \$50 million (\$15 million for ITS projects), and eligibility is expanded to include public freight rail facilities or private facilities providing public benefit for highway users, intermodal freight transfer facilities, access to such freight facilities and service improvements to such facilities including capital investment for intelligent transportation systems (ITS). [1601]
- **State Infrastructure Banks (SIBS)** -- SAFETEA-LU establishes a new SIB program which allows all States, Puerto Rico, the District of Columbia, American Samoa, Guam, the Virgin Islands, and the Commonwealth of the Northern Mariana Islands to enter into cooperative agreements with the Secretary to establish infrastructure revolving funds eligible to be capitalized with Federal transportation funds authorized for fiscal years 2005-2009. This program gives States the capacity to increase the efficiency of their transportation investment and significantly leverage Federal resources by attracting non-Federal public and private investment. [1602]

## **Highway Trust Fund**

### **Operation of the Highway Trust Fund**

The Highway Trust Fund (HTF) is the source of funding for most of the programs in the Act. The HTF is composed of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF.

During the time that SAFETEA-LU was being developed, a number of changes impacting the Highway Trust Fund were adopted in the American Jobs Creation Act of 2004. This Act replaced the reduced tax rates that applied to gasohol with a credit paid from the General Fund of the Treasury and ended the retention of a portion of the tax on gasohol by the General Fund. These actions, coupled with a number of provisions to reduce tax evasion, provided increased tax revenues to the Highway Trust Fund.

SAFETEA-LU extends the imposition of the highway-user taxes, generally at the rates that were in place when the legislation was enacted, through September 30, 2011. Provisions for full or partial exemption from highway-user taxes were also extended. Additionally, provision for deposit of almost all of the highway-user taxes into the HTF is extended through September 30, 2011.

Federal law regulates not only the imposition of the taxes, but also their deposit into and expenditure from the HTF. For the Highway Account, authority to expend from the HTF for programs under the Act and previous authorization acts is provided through September 29, 2009 generally and through September 30, 2009 for administrative expenditures. For the Mass Transit

Account, expenditures are authorized through September 30, 2009. After these dates, expenditures may be made only to liquidate obligations made before that date.

### **Highway Tax Compliance**

Traditionally, the highway programs of the Federal government and most States depend on highway-user tax receipts as the principal source of funding. SAFETEA-LU continues the Highway Use Tax Evasion program, funded at \$127.1 million through 2009, to reduce motor fuel tax evasion. Funds may be used for inter-governmental enforcement efforts, including research and training, and for efforts of the Internal Revenue Service, including the development, operation, and maintenance of databases to support tax compliance efforts. No funding is allocated directly to the States, although States are permitted to use ¼ of 1 percent of their Surface Transportation Program funding for fuel tax evasion activities. Eligible activities are expanded to include efforts to address State-Indian tribe motor fuel tax issues and tax evasion issues associated with foreign imported fuel. A new memorandum of understanding with the Internal Revenue Service relating to the development and maintenance of electronic databases to support excise tax fuel reporting is required. [1115]

## **Improving Safety**

SAFETEA-LU raises the stature of the highway safety program by establishing highway safety improvement as a core program, tied to strategic safety planning and performance. Despite reductions in the rate and actual number of fatalities in 2004, there were still more than 42,000 deaths on the Nation's highways. SAFETEA-LU devotes additional resources and supports innovative approaches to reducing highway fatalities and injuries.

### **Highway Safety Improvement Program (HSIP)**

The highway safety improvement program is established as a core program, separately funded for the first time, with flexibility provided to allow States to target funds to their most critical safety needs. A total of \$5.1 billion is provided for 2006-2009. Of this amount, \$880 million is set aside for a separate distribution for the Railway-Highway Crossing program, with the remainder to be distributed by formula based on each State's lane miles, vehicle miles traveled, and number of fatalities; \$90 million is to be set aside annually for construction and operational improvements on high-risk rural roads. The HSIP requires States to develop and implement a strategic highway safety plan and submit annual reports to the Secretary that describe at least 5% of their most hazardous locations, progress in implementing highway safety improvement projects, and their effectiveness in reducing fatalities and injuries.

*State Strategic Highway Safety Plans (SHSP)*. SHSPs will be used in the Highway Safety Improvement Program to identify and analyze highway safety problems and opportunities, include projects or strategies to address them, and evaluate the accuracy of data and the priority of proposed improvements. The SHSP must be based on accurate and timely safety data, consultation with safety stakeholders, and performance-based goals that address infrastructure and behavioral safety problems on all public roads. States are also required to develop an evaluation process to assess results and use the information to set priorities for highway safety improvements. The Governor or a responsible State agency approves the plan. States that do not develop a strategic plan by October 1, 2007, will be locked in at their FY 2007 HSIP apportionment level pending development of a plan. States with SHSPs have additional

flexibility to use up to 10% of their HSIP funds for behavioral and other safety projects if they meet rail grade crossing and infrastructure safety needs as defined in their SHSPs. [1401]

### **Safe Routes to School**

This new program will enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure-related and behavioral projects will be geared toward providing a safe, appealing environment for walking and biking that will improve the quality of our children's lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools. [1404]

### **Work Zone Safety**

A number of provisions to address the safety of motorists, pedestrians, and highway construction workers in highway construction work zones are included. A new grant program, funded at \$5 million per year beginning in 2006, will fund work zone safety training, and the National Work Zone Safety Information Clearinghouse is funded. In addition, for all Federal-aid projects, proper temporary traffic control devices must be installed and maintained in the work zone. Workers must wear high-visibility garments. [1110,1402,1409,1410]

### **Other Safety Issues**

Other provisions address specific safety issues, including bicycle and pedestrian safety, improved traffic signs and pavement markings targeted to older drivers and pedestrians, and a study of the safety of toll collectors at toll facilities is authorized. Issues of concern to motorcyclists are to be addressed through the establishment of a Motorcyclist Advisory Council, and a motorcycle crash causation study. [1403, 1405,1411,1914, 5511]

## **Congestion Relief**

One of the biggest transportation challenges facing us today is congestion. It is pervasive, affecting mobility and productivity, the environment, and our quality of life. Congestion has clearly grown -- it now affects more trips, more hours of the day and more of the transportation system. Fundamental in SAFETEA-LU are provisions aimed at reducing congestion, which will in turn save time and fuel, decrease vehicle emissions, lower transportation costs, allow more predictable and consistent travel times, and provide safer highways. While virtually all efforts to improve our highway infrastructure will have an impact on congestion, the following programs are designed primarily for the purpose of managing traffic to reduce congestion:

### **Real-Time System Management Information Program**

Under this new program, the Secretary will establish a real-time system management information program to provide, in all States, the capability to monitor, in real-time, the traffic and travel conditions of the major highways of the U.S. and to share that information to improve the security of the transportation system, address congestion problems, support improved response to weather events and surface transportation incidents, and facilitate national and regional highway traveler information. Data exchange formats, to be established by the Secretary within 2 years, will ensure that data may readily be exchanged with State and local governments and the traveling public. States may use NHS, STP, and CMAQ funds for planning and deployment of

real-time monitoring elements. States will be able to use their State Planning and Research funds for planning of real-time monitoring elements. [1201,5205]

### **Road Pricing**

SAFETEA-LU gives States more options for using road pricing to manage congestion. The Value Pricing Pilot program is continued, and a new Express Lanes Demonstration Program is authorized. Other tolling programs are primarily for the purpose of financing highway construction and reconstruction, but will help with congestion reduction as well. These include the new Interstate System Construction Toll Pilot and the continued Interstate System Reconstruction and Rehabilitation Toll Pilot. [1604]

*For a more detailed description of all tolling programs, see the Innovative Financing section.*

### **High Occupancy Vehicle (HOV) Lanes**

SAFETEA-LU enhances and clarifies provisions governing the use and operation of HOV lanes. States are required to establish occupancy requirements for HOV lanes, with mandatory exemption for motorcycles and bicycles unless it creates a safety hazard, and optional exemptions for public transportation vehicles, low-emission and energy-efficient vehicles, and High Occupancy Toll (HOT) vehicles (otherwise-ineligible vehicles willing to pay a toll to use the facility). States are required to monitor, assess, and report on the operation of the facility to ensure that it does not become seriously degraded. [1121]

## **Maximizing Mobility**

### **Financial stewardship and oversight**

SAFETEA-LU provides greater emphasis on financial integrity, project delivery, and major project oversight. Annual reviews are required of State DOT financial management systems, minimum standards for estimating project costs are to be developed, and annual reviews of State project delivery systems are to be conducted. The \$1 billion threshold defining major projects is lowered to \$500million, and major projects are required to have project management plans in addition to the previously required finance plans. Finance plans are also required for projects exceeding \$100 million in total cost. These new provisions will strengthen oversight of projects and increase the accountability of the States' in the project delivery process. [1904]

### **National Highway System (NHS)**

The National Highway System is a 163,000-mile system of significant rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, other urban and rural principal arterials, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, the defense strategic highway network, and strategic highway network connectors.

The NHS program is funded at \$30.5 billion through 2009. The formula to distribute funding is continued, based on lane-miles of principal arterials (excluding Interstate), vehicle-miles traveled on those arterials, diesel fuel used on the State's highways, and per capita principal arterial lane-miles. The Act expands eligibility of NHS funding to include environmental restoration and pollution abatement to minimize the impact of transportation projects, control of noxious weeds and aquatic noxious weeds, and establishment of native species. [6006]

### **Interstate Maintenance (IM)**

The 46,000 mile Dwight D. Eisenhower National System of Interstate and Defense Highways retains a separate identity within the NHS. The IM program, established under ISTEA to provide for the on-going work necessary to preserve and improve Interstate highways, is retained. Authorizations totaling \$25.2 billion are provided through 2009, and will continue to be distributed by formula based on each State's lane-miles of Interstate routes open to traffic, vehicle-miles traveled on those routes, and contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles. A total of \$500 million of authorized funds is available at the discretion of the Secretary for high-cost, ready-to-go IM projects.

### **Surface Transportation Program (STP)**

The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. The Act expands STP eligibilities to include advanced truck stop electrification systems, high accident/high congestion intersections, and environmental restoration and pollution abatement, control of noxious weeds and aquatic noxious weeds, and establishment of native species. A total of \$32.5 billion in STP funds is authorized through 2009. Funds will continue to be distributed among the States based on lane-miles of Federal-aid highways, total vehicle-miles traveled on those Federal-aid highways, and estimated contributions to the Highway Account of the HTF. [1113,6006]

Each State must set aside a portion of their STP funds (10 percent or the amount set aside in 2005, whichever is greater) for transportation enhancements activities. The set-aside of 10 percent previously required for safety construction activities (i.e., hazard elimination and rail-highway crossing improvements) is eliminated beginning in 2006, as these activities are funded separately under the new Highway Safety Improvement Program. [1113]

### **Bridge Program**

The Bridge program is broadened in scope to include systematic preventative maintenance, and freed from the requirement that bridges must be considered "significantly important." A total of \$21.6 billion is authorized for this program through 2009 to enable States to improve the condition of their eligible highway bridges over waterways, other topographical barriers, other highways and railroads. The requirement that each State spend at least 15% of its bridge apportionment for bridges on public roads that are not Federal-aid highways (off-system bridges) is retained, but the 35% cap is removed. The discretionary bridge program is funded only through 2005; beginning in 2006, \$100 million is to be set aside annually to fund designated projects. [1114]

### **Federal Lands Highways Program (FLHP)**

The Federal Lands Highways program authorizations thru 2009 total \$4.5 billion for Indian Reservation Roads (IRR), Park Roads and Parkways, Public Lands Highways (discretionary and Forest Highways), and Refuge Roads programs. FLHP funds can be used for transportation planning, research, engineering, and construction of highways, roads, parkways and transit facilities within public lands, national parks, and Indian reservations. In addition, FLHP funds can be used as the State/local match for most types of Federal-aid highway funded projects. New eligible uses of Public Lands Highways funds include up to \$20 million per year for maintenance of Forest Highways, \$1 million per year for signage identifying public hunting and

fishing access, and \$10 million by the Secretary of Agriculture to facilitate the passage of aquatic species beneath roads in the National Forest System.

SAFETEA-LU provides significant changes in the IRR program. IRR funding may be provided via a funding agreement in accordance with the Indian Self-Determination and Education Assistance Act to a requesting Indian tribal government(s) that has satisfactorily demonstrated financial stability and financial management to the Secretary. IRR funds shall only be expended on projects identified in a transportation improvement program approved by the Secretary. The Secretary, in cooperation with the Secretary of the Interior, is required to complete a comprehensive national inventory of transportation facilities that are eligible for assistance under the IRR program within 2 years of enactment of SAFETEA-LU. Up to 25% of a tribe's IRR program funds may now be used for the purpose of IRR system maintenance as defined in 25CFR170, although the Bureau of Indian Affairs (BIA) will retain primary responsibility for IRR maintenance programs through DOI appropriations. Funding for the BIA's program management and oversight expenses is provided, although this amount now includes BIA project-related administrative expenses. An Indian tribe may enter into a road maintenance agreement with a State to assume the responsibilities of the State for roads in and providing access to Indian reservations. A new position in DOT is established for a Deputy Assistant Secretary of Tribal Government Affairs. A total of \$70 million is authorized separately (no longer a set-aside) through 2009 for projects to replace structurally deficient or functionally obsolete IRR bridges. [1119]

### **Emergency Relief**

The Emergency Relief (ER) program assists State and local governments with the expense of repairing serious damage to Federal-aid highways and roads on Federal Lands resulting from natural disasters or catastrophic failures. In addition to the permanent authorization of \$100 million annually, SAFETEA-LU authorizes such sums as may be necessary to be made available by appropriation from the General Fund to supplement the permanent authorization in years when Emergency Relief allocations exceed \$100 million. [1112]

### **Regional Programs**

SAFETEA-LU provides funding to improve transportation and economic development of the following geographic regions:

- *Appalachia* – the **Appalachian Development Highway System Program** continues funding for the construction of the Appalachian corridor highways in 13 States to promote economic development and to establish a State-Federal framework to meet the needs of the region. [1116]
- *Delta* – the **Delta Region Transportation Development Program** provides a total of \$40 million over 5 years for multistate highway planning, development, and construction projects in the 8-State Delta region. In addition, the Secretary must enter into an agreement with the Delta Regional Authority within 180 days to conduct a comprehensive study of transportation assets and needs for all modes of transportation in the region; \$1 million is provided from the HTF to fund the study which is due 2 years after agreement is entered. [1308,1923]
- *Denali* -- the new **Denali Access System Program** in SAFETEA-LU provides \$60 million from the HTF through 2009 to fund planning, design, engineering, and construction for highways and other surface transportation infrastructure priorities for the

region, as determined by an advisory committee to be established within 3 months by the Denali Commission. [1960]

### **Corridors, Borders, and Ports**

SAFETEA-LU provides funding totaling over \$2.8 billion to fund transportation projects of national interest to improve transportation at international borders, ports of entry, and in trade corridors.

- A new **Coordinated Border Infrastructure Program** provides \$833 million in funding, to be distributed by formula, to expedite safe and efficient vehicle and cargo movement at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico. [1303]
- The **Freight Intermodal Distribution Pilot Program** provides \$30 million through 2009 for grants to facilitate intermodal freight transportation initiatives at the State and local level to relieve congestion and improve safety, and to provide capital funding to address infrastructure and freight distribution needs at inland ports and intermodal freight facilities. The Act names 6 projects, funded at \$5 million each. For each year through 2009, each of the 6 designated projects is to receive 20% of its funding (\$1 million each). [1306]
- To further promote economic growth and international or interregional trade, the **National Corridor Infrastructure Improvement Program** provides \$1.948 billion in discretionary funding for construction of designated highway projects in corridors of national significance. [1302]
- For projects in **High-Priority Corridors on the National Highway System**, an authorization for such sums as may be necessary from the General Fund is provided (requires subsequent legislation). [1304]

### **Projects of National and Regional Significance**

New in SAFETEA-LU is a program to fund transportation infrastructure projects that have relevance and produce benefits on a national or regional level. Benefits could include improving economic productivity, facilitating international trade, relieving congestion, and improving safety. Approximately \$1.8 billion from the HTF is provided through 2009 for designated projects. [1301]

### **Projects**

In addition to projects identified in programs mentioned above and other project designations found throughout the Act, most are found in High Priority Projects [1701,1702,1703] and Transportation Improvements [1934]. While Transportation Improvements projects may seem similar to High Priority Projects, financial characteristics vary. No broad description can be made to characterize features such as distribution and availability of funds, obligation limitation, etc.

## **Improving Efficiency**

A number of SAFETEA-LU provisions are aimed at improving efficiency in highway program and project delivery. From better planning and coordination to improved materials, contracting and construction, these provisions will support efforts to more efficiently advance a safer and more effective highway program, and strengthen stewardship and oversight.

### **Transportation Planning**

In SAFETEA-LU, metropolitan and statewide transportation planning processes are continued, but changes are made in the planning process for surface transportation; some of these changes add flexibility and efficiency, while others add new consultation and environmental planning requirements. Safety and security are identified as separate items to be considered in both metropolitan and statewide planning processes. Consultation requirements for States and MPOs are significantly expanded. Requirements are added for plans to address environmental mitigation, improved performance, multimodal capacity, and enhancement activities; tribal, bicycle, pedestrian, and disabled interests are to be represented.

*Metropolitan Planning* – The policy for the metropolitan planning process is to promote consistency between transportation improvements and State and local planned growth and economic development patterns. The transportation improvement program (TIP) is to be updated at least every 4 years. The set-aside for Metropolitan Planning is increased to 1.25%, and a 30-day time limit for States to reimburse Metropolitan Planning Organizations is imposed. The long-range transportation plan and the TIP are to remain separate documents. [1107,6001]

*Statewide Transportation Planning* – The statewide planning process is to be coordinated with metropolitan planning and statewide trade and economic development planning activities. Two or more States may enter into planning agreements or compacts for cooperative efforts and mutual assistance. The statewide plan should include measures to ensure the preservation and most efficient use of the existing system. The State transportation improvement program (STIP) is to be updated at least every 4 years. [6001]

### **Highways for LIFE Pilot Program**

To foster the use of new technologies and more efficient ways of building highways, this pilot program calls for the Secretary to provide leadership and incentives to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction. A total of \$75 million is authorized through 2009 for incentive grants, to fund up to 20% but not more than \$5 million of the total cost of a qualifying project. A maximum of 15 projects may receive incentive funds in a given fiscal year, but the goal is to approve and provide funds to at least 1 project in each State by 2009. A State may also use up to 10% of its IM, NHS, STP, and CMAQ funds for these projects; up to 100% Federal share is allowed. [1502]

### **Environmental Streamlining**

SAFETEA-LU includes a number of changes aimed at streamlining the environmental review process, albeit with additional steps and responsibilities for transportation agencies.

- *Environmental review process.* . A new environmental review process is established for highways, transit, and multimodal projects. A new category of “participating agencies” is added, to allow more state, local, and tribal agencies a formal role and rights in the environmental process. After providing an opportunity for public and interagency involvement, DOT will define the project’s purpose and need, and establish a plan for coordinating public and agency participation. As early as practicable in the process, DOT is to provide an opportunity for a range of alternatives to be considered for a project. If any issue that could delay the process cannot be resolved within 30 days, DOT must notify Congress. A 180-day statute of limitations for lawsuits challenging Federal agency approvals is provided, but it will require a new step of publishing environmental decisions in the Federal Register.. [6002]
- *State assumption of responsibilities.* After entering into a Memorandum of Understanding with the Secretary, each State may assume responsibility for categorical exclusions, with FHWA in a programmatic monitoring role.. Another provision calls for the Secretary to establish a categorical exclusion, to the extent appropriate, for activities that support the deployment of intelligent transportation infrastructure and systems. [6004,6010]

SAFETEA-LU establishes a project delivery pilot program for 5 States (specified as Alaska, Ohio, Oklahoma, Texas, and California), allowing them to apply to USDOT to assume all USDOT environmental responsibilities under NEPA and other environmental laws (excluding the Clean Air Act and transportation planning requirements). This delegation authority is limited to highway projects, and it could be for specific projects within a State or a programmatic delegation. [6005]

A pilot program is established under which, during the first 3 years after enactment, the Secretary may allow up to 5 States to assume environmental responsibilities [including NEPA and 4(f)] for Recreational Trails and Transportation Enhancement projects. [6003]

- *Section 4(f).* Section 4(f) of the DOT Act prohibits projects on publicly owned parks, recreation areas, wildlife and waterfowl refuges , or historic sites unless there is no feasible and prudent alternative and all possible mitigation is used. SAFETEA-LU includes tightly circumscribed changes in 4(f). Under SAFETEA-LU, the Secretary has some flexibility to allow an exemption from 4(f) requirements if a program or project will have a “de minimis” impact on the area – i.e., there are no adverse effects of the project and the relevant State Historic Preservation Officer or other official with jurisdiction over a property concurs. The Secretary is to conduct a study evaluating the impact of the “de minimis” finding, and report to Congress no earlier than 4 years after enactment. The Interstate System is exempted from being treated as an historic resource under Section 4(f), unless the Secretary determines that individual elements possess national or exceptional historic significance and should receive protection. The Secretary is to conduct a rulemaking to clarify the 4(f) standard of “prudent and feasible” for alternatives. [6007, 6009]

### **Design-Build**

To encourage more projects to use design-build contracting, SAFETEA-LU eliminates the \$50 million floor on the size of eligible contracts. Also, the Secretary must issue revised regulations that will allow transportation agencies to proceed with certain actions prior to receipt of final NEPA approval. This change will encourage public-private partnerships by allowing private sector partners to be involved in the project definition process. [1503]

### **Air Quality Conformity and Planning Process**

Modifications intended to provide greater flexibility in transportation planning and air quality conformity, without reducing protection for air quality, include establishing a 4-year cycle for conformity determinations (unless the MPO revises the transportation plan TIP more frequently) and allowing conformity findings to be based on a 10-year horizon under certain circumstances. [6011]

## **Environmental Stewardship**

### **Congestion Mitigation and Air Quality Improvement (CMAQ)**

The CMAQ program, continued in SAFETEA-LU at a total funding level of \$8.6 billion through 2009, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). The formula for distribution of funds, which considers an area's population by county and the severity of its ozone and carbon monoxide problems within the nonattainment or maintenance area, with greater weight given to areas that are both carbon monoxide and ozone nonattainment/maintenance areas, is continued. SAFETEA-LU requires the Secretary to evaluate and assess the effectiveness of a representative sample of CMAQ projects, and maintain a database. [1808]

### **Recreational Trails**

A total of \$370 million is provided through 2009 to continue this program to develop and maintain trails for recreational purposes that include pedestrian, equestrian, bicycling and non-motorized snow activities as well as off-road motorized vehicle activities. New eligibilities are provided, including construction and maintenance equipment, real estate costs, educational program costs, State administration costs, and assessment of trail conditions. [1109]

### **Transportation Enhancements**

Transportation enhancement activities continue to be funded through a setaside of 10%, or the amount set aside in FY 2005, whichever is greater, from STP funds. [1113]

### **Transportation, Community, and System Preservation Program (TCSP)**

The TCSP is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. State and local governments, metropolitan planning organizations (MPOs), and tribal governments are eligible for discretionary grants, authorized at \$270 million through 2009, to carry out eligible projects to integrate transportation, community, and system preservation plans and practices. Funds must be equitably distributed to a diversity of populations and

geographic regions. A local match is required in accordance with section 120(b) of title 23, United States Code. Related is a new Community Enhancement study, funded at \$2 million from TCSP funds, which will examine the impact of well-designed transportation projects on communities. [1117,1925]

### **Scenic Byways**

SAFETEA-LU authorizes a total of \$175 million through 2009 for technical assistance and grants to States and Indian tribes to develop scenic byways programs, and to implement projects on highways of outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities designated as National Scenic Byways, All-American Roads, America's Byways, State scenic or Indian tribe scenic byways. Additional authority totaling \$13.5 million is provided to fund technical support and educational activities provided by the America's Byways Resource Center. [1802,1803]

### **National Historic Covered Bridge Preservation**

Covered bridges eligible for listing on the National Register of Historic Places are eligible for rehabilitation, repair or preservation under this program. A total of \$40 million in discretionary funds is authorized through 2009. [1804]

### **Nonmotorized Transportation Pilot**

SAFETEA-LU establishes a new program, authorized at a total of \$100 million through 2009, to fund pilot projects to construct a network of nonmotorized transportation infrastructure facilities in 4 designated communities. The purpose is to demonstrate the extent to which walking and bicycling can represent a major portion of the transportation solution in certain communities. [1807]

### **Other Environmental Provisions**

The Secretary is to conduct a *Wildlife Vehicle Collision Reduction Study* of methods to reduce collisions between motor vehicles and wildlife, and report to Congress within 2 years on causes, impacts, and solutions. A manual of best practices is due 1 year after report to Congress. The Secretary is required to develop a training course for transportation professionals. [1119]

## **Research and Studies**

SAFETEA-LU authorizes a total of \$2.271 billion for Title V programs through 2009, including Surface Transportation Research, Training and Education, Bureau of Transportation Statistics, University Transportation Research, ITS Research, ITS Deployment (2005 only) and the Transportation Technology Innovation and Demonstration Program (such sums as may be necessary from the General Fund). [5101] In contrast to TEA-21's programmatic flexibility for research, SAFETEA-LU directs all research funds to designated projects and initiatives. Obligations are limited to \$411 million per year for 2005-2009. [5102]

Following is a description of the highway elements of Title V research.

### **Surface Transportation Research Program**

SAFETEA-LU establishes new principles and practices for Federal surface transportation research activities, to include all activities leading to technology development and transfer, as

well as the introduction of new and innovative ideas, practices, and approaches, through such mechanisms as field applications, education and training, and technical support.

The surface transportation research program addresses fundamental, long-term highway research aimed at significant research gaps, emerging issues with national implications, and research related to policy and planning. All research activities are to include a component of performance measurement and evaluation, should be outcome-based, and must be consistent with the research and technology development strategic plan. To best utilize available resources, the Secretary may cooperate with a State and an appropriate agency on a pooled-fund basis, and may directly initiate contracts and agreements to conduct joint transportation R&T efforts.

Some specific features include strengthening and expanding the *operations element* in research, including provisions addressing transportation system management and operations, operational methodologies to reduce congestion, transportation security, and asset management. A set-aside of \$14 million per year for 2005-2009 is authorized for the *exploratory advanced research* program to address longer-term, higher-risk research, including highway infrastructure materials, health effects, safety, environment, data acquisition, and operational performance. The *long-term pavement performance* program, funded by a set-aside of \$10.12 million per year for 2005-2009, is continued; a set-aside of \$2.5 million per year will continue the *seismic research* program, with revised provisions for coordination with other agencies. The due date for the *Infrastructure Investment Needs Report* is set at July 31, 2006, and every two years thereafter, and the report must include any information necessary for comparison with conditions and measures in previous reports. The *Turner-Fairbank Highway Research Center* is authorized, and a new set-aside of \$12.5 million per year is established for 2006-2009 to fund *biobased research* of national importance. [5201]

### **Long-Term Bridge Research**

The *Innovative Bridge Research and Deployment Program* is continued, with a new set-aside for high performance concrete bridge technology R&D. In addition, several new initiatives to address bridge life and performance include -- *Long-term Bridge Performance*, *High Performing Steel Bridge Research and Technology Transfer*, and *Steel Bridge Testing*. [5202]

### **Technology Deployment**

SAFETEA-LU continues and expands efforts to accelerate the adoption of innovative technologies by the surface transportation community. Two new programs established are the *Innovative Pavement Research and Deployment* program, with a set-aside for research to improve NHS pavements, and the *Safety Innovation Deployment* program. Several demonstration projects and studies are authorized. [5203]

### **International Highway Transportation Outreach**

This program is continued, funded at \$300,000 per year for 2005-2009 from Surface Transportation Research funds, and a new annual report to Congress is required. [5206]

### **Surface Transportation-Environmental Cooperative Research Program (STEP)**

SAFETEA-LU establishes the STEP program, and sets aside \$16.9 million per year through 2009 to fund it. The program may be administered directly by USDOT or by the National Academy of Sciences. Research objectives are revised to reflect research strategic planning and stakeholder involvement. [5207]

### **Transportation Research and Development Strategic Planning**

The Secretary is directed to develop a 5-year research and development strategic plan within 1 year of enactment, to be reviewed by the National Research Council, and report to Congress annually on R&D spending. [5208]

### **National Cooperative Freight Transportation Research Program**

An advisory committee is to be selected to develop a national research agenda for this program, funded at \$3.75 million per year for 2006-2009 from Surface Transportation Research funds. [5209]

### **Future Strategic Highway Research Program**

The Secretary, in consultation with the American Association of State Highway and Transportation Officials (AASHTO), is to establish and carry out this research program through the National Research Council (NRC). Program priorities are to be based on NRC Special Report 260, and funds totaling \$205 million through 2009 from Surface Transportation Research funds are authorized. [5210]

**Other research initiatives** funded from Surface Transportation Research funds include:

- *Transportation Safety Information Management System Project (TSIMS)*--To better collect, integrate, manage, and disseminate safety data, SAFETEA-LU provides \$2 million total for software development. [5501]
- *Surface Transportation Congestion Relief Solutions Research*-- SAFETEA-LU funds two research initiatives at a total of \$36 million through 2009 to assist States in addressing surface transportation congestion problems. [5502]
- *Advanced Travel Forecasting Procedures Program (TRANSIMS)* -- \$10.5 million in total through 2009 is authorized to continue deployment of this system. [5512]
- A host of research grants are authorized, including thermal imaging, transportation injury, technology transfer, Appalachian region inland ports, automobile accident injury, rural transportation, hydrogen-powered transportation, cold region and rural transportation, advanced vehicle technology, asphalt research, renewable transportation fuels. [5513]

### **Training and Education**

The National Highway Institute (NHI) is continued, funded at \$9.6 million per year for 2005-2009, and course offerings are to be updated in the areas of asset management and the application of emerging technologies. The *Local Technical Assistance Program (LTAP)* is continued at a total of \$11.1 million per year for 2005- 2009, and the *Dwight D. Eisenhower Transportation Fellowships* are continued at \$2.2 million per year for 2005-2009. New training and education initiatives include -- *Garrett A. Morgan Technology and Transportation Education* program, funded at \$1.25 million for 2006-2009, the *Transportation Education Development Pilot* program, funded at \$1.875 million per year for 2006-2009, and a *Transportation Scholarship Opportunities Program* which provides authority for the establishment of scholarship and mentoring programs. Another new provision allows States to obligate IM, NHS, STP, CMAQ, and Bridge funds for training and other educational activities at 100% Federal share. To disseminate the results of the Surface Transportation Congestion Relief Solutions initiative, an annual set-aside of \$750,000 from Training and Education funds is authorized for 2006-2009. [5204]

### **Freight Planning Capacity Building**

SAFETEA-LU authorizes a new program for research, training, and education to support enhancements in freight transportation planning, funded at \$875,000 per year for 2006-2009 from Training and Education funds. [5204]

### **Studies**

To prepare for meeting future transportation infrastructure and financing needs, SAFETEA-LU authorizes a number of studies, including --

**Future of Surface Transportation System Study** -- The Secretary of Transportation will conduct a study of current condition and future needs of the surface transportation system and develop a conceptual plan with alternatives to ensure that the surface transportation system will continue to serve the Nation's needs. [1909]

**Road User Fees Study**—A total of \$12.5 million is authorized to fund a long-term field test of an approach to assessing highway use fees based on actual mileage driven by a specific vehicle on specific types of highways by use of an onboard computer. The study is to be performed by the Public Policy Center of the University of Iowa. [1919]

**National Surface Transportation Infrastructure Financing Commission** – The Commission is to complete a study on Highway Trust Fund revenues and the impacts of these revenues for future highway and transit needs. Among the considerations will be alternative approaches to generating revenues for the HTF. The Commission will develop a report recommending policies to achieve revenues for the HTF that will meet future needs. [11142]

# **FY2006-2008 STIP**

## **All Projects**

**MPO:** Blacksburg

**Jurisdiction:** All

**Road System:** All

District-wide <b>UPC NO.:</b> T287 <b>REPORT NOTE:</b>	<b>PROJECT</b> 511 Virginia - Travel Information Previous funds reflect all transactions thru 6-9-04.		<b>PROGRAM/SYSTEM</b> Interstate	<b>MPO Area</b> Blacksburg					
<b>JURISDICTION:</b> Salem District-wide									
<b>DESCRIPTION:</b>									
<b>PRINCIPAL FUND SOURCE:</b>									
<b>REQUIRED ALLOCATIONS (000's)</b>									<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
Interstate	900	300	300	300	300	300	0		

District-wide <b>UPC NO.:</b> 16841 <b>REPORT NOTE:</b>	<b>PROJECT</b> RUMBLE STRIPS Previous funds reflect all transactions thru 6-9-04.	<b>NFO</b>	<b>PROGRAM/SYSTEM</b> Interstate	<b>MPO Area</b> Blacksburg					
<b>JURISDICTION:</b> Salem District-wide									
<b>DESCRIPTION:</b>									
<b>PRINCIPAL FUND SOURCE:</b> IM									
<b>REQUIRED ALLOCATIONS (000's)</b>									<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
Interstate	892	500	500	0	0	0	0		

District-wide <b>UPC NO.:</b> 70623 <b>REPORT NOTE:</b>	<b>PROJECT</b> SALEM INTERSTATE DISTRICTWIDE GUARDRAIL Previous funds reflect all transactions thru 6-9-04.	<b>NFO</b>	<b>PROGRAM/SYSTEM</b> Interstate	<b>MPO Area</b> Blacksburg					
<b>JURISDICTION:</b> Salem District-wide									
<b>DESCRIPTION:</b> VARIOUS ROUTES									
<b>PRINCIPAL FUND SOURCE:</b> IM									
<b>REQUIRED ALLOCATIONS (000's)</b>									<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
Interst	1,428	250	250	250	250	250	0		

District-wide <b>UPC NO.:</b> 70624	<b>PROJECT</b> SALEM INTERSTATE DISTRICTWIDE PAVEMENT MARKERS	<b>NFO</b>	<b>PROGRAM/SYSTEM</b> Interstate					<b>MPO Area</b> Blacksburg
<b>REPORT NOTE:</b> Previous funds adjusted to reflect all transactions to date.								
<b>JURISDICTION:</b> Salem District-wide								
<b>DESCRIPTION:</b> VARIOUS ROUTES								
<b>PRINCIPAL FUND SOURCE:</b> IM								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Interstate	200	200	200	150	150	150	0	

District-wide <b>UPC NO.:</b> 70626	<b>PROJECT</b> SALEM INTERSTATE DISTRICTWIDE SIGNALS	<b>NFO</b>	<b>PROGRAM/SYSTEM</b> Interstate					<b>MPO Area</b> Blacksburg
<b>REPORT NOTE:</b> Previous funds reflect all transactions thru 6-9-04.								
<b>JURISDICTION:</b> Salem District-wide								
<b>DESCRIPTION:</b> VARIOUS ROUTES								
<b>PRINCIPAL FUND SOURCE:</b> IM								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Interstate	850	350	350	350	350	350	0	

District-wide <b>UPC NO.:</b> 70627	<b>PROJECT</b> SALEM INTERSTATE DISTRICTWIDE SIGNS	<b>NFO</b>	<b>PROGRAM/SYSTEM</b> Interstate					<b>MPO Area</b> Blacksburg
<b>REPORT NOTE:</b> Previous funds reflect all transactions thru 6-9-04.								
<b>JURISDICTION:</b> Salem District-wide								
<b>DESCRIPTION:</b> VARIOUS ROUTES								
<b>PRINCIPAL FUND SOURCE:</b> IM								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Interstate	1,172	350	350	350	350	350	0	

<b>District-wide</b>	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>					<b>MPO Area</b>
<b>UPC NO.:</b> 70667	<b>SALEM INTERSTATE DISTRICTWIDE ITS</b>		<i>Interstate</i>					<b>Blacksburg</b>
<b>REPORT NOTE:</b>	Previous funds reflect all transactions thru 6-9-04.							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	VARIOUS ROUTES							
<b>PRINCIPAL FUND SOURCE:</b>	NH							
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Interstate	1,415	1,000	1,000	1,000	1,000	1,000	0	

<b>ROUTE:</b> 0081	<b>PROJECT</b>	<b>FO</b>	<b>PROGRAM/SYSTEM</b>					<b>MPO Area</b>
<b>UPC NO.:</b> 4462	<b>RTE 81 - REST AREA - BUILDING &amp; PARKING IMPROVEMENTS</b>		<i>Interstate</i>					<b>Blacksburg</b>
<b>REPORT NOTE:</b>	PE Only to cover current expenditures only.							
<b>STREET NAME:</b>							<b>EST.</b>	<b>SCHEDULE</b>
<b>JURISDICTION:</b>	Montgomery County						<b>PE</b>	<b>FY2007</b>
<b>DESCRIPTION:</b>	FROM: AT REST AREA 21 NORTH AND SOUTH (NEAR RADFORD); TO: MP 108 N&SB - REST AREA 21 N&S						<b>RW</b>	<b>0 N/A</b>
<b>SCOPE OF WORK:</b>	REST AREA						<b>CN</b>	<b>0 N/A</b>
<b>PROJECT LENGTH:</b>							<b>TO</b>	<b>690</b>
<b>PRINCIPAL FUND SOURCE:</b>	IM/IR							
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Interstate	440	0	0	0	0	0	0	
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - IM	<b>PE</b>	45	406	0	0	0		
	<b>RW</b>	0	0	0	0	0		
	<b>CN</b>		0	0	0	0		

<b>ROUTE:</b> 0081	<b>PROJECT</b>	<b>FO</b>		<b>PROGRAM/SYSTEM</b>			<b>MPO Area</b>	
<b>UPC NO.:</b> 16317	RTE 81 - MAJOR WIDENING - ROUTE 460 CONNECTOR			Interstate			Blacksburg	
<b>STREET NAME:</b>							<b>EST.</b>	<b>SCHEDULE</b>
<b>JURISDICTION:</b> Montgomery County				PE			0	N/A
<b>DESCRIPTION:</b>				RW			406	Complete
				CN			9,002	Complete
				TO			9,407	
<b>SCOPE OF WORK:</b> MAJOR WIDENING								
<b>PROJECT LENGTH:</b> 1.0690 KM								
<b>PRINCIPAL FUND SOURCE:</b> NH								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
General Fund	143	0	0	0	0	0	0	-155
Interstate	9,420	0	0	0	0	0	0	-155
<b>Total</b>	<b>9,563</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-155</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - NH	PE	0	0	0	0	0		
	RW	112	449	0	0	0		
	CN	84	8,387	0	0	0		
Other	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	24	0	0	0		
<b>Federal Total</b>	PE	0	0	0	0	0		
	RW	112	449	0	0	0		
	CN	84	8,387	0	0	0		

<b>ROUTE:</b> 0081	<b>PROJECT</b>	FO	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>
<b>UPC NO.:</b> 16389	RTE 81 - MAJOR WIDENING - ROUTE 460 CONNECTOR		Interstate	Blacksburg
				<b>DEFICIT PAYOFF*</b>

<b>STREET NAME:</b>		<b>EST.</b>	<b>SCHEDULE</b>
<b>JURISDICTION:</b> Christiansburg		PE 0	N/A
<b>DESCRIPTION:</b> FROM: 3.476 KILOMETERS SOUTH ROUTE 460/11; TO: 0.867 KILOMETERS NORTH ROUTE 460/11		RW 9,114	Complete
		<u>CN 54,328</u>	Complete
		TO 63,443	
<b>SCOPE OF WORK:</b> MAJOR WIDENING			
<b>PROJECT LENGTH:</b> 4.3420 KM	<b>STRUCTURE NO.:</b> MULTIPLE	<b>SUFFICIENCY RATING:</b>	
<b>PRINCIPAL FUND SOURCE:</b> NH			

REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011*
General Fund	273	0	0	0	0	0	0	25
Interstate	63,145	0	0	0	0	0	0	25
<b>Total</b>	<b>63,418</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>

OBLIGATIONS (000's)							
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	
Federal - NH	PE	0	0	0	0	0	
	RW	1,823	7,292	0	0	0	
	CN	0	46,391	0	0	0	
Federal - STP	PE	0	0	0	0	0	
	RW	0	0	0	0	0	
	CN	0	8,399	0	0	0	
Other	PE	0	0	0	0	0	
	RW	0	0	0	0	0	
	CN	0	118	0	0	0	
<b>Federal Total</b>	PE	0	0	0	0	0	
	RW	1,823	7,292	0	0	0	
	CN	0	54,790	0	0	0	

<b>ROUTE:</b> 0081	<b>PROJECT</b>	FO		<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 52453	ROUTE 81 - ROADWAY LIGHTING			Interstate	Blacksburg			
<b>STREET NAME:</b>					<b>EST.</b>	<b>SCHEDULE</b>		
<b>JURISDICTION:</b>	Christiansburg			PE	0	Complete		
<b>DESCRIPTION:</b>	FROM: 3.476 KM SOUTH INTERSECTION			RW	0	N/A		
	ROUTE 11/460; TO: 1.936 KM NORTH			<u>CN</u>	<u>4,279</u>	Underway		
	INTERSECTION ROUTE 11/460			TO	4,279			
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>	5.4120 KM							
<b>PRINCIPAL FUND SOURCE:</b>	NH							
<b>REQUIRED ALLOCATIONS (000's)</b>							REQ'D AFTER	
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Interstate	3,936	0	0	0	0	0	0	-1,387
FRAN Bond Proceeds	1,730	0	0	0	0	0	0	-1,387
<b>Total</b>	<b>5,666</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1,387</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - NH	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	4,109	0	0	0		
Other	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	12	0	0	0		
<b>Federal Total</b>	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	4,109	0	0	0		

<b>ROUTE:</b> 0081	<b>PROJECT</b>	FO		<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 56192	RTE 81 - INSTALL ROCK FENCING			<i>Interstate</i>	Blacksburg			
<b>STREET NAME:</b>					<b>EST.</b>	<b>SCHEDULE</b>		
<b>JURISDICTION:</b> Montgomery County				PE	7	Complete		
<b>DESCRIPTION:</b> FROM: MILE POST 119; TO: MILE POST 125				RW	0	N/A		
				<u>CN</u>	<u>3,280</u>	Complete		
				TO	3,288			
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM								
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b> NH								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
FRAN Bond Proceeds	2,955	0	0	0	0	0	0	
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
<b>Federal - NH</b>	PE	0	40	0	0	0		
	RW	0	0	0	0	0		
	CN	0	3,274	0	0	0		
<b>Other</b>	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	6	0	0	0		
<b>Federal Total</b>	PE	0	40	0	0	0		
	RW	0	0	0	0	0		
	CN	0	3,274	0	0	0		

<b>ROUTE:</b> 0081	<b>PROJECT</b>	<b>FO</b>		<b>PROGRAM/SYSTEM</b>			<b>MPO Area</b>	
<b>UPC NO.:</b> 63705	ROUTE 81 - GRADE CHANGE AT RAMP TERMINI			Interstate			Blacksburg	
<b>STREET NAME:</b>							<b>EST.</b>	<b>SCHEDULE</b>
<b>JURISDICTION:</b> Montgomery County							PE	147 Complete
<b>DESCRIPTION:</b> AT ROUTE 177							RW	0 N/A
							CN	975 Underway
							TO	1,122
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM								
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b> NH								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Interstate	484	0	0	0	0	0	0	-449
Bond Proceeds	206	0	0	0	0	0	0	-449
FRAN Bond Proceeds	881	0	0	0	0	0	0	-449
<b>Total</b>	<b>1,571</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-449</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - NH	PE	0	138	0	0	0		
	RW	0	0	0	0	0		
	CN	80	319	0	0	0		
Other	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	1,024	0	0	0		
<b>Federal Total</b>	<b>PE</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>		
	<b>RW</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
	<b>CN</b>	<b>80</b>	<b>319</b>	<b>0</b>	<b>0</b>	<b>0</b>		

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>			<b>MPO Area</b>			
<b>UPC NO.:</b> T2311	DISTRICTWIDE SIGNS (BLACKSBURG MPO)	Interstate			Blacksburg			
<b>REPORT NOTE:</b> SYIP/STIP UPC 70627								
<b>JURISDICTION:</b> Salem District-wide								
<b>DESCRIPTION:</b> DISTRICTWIDE								
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>						<b>REQ'D AFTER</b>		
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
	0	0	0	0	0	0	0	
<b>PROGRAM NOTE:</b> show districtwide allocations in TIP								

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>						
<b>UPC NO.:</b> T2297	<b>DISTRICTWIDE SIGNALS (BLACKSBURG MPO)</b>	<i>Interstate</i>	Blacksburg						
<b>REPORT NOTE:</b>	SYIP/STIP UPC 70626								
<b>JURISDICTION:</b>	Salem District-wide								
<b>DESCRIPTION:</b>	DISTRICTWIDE								
<b>PRINCIPAL FUND SOURCE:</b>									
<b>REQUIRED ALLOCATIONS (000's)</b>									<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
	0	0	0	0	0	0	0		
<b>PROGRAM NOTE:</b>				show districtwide allocations in TIP					

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>						
<b>UPC NO.:</b> T2283	<b>DISTRICTWIDE RUMBLE STRIPS (BLACKSBURG MPO)</b>	<i>Interstate</i>	Blacksburg						
<b>REPORT NOTE:</b>	SYIP/STIP UPC 16841								
<b>JURISDICTION:</b>	Salem District-wide								
<b>DESCRIPTION:</b>	DISTRICTWIDE								
<b>PRINCIPAL FUND SOURCE:</b>									
<b>REQUIRED ALLOCATIONS (000's)</b>									<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
	0	0	0	0	0	0	0		

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>						
<b>UPC NO.:</b> T2269	<b>DISTRICTWIDE PAVEMENT MARKERS (BLACKSBURG MPO)</b>	<i>Interstate</i>	Blacksburg						
<b>REPORT NOTE:</b>	SYIP/STIP UPC 70624								
<b>JURISDICTION:</b>	Salem District-wide								
<b>DESCRIPTION:</b>	DISTRICTWIDE								
<b>PRINCIPAL FUND SOURCE:</b>									
<b>REQUIRED ALLOCATIONS (000's)</b>									<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
	0	0	0	0	0	0	0		

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.: T2255</b>	<b>DISTRICTWIDE GUARDRAIL (BLACKSBURG MPO)</b>	<b>Interstate</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	SYIP/STIP UPC 70623							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	DISTRICTWIDE							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
	0	0	0	0	0	0	0	

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.: T2227</b>	<b>511 VIRGINIA TRAVEL INFORMATION (BLACKSBURG MPO)</b>	<b>Interstate</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	SYIP/STIP UPC T287							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	DISTRICTWIDE							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
	0	0	0	0	0	0	0	

ROUTE:	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 82093	SMART TRAVEL & TRAFFIC MANAGEMENT SYSTEM		Interstate	Multiple MPOs				
<b>STREET NAME:</b>				<b>EST. SCHEDULE</b>				
<b>JURISDICTION:</b>	Statewide		PE	500 Complete				
<b>DESCRIPTION:</b>	FROM: SALEM & STAUNTON DISTRICT; TO: FY07 SAFETEAU EARMARK PROJECT		RW	0 N/A				
			CN	0 N/A				
			TO	500				
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>	0.0000 MI	<b>STRUCTURE NO.:</b>		<b>SUFFICIENCY RATING:</b>				
<b>PRINCIPAL FUND SOURCE:</b>	DEMO							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2012</b>
Interstate : Federal	53	53	0	0	0	0	0	-149
Interstate : State Match	0	13	0	0	0	0	0	-149
SAFETEA-LU Earmarks :	279	74	68	0	0	0	0	-149
Federal								
SAFETEA-LU Earmarks :	43	22	22	22	0	0	0	-149
State Match								
<b>Total</b>	<b>375</b>	<b>162</b>	<b>90</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-149</b>
<b>OBLIGATIONS (000's)</b>						<b>Balance to</b>		
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>Complete</b>
Federal - NH	PE	13	0	0	53	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	
Federal - SAFETEA-LU	PE	87	0	0	279	68	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	
<b>Federal Total</b>	PE	100	0	0	332	68	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0
<b>PROGRAM NOTE:</b>	TIP amendment to obligate \$53,360 NH Funds, \$278,640 SAFETEA-LU Funds PE Phase FFY08 and \$68,000 AC-NH Funds PE Phase FFY08; \$68,000 AC-Conv FFY09...EBR 04/11/08							

<b>ROUTE:</b>	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 70623	SALEM INTERSTATE DISTRICTWIDE GUARDRAIL		Interstate	Multiple MPO's				
<b>REPORT NOTE:</b>	Previous funds reflect all transactions thru 6-9-04.							
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b> Salem District-wide		<b>PE</b>	0	N/A				
<b>DESCRIPTION:</b> VARIOUS ROUTES		<b>RW</b>	0	N/A				
		<b>CN</b>	3,971	N/A				
		<b>TO</b>	3,971					
<b>SCOPE OF WORK:</b>		<b>STRUCTURE NO.:</b>		<b>SUFFICIENCY RATING:</b>				
<b>PROJECT LENGTH:</b> 0.0000 MI								
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2012</b>
Interstate : Federal	2,425	0	0	0	0	0	0	1,277
Interstate : State Match	269	0	0	0	0	0	0	1,277
<b>Total</b>	<b>2,694</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,277</b>
<b>OBLIGATIONS (000's)</b>								<b>Balance to</b>
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>Complete</b>
<b>Federal - IM</b>	<b>PE</b>	0	0	0	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0	0
	<b>CN</b>	269	1,174	0	1,251	0	0	1,276
<b>PROGRAM NOTE:</b>	TIP Amd to move \$2,076,570 IM Funds from previous to FFY08 CN Phase and to release \$927,339 in IM Funds CN Phase FFY08...EBR 06/04/08							

<b>ROUTE:</b> 0114	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 18866	RTE 114 - BRIDGE REPLACEMENT ON WBLOVER NS RAILWAY		Primary	Blacksburg				
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b> Montgomery County			PE 506	Underway				
<b>DESCRIPTION:</b> FROM: 0.34 MILE EAST			RW 23	FY2008				
MONTGOMERY-PULASKI CL; TO: 0.20			CN 2,847	FY2009				
MILE EAST MONTGOMERY-PULASKI CL			TO 3,375					
<b>SCOPE OF WORK:</b> BRIDGE REPLACEMENT								
<b>PROJECT LENGTH:</b> 0.3000 MI	<b>STRUCTURE NO.:</b> 12164		<b>SUFFICIENCY RATING:</b> 0					
<b>PRINCIPAL FUND SOURCE:</b> BR/STP								
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2012</b>
Bridge Replacement :	1,212	398	0	0	0	0	0	1,274
<b>Federal</b>								
Primary Formula : Federal	36	0	0	0	0	0	0	1,274
Primary Formula : State	18	0	0	0	0	0	0	1,274
<b>Match</b>								
Primary Formula : Federal	339	99	0	0	0	0	0	1,274
<b>Total</b>	<b>1,604</b>	<b>497</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,274</b>
<b>OBLIGATIONS (000's)</b>				<b>Balance to</b>				
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>Complete</b>
<b>Federal - AC</b>	<b>PE</b>	78	0	313	0	0	0	
	<b>RW</b>	0	0	0	0	0	0	
	<b>CN</b>	194	0	0	0	776	0	
<b>Federal - BR</b>	<b>PE</b>	23	0	91	0	0	0	
	<b>RW</b>	5	0	0	18	0	0	
	<b>CN</b>	375	0	0	0	1,501	0	
<b>Federal - STP</b>	<b>PE</b>	18	0	72	0	0	0	
	<b>RW</b>	0	0	0	0	0	0	
	<b>CN</b>	0	0	0	0	0	0	
<b>Other</b>	<b>PE</b>	0	303	0	0	0	0	
	<b>RW</b>	0	0	0	0	0	0	
	<b>CN</b>	0	0	0	0	0	0	
<b>Federal Total</b>	<b>PE</b>	41	0	163	0	0	0	0
	<b>RW</b>	5	0	0	18	0	0	0
	<b>CN</b>	375	0	0	0	1,501	0	970
<b>PROGRAM NOTE:</b>	TIP Amd FFY07 to obligate \$90,561 BR Funds PE Phase FFY07 \$18,106 BR Funds RW Phase FFY08; \$1,501,009 BR Funds and \$776,228 AC-STP Funds CN Phase FFY09. EBR 08/23/07							

<b>ROUTE:</b> 0114	<b>PROJECT</b>	FO		<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 50030	RTE 114 - WBL BRIDGE REPLACEMENT & APPROACHES			Primary	Blacksburg			
<b>STREET NAME:</b>					<b>EST.</b>	<b>SCHEDULE</b>		
<b>JURISDICTION:</b>	Montgomery County			PE	1,341	Underway		
<b>DESCRIPTION:</b>	PRIMARY - ONE HEARING DESIGN			RW	192	FY2007		
				CN	10,656	FY2009		
				TO	12,189			
<b>SCOPE OF WORK:</b>	BRIDGE REPLACEMENT							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	BR/STP							
<b>REQUIRED ALLOCATIONS (000's)</b>								
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>REQ'D AFTER</b>
Federal Bridge Replacement	4,000	2,000	2,260	0	0	0	0	2011
Formula - Primary	1,300	500	565	199	0	0	0	
<b>Total</b>	<b>5,300</b>	<b>2,500</b>	<b>2,825</b>	<b>199</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - BR	PE	134	536	1	0	0		
	RW	0	0	0	0	0		
	CN	0	0	0	0	0		
Federal - STP	PE	134	536	0	0	0		
	RW	38	0	0	154	0		
	CN	0	0	0	0	0		
<b>Federal Total</b>	PE	<b>268</b>	<b>1,072</b>	<b>1</b>	<b>0</b>	<b>0</b>		
	RW	<b>38</b>	<b>0</b>	<b>0</b>	<b>154</b>	<b>0</b>		
	CN	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

<b>ROUTE:</b> 0114	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 52514	ROUTE 114 - ALERT DRIVER TO WRONG-WAY DRIVING AT 2 LOCATIONS		Primary	Blacksburg				
<b>REPORT NOTE:</b>	Hazard Elimination Safety							
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b> Montgomery County			PE 0	N/A				
<b>DESCRIPTION:</b> FROM: 0.54 MILE WEST WCL			RW 0	N/A				
CHRISTIANSBURG; TO: 0.85 MILE WEST			CN 218	Complete				
WCL CHRISTIANSBURG			TO 218					
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM								
<b>PROJECT LENGTH:</b> 0.3100 MI								
<b>PRINCIPAL FUND SOURCE:</b> HES/STP								
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Safety Funds	261	0	0	0	0	0	0	-72
Formula - Primary	29	0	0	0	0	0	0	-72
<b>Total</b>	<b>290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-72</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - STP/HES	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	2	261	0	0	0		

<b>ROUTE:</b> 0460	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 18156	RTE 460 - WIDENING & RELOCATION		Primary	Blacksburg				
				<b>DEFICIT PAYOFF*</b>				
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b> Montgomery County			PE 0	N/A				
<b>DESCRIPTION:</b> FROM: 1.139 KILOMETER SOUTH SCL			RW 0	N/A				
BLACKSBURG; TO: 1.617 KILOMETER			CN 65,800	Complete				
NORTH SCL BLACKSBURG			TO 65,800					
<b>SCOPE OF WORK:</b> MAJOR WIDENING								
<b>PROJECT LENGTH:</b> 2.7560 KM								
<b>PRINCIPAL FUND SOURCE:</b> S/NH/STP								
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
National Highway System	14,674	0	0	0	0	0	0	-1,374
<b>Allocations</b>								
General Fund	9,093	0	0	0	0	0	0	-1,374
State Match Non-Formula	3,669	0	0	0	0	0	0	-1,374
Minimum Guarantee	15,593	0	0	0	0	0	0	-1,374
Formula - Primary	13,855	0	0	0	0	0	0	-1,374
Payout Deficit - Primary	10,290	0	0	0	0	0	0	-1,374
<b>Total</b>	<b>67,174</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1,374</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - NH	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	2,378	9,512	0	0	0		
Federal - STP	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	10,759	43,038	0	0	0		
Other	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	9,123	0	0	0		
<b>Federal Total</b>	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	13,137	52,550	0	0	0		

ROUTE: 0460	PROJECT	NFO	PROGRAM/SYSTEM					MPO Area
UPC NO.: 18427	RTE 460 - INSTALL ROADWAY LIGHTING		Primary					Blacksburg
<b>STREET NAME:</b>							EST.	SCHEDULE
<b>JURISDICTION:</b>	Montgomery County						PE	324 Complete
<b>DESCRIPTION:</b>	FROM: 1.1 KILOMETERS SOUTH SCL BLACKSBURG; TO: 1.6 KILOMETERS NORTH SCL BLACKSBURG						RW	0 N/A
							CN	1,340 Complete
							TO	1,664
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>	2.7000 KM							
<b>PRINCIPAL FUND SOURCE:</b>	STP							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011
Priority Transportation	750	0	0	0	0	0	0	-36
Funds								
Formula - Primary	800	0	0	0	0	0	0	-36
FRAN Bond Proceeds	150	0	0	0	0	0	0	-36
<b>Total</b>	<b>1,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-36</b>
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008		
Federal - STP	PE	66	266	0	0	0		
	RW	0	0	0	0	0		
	CN	0	1,322	0	0	0		
Other	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	18	0	0	0		
<b>Federal Total</b>	PE	<b>66</b>	<b>266</b>	<b>0</b>	<b>0</b>	<b>0</b>		
	RW	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
	CN	<b>0</b>	<b>1,322</b>	<b>0</b>	<b>0</b>	<b>0</b>		

ROUTE: 0460	PROJECT	FO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 18512	RTE 460 - WIDENING & RELOCATION (INCL CONNECTION TO RTE 114)		Primary	Blacksburg				
<b>STREET NAME:</b>				<b>EST. SCHEDULE</b>				
<b>JURISDICTION:</b>	Montgomery County		PE	16,322 Underway				
<b>DESCRIPTION:</b>	FROM: 1.427 KILOMETERS EAST ROUTE		RW	32,810 Underway				
	460 BUSINESS IN CHRISTIANSBURG; TO:		CN	51,971 Complete				
	1.139 KILOMETER SOUTH SCL		TO	101,103				
	BLACKSBURG							
<b>SCOPE OF WORK:</b>	MAJOR WIDENING							
<b>PROJECT LENGTH:</b>	4.4050 KM							
<b>PRINCIPAL FUND SOURCE:</b>	S/NH/STP							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011
National Highway System	52,486	0	0	0	0	0	0	-2,674
Allocations								
General Fund	6,127	0	0	0	0	0	0	-2,674
State Match Non-Formula	13,122	0	0	0	0	0	0	-2,674
Minimum Guarantee	6,102	0	0	0	0	0	0	-2,674
Formula - Primary	25,940	0	0	0	0	0	0	-2,674
<b>Total</b>	<b>103,777</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2,674</b>
<b>OBLIGATIONS (000's)</b>								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008		
Federal - NH	PE	0	0	0	0	0		
	RW	6,200	24,799	0	0	0		
	CN	5,935	23,741	0	0	0		
Federal - STP	PE	0	0	0	0	0		
	RW	795	3,181	0	0	0		
	CN	4,410	17,641	0	0	0		
Other	PE	0	16,322	0	0	0		
	RW	0	8,117	0	0	0		
	CN	0	32	0	0	0		
<b>Federal Total</b>	PE	0	0	0	0	0		
	RW	6,995	27,980	0	0	0		
	CN	10,346	41,383	0	0	0		

<b>ROUTE:</b> 0460	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>					<b>MPO Area</b>	
<b>UPC NO.:</b> 57329	RTE 460 - LANDSCAPING		Primary					Blacksburg	
<b>STREET NAME:</b>							<b>EST.</b>	<b>SCHEDULE</b>	
<b>JURISDICTION:</b>	Montgomery County						PE	0 Complete	
<b>DESCRIPTION:</b>	FROM: 1.1 KILOMETERS SOUTH SCL BLACKSBURG; TO: 1.6 KILOMETERS NORTH SCL BLACKSBURG						RW	0 N/A	
							<u>CN</u>	<u>1,214</u> Complete	
							TO	1,214	
<b>SCOPE OF WORK:</b>	ENVIRONMENTALLY RELATED								
<b>PROJECT LENGTH:</b>	2.8000 KM								
<b>PRINCIPAL FUND SOURCE:</b>	STP								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>	
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
Formula - Primary	1,214	0	0	0	0	0	0	0	
<b>OBLIGATIONS (000's)</b>									
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>			
<b>Federal - STP</b>	<b>PE</b>	0	0	0	0	0			
	<b>RW</b>	0	0	0	0	0			
	<b>CN</b>	23	1,188	0	0	0			
<b>Other</b>	<b>PE</b>	0	0	0	0	0			
	<b>RW</b>	0	0	0	0	0			
	<b>CN</b>	0	2	0	0	0			
<b>Federal Total</b>	<b>PE</b>	0	0	0	0	0			
	<b>RW</b>	0	0	0	0	0			
	<b>CN</b>	23	1,188	0	0	0			

<b>ROUTE:</b> IVHS	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>					<b>MPO Area</b>		
<b>UPC NO.:</b> 14826	"SMART HIGHWAY" - 2 LANES ON 4 LANE RIGHT OF WAY - TEST BED	Primary					Blacksburg		
							<b>DEFICIT PAYOFF*</b>		
<b>STREET NAME:</b>							<b>EST.</b>	<b>SCHEDULE</b>	
<b>JURISDICTION:</b>	Montgomery County						PE	1,606 Complete	
<b>DESCRIPTION:</b>	FROM: ROUTE 460 BYPASS; TO: 0.189 KILOMETER WEST ROUTE 723						RW	3,981 Complete	
							<u>CN</u>	<u>39,254</u> Complete	
							TO	44,841	
<b>SCOPE OF WORK:</b>	NEW CONSTRUCTION								
<b>PROJECT LENGTH:</b>	2.3400 MI								
<b>PRINCIPAL FUND SOURCE:</b>	S								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>	
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
Formula - Primary	23,307	0	0	0	0	0	0	-2	
Payout Deficit - Primary	21,535	0	0	0	0	0	0	-2	
<b>Total</b>	<b>44,843</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	

<b>ROUTE:</b> IVHS	<b>PROJECT</b>	FO		<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 16931	RTE IVHS - TEST BED			Primary	Blacksburg			
<b>DEFICIT PAYOFF*</b>								
<b>STREET NAME:</b>					<b>EST.</b>	<b>SCHEDULE</b>		
<b>JURISDICTION:</b> Montgomery County					PE	0 N/A		
<b>DESCRIPTION:</b> FROM: 0.189 KILOMETERS WEST ROUTE					RW	0 N/A		
723; TO: 0.671 KILOMETERS EAST ROUTE					CN	20,950 Complete		
723					TO	20,950		
<b>SCOPE OF WORK:</b> NEW CONSTRUCTION								
<b>PROJECT LENGTH:</b> 0.8600 KM								
<b>PRINCIPAL FUND SOURCE:</b> STP								
<b>REQUIRED ALLOCATIONS (000's)</b>								
						<b>REQ'D AFTER</b>		
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Formula - Primary	20,961	0	0	0	0	0	0	-3,054
Payout Deficit - Primary	3,043	0	0	0	0	0	0	-3,054
<b>Total</b>	<b>24,004</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3,054</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - STP	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	4,674	18,696	0	0	0		
Other	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	634	0	0	0		
<b>Federal Total</b>	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	4,674	18,696	0	0	0		

<b>ROUTE:</b>	<b>SMRT</b>	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b>	17345	"SMART HIGHWAY" - 2 LANES ON 4 LANE RW - PE & RW ONLY		Primary	Blacksburg			
<b>REPORT NOTE:</b>	PE & RW Only							
<b>STREET NAME:</b>					<b>EST.</b>	<b>SCHEDULE</b>		
<b>JURISDICTION:</b>	Montgomery County			PE	4,600	Underway		
<b>DESCRIPTION:</b>	FROM: 0.671 KILOMETER EAST ROUTE 723; TO: ROUTE I-81			RW	2,126	Underway		
				CN	0	N/A		
				TO	6,726			
<b>SCOPE OF WORK:</b>	NEW CONSTRUCTION							
<b>PROJECT LENGTH:</b>	6.4000 KM							
<b>PRINCIPAL FUND SOURCE:</b>	DEMO/HPD							
<b>REQUIRED ALLOCATIONS (000's)</b>								
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>REQ'D AFTER 2011</b>
Formula - Primary	6,726	0	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - DEMO	PE	630	2,521	0	0	0		
	RW	299	1,196	0	0	0		
	CN	0	0	0	0	0		
Federal - STP	PE	290	1,159	0	0	0		
	RW	64	256	0	0	0		
	CN	0	0	0	0	0		
Other	PE	0	0	0	0	0		
	RW	0	375	0	0	0		
	CN	0	0	0	0	0		
<b>Federal Total</b>	PE		920	3,680	0	0	0	
	RW		363	1,452	0	0	0	
	CN		0	0	0	0	0	

ROUTE:	SMRT	PROJECT	FO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	50828	SMART ROAD - MANAGEMENT OF RESEARCH - PE ONLY		Primary	Blacksburg			
<b>STREET NAME:</b>					<b>EST. SCHEDULE</b>			
<b>JURISDICTION:</b>	Montgomery County			PE	13584 Underway			
<b>DESCRIPTION:</b>	FROM: ROUTE 460 BYPASS; TO: WEST ROUTE 642			RW	0 N/A			
				CN	0 N/A			
				TO	13584			
<b>SCOPE OF WORK:</b>	STUDIES ONLY							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	HPD							
<b>REQUIRED ALLOCATIONS (000's)</b>					<b>REQ'D AFTER</b>			
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2010</b>
TEA-21 High Priority Funds	6,084	0	0	0	0	0	0	1,108
SAFETEA-LU Earmarks	0	3,393	1,340	1,340	320	0	0	1,108
<b>Total</b>	<b>6,084</b>	<b>3,393</b>	<b>1,340</b>	<b>1,340</b>	<b>320</b>	<b>0</b>	<b>0</b>	<b>1,108</b>
<b>OBLIGATIONS (000's)</b>								<b>Balance to</b>
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2005</b>	<b>FY2006</b>	<b>FY2007</b>	<b>Complete</b>	
Federal - HPD	PE	0	6,176	0	0	0	2675	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	
Federal - SAFETEA-LU	PE	639	0	0	3,074	1,020	2675	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	
<b>Federal Total</b>	<b>PE</b>	<b>639</b>	<b>6,176</b>	<b>0</b>	<b>3,074</b>	<b>1,020</b>	<b>2675</b>	
	<b>RW</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	<b>CN</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>PROGRAM NOTE:</b>	TIP Amd to obligate \$3,073,560 of SAFETEA-LU Funds FFY06 & \$1,020,000 SAFETEA-LU Funds PE Phase FFY07 - EBR 07/14/06							

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>					
<b>UPC NO.:</b> T2241	<b>DISTRICTWIDE BRIDGE STRENGTHENING &amp; WIDENING (BLACKSBURG MPO)</b>	<i>Primary</i>	<b>Blacksburg</b>					
<b>REPORT NOTE:</b>	SYIP/STIP UPC 4000							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	DISTRICTWIDE							
<b>PRINCIPAL FUND SOURCE:</b>								
	<b>REQUIRED ALLOCATIONS (000's)</b>							<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
	0	0	0	0	0	0	0	

<i>ROUTE:</i>	<i>SMRT</i>	<i>PROJECT</i>	<i>PROGRAM/SYSTEM</i>					<i>MPO Area</i>	
<i>UPC NO.:</i>	84127	Smart Road - Research & Operations (Blacksburg) SAFETEA-LU	Primary					Blacksburg	
<b>STREET NAME:</b>								<b>EST.</b>	<b>SCHEDULE</b>
<b>JURISDICTION:</b>	Montgomery County							6,392	FY2007
<b>DESCRIPTION:</b>								0	N/A
								0	N/A
								6,392	
<b>SCOPE OF WORK:</b>	STUDIES ONLY								
<b>PROJECT LENGTH:</b>									
<b>PRINCIPAL FUND SOURCE:</b>									
<b>REQUIRED ALLOCATIONS (000's)</b>									
<b>Fund Sources</b>		<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	
SAFETEA-LU Earmarks		3,393	1,340	1,340	320	0	0	0	
<b>OBLIGATIONS (000's)</b>									
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>		
Federal - SAFETEA-LU	PE	959	0	0	3,074	1,020	1,020		
	RW	0	0	0	0	0	0		
	CN	0	0	0	0	0	0		
<b>PROGRAM NOTE:</b>	TIP Amd to obligate \$3,393,158 of SAFETEA-LU Funds PE Phase FFY07 and \$1,020,000 FFY08 & \$1,020,000 FFY09 PE Phase..Project split from UPC 50828...EBR 12/14/06								

<b>ROUTE:</b> UPC NO.: 81474	<b>PROJECT</b> RTE. VTRS - VA TECH TRANSPORTATION INSTITUTE	<b>NFO</b>	<b>PROGRAM/SYSTEM</b> Primary	<b>MPO Area</b> Blacksburg				
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b> Montgomery County			PE 7,500	Underway				
<b>DESCRIPTION:</b>			RW 0	N/A				
			CN 0	N/A				
			TO 7,500					
<b>SCOPE OF WORK:</b> STUDIES ONLY								
<b>PROJECT LENGTH:</b> 0.0000 MI	<b>STRUCTURE NO.:</b>		<b>SUFFICIENCY RATING:</b>					
<b>PRINCIPAL FUND SOURCE:</b> DEMO								
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2012</b>
Demonstration Funds :	1,980	0	0	0	0	0	0	5,520
Federal								
<b>OBLIGATIONS (000's)</b>								<b>Balance to</b>
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>Complete</b>
Federal - AC	PE	1,104	4,416	0	0	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	
Federal - DEMO	PE	0	1,980	0	0	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	
<b>Federal Total</b>	PE	0	1,980	0	0	0	0	5,520
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0
<b>PROGRAM NOTE:</b>	TIP Amd to add PE Phase and to obligate \$1,980,000 of DEMO Funds, \$4,416,000 AC-STP Funds PE Phase...EBR 02/20/08							

<b>ROUTE:</b> 0114	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 50030	RTE 114 - WBL BRIDGE REPLACEMENT OVER THE NEW RIVER		Primary	Blacksburg			
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b> Montgomery County			PE 1,455	Complete			
<b>DESCRIPTION:</b> FROM: 0.20 MILE EAST			RW 145	Underway			
MONTGOMERY-PULASKI CO LINE; TO:			CN 11,359	FY2009			
MONTGOMERY-PULASKI CO LINE			TO 12,959				
<b>SCOPE OF WORK:</b> BRIDGE REPLACEMENT							
<b>PROJECT LENGTH:</b> 0.0000 MI	<b>STRUCTURE NO.:</b>		<b>SUFFICIENCY RATING:</b>				
<b>PRINCIPAL FUND SOURCE:</b> BR/STP							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Bridge Replacement :	4,388	1,410	0	0	0	0	0
<b>Federal</b>							
Primary Formula : Federal	2,378	1,206	354	754	0	0	0
Primary Formula : State	616	302	89	189	0	0	0
<b>Match</b>							
Primary Formula : Federal	1,181	0	0	0	0	0	0
Bond Match : State Bond	0	353	0	0	0	0	0
<b>Match</b>							
<b>Total</b>	<b>8,563</b>	<b>3,270</b>	<b>443</b>	<b>943</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>
<b>Federal - AC</b>	<b>PE</b>	0	0	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	236	0	0	0	943	0
<b>Federal - BR</b>	<b>PE</b>	134	537	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	1,997	0	0	0	7,990	0
<b>Federal - CM</b>	<b>PE</b>	0	0	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	0	0	0	0	0	0
<b>Federal - STP</b>	<b>PE</b>	157	536	0	91	0	0
	<b>RW</b>	29	0	154	-38	0	0
	<b>CN</b>	0	0	0	0	0	0
<b>Federal - AC CONVERSION</b>	<b>PE</b>	0	0	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	236	0	0	0	0	943
<b>Federal Total</b>	<b>PE</b>	291	1,073	0	91	0	0
	<b>RW</b>	29	0	154	-38	0	0
	<b>CN</b>	2,233	0	0	0	7,990	943
<b>PROGRAM NOTE:</b>	TIP Amd FFY08 to add \$91,266 of STP Funds PE Phase, Release \$37,732 STP Funds RW Phase FFY08; obligate \$7,989,553 BR Fund, \$942,986 AC-STP Funds CN Phase FFY09;\$942,986 AC-Conversion FFY10...EBR 01/16/08						

<b>ROUTE:</b> 0460	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 67976	RTE 460 - NORTH MAIN STREET - RECONSTRUCTION		Urban	Blacksburg				
<b>STREET NAME:</b>	NORTH MAIN STREET			<b>EST. SCHEDULE</b>				
<b>JURISDICTION:</b>	Blacksburg		PE	863 Underway				
<b>DESCRIPTION:</b>	FROM: GILES ROAD; TO: TABOR ROAD		RW	750 FY2006				
			CN	3,439 FY2008				
			TO	5,052				
<b>SCOPE OF WORK:</b>	RECONSTRUCTION							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Formula - Urban	2,788	636	240	210	500	847	0	-272
Local Project Contributions	57	10	5	4	10	17	0	-272
<b>Total</b>	<b>2,845</b>	<b>645</b>	<b>245</b>	<b>214</b>	<b>510</b>	<b>865</b>	<b>0</b>	<b>-272</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - STP	PE	173	679	11	0	0		
	RW	150	0	600	0	0		
	CN	0	0	0	0	0		

ROUTE:	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 67974	TOWN OF BLACKSBURG - PRICES FORK ROAD		Urban	Blacksburg				
STREET NAME:	NORTH MAIN ST.			EST. SCHEDULE				
JURISDICTION:	Blacksburg		PE	1,069 Underway				
DESCRIPTION:	AT NORTH MAIN STREET AND COLLEGE AVENUE		RW	2,722 FY2009				
			CN	5,061 FY2011				
			TO	8,852				
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:	0.0000 MI	STRUCTURE NO.:		SUFFICIENCY RATING:				
PRINCIPAL FUND SOURCE:	STP							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	2012
Urban Formula : Federal	1,838	220	326	152	149	0	0	-1,000
Urban Formula : State Match	699	108	73	34	34	0	0	-1,000
Urban Formula : Federal	1,917	261	825	255	817	411	0	-1,000
Local Project Contributions	108	12	25	9	20	8	0	-1,000
Federal Formula STP : Federal	859	0	0	659	32	0	0	-1,000
<b>Total</b>	<b>5,421</b>	<b>601</b>	<b>1,250</b>	<b>1,109</b>	<b>1,053</b>	<b>419</b>	<b>0</b>	<b>-1,000</b>
OBLIGATIONS (000's)								Balance to
Fund Sources	Match	Previous	FY2007	FY2008	FY2009	FY2010	FY2010	Complete
Federal - STP	PE	64	240	0	16	0	0	
	RW	474	0	0	1,897	0	0	
	CN	0	0	0	0	0	0	
Other	PE	0	0	0	0	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	
Federal - MG	PE	150	600	0	0	0	0	
	RW	70	0	0	280	0	0	
	CN	0	0	0	0	0	0	
<b>Federal Total</b>	PE	<b>214</b>	<b>840</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>- 0</b>
	RW	<b>544</b>	<b>0</b>	<b>0</b>	<b>2,178</b>	<b>0</b>	<b>0</b>	<b>0</b>
	CN	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,061</b>
<b>PROGRAM NOTE:</b>	TIP Amd to obligate \$16,000 STP PE Phase, To obligate \$1,897,467 STP Funds, \$291,068 EB Funds RW Phase FFY08...EBR 04/18/08							

<b>ROUTE:</b> 0314	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 67745	RTE 314 - PRICES FORK RD - ADD TURN LANE		Urban	Blacksburg				
<b>REPORT NOTE:</b>	Hazard Elimination Safety. City administered project.							
<b>STREET NAME:</b>	PRICES FORK RD.		<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b>	Blacksburg		PE	5 Complete				
<b>DESCRIPTION:</b>	AT STANGER STREET & TOMS CREEK ROAD		RW	0 N/A				
			CN	128 Underway				
			TO	133				
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Safety Funds	120	0	0	0	0	0	0	0
Formula - Urban	13	0	0	0	0	0	0	0
Local Project	0	0	0	0	0	0	0	0
Contributions								
<b>Total</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
<b>Federal - STP</b>	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	0	0	0	0		
<b>Federal - STP/HES</b>	PE	1	5	0	0	0		
	RW	0	0	0	0	0		
	CN	9	87	0	0	0		
<b>Other</b>	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	31	0	0	0		
<b>Federal Total</b>	PE		1	5	0	0		
	RW		0	0	0	0		
	CN		10	87	1	0		

<b>ROUTE:</b> 0412	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 72525	RTE 412 (PRICES FORK ROAD) - INTERSECTION IMPROVEMENTS		Urban	Blacksburg			
				<b>New Project</b>			
<b>STREET NAME:</b>	PRICES FORK ROAD		<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b>	Blacksburg		PE	341 Underway			
<b>DESCRIPTION:</b>	AT UNIVERSITY CITY BOULEVARD		RW	232 FY2007			
			<u>CN</u>	<u>1,394</u> FY2008			
			TO	1,966			
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM						
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b>	STP						
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Formula - Urban	1,986	0	0	0	0	0	0
Local Project	40	0	0	0	0	0	0
<b>Contributions</b>							
<b>Total</b>	<b>2,026</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>
<b>Federal - AC</b>	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	49	0	0	194	0	0
<b>Federal - STP</b>	PE	68	152	121	0	0	0
	RW	46	0	185	0	0	0
	CN	230	0	0	921	0	0
<b>Federal Total</b>	PE	68	152	121	0	0	0
	RW	46	0	185	0	0	0
	CN	230	0	0	921	0	0
<b>PROGRAM NOTE:</b>	TIP Amd to add \$120,800 of STP Funds PE Phase;\$44,480 in STP Funds R/W Phase FFY07; add \$545,763 in STP Funds,\$194,433 AC-STP for CN Phase FFY08. EBR 01/29/07						

<b>ROUTE:</b> U000	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 72527	EXTENSION OF PROGRESS STREET IN BLACKSBURG		Urban	Blacksburg				
				<b>New Project</b>				
<b>STREET NAME:</b>	PROGRESS STREET		<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b>	Blacksburg		PE 1297	Underway				
<b>DESCRIPTION:</b>	FROM: 0.10 MILE NORTH CHEROKEE DRIVE/ GIVENS LANE; TO: N.MAIN ST. 0.06 MI S. ASHFORD COURT		RW 3837	FY2007				
			CN 7318	FY2009				
			TO 12452					
<b>SCOPE OF WORK:</b>	NEW CONSTRUCTION							
<b>PROJECT LENGTH:</b>	1.8300 MI							
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2010</b>
Formula - Urban	10,121	0	0	0	0	0	0	2,277
Local Project	53	0	0	0	0	0	0	2,277
Contributions								
<b>Total</b>	<b>10,175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,277</b>
<b>OBLIGATIONS (000's)</b>								<b>Balance to</b>
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2005</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>Complete</b>
Federal - AC	PE	0	0	0	0	0	0	0
	RW	0	0	0	0	0	0	0
	CN	87	0	0	347	0	0	86
Federal - BR	PE	0	0	0	0	0	0	0
	RW	0	0	0	0	0	0	0
	CN	356	0	0	1,423	0	0	86
Federal - STP	PE	259	0	316	722	0	0	0
	RW	767	0	0	3,069	0	0	0
	CN	1,021	0	0	4,084	0	0	86
<b>Federal Total</b>	PE	259	0	316	722	0	0	0
	RW	767	0	0	3,069	0	0	0
	CN	1,377	0	0	5,507	0	0	433
<b>PROGRAM NOTE:</b>	TIP Amd to obligate \$721,600 of STP Funds PE Phase FFY06 ; \$2,709,200 of STP Funds R/W Phase FFY06; move \$360,000 of STP Funds from FFY07 to FFY06 R/W Phase; to obligate \$4,084,079 of STP Funds;\$1,423,200 of BR Funds; \$347,121 AC-STP CN Phase FFY06							

**Urban**

FY2006-2008

SALEM DISTRICT

<b>ROUTE:</b> U000	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 72526	EXTENSION OF HUCKLEBERRY TRAIL		Urban	Blacksburg				
<b>STREET NAME:</b>	HUCKLEBERRY TRAIL		<b>ESTIMATED COST (000's)</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b>	Blacksburg		PE	155				
<b>DESCRIPTION:</b>			RW	265				
			CN	<u>810</u>				
			TO	1,230				
<b>SCOPE OF WORK:</b>	NEW CONSTRUCTION							
<b>PROJECT LENGTH:</b>	3.5000 MI							
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2012</b>
Formula - Urban	126	50	29	50	51	747	0	148
Local Project Contributions	3	1	0	1	1	23	0	
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2005</b>	<b>FY2006</b>	<b>FY2007</b>		
Federal - STP	PE	31	0	0	107	17		0
	RW	0	0	0	0	0		265
	CN	0	0	0	0	0		810
<b>PROGRAM NOTE:</b>								

<b>ROUTE:</b> U000	<b>PROJECT</b>	<b>NFO</b>		<b>PROGRAM/SYSTEM</b>			<b>MPO Area</b>	
<b>UPC NO.:</b> 17682	TOMS CREEK ROAD - INTERCHANGE	Urban			Blacksburg			
<b>STREET NAME:</b>	TOMS CREEK ROAD					<b>EST.</b>	<b>SCHEDULE</b>	
<b>JURISDICTION:</b>	Blacksburg					PE	2,262	Complete
<b>DESCRIPTION:</b>	AT ROUTE 460 BYPASS					RW	1,662	Complete
						CN	9,556	Underway
						TO	13,480	
<b>SCOPE OF WORK:</b>	NEW CONSTRUCTION							
<b>PROJECT LENGTH:</b>	0.4180 KM							
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Formula - Urban	13,324	0	0	0	0	0	0	-116
Local Project	272	0	0	0	0	0	0	-116
Contributions								
<b>Total</b>	<b>13,596</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-116</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - STP	PE	477	1,910	0	0	0		
	RW	332	1,330	0	0	0		
	CN	1,895	0	0	0	0		

<b>ROUTE:</b> U000	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 67975	INT IMPROVEMENTS TO ENHANCE PEDESTRIAN SAFETY & TRAFFIC FLOW		Urban	Blacksburg				
<b>REPORT NOTE:</b>	AC STP FY07-CN \$742,000 @ Ellett & So. Main, @ Prices Fork & West Campus, @ Prices Fork & Toms Creek & @Patrick Henry & Progress							
<b>STREET NAME:</b>	VARIOUS INTERSEC		<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b>	Blacksburg		PE	683 Underway				
<b>DESCRIPTION:</b>	VARIOUS INTERSECTIONS IN TOWN OF BLACKSBURG		RW	546 FY2006				
			CN	1,886 FY2007				
			TO	3,115				
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Formula - Urban	1,842	510	362	230	0	0	0	110
Local Project	38	10	7	5	0	0	0	110
Contributions								
<b>Total</b>	<b>1,880</b>	<b>520</b>	<b>370</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - AC	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	73	0	0	290	0		
Federal - STP	PE	140	560	0	0	0		
	RW	109	0	437	0	0		
	CN	147	0	0	587	0		
Federal - AC CONVERSION	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	73	0	0	0	290		
Other	PE	0	0	0	0	0		
	RW	0	0	0	0	0		
	CN	0	0	0	300	0		
<b>Federal Total</b>	PE		140	560	0	0		
	RW		109	0	437	0		
	CN		219	0	0	587	290	

<b>ROUTE:</b> 0114	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>					
<b>UPC NO.:</b> 8746	RTE 114 - PEPPERS FERRY ROAD - WIDEN TO 4 LANES (PE & RW)	Urban	Blacksburg					
<b>REPORT NOTE:</b>	PE & RW only. Accruing funds for CN.							
<b>STREET NAME:</b>	PEPPERS FERRY RD	<b>EST.</b>	<b>SCHEDULE</b>					
<b>JURISDICTION:</b>	Christiansburg	PE 1,479	Underway					
<b>DESCRIPTION:</b>	FROM: ROUTE 460; TO: 0.126 KILOMETER WEST WCL	RW 2,874	Underway					
		CN 0	N/A					
		TO 4,353						
<b>SCOPE OF WORK:</b>	MAJOR WIDENING							
<b>PROJECT LENGTH:</b>	2.4500 KM							
<b>PRINCIPAL FUND SOURCE:</b>	S							
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Formula - Urban	4,521	70	701	898	819	851	0	
Local Project	92	1	14	18	17	17	0	
Contributions								
<b>Total</b>	<b>4,613</b>	<b>71</b>	<b>716</b>	<b>917</b>	<b>835</b>	<b>868</b>	<b>0</b>	

<b>ROUTE:</b> 0114	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 71586	RTE 114 (PEPPERS FERRY ROAD) - WIDEN TO 4 LANES		Urban	Blacksburg			
<b>REPORT NOTE:</b>	PE and RW under UPC 8746.						
<b>STREET NAME:</b>	PEPPERS FERRY RD		<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b>	Christiansburg		PE	0 N/A			
<b>DESCRIPTION:</b>	FROM: 0.789 KM EAST OF WCL CHRISTIANSBURG; TO: 0.126 KM WEST OF WCL CHRISTIANSBURG		RW	0 N/A			
			<u>CN</u>	<u>6,503</u> FY2009			
			TO	6,503			
<b>SCOPE OF WORK:</b>	MAJOR WIDENING						
<b>PROJECT LENGTH:</b>	0.9160 KM	<b>STRUCTURE NO.:</b>	<b>SUFFICIENCY RATING:</b>				
<b>PRINCIPAL FUND SOURCE:</b>	S/STP						
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Urban Formula : Federal	0	0	0	55	98	69	0
Urban Formula : State	55	55	55	87	94	87	0
<b>Match</b>							
Urban Formula : Federal	2,303	234	352	113	90	99	0
Local Project	53	11	13	10	11	11	0
<b>Contributions : Local</b>							
<b>Match</b>							
Federal Formula STP :	245	243	246	251	256	261	0
<b>Federal</b>							
<b>Total</b>	<b>2,656</b>	<b>543</b>	<b>666</b>	<b>517</b>	<b>548</b>	<b>526</b>	<b>0</b>
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>
<b>Federal - AC</b>	<b>PE</b>	0	0	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	531	0	0	5,082	0	0
<b>Federal - STP</b>	<b>PE</b>	0	0	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	190	0	0	761	0	0
<b>Federal - AC CONVERSION</b>	<b>PE</b>	0	0	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	83	0	0	0	0	333
<b>Federal Total</b>	<b>PE</b>	0	0	0	0	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	274	0	0	761	0	333
<b>PROGRAM NOTE:</b>	TIP Amd to move \$761,399 of STP, \$2,125,667 AC-STP, \$2,246,674 State Funds CN Phase from FFY09 to FFY08 and \$709,906 State Funds from FFY10 to FFY08 ... EBR 08/13/08						

<b>ROUTE:</b> 0114	<b>PROJECT</b>	<b>NFO</b>		<b>PROGRAM/SYSTEM</b>			<b>MPO Area</b>	
<b>UPC NO.:</b> 70594	RTE 114 - CONNECTOR TO ROUTE 460 (PE ONLY IN SYIP)	Urban			Blacksburg			
<b>STREET NAME:</b>	RT. 114/460 CON.					<b>EST.</b>	<b>SCHEDULE</b>	
<b>JURISDICTION:</b>	Christiansburg					PE	100	FY2008
<b>DESCRIPTION:</b>	NEW CONSTRUCTION					RW	0	N/A
						CN	0	N/A
						TO	100	
<b>SCOPE OF WORK:</b>	NEW CONSTRUCTION							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Formula - Urban	25	47	145	20	20	20	0	
Local Project Contributions	1	1	3	0	0	0	0	
<b>Total</b>	<b>26</b>	<b>48</b>	<b>148</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>		
Federal - STP	PE	20	0	0	0	80		
	RW	0	0	0	0	0		
	CN	0	0	0	0	0		

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area		
UPC NO.:	87696	PROGRESS ST/ GIVENS LANE - DEMOLITION		Urban	Blacksburg		
STREET NAME:	Givens Lane			EST.	SCHEDULE		
JURISDICTION:	Blacksburg			PE	0 N/A		
DESCRIPTION:	Parcel 13 at int. Givens, N. Main and Mtn. Breeze			RW	29 FY2008		
	This project is being separated from the parent project (UPC 17698)			CN	0 N/A		
	in order for demolition to occur prior to construction starting.			TO	29		
SCOPE OF WORK:	DEMOLITION OF BLDGS, BRIDGES, ETC.						
PROJECT LENGTH:	-	STRUCTURE NO.:		SUFFICIENCY RATING:			
PRINCIPAL FUND SOURCE:	STP						
<b>REQUIRED ALLOCATIONS (000's)</b>							
Fund Sources	Prev. Alloc	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
Urban Formula : State	0	29	0	0	0	0	0
Local Project	0	1	0	0	0	0	0
Contributions : Local Match							
<b>Total</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OBLIGATIONS (000's)</b>							
Fund Sources	Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - AC	PE	0	0	0	0	0	0
	RW	6	0	0	23	0	0
	CN	0	0	0	0	0	0
PROGRAM NOTE:	TIP Amd to obligate \$23,480 AC-STP Funds RW Phase FFY08...EBR 10/29/07						

<b>ROUTE:</b>	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 67975	<b>INT IMPROVEMENTS TO ENHANCE PEDESTRIAN SAFETY &amp; TRAFFIC FLOW</b>		<b>Urban</b>	<b>Blacksburg</b>				
<b>REPORT NOTE:</b>	AC STP FY07-CN \$742,000 @ Ellett & So. Main, @ Prices Fork & West Campus, & @ Prices Fork & Toms Creek							
<b>STREET NAME:</b>	VAR.INTER.		<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b>	Blacksburg		PE 693	Underway				
<b>DESCRIPTION:</b>	FROM: VAR.INTER.IN TOWN OF BLACKSBURG; TO: INCL. PATRICK HENRY DR. & PROGRESS ST. INT.		RW 0	N/A				
			CN 3,653	FY2009				
			TO 4,346					
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>	0.0000 MI	<b>STRUCTURE NO.:</b>	<b>SUFFICIENCY RATING:</b>					
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>								
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>REQ'D AFTER 2012</b>
Urban Formula : Federal	889	0	0	0	0	0	0	-110
Urban Formula : State	347	0	0	0	0	0	0	-110
Match								
Urban Formula : Federal	1,051	0	0	0	0	0	0	-110
Local Project	57	0	0	0	0	0	0	-110
Contributions : Local								
Match								
Federal Formula STP : Federal	526	754	79	110	643	0	0	-110
<b>Total</b>	<b>2,870</b>	<b>754</b>	<b>79</b>	<b>110</b>	<b>643</b>	<b>0</b>	<b>0</b>	<b>-110</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>Balance to Complete</b>
Federal - AC	PE	0	0	0	0	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	2,173	0	0	
Federal - STP	PE	139	560	0	-6	0	0	
	RW	0	437	0	-437	0	0	
	CN	185	0	0	740	0	0	
Federal - EB	PE	0	0	0	0	0	0	
	RW	0	0	0	0	0	0	
	CN	111	0	0	444	0	0	
<b>Federal Total</b>	PE	139	560	0	-6	0	0	0
	RW	0	437	0	-437	0	0	0
	CN	296	0	0	1,184	0	0	2,172
<b>PROGRAM NOTE:</b>	TIP Amd to release \$5,600 STP PE Phase FFY08, Release \$437,120 STP RW Phase Previous; move \$587,020 fr FFY09 to FFY08 and increase \$152,523 STP Funds, \$444,287 EB Funds, release \$290,077AC-Conv FFY08 and \$2,172,716 AC-Other CN Phase FFY08..EBR 01/24/08							



<b>ROUTE:</b> 0705	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 73627	RTE 705 - APPROACHES & BRIDGE REPLACEMENTS		Secondary	Blacksburg				
<b>STREET NAME:</b>	COAL HOLLOW ROAD			<b>EST. SCHEDULE</b>				
<b>JURISDICTION:</b>	Montgomery County		PE	138 Underway				
<b>DESCRIPTION:</b>	FROM: B641 = SLATE BRANCH #6074 (0.75 MILE NORTH OF ROUTE 114); TO: B642 = STROUBLES CREEK # 6307 (1.40 MILE NORTH OF ROUTE 114)		RW	98 FY2008				
			CN	1,212 FY2010				
			TO	1,448				
<b>SCOPE OF WORK:</b>	BRIDGE REPLACEMENT							
<b>PROJECT LENGTH:</b>	0.5000 MI							
<b>PRINCIPAL FUND SOURCE:</b>	BROS							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2011</b>
Formula - Secondary	675	97	278	0	0	0	0	104
Unpaved Road Funds - Secondary	25	210	59	0	0	0	0	104
<b>Total</b>	<b>700</b>	<b>307</b>	<b>337</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	
Federal - BR	PE	25	0	0	99	0	0	14
	RW	0	0	0	0	0	0	98
	CN	0	0	0	0	0	0	1,211
<b>PROGRAM NOTE:</b>	TIP Amd FFY07 - To change Funding Source to STP and to move \$99,200 of STP Funds from FFY06 to FFY07 PE Phase -EBR 11/01/06							

Miscellaneous

<b>Budget Item</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.:</b> T2073	<b>BLACKSBURG MPO - PREVENTIVE MAINTENANCE &amp; SYSTEM PRESERVATION (SYSTEM OPERATIONS) - NH, IM, and STP</b>	<b>Miscellaneous</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	Preventive maintenance and system preservation projs that are cost-effective strategies for extending the service life of existing pavements, BRs,& essential hwy appurtenances on federal-aid hways; included are recon., resurf., restor and rehab projs							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	See STIP (T2129) for Obligations							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
	0	0	0	0	0	0	0	
<b>PROGRAM NOTE:</b>								

<b>Budget Item</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.:</b> T2072	<b>BLACKSBURG MPO - TRAFFIC AND SAFETY OPERATIONS (SYSTEM OPERATIONS) - NH, IM, STP Funded</b>	<b>Miscellaneous</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	Traffic and Safety Operations							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	See STIP (T2129) for Obligations							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
	0	0	0	0	0	0	0	
<b>PROGRAM NOTE:</b>								

Miscellaneous

<b>Budget Item</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.:</b> T2071	<b>BLACKSBURG MPO - BRIDGE (SYSTEM OPERATIONS) - BR FUNDED</b>	<b>Miscellaneous</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	Bridge system preservation/preventive maintenance, bridge safety inspections on NBI bridges, minor and major bridge rehabilitation, and bridge replacements.							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	See STIP (T2129) for Obligations							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>REQ'D AFTER 2011</b>
	0	0	0	0	0	0	0	
<b>PROGRAM NOTE:</b>								

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.:</b> T2333	<b>ROUTE 81 - PPTA PROJECT DEVELOPMENT AND MANAGEMENT (BLACKSBURG MPO)</b>	<b>Miscellaneous</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	SYIP/STIP UPC 70673							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	DISTRICTWIDE							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>REQ'D AFTER 2011</b>
	0	0	0	0	0	0	0	

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.:</b> T2328	<b>ROUTE 81 - DEVELOPMENT OF NEPA DOCUMENT (BLACKSBURG MPO)</b>	<b>Miscellaneous</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	SYIP/STIP UPC 68718							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	DISTRICTWIDE							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>REQ'D AFTER 2011</b>
	0	0	0	0	0	0	0	

Miscellaneous

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.: T2323</b>	<b>ITS MODEL SAFETY CORRIDOR (BLACKSBURG MPO)</b>	<b>Miscellaneous</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	SYIP/STIP UPC 67588							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	DISTRICTWIDE							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
	0	0	0	0	0	0	0	

<b>District-wide</b>	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>						<b>MPO Area</b>
<b>UPC NO.: T2323</b>	<b>ITS MODEL SAFETY CORRIDOR (BLACKSBURG MPO)</b>	<b>Miscellaneous</b>						<b>Blacksburg</b>
<b>REPORT NOTE:</b>	SYIP/STIP UPC 67588							
<b>JURISDICTION:</b>	Salem District-wide							
<b>DESCRIPTION:</b>	DISTRICTWIDE							
<b>PRINCIPAL FUND SOURCE:</b>								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
	0	0	0	0	0	0	0	

ROUTE:	TR00	PROJECT	NFO				PROGRAM/SYSTEM	MPO Area	
UPC NO.:	77060	TRAFFIC RECORDS ELECTRONIC DATA SYSTEM (TREDS)					Miscellaneous		
STREET NAME:							EST.	SCHEDULE	
JURISDICTION:						PE	5,000	Underway	
DESCRIPTION:						RW	0	N/A	
						CN	0	N/A	
						TO	5,000		
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH:									
PRINCIPAL FUND SOURCE:	STP								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>	
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>	
Open Container Funds	3,000	0	0	0	0	0	0	0	
Safety Funds	2,000	0	0	0	0	0	0	0	
<b>Total</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Miscellaneous

ROUTE:	RS00	PROJECT	NFO				PROGRAM/SYSTEM	MPO Area	
UPC NO.:	77583	STATEWIDE MILLING OF CENTERLINE RUMBLE STRIPS					Miscellaneous		
STREET NAME:							EST.	SCHEDULE	
JURISDICTION:	Statewide					PE	100	FY2006	
DESCRIPTION:						RW	0	N/A	
						CN	1,900	N/A	
						TO	2,000		
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH:									
PRINCIPAL FUND SOURCE:	STP								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>	
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011	
Safety Funds	2,000	0	0	0	0	0	0	0	

ROUTE:	DS00	PROJECT	NFO				PROGRAM/SYSTEM	MPO Area	
UPC NO.:	77584	STATEWIDE UPGRADE OF FONT AND DIRECTIONAL SIGN SHEETING					Miscellaneous		
STREET NAME:							EST.	SCHEDULE	
JURISDICTION:	Statewide						PE	58	FY2006
DESCRIPTION:							RW	0	N/A
							CN	1,093	N/A
							TO	1,150	
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH:									
PRINCIPAL FUND SOURCE:	STP								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>	
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011	
Safety Funds	1,150	0	0	0	0	0	0	0	

Miscellaneous

ROUTE:	RS00	PROJECT	NFO				PROGRAM/SYSTEM	MPO Area	
UPC NO.:	77585	STATEWIDE MILLING OF SHOULDER RUMBLE STRIPS					Miscellaneous		
STREET NAME:							EST.	SCHEDULE	
JURISDICTION:	Statewide					PE	100	FY2006	
DESCRIPTION:						RW	0	N/A	
						CN	1,900	N/A	
						TO	2,000		
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH:									
PRINCIPAL FUND SOURCE:	STP								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>	
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011	
Safety Funds	2,000	0	0	0	0	0	0	0	

Miscellaneous

ROUTE:	PM00	PROJECT	NFO				PROGRAM/SYSTEM	MPO Area	
UPC NO.:	77586	STATEWIDE UPGRADE OF PAVEMENT MARKINGS TO B6 TAPE					Miscellaneous		
STREET NAME:							EST.	SCHEDULE	
JURISDICTION:	Statewide						PE	58	FY2006
DESCRIPTION:							RW	0	N/A
							CN	1,093	N/A
							TO	1,150	
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH:									
PRINCIPAL FUND SOURCE:	STP								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>	
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011	
Safety Funds	1,150	0	0	0	0	0	0	0	
<b>OBLIGATIONS (000's)</b>									
Fund Sources		Match	Previous	FY2006	FY2007	FY2008			
Federal - STP/HES	PE	6	0	52	0	0			
	RW	0	0	0	0	0			
	CN	0	0	0	0	0			

<b>ROUTE:</b> SB05	<b>PROJECT</b>	<b>NFO</b>		<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 80552	VIRGINIA SCENIC BYWAY			Miscellaneous				
<b>STREET NAME:</b>				<b>ESTIMATED COST (000's)</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b> Statewide				PB 95	Underway			
<b>DESCRIPTION:</b> MARKETING & PROMOTIONALS FOR BYWAYS				RW 0				
				CN 0				
				TO 95				
<b>SCOPE OF WORK:</b>								
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b> STP								
<b>REQUIRED ALLOCATIONS (000's)</b>					<b>REQ'D AFTER</b>			
	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	Fund Sources
Scenic Byway Grants	95	0	0	0	0	0	0	0
<b>PROGRAM NOTE:</b>								

Miscellaneous

<b>ROUTE:</b> GR00	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 81416	DISTRICTWIDE GUARDRAIL - SALEM		Miscellaneous	Multiple MPOs			
<b>REPORT NOTE:</b>	Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke MPO Regions						
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b> Salem District-wide			PE	FY2007			
<b>DESCRIPTION:</b> FY07 HSIP PROJECT			RW	N/A			
			CN	397			
			TO	397			
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b> HES							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements	397	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	
Federal - STP/HES	PE	0	0	0	0	0	
	RW	0	0	0	0	0	
	CN	40	0	0	357	0	
<b>PROGRAM NOTE:</b>	TIP Amendment FFY07 to obligate \$357,494 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/07/06						

Miscellaneous

<b>ROUTE:</b> RS00	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 81417	DISTRICTWIDE ROADSIDE SAFETY - SALEM		Miscellaneous	Multiple MPOs			
<b>REPORT NOTE:</b> Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke Regions.							
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b> Salem District-wide			PE	FY2007			
<b>DESCRIPTION:</b> FY07 HSIP PROJECT			RW	N/A			
			CN	N/A			
			TO	397			
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b> HES							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements	397	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>
Federal - STP/HES	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	40	0	0	357	0	0
<b>PROGRAM NOTE:</b>	TIP Amendment FFY07 to obligate \$357,494 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/08/06						

Miscellaneous

<b>ROUTE:</b> RL00	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 81418	DISTRICTWIDE ROADWAY LIGHTING - SALEM		Miscellaneous	Multiple MPOs			
<b>REPORT NOTE:</b>	Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke MPO Regions.						
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b> Salem District-wide			PE	FY2007			
<b>DESCRIPTION:</b> FY07 HSIP PROJECT			RW	N/A			
			CN	397			
			TO	397			
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b> HES							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements	397	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>
Federal - STP/HES	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	40	0	0	357	0	0
<b>PROGRAM NOTE:</b>	TIP Amendment FFY07 to obligate \$357,494 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/08/06						

<b>ROUTE:</b> RSA0	<b>PROJECT</b>	NFO		<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>		
<b>UPC NO.:</b> 81419	DISTRICTWIDE ROADWAY SAFETY ASSESSMENT - SALEM			Miscellaneous	Multiple MPOs		
<b>REPORT NOTE:</b>	Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke Regions.						
<b>STREET NAME:</b>				<b>EST.</b>	<b>SCHEDULE</b>		
<b>JURISDICTION:</b>	Salem District-wide			PE 98	FY2007		
<b>DESCRIPTION:</b>	FY07 HSIP PROJECT			RW 0	N/A		
				CN 0	N/A		
				TO 98			
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM						
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b>	HES						
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements	98	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>
Federal - STP/HES	PE	10	0	0	88	0	0
	RW	0	0	0	0	0	0
	CN	0	0	0	0	0	0
<b>PROGRAM NOTE:</b>	TIP Amendment FFY07 to obligate \$88,452 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/08/06						

Miscellaneous

ROUTE:	RUM0	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area		
UPC NO.:	81420	DISTRICTWIDE RUMBLE STRIPS - SALEM		Miscellaneous	Multiple MPOs		
REPORT NOTE:	Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke MPO Regions.						
STREET NAME:					EST. SCHEDULE		
JURISDICTION:	Salem District-wide			PE	0 FY2007		
DESCRIPTION:	FY07 HSIP PROJECT			RW	0 N/A		
				CN	397 N/A		
				TO	397		
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM						
PROJECT LENGTH:							
PRINCIPAL FUND SOURCE:	HES						
<b>REQUIRED ALLOCATIONS (000's)</b>							
Fund Sources	Prev. Alloc	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
Highway Safety Improvements	397	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	FY2009
Federal - STP/HES	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	40	0	0	357	0	0
PROGRAM NOTE:	TIP Amendment FFY07 to obligate \$357,494 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/08/06						

<b>ROUTE:</b> SI	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 81421	DISTRICTWIDE SHOULDER IMPROVEMENT - SALEM		Miscellaneous	Multiple MPOs			
<b>REPORT NOTE:</b> Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke Regions.							
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b>			PE	FY2007			
<b>DESCRIPTION:</b> FY07 HSIP PROJECT			RW	N/A			
			CN	N/A			
			TO	397			
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b> HES							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements	397	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>
Federal - STP/HES	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	40	0	0	357	0	0
<b>PROGRAM NOTE:</b> TIP Amendment FFY07 to obligate \$357,494 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/08/06							

Miscellaneous

<b>ROUTE:</b> TM00	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 81422	DISTRICTWIDE TRAFFIC MARKINGS - SALEM		Miscellaneous	Multiple MPOs			
<b>REPORT NOTE:</b>	Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke MPO Regions.						
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b> Salem District-wide			PE	0			
<b>DESCRIPTION:</b> FY07 HSIP PROJECT			RW	0			
			CN	397			
			TO	397			
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b> HES							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements	725	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>
Federal - STP/HES	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	40	0	0	357	0	0
<b>PROGRAM NOTE:</b>	TIP Amendment FFY07 to obligate \$357,494 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/08/06						

<b>ROUTE:</b>	<b>ITTS</b>	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>		
<b>UPC NO.:</b>	81423	DISTRICTWIDE TRAFFIC SIGNALS AND ITS - SALEM		Miscellaneous	Multiple MPOs		
<b>REPORT NOTE:</b>	Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke MPO Regions						
<b>STREET NAME:</b>				<b>EST.</b>	<b>SCHEDULE</b>		
<b>JURISDICTION:</b>	Salem District-wide			PE	0	FY2007	
<b>DESCRIPTION:</b>	FY07 HSIP PROJECT			RW	0	N/A	
				CN	397	N/A	
				TO	397		
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM						
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b>	HES						
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements	397	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>
Federal - STP/HES	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	40	0	0	357	0	0
<b>PROGRAM NOTE:</b>	TIP Amendment FFY07 to obligate \$357,494 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/08/06						

Miscellaneous

<b>ROUTE:</b> TS00	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 81424	DISTRICTWIDE - TRAFFIC SIGNS - SALEM		Miscellaneous	Multiple MPOs			
<b>REPORT NOTE:</b>	Obligations identified to fund projects in Blacksburg/Christiansburg and Roanoke MPO Regions						
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>			
<b>JURISDICTION:</b> Salem District-wide			PE	FY2007			
<b>DESCRIPTION:</b> FY07 HSIP PROJECT`			RW	N/A			
			CN	N/A			
			TO	397			
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>							
<b>PRINCIPAL FUND SOURCE:</b> HES							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements	397	0	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>
Federal - STP/HES	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	40	0	0	357	0	0
<b>PROGRAM NOTE:</b>	TIP Amendment FFY07 to obligate \$357,494 of STP/HES Funds on PE& CN Phases as needed. Project specific locations to be determined. ..EBR 12/08/06						

**Miscellaneous**

FY2007-2010 STIP

SALEM DISTRICT

<i>ROUTE:</i> 9999	<i>PROJECT</i>	<i>PROGRAM/SYSTEM</i>	<i>MPO Area</i>				
<i>UPC NO.:</i> 86531	HSIP Proactive Safety Projects County of Montgomery	<i>Miscellaneous</i>	Blacksburg				
<b>STREET NAME:</b>			<b>EST. SCHEDULE</b>				
<b>JURISDICTION:</b> Montgomery County		<b>PE</b>	<b>46 FY2008</b>				
<b>DESCRIPTION:</b>		<b>RW</b>	<b>0 N/A</b>				
		<b>CN</b>	<b>339 FY2009</b>				
		<b>TO</b>	<b>385</b>				
<b>SCOPE OF WORK:</b>							
<b>PROJECT LENGTH:</b> _	<b>STRUCTURE NO.:</b>		<b>SUFFICIENCY RATING:</b>				
<b>PRINCIPAL FUND SOURCE:</b>							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
Highway Safety Improvements : State Match	0	39	0	0	0	0	0
Highway Safety Improvements : Federal	0	347	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>385</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	
Federal - HSIP							
	<b>PE</b>	5	0	0	42	0	0
	<b>RW</b>	0	0	0	0	0	0
	<b>CN</b>	34	0	0	0	305	0
<b>PROGRAM NOTE:</b>	TIP Amd to obligate \$41,833 HSIP Funds PE Phase FFY08;\$305,310 HSIP Funds CN Phase FFY09...EBR 10/24/07						

Miscellaneous

<b>ROUTE:</b> 0000	<b>PROJECT</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 86665	HSIP District-wide High Risk Rural Roads Salem	Miscellaneous	Blacksburg				
<b>STREET NAME:</b>			<b>EST. SCHEDULE</b>				
<b>JURISDICTION:</b> Salem District-wide		PE	337 Underway				
<b>DESCRIPTION:</b>		RW	0 N/A				
		CN	0 N/A				
		TO	337				
<b>SCOPE OF WORK:</b> SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b> -	<b>STRUCTURE NO.:</b>		<b>SUFFICIENCY RATING:</b>				
<b>PRINCIPAL FUND SOURCE:</b>							
<b>REQUIRED ALLOCATIONS (000's)</b>							
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
High Risk Rural : Federal	303	311	0	0	0	0	0
High Risk Rural : State	34	35	0	0	0	0	0
<b>Match</b>							
<b>Total</b>	337	346	0	0	0	0	0
<b>OBLIGATIONS (000's)</b>							
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>
Federal - HSIP	PE	34	0	0	303	0	0
	RW	0	0	0	0	0	0
	CN	0	0	0	0	0	0
<b>PROGRAM NOTE:</b>	TIP Amd to add PE Phase- to obligate \$302,896 HSIP Funds FFY08...EBR 11/14/07						

**Miscellaneous**

FY2007-2009 STIP

SALEM DISTRICT

<b>ROUTE:</b> 0000	<b>PROJECT</b>	<b>NFO</b>		<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>			
<b>UPC NO.:</b> 80523	CENTER FOR EXCELLENCE IN SURFACE TRANSPORTATION SAFETY			Miscellaneous	Blacksburg			
<b>STREET NAME:</b>					<b>EST. SCHEDULE</b>			
<b>JURISDICTION:</b> Blacksburg				<b>PE</b>	937 <b>FY2008</b>			
<b>DESCRIPTION:</b> AT BLACKSBURG VA TECH TRANSPORTATION INSTITUTE				<b>RW</b>	0 <b>N/A</b>			
				<b>CN</b>	0 <b>N/A</b>			
				<b>TO</b>	937			
<b>SCOPE OF WORK:</b> STUDIES ONLY								
<b>PROJECT LENGTH:</b> 0.0000 MI	<b>STRUCTURE NO.:</b>			<b>SUFFICIENCY RATING:</b>				
<b>PRINCIPAL FUND SOURCE:</b> DEMO								
<b>REQUIRED ALLOCATIONS (000's)</b>					<b>REQ'D AFTER</b>			
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2012</b>
SAFETEA-LU Earmarks :	384	128	128	0	0	0	0	138
Federal								
SAFETEA-LU Earmarks :	40	40	40	40	0	0	0	138
State Match								
<b>Total</b>	<b>424</b>	<b>167</b>	<b>167</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>
<b>OBLIGATIONS (000's)</b>								<b>Balance to</b>
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>Complete</b>
<b>Federal - AC</b>	<b>PE</b>	28	0	0	111	0	0	
	<b>RW</b>	0	0	0	0	0	0	
	<b>CN</b>	0	0	0	0	0	0	
<b>Federal - SAFETEA-LU</b>	<b>PE</b>	160	0	0	639	0	0	
	<b>RW</b>	0	0	0	0	0	0	
	<b>CN</b>	0	0	0	0	0	0	
<b>Federal Total</b>	<b>PE</b>	160	0	0	639	0	0	138
	<b>RW</b>	0	0	0	0	0	0	0
	<b>CN</b>	0	0	0	0	0	0	0

**Enhancement**

District-wide UPC NO.: T1877	<i>PROJECT</i> ENHANCEMENT PROJECTS - SALEM (STIP)	<i>PROGRAM/SYSTEM</i> Enhancement	<i>MPO Area</i>				
<b>JURISDICTION:</b> Salem District-wide							
<b>DESCRIPTION:</b>							
<b>PRINCIPAL FUND SOURCE:</b>							
<b>OBLIGATIONS (000's)</b>							
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	
Federal - STP/EN	PE	0	0	1,721	0	0	
	RW	0	0	0	0	0	0
	CN	0	0	0	0	0	0

District-wide UPC NO.: T1868	<i>PROJECT</i> ENHANCEMENT PROJECTS - STATEWIDE (STIP)	<i>PROGRAM/SYSTEM</i> Enhancement	<i>MPO Area</i> NonMPO				
<b>JURISDICTION:</b> Statewide							
<b>DESCRIPTION:</b>							
<b>PRINCIPAL FUND SOURCE:</b>							
<b>OBLIGATIONS (000's)</b>							
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	
Federal - STP/EN	PE	0	0	0	0	0	0
	RW	0	0	0	0	0	0
	CN	7,652	0	15,231	15,377	0	
<b>PROGRAM NOTE:</b>							

**Enhancement**

ROUTE:	EN05	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	78248	STATEWIDE ROADWAY SIGNAGE			Enhancement			
<b>STREET NAME:</b>					<b>ESTIMATED COST (000's)</b>	<b>SCHEDULE</b>		
<b>JURISDICTION:</b>	Statewide				PB	100 FY2006		
<b>DESCRIPTION:</b>	STATE PARKS, NATURAL PRESERVES, SCENIC RIVERS, EDUCATE PUBLIC				RW	0		
					CN	0		
					TO	100		
<b>SCOPE OF WORK:</b>								
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>						<b>REQ'D AFTER</b>		
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Transportation Enhancement	100	0	0	0	0	0	0	0
<b>PROGRAM NOTE:</b>	Project "grouped" see STIP item T-1868 for obligations							

**Enhancement**

<b>ROUTE:</b> EN00	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 56407	TOWN OF CHRISTIANSBURG - STREETSCAPING AND PEDESTRIAN		Enhancement	Blacksburg				
<b>REPORT NOTE:</b>								
<b>STREET NAME:</b>			<b>EST.</b>	<b>SCHEDULE</b>				
<b>JURISDICTION:</b> Christiansburg			PE 200	Complete				
<b>DESCRIPTION:</b> SAFETY MEASURES WITHING THE CENTRAL BUSINESS DISTRICT			RW 0	N/A				
			CN 1,419	Underway				
			TO 1,619					
<b>SCOPE OF WORK:</b> ENVIRONMENTALLY RELATED								
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b> STP								
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Transportation	1,165	0	0	0	0	0	0	454
Enhancement Funds								
<b>PROGRAM NOTE:</b> Project "grouped" see STIP for District obligations.								

<b>ROUTE:</b> EN01	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 59786	TOWN OF BLACKSBURG - NEW BIKE TRAILS/LANES WITH ADDITIONAL LANDSCAPING AND LIGHTING		Enhancement	Blacksburg				
<b>REPORT NOTE:</b>								
<b>STREET NAME:</b>				<b>SCHEDULE</b>				
<b>JURISDICTION:</b> Blacksburg			PE 1	Complete				
<b>DESCRIPTION:</b> VARIOUS LOCATIONS ON VIRGINIA TECH'S CAMPUS			RW 0	Complete				
			CN 107	Underway				
			TO 108					
<b>SCOPE OF WORK:</b>								
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b> STP/EN								
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Transportation	257	0	0	0	0	0	0	-149
Enhancement Funds								
<b>PROGRAM NOTE:</b> Project "grouped" see STIP for District obligations.								

## Enhancement

FY2006-2008 STIP

SALEM DISTRICT

<b>ROUTE:</b> EN03	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 70301	COLLEGE AVENUE PROMENADE		Enhancement	Blacksburg				
<b>STREET NAME:</b>				<b>EST. SCHEDULE</b>				
<b>JURISDICTION:</b>	Blacksburg		PE	180 Underway				
<b>DESCRIPTION:</b>	PEDESTRIAN AND STREETSCAPE IMPROVEMENTS		RW	0 N/A				
			CN	0 FY2008				
			TO	180				
<b>SCOPE OF WORK:</b>	ENVIRONMENTALLY RELATED							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Transportation	122	0	0	0	0	0	0	58
Enhancement Funds								
<b>PROGRAM NOTE:</b>	Project "grouped" see STIP for District obligations.							

<b>ROUTE:</b> EN98	<b>PROJECT</b>	<b>NFO</b>	<b>PROGRAM/SYSTEM</b>	<b>MPO Area</b>				
<b>UPC NO.:</b> 50116	UPTOWN RAIL TRAIL - PHASE II-CONST PED FACILITIES & LNDSCPNG		Enhancement	Blacksburg				
<b>REPORT NOTE:</b>	LEO AND I TO TALK TO WINKY							
<b>STREET NAME:</b>				<b>EST. SCHEDULE</b>				
<b>JURISDICTION:</b>	Blacksburg		PE	10 Complete				
<b>DESCRIPTION:</b>	UNIVERSITY CITY BOULEVARD		RW	0 N/A				
			CN	178 Underway				
			TO	188				
<b>SCOPE OF WORK:</b>	ENVIRONMENTALLY RELATED							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	STP							
<b>REQUIRED ALLOCATIONS (000's)</b>				<b>REQ'D AFTER</b>				
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>2011</b>
Transportation	150	0	0	0	0	0	0	38
Enhancement Funds								
<b>PROGRAM NOTE:</b>	Project "grouped" see STIP for District obligations.							

## **MASS TRANSPORTATION PROGRAM**

### **Federal Mass Transportation Funding**

Federal grants for public transportation programs are authorized by the Federal Transit Act Amendments of 1991. Brief descriptions of funding categories for capital and operating expenses are given below.

*Section 5309 (Formerly Section 3)* - These funds are used primarily for large scale capital investment projects such as the construction/implementation of new mass transit systems. Other qualifying projects include extension of existing fixed guide way facilities, new bus or other rolling stock purchases, improvements for rail or bus systems, purchase of right of way and construction of intermodal transfer centers. Section 5309 funds are available to local transit programs on a formula and discretionary basis with 40% of the funds allocated to new rail starts, 40% for rail modernization, and 20% for purchase, replacement, and rehabilitation of buses and related equipment.

Section 5309 projects receive 80% federal funding. Project priority is determined by the state outside of Transportation Management Areas (TMAs - those urbanized areas having a population greater than 200,000). The Metropolitan Planning Organization (MPO) has responsibility for setting project priorities within TMAs.

*Section 5307 (Formerly Section 9)* - These funds may be used for capital and operating expenses. Section 5307 funds are allocated by formula to states for distribution to urbanized areas with a population greater than 50,000. Distribution of these funds to urbanized areas with less than 200,000 is at the state's discretion. States may transfer a limited portion of these funds to Section 5311 (rural transit programming) if approved by an urbanized area declining funds. Operating subsidies may be used for highway projects under certain circumstances.

The Federal Transit Administration will fund 90% of the costs of capital projects to improve bicycle access to mass transit or meet the requirements of the Clean Air Act or Americans with Disabilities Act. Otherwise the federal share of capital costs is 80%. Section 5307 funds can only provide 50% of total operating cost.

MPOs have responsibility for setting project priority within urbanized areas with a population over 200,000. The state has responsibility otherwise.

*Section 5310 (Formerly Section 16)* - These funds are available to qualifying private non-profit and public agencies to purchase vehicles and equipment necessary to provide special transportation services for elderly and disabled clients. Funds may not be used for operating expenses.

Such acquisitions may receive up to 80% federal funding of the total cost of equipment. Project priority is the responsibility of the state for urbanized areas with a population under 200,000.

*Section 5311 (Formerly Section 18)* - These formula grants are awarded to states for

distribution to rural or small urban areas (i.e. areas under 50,000 population) for general public transit projects. Funds may be used for capital or operating expenses.

Up to 80% of capital improvements and up to 50% for operating expenses may be federally funded. Project priority is determined by the state.

The Federal Transit Administration has several other funding programs that are for planning purposes and are generally not referred to in the Transportation Improvement Program. These are Section 5303 (Formerly Section 8) and the Transit Planning and Research Program. One other program is available to encourage development of new privately operated transit services, which is the Entrepreneurial Services Challenge Program.

#### Mass Transportation Project Justification Narratives

In accordance with FTA reporting procedures discussion of the justification for individual projects applied for under Section 5309 and 5307 of the Urban Mass Transportation Act must be included in the TIP. Section 5310 projects, which are reported through the Virginia Department of Rail and Public Transportation Division, remain unaffected by this requirement.

*Operating Assistance (Blacksburg Transit)*

Blacksburg Transit, a division of the Town of Blacksburg, Virginia, is the designated recipient of state and federal aid programs for public transit service. BT provides transit service to roughly 52,000 residents of the MPO area. Transit service is provided within the Town of Blacksburg, Town of Christiansburg, and the County of Montgomery. Since a majority of Blacksburg Transit ridership is associated with our local university, Virginia Tech, our service schedules closely match the semesters of the university.

During the Fall/Spring semesters our hours of operation are as follows:

Monday – Wednesday	6:30am to 1:30am
Thursday/Friday	6:30am to 2:45am
Saturday	8:00am to 2:45am
Sunday	10:00am to 11:30pm

During breaks and the summer our hours of operation are as follows:

Monday – Friday	7:00am to 10:15pm
Saturday	8:00am to 7:15pm
Sunday	10:00am to 7:15pm

No summer Sunday service.

Blacksburg Transit provides complementary paratransit services through BT Access a division of Blacksburg Transit. Our services for the disabled persons in our community are widely acknowledged as some of the best in the state.

Blacksburg Transit maintains an active fleet of 45 transit buses and 12 paratransit vehicles (BOCs and minivans). Morning pullout during Fall/Spring semesters is usually 22 transit buses and 3 paratransit vehicles. BT provided approximately 2.0 million passenger trips in fiscal year 02/03.

The BCM MPO policy board has authorized the Town Manager of the Town of Blacksburg on behalf of the BCM MPO to seek federal and state funding to support transit services. The projected program budget for fiscal year 2004 is for expenditures to be incurred for the provision of a standard level of transit service system-wide and represents no major changes in eligible expense categories from the previous grant year.

## PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM - Fiscal Year 2005-2006

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
<b>Blacksburg Transit</b>							
<b>Operating Expenses</b>	\$3,685,140	\$1,188,100	FT A Sect. 5307	\$607,812	Formula	\$1,298,586	Local Funds
<b>Capital Expenses</b>							
Replacement Rolling Stock	\$212,000	\$169,600	Statewide STP	\$11,448	MTTF	\$30,952	Local Funds
Expansion Rolling Stock	\$880,000	\$704,000	Statewide STP	\$47,520	MTTF	\$128,480	Local Funds
All Other Capital Projects	\$142,000	\$113,600	Statewide STP	\$7,668	MTTF	\$20,732	Local Funds
Construction of Facilities	\$600,000	\$480,000	Statewide STP	\$32,400	MTTF	\$87,600	Local Funds
<b>Totals for Blacksburg Transit</b>	<b>\$1,834,000</b>	<b>\$1,467,200</b>		<b>\$99,036</b>		<b>\$267,764</b>	

<b>Blacksburg Christiansburg Montgomery Metropolitan Planning Organization</b>	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Transit Planning Grant Budget	\$57,410	\$45,928	FTA Sect. 5303	\$5,741	State HMO funds	\$5,741	Local Jurisdiction Contributions

## PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM - Fiscal Year 2006-2007

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
<b>Blacksburg Transit</b>							
<b>Operating Expenses</b>	\$4,678,000	\$1,188,100	FT A Sect. 5307	\$607,812	Formula	\$1,298,586	Local Funds
<b>Capital Expenses</b>							
Replacement Rolling Stock	\$1,303,000	\$1,042,400	Statewide STP	\$70,362	MTTF	\$190,238	Local Funds
Expansion Rolling Stock	\$180,000	\$144,000	Statewide STP	\$9,720	MTTF	\$26,280	Local Funds
All Other Capital Projects	\$474,000	\$379,200	Statewide STP	\$25,596	MTTF	\$69,204	Local Funds
Construction of Facilities	\$300,000	\$240,000	Statewide STP	\$3,921	MTTF	\$8,781	Local Funds
<b>Totals for Blacksburg Transit</b>	<b>\$2,257,000</b>	<b>\$1,805,600</b>		<b>\$109,599</b>		<b>\$294,503</b>	

<b>Blacksburg Christiansburg Montgomery Metropolitan Planning Organization</b>	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Transit Planning Grant Budget	\$72,610	\$58,088	FTA Sect. 5303	\$5,741	State HMO funds	\$5,741	Local Jurisdiction Contributions

<b>New River Valley Community Services</b>	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
<b>Capital Expenses</b>							
Purchase Rolling Stock	\$234,000	\$187,200	FTA Sect. 5310	\$5,741	State HMO funds	\$5,741	Local Jurisdiction Contributions

## PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM - Fiscal Year 2007-2008

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
<b>Blacksburg Transit</b>							
<b>Operating Expenses</b>	\$5,146,000	\$4,116,800	FT A Sect. 5307	\$277,884	Formula	\$751,316	Local Funds
<b>Capital Expenses</b>							
Replacement Rolling Stock	\$1,943,000	\$1,554,400	Statewide STP	\$104,922	MTTF		Local Funds
Expansion Rolling Stock	\$1,012,000	\$809,600	Statewide STP	\$54,648	MTTF	\$147,752	Local Funds
All Other Capital Projects	\$254,000	\$203,200	Statewide STP	\$13,716	MTTF	\$37,084	Local Funds
<b>Totals for Blacksburg Transit</b>	<b>\$3,209,000</b>	<b>\$2,567,200</b>		<b>\$173,286</b>		<b>\$936,152</b>	

Blacksburg Christiansburg Montgomery Metropolitan Planning Organization	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Transit Planning Grant Budget	\$72,610	\$58,088	FTA Sect. 5303	\$5,741	State HMO funds	\$5,741	Local Jurisdiction Contributions

May 12, 2006

**PROGRAM NARRATIVE SUPPORTING  
PRE-APPLICATION FOR STATE ASSISTANCE  
AUGUST 2005  
(SEE ATTACHED ACIP EXHIBIT)**

**VIRGINIA TECH - MONTGOMERY EXECUTIVE AIRPORT**

With the significant assistance of the Commonwealth of Virginia Department of Aviation and the Washington Area District Office Federal Aviation Administration, the Virginia Tech Montgomery Airport Authority began operating the Airport in 2002. The purpose of the airport is to provide general aviation, public use, and corporate air traffic services to the citizens of the Blacksburg, Christiansburg and Montgomery County area.

The Airport is located in the southern portion of the Town of Blacksburg on 256 acres of property and is home to approximately 33 based aircraft with an estimated 13,800 to 16,000 annual operations, according to the 2003 VATSPU.

The current Master Plan was approved by the FAA and DOAV and adopted by the previous sponsor, Virginia Tech, in 1995. Work is expected to begin on a new Master Plan Update this summer 2005.

Appraisals for eight parcels of property within the Runway 30 RPZ have been completed and negotiations with the six property owners will begin summer 2005 with acquisitions anticipated by next spring.

New taxiway lights and PAPI's are being installed this summer. Construction of the Phase I rehabilitation and expansion of the terminal apron will be also completed by fall 2005. The design of the Phase II terminal apron expansion will begin this summer 2005 so that construction can be ready to start as soon as funds are available next spring. The airport has a severe and immediate need for a larger apron to handle the increase usage by corporate traffic. On heavy traffic days as many as 80 aircraft are parked on the apron wingtip to wingtip causing congestion and safety concerns. An expanded apron will provide immediate relief to this problem and provide an improved means to safely park and circulate aircraft in the airport facility

Consistent with the approved ALP and the design concepts for the Phase II apron expansion, the development of the adjacent site for the first of several anticipated new clear span hangar facilities is now a priority for the Airport. The only storage hangar at the airport is antiquated but yet filled to capacity and an extensive waiting list exists for t-hangars. Providing a new storage hangar site and facility adjacent to the Phase II apron expansion will allow the airport to begin meeting the demand for hangar facilities and meet its mission and begin to achieve financial self sufficiency\*.

Local funds are budgeted through the Airport Authority for the sponsor's share of the entire development program requested in the updated ACIP.

**PROGRAM NARRATIVE SUPPORTING  
PRE-APPLICATION FOR STATE ASSISTANCE  
AUGUST 2005  
VIRGINIA TECH - MONTGOMERY EXECUTIVE AIRPORT**

**FOR AUGUST 2005 (CURRENT YEAR 1- FY06):**

1.) Phase II Apron Construction: DOAV matching funds are requested for this critically needed FY06 AIP Phase II Apron expansion project. The design has already been funded by FY05 AIP and DOAV matching funds.

2.) Design of Storage Hangar, adjacent to the Phase II Apron: In accordance with the approved ALP and subsequent acceptable environmental determination, the airport is seeking VAB funds to design the eligible site preparation for the construction of a new 10,000-15,000sf clear span hangar to be located adjacent to the Phase II Apron expansion. Construction would be scheduled to occur next spring/summer concurrent with the Phase II apron expansion project.

3.) RPZ Land Acq.: Negotiations are underway for the eight parcels of RPZ land ( $\pm 7$  acres) necessary to acquire control of the RPZ area within the approach to Runway 30. DOAV has provided "bridge" funding for the land acquisition services. These costs would be reimbursed with AIP funds next year when these properties are acquired. AIP funds totaling \$5 million have been programmed for FY06 for the acquisition of these properties.

**FOR FUTURE YEARS 2-6 DEVELOPMENT:** The subsequent development program for the Authority is consistent with the design initiatives requested in Year 1. The 2005 Master Plan Update will be used to update the ACIP next year and then guide the long term development needs thru the 2025 planning horizon. These needs will likely include land acquisition services and funds for land acquisition for Runway 12 & 30 RPZ properties, the design and extension of the runway to 5,000ft, design and relocation of the fuel farm, conducting appropriate environmental studies, and site prep for a new clearspan hangar.



## 6-YEAR AIRPORT CAPITAL IMPROVEMENT AND F&E PROGRAM PREAPPLICATION

This form or format should be used to submit annual 6-Year ACIP's & their updates

Virginia Tech/Montgomery Executive Airport  
 AIRPORT NAME

Michael St. Jean  
 SUBMITTED BY

Virginia Tech/Montgomery Regional Airport Authority  
 SPONSOR NAME

Airport Director  
 TITLE

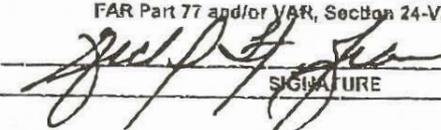
1601 Tech Center Drive  
 ADDRESS

23-May-05

Blacksburg, Virginia 24060  
 CITY, STATE, ZIP

DATE  
 540-231-4444  
 PHONE NUMBER

I hereby certify that the Airport is free and clear of hazards to navigable airspace in accordance with FAR Part 77 and/or VAF, Section 24-VAC 5-20-140:

  
 SIGNATURE

PROJECT DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS	REMARKS
<b>YEAR 1 (CURRENT YEAR)</b>					
Phase II Apron Expansion-Construction	\$ 1,684,211.00	\$ 1,600,000.00	\$ 50,526.000	\$ 33,684.00	Critical need for parking capacity
Clear Span Hangar Site Preparation Design	\$ 75,000.00		\$ 50,025.000	\$ 24,975.00	Site Preparation for hangar development
Land Acquisition RPZ Runway 30	\$ 5,000,000.00	\$ 4,750,000.00	\$ 150,000.000	\$ 100,000.00	Required for RPZ Protection
MASTER PLAN UPDATE TO BE COMPLETED IN 2006					
<b>YEAR 1 - GRAND TOTAL</b>	<b>\$ 6,759,211.00</b>	<b>\$ 6,350,000.00</b>	<b>\$ 250,551.000</b>	<b>\$ 158,659.00</b>	
<b>YEAR 2</b>					
Design & Relocate Fuel Farm	\$ 250,000.00		\$ 165,000.000	\$ 85,000.00	Relocate and upgrade fueling facilities
Conduct Environmental Study	\$ 250,000.00	\$ 237,500.00	\$ 7,500.000	\$ 5,000.00	Required for runway extension development

PROJECT DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS	REMARKS
Clear Span Hangar Site Prep. Construction	\$ 650,000.00		\$ 520,000.000	\$ 130,000.00	Phase I of Airport Development
Land Acquisition Services	\$ 1,000,000.00	\$ 950,000.00	\$ 30,000.000	\$ 20,000.000	Continued Land Acquisition
MASTER PLAN UPDATE TO BE COMPLETED IN 2006	\$ -				
<b>YEAR 2 - GRAND TOTAL</b>	<b>\$ 2,150,000.00</b>	<b>\$ 1,187,000.00</b>	<b>\$ 722,500.000</b>	<b>\$ 240,000.00</b>	
<b>YEAR 3 THROUGH YEAR 6</b>					
Runway Extension Design	\$ 250,000.00	\$ 237,500.00	\$ 7,500.000	\$ 4,700.00	Post Environmental Design Runway Extension
Land Acquisition Services	\$ 5,000,000.00	\$ 4,750,000.00	\$ 150,000.000	\$ 100,000.00	Continued Land Acquisition Services Runway 12
	\$ -				
	\$ -				
	\$ -				
<b>YEAR 3 - GRAND TOTAL</b>	<b>\$ 5,250,000.00</b>	<b>\$ 4,987,500.00</b>	<b>\$ 157,500.000</b>	<b>\$ 104,700.00</b>	

VIRGINIA TECH/MONTGOMERY EXECUTIVE AIRPORT

Phase II Apron Expansion Construction	\$1,684,211
Clear Span Hangar Site Preparation Design	\$75,000
Land Acquisition RPZ Runway 30	\$5,000,000

Blacksburg-Christiansburg-Montgomery Metropolitan Planning Organization (BCM-MPO)

**TIP Amendment/Adjustment to bring BCM-MPO into compliance with SAFETEA-LU**

**Federal Fiscal Year 2009 Project List**

Jurisdiction	System	UPC	Phase	Phase Cost Estimate	Planned Obligation	Route	Description	Potential Fund Source	Action Needed
Montgomery County	Secondary	73627	3-CN	\$1,317,553	\$922,287	705	RTE 705 - Approaches & Bridge Replacements	BROS	Adjustment
Montgomery County	Miscellaneous	-4816	3-CN	\$339,233	\$237,463	--	HSIP Proactive Safety Projects - County of Montgomery	HSIP	Amendment
Christiansburg	Urban	71586	3-CN	\$6,565,413	\$4,595,789	114	RTE 114 (Peppers Ferry Road) - Widen to 4-Lanes	STP	Adjustment
Montgomery County	Secondary	-4698	3-CN	\$200,000	\$140,000	--	Plant Mix Federal Aid Routes	STP	Amendment
Blacksburg	Urban	67974	2-RW	\$2,701,421	\$1,890,995	--	North Main Street - Town of Blacksburg	STP	Adjustment
<b>Totals</b>				<b>\$11,123,620</b>	<b>\$7,786,534</b>				

Note: Per VDOT Programming Division planned obligation is 70% of phase cost estimate.

# Statewide Transportation Improvement Program for Transit and TDM Projects FY06 - FY10

**Metropolitan Planning Organization: Blacksburg Area Metropolitan Planning Organization**

**Name of Federal Funds Recipient: Blacksburg Transit**

MPO Project Number	Category	Project Description	FY06 (\$ in 000's)			FY07 (\$ in 000's)		FY08 (\$ in 000's)		FY09 (\$ in 000's)		FY10 (\$ in 000's)		Comments
			Amount	FY	Source	Amount	Source	Amount	Source	Amount	Source	Amount	Source	
1	Bus Project	Operating Assistance	1,188	FY06	FTA 5307	1,256	FTA 5307	1,374	FTA 5307	1,374	FTA 5307	1,374	FTA 5307	
1	Bus Project	Operating Assistance	2,497	FY06	Non Fed.	3,298	Non Fed.	3,249	Non Fed.	3,249	Non Fed.	3,249	Non Fed.	
2	Bus Project	Expansion Rolling Stock	229	FY06	State STP									
2	Bus Project	Expansion Rolling Stock	57	FY06	Non Fed.									
3	Bus Project	Expansion Rolling Stock	475	FY06	State STP									
3	Bus Project	Expansion Rolling Stock	119	FY06	Non Fed.									
4	Bus Project	Replacement Rolling Stock	170	FY06	State STP	1,864	Flex STP			2,589	Flex STP	2,292	Flex STP	FY08 Project Moved to FY07
4	Bus Project	Replacement Rolling Stock	42	FY06	Non Fed.	466	Non Fed.			647	Non Fed.	573	Non Fed.	FY08 Project Moved to FY07
5	Bus Project	Construction of Facilities	480	FY06	State STP	80	Flex STP			8,000	FTA 5309			FY08 Project Moved to FY07
5	Bus Project	Construction of Facilities	120	FY06	Non Fed.	20	Non Fed.			2,000	Non Fed.			FY08 Project Moved to FY07
6	Bus Project	Preventative Maintenance	17	FY06	State STP	35	Flex STP							FY08 Project Moved to FY07
6	Bus Project	Preventative Maintenance	4	FY06	Non Fed.	9	Non Fed.							FY08 Project Moved to FY07
7	Bus Project	All Other Capital Projects	86	FY06	State STP	403	Min. Guar.			38	Flex STP	128	Flex STP	
7	Bus Project	All Other Capital Projects	22	FY06	Non Fed.	102	Non Fed.			10	Non Fed.	32	Non Fed.	
7	Bus Project	All Other Capital Projects				403	Flex STP							FY08 Project Moved to FY07
7	Bus Project	All Other Capital Projects				101	Non Fed.							FY08 Project Moved to FY07
8	Bus Project	Expansion Rolling Stock				783	FTA 5309							SAFETEA-LU
8	Bus Project	Expansion Rolling Stock				196	Non Fed.							SAFETEA-LU
9	Bus Project	Replacement Rolling Stock				41	FTA 5309							SAFETEA-LU
9	Bus Project	Replacement Rolling Stock				10	Non Fed.							SAFETEA-LU
10	Bus Project	Replacement Rolling Stock				86	FTA 5309	266	FTA 5309					SAFETEA-LU
10	Bus Project	Replacement Rolling Stock				22	Non Fed.	67	Non Fed.					SAFETEA-LU
11	Bus Project	Eng./Design of Facilities				82	Min. Guar.							
11	Bus Project	Eng./Design of Facilities				23	Non Fed.							
12	Bus Project	Eng./Design of Facilities				198	FTA 5309							