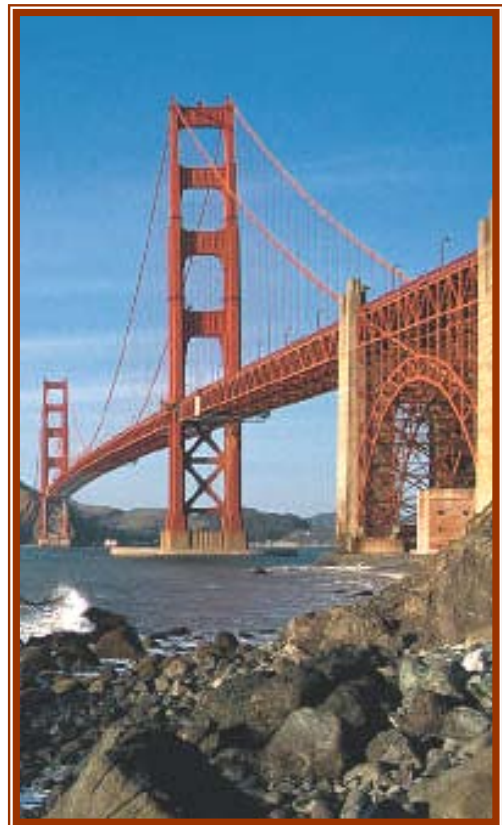


Report to: Committee on Appropriations

**As requested by: House of Representatives Report 106-622
Department of Transportation and Related Agencies Appropriations Bill, 2001**

Annual Summary of Major Projects (FY 2008)



**Prepared by: U.S. Department of Transportation
Federal Highway Administration**

Federal Highway Administration (FHWA)
Major Projects Team
Reports and Assessments for Fiscal Year (FY) 2008, as of October 1, 2008

The Major Projects Team is assisting the FHWA Divisions with stewardship and oversight activities for 69 major projects (each with a total cost greater than \$500 million) and 3 Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) projects (each with a total cost less than \$500 million).

The following major projects were completed in FY 2008:

- SR 210/Foothill Freeway, Los Angeles and San Bernardino, CA
- I-95/I-395/I-495 Springfield Interchange, Springfield, VA
- SR 125 South Toll Road (also known as: South Bay Expressway), San Diego, CA
- 183-A Turnpike, Austin, TX

The Major Projects Team continued to track cost estimates and scheduled completion dates for 28 major projects that have Financial Plans. Currently 22, or 79 percent of the projects, are within 2 percent of the previous year budgets and 24, or 86 percent of the projects, are within 2 percent of the previous years scheduled completion dates.

The Initial Financial Plans for the following major projects were reviewed for acceptance concurrently with the applicable FHWA Division Offices.

- SR 905, San Diego County, CA
- BART Earthquake Safety Program, San Francisco, CA
- SR 52, Santee, CA
- I-465 West Leg Reconstruction (Accelerate 465), Indianapolis, IN
- Council Bluffs Interstate System Improvements, Council Bluffs, IA/Omaha
- Louisville Southern Indiana Ohio River Bridges Project, Louisville, KY/IN
- Eastern Extension of the President George Bush Turnpike (SH 190), Dallas, TX
- State Highway 130, Segments 5 & 6, Austin/San Antonio, TX

The Financial Plan Annual Updates for the following major projects were reviewed for acceptance concurrently with the applicable FHWA Division Offices.

- I-75 Design/Build/Finance (iROX75), Tampa, FL
- I-10 Twin Span Structures, Slidell, LA
- I-64, from Spodee Road to Sarah Street, St. Louis County and St. Louis City, MO
- Central Texas Turnpike, Austin, TX
- I-10/Katy Freeway, Houston, TX
- I-95/Woodrow Wilson Bridge, VA/MD/DC
- I-43/I-94/I-794 Marquette Interchange, Milwaukee, WI

The Major Projects Team continued coordinating the project management certificate program with the FHWA Human Resources Office to train current and potential major project oversight managers in the FHWA Division Offices. As of the end of FY 2008, 56 FHWA employees have received their Associate Certificates.

The Major Projects Team staffed an exhibit booth at the Transportation Research Board's annual meeting in Washington, DC. Displays of existing major projects and the latest guidance for the management of major projects were available.

The Major Projects Team and the National Highway Institute completed the development of a 2-day National Highway Institute Course called "Addressing Uncertainty in Cost Estimating."

The Major Projects Team provided software to the Texas and Florida Division Offices for use in risk-based probabilistic cost reviews for major projects.

Risk-based probabilistic cost reviews were conducted for the following projects:

- Doyle Drive, Route 101, San Francisco, CA
- I-15 Managed Lanes, San Diego, CA
- 11th Street Bridge, Washington, DC
- US 301 Project, DE/MD Line to SR 1, Middletown, DE
- US 281 North Project, San Antonio, TX
- Montgomery IR 75 Reconstruction Project, Dayton, OH
- Marin-Sonoma Narrows, Sonoma County, CA
- Eastern Extension of the President George Bush Turnpike (SH 190), Dallas, TX
- I-465 West Leg Reconstruction (Accelerate 465), Indianapolis, IN
- US 41 Corridor Project, Brown and Winnebago Counties, WI
- I-10 HOV Project, Los Angeles, CA
- Kozciusko Bridge, New York City, NY
- Port of Miami Tunnel, Miami, FL
- I-215 San Bernardino North Corridor Project, San Bernardino, CA
- I-70/I-71 South Innerbelt, Columbus, OH
- Loop 12/State Highway 35E Corridor, Dallas, TX
- I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements (EA 07-120300), Los Angeles, CA
- Powers Boulevard Corridor, Colorado Springs, CO
- Capital Beltway high occupancy toll (HOT) lanes, Fairfax County, VA

A status report was presented to then FHWA Administrator Capka for the following major projects:

- Beltway and I-95/I-395 HOT Lanes, Virginia FHWA Division Office
- I-95/New Haven Harbor Crossing, Connecticut FHWA Division Office

These status reports were made available to all FHWA Division Offices through videoconferencing.

A member of the Major Projects Team continued to participate as Secretary on the AASHTO Technical Committee on Cost Estimating.

The Major Projects Team delivered Financial Plan training for the California Division Office and California Department of Transportation (Caltrans).

The Major Projects Team received and accepted Lessons Learned reports from the following projects:

- I-95/Woodrow Wilson Bridge, VA/MD/DC
- Alaska Way Viaduct & Seawall Replacement Program, AK

A listing of the status of all current active major projects is attached.

FHWA Annual Summary of Major Projects

October 1, 2008

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
Birmingham Northern Beltline – BNB (Corridor X-1, AHS)	Birmingham, AL	\$3.3 Baseline= TBD when Initial Finance Plan is prepared.	The Final EIS was approved on June 12, 1997. NEPA re-evaluations are underway for several sections.	Construction of 52 miles of freeway on new location from Interstate 59/20 west of Birmingham to Interstate 59 east of Birmingham.	Total project cost remained constant at \$3.3 billion.	Alabama DOT.	Federal earmarks and Appalachian Development Highway System funds.	None.
I-69, Section of Independent Utility (SIU) 12	McGehee, AR	\$1.0 Baseline= TBD during preparation of Initial Finance Plan	Final EIS approved on March 12, 2004. ROD approved on June 23, 2004. Under design. Right-of-way acquisition has begun.	Construction of 20 miles of freeway on new location between Benoit, MS and McGehee, AR, including a new bridge over the Mississippi River.	Total project cost remained constant at \$1.0 billion.	Arkansas DOT (lead) and Mississippi DOT.	TBD.	The I-69 Steering Committee member States are seeking funding for an Innovative Financing Study for the Corridor as a whole.
Alameda Corridor <i>Project Completed.</i>	Los Angeles, CA	Completed cost= \$2.4 Baseline= \$2.1 4/97	Construction began in April 1997. Project opened for revenue service April 2002.	20-mile express lane corridor linking Los Angeles and Long Beach ports with rail network in downtown Los Angeles.	Project completed.	California DOT and Alameda Corridor Transportation Authority.	Project completed.	Project completed on schedule. Completed cost was 14% over baseline (0% growth from June 1999 budget).

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
San Francisco Bay Area Rapid Transit District (BART) Seismic Retrofit Project	San Francisco and Oakland, CA	\$1.3 Baseline=\$1.3 3/08	FONSI approved in September 2006. Categorical Exclusion approved August 2007. Under design.	Retrofitting and strengthening of the BART system.	Total project cost remained constant at \$1.3 billion.	BART.	Additional BART Passenger Revenues, Caltrans local Seismic Retrofit Program, Bay Area Regional Measure 2, General Obligation Bonds, and FHWA Bridge Rehabilitation and Replacement Program.	None.
Doyle Drive, Route 101	San Francisco, CA	\$1.2 Baseline=TBD during preparation of Initial Finance Plan	Final EIS is underway.	Reconstruction and widening of existing Doyle Drive on new alignment with two tunnels and several bridges.	New major project.	California DOT.	Federal, State, and local funds.	None.
I-10 HOV Project	Los Angeles County, CA	\$0.6 Baseline=TBD during preparation of Initial Finance Plan	Design work has begun and construction is anticipated to begin in November 2008 and expected to be completed in 2014.	Widening of Interstate 10 from Interstate 605 to State Route 57/71 interchange to add one HOV lane.	New major project.	California DOT.	Federal funds, State Transportation Congestions Relief Program funds, and local funds.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-15 Managed Lanes	San Diego County, CA	\$1.1 Baseline= TBD during preparation of Initial Finance Plan	FONSI approved in March 2003. Construction has begun and the anticipated completion date is 2012.	Construction of 20 miles of managed lanes in three segments on I-15, from State Route 163 to State Route 78.	Total project cost remained constant at \$1.1 billion.	California DOT.	TBD.	None.
SR 210/Foothill Freeway <i>Project Completed.</i>	Los Angeles, CA	\$1.2 Baseline= \$1.2 At the beginning of construction in late 1997	Construction began in late 1997. All 28.2 miles opened in July 2007. Final acceptance on July 1, 2008.	28.2 miles of 8-lane freeway construction, including 2 HOV lanes, from Foothill Boulevard in L.A. County to I-215 in San Bernardino County.	Total project cost remained constant at \$1.2 billion.	California DOT.	Federal funds \$751 million; remainder State and local funding.	None.
I-215 San Bernardino North Corridor Project	San Bernardino, CA	\$0.7 Baseline= TBD during preparation of Initial Finance Plan	ROD issued in 2001. Environmental Re-evaluation approved in 2005. Under construction. Final completion expected in April 2013.	Addition of one high occupancy vehicle lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements.	Total project cost remained constant at \$0.7 billion.	California DOT.	Federal, State and local funds.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements (EA 07-120300)	Los Angeles, CA	\$1.0 Baseline= TBD during preparation of Initial Finance Plan	ROD issued on April 25, 2008. Award of Design-Build contract anticipated January 2009. Final completion expected April 2013.	Addition of one high occupancy vehicle lane in the northbound direction and interchange improvements.	New major project.	California DOT and Los Angeles County Metropolitan Transportation Authority (LA Metro).	Federal and State funds.	None.
I-5 Corridor Project	Los Angeles County, CA	\$1.2 Baseline= TBD during preparation of Initial Finance Plan	ROD issued on December 31, 2007.	Addition of one high occupancy vehicle lane from Artesia Avenue to Florence Avenue.	New major project.	California DOT and Los Angeles County Metropolitan Transportation Authority (LA Metro).	TBD.	None.
I-5 HOV (SR-134 to SR-118)	Los Angeles County, CA	\$0.9 Baseline= TBD during preparation of Initial Finance Plan.	FONSI issued December 19, 2000. Construction is anticipated to begin April 2008. Final completion expected July 2012.	Addition of one high occupancy vehicle lane from State Route 134 to State Route 118.	New major project.	California DOT and Los Angeles County Metropolitan Transportation Authority (LA Metro).	TBD.	None.
SR 905	San Diego County, CA	\$0.7 Baseline= TBD during preparation of Initial Finance Plan	ROD issued in 2004. Construction has begun.	Construction of the connection between I-805 and Otay Mesa Port of Entry.	Total project cost increased from the October 2007 estimate of \$0.5 billion to the current estimate of \$0.7 billion.	California DOT.	TBD.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-80/San Francisco-Oakland Bay Bridge (East Span)	San Francisco/Oakland, CA	\$5.5 Baseline= \$2.6 Initial Finance Plan 12/01	Construction began in January 2002. Skyway under construction. Completion date is now estimated at 2015.	The Toll Bridge Seismic Retrofit Program (TBSRP) consists of the seismic retrofit of seven of the nine State-owned toll bridges in California. One of these projects is the Replacement of San Francisco-Oakland Bay Bridge East Span.	Total project cost remained constant at \$5.5 billion.	California DOT.	\$242 million in Advance Construction (AC) Federal-aid BR/IM funds. All AC is on the Skyway contract. Remaining funds are from an extended toll surcharge on this bridge and other State-owned toll bridges and commercial bonds.	Project was re-scoped and additional funds were provided by the Legislature after it was determined through the bidding process that the cost estimate was too low.
Marin-Sonoma Narrows	Marin and Sonoma Counties, CA	\$1.0 Baseline= TBD during preparation of Initial Finance Plan	ROD is anticipated by the end of 2008. Construction is expected to begin 2010.	Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one high occupancy vehicle lane and replacing bridges.	New major project.	California DOT.	TBD.	None.
State Route 52	City of Santee in San Diego County, CA	\$0.6 Baseline = \$0.6 Initial Finance Plan 4/08	Under construction. The project is approximately 85% complete. The construction contract for the last phase is expected to be awarded by February 2009.	Construction of four miles of a four lane freeway including interchanges.	New major project.	San Diego Association of Governments.	Federal, State and local funds.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-25/I-225 Southeast Corridor <i>Project Completed.</i>	Denver, CO	Completed cost = \$1.75 Baseline= \$1.66 Initial Finance Plan 5/01	Design-build contract awarded June 2001. Substantial completion of the highway work was August 2006. The light rail transit opening was November 2006.	Reconstruction of 18 miles of I-25 and I-225, construction of 19 miles of light-rail transit line with 13 new rail stations.	Project completed.	Colorado DOT and Denver Area Regional Transportation District (RTD). Also, local cities, counties, and associations.	Project completed.	A total of \$74 million in additional work scope was added to project, which was funded by third parties and project sponsors.
I-95/New Haven Harbor Crossing	New Haven, CT	\$1.9 Baseline= \$0.8 Initial Finance Plan 12/00	Under construction. Work is scheduled to be completed by November 2011.	Reconstruction of 7.2 miles of I-95, including a new 10-lane Pearl Harbor Memorial Bridge over New Haven Harbor, and Interchanges 46 through 54.	Total project cost remained constant at \$1.9 billion.	Connecticut DOT.	FHWA/State normal funding. Federal funding estimated to be approximately 88% of total cost.	None.
US 301 Project DE/MD Line to SR 1	Middletown, DE	\$0.7 Baseline= TBD during preparation of Initial Finance Plan	The ROD was issued on April 30, 2008. Construction is anticipated to begin July 2010 with completed expected in 2016.	Realignment of 12.5 miles of US Route 301 and construction of a new spur road to Summit Bridge.	New major project.	Delaware DOT	Federal, state and toll revenues.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-75 Design/Build/Finance (iROX75)	Lee and Collier Counties, FL	\$0.5 Baseline= \$0.5 Initial Finance Plan 4/06	NEPA completed in December 2002. Under construction. The completion date is November 2010.	Widening of I-75 from 4 to 6 lanes and reconstruction of one interchange from Colonial Boulevard to Golden Gate Parkway.	Total project cost remained constant at \$0.5 billion.	Florida DOT.	FHWA/State normal funding, Florida's "Pay as you grow" Growth Management Plan, and Public-Private Partnership funds to advance the project.	None.
Miami Intermodal Center (MIC)	Miami, FL	\$1.3 Baseline= \$1.28 Initial Finance Plan 7/99	Rental Car Facility and major roadway construction began June 2003 with funding provided by Florida DOT. People mover construction is scheduled to begin June 2008. MIC Central Station construction is scheduled to begin January 2009. Project is scheduled for completion in 2011.	Construction of multi-modal center for Miami International Airport, including rental car garage, intermodal center, people mover, and roadways.	Total project cost remained constant at \$1.3 billion.	Florida DOT, Miami-Dade Aviation Dept. (MDAD). Also, Miami-Dade Expressway (MDX), Miami-Dade County, and Tri-County Commuter Rail.	TIFIA loans \$540 million; Federal-aid \$35 million; MDAD airport capital improvement \$232 million; MDX tolling \$87 million; State Infrastructure Bank loan \$25 million; other revenues \$25 million. The Customer Facility Charge Collections for the Rental Car Facility will be used to repay the TIFIA loan.	The Florida DOT TIFIA loan was amended for an additional \$100 million.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
Tampa Interstate System (I-4/I-275)	Tampa, FL	\$1.1 Baseline=\$1.0 Initial Finance Plan 3/03	Construction began on three of four programmed contracts. The fourth contract is expected to begin in 2010. Pending availability of funds, completion date is December 2013.	Reconstruction and widening of approximately 13 miles of I-4 and I-275, and construction of the Crosstown Connector to improve operation, capacity, and safety.	Total project cost remained at \$1.1 billion.	Florida DOT.	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	Alternative Financial Plan reporting methodology is being piloted for this project.
I-4	Orlando, FL	\$1.7 Baseline=TBD when Initial Finance Plan is prepared.	ROD issued December 2005. 18-mile section from Kirkman Road to north of State Route 434 is under design. Construction of the 18-mile section anticipated to begin in 2009 or 2010 under a design-build project.	Reconstruction of 43 miles of I-4. Currently under design is an 18-mile section from Kirkman Road to north of State Route 434.	Total project cost remained at \$1.7 billion.	Florida DOT, and the Orlando-Orange County Expressway Authority (OOCEA).	FHWA/State normal funding (90/10 for Interstate). Florida's "Pay as you grow" Growth Management Plan, will provide \$300 million for right-of-way acquisition.	None.
I-595 Corridor Improvements	Ft. Lauderdale, FL	\$1.3 Baseline=TBD when Initial Finance Plan is prepared.	Type II Categorical Exclusion approved June 2006. Construction expected to begin 2011.	Widening, adding reversible lanes, and major interchange improvements between I-75 and I-95.	Total project cost remained at \$1.3 billion.	Florida DOT and possibly Public-Private Partnerships.	TBD.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-75 (From SR 78 in Lee County to Kings Highway (CR 769))	Charlotte County, FL	\$1.1 Baseline= TBD when Initial Finance Plan is prepared.	Under design.	Widening of existing I-75 to eight lanes.	Total project cost remained at \$1.1 billion.	Florida DOT, Lee County, Charlotte County, and Punta Gorda Metropolitan Planning Organization.	Federal and State funds.	None.
I-75 (Pasco & Hernando) 411014-1	Pasco, Hernando, and Sumter Counties, FL	\$0.6 Baseline= TBD when Initial Finance Plan is prepared.	Under design. Right-of-way acquisition activities have begun.	Widening of 20 miles from north of SR 52 to south of CR 467B.	Total project cost remained at \$0.6 billion.	Florida DOT.	Federal and State funds.	None.
New Mississippi River Bridge	IL/MO (St. Louis, MO)	\$2.0 Baseline= TBD when Initial Finance Plan is prepared.	EIS completed March 2001. ROD issued June 2001. Revised ROD is scheduled to be issued 2008. Construction is anticipated to begin 2010 and to be completed in 2014.	Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois, and associated interchange and local road improvements.	The scope of the project was revised in 2008. The estimated project cost based on the revised scope is \$2 million.	Illinois DOT and Missouri DOT (lead).	\$239 million in SAFETEA-LU earmarks. A mix of Federal-aid, State funding and possibly tolling is planned to provide the additional required funding.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-465 Northeast Leg	Indianapolis, IN	\$1.0 Baseline= TBD when Initial Finance Plan is prepared.	ROD issued February 2004. Construction is expected to begin 2012 and be completed 2019.	Reconstruction and 10 miles of widening from east of US 31 to Fall Creek Road. Also, reconstruction and widening on I-69.	Total project cost remained constant at \$1.0 billion.	Indiana DOT.	Federal and Major Moves State funds.	None.
I-465 West Leg Reconstruction (Accelerate 465)	Indianapolis, IN	\$0.7 Baseline= \$0.7 Initial Finance Plan 6/08	Under construction. Estimated completion date is 2012.	Pavement replacement and widening from 3 to 4 lanes between SR 67 and 56 th Street. Also, seven interchanges will be reconstructed.	Total project cost remained constant at \$0.7 billion.	Indiana DOT.	Federal and Major Moves State funds.	None.
Council Bluffs Interstate System Improvements, Segments 1, 2, and 3	Council Bluffs, IA	\$0.8 Baseline = \$0.8 Initial Finance Plan 1/08	Construction is anticipated to start by the end of 2008 and to be completed in 2018.	Upgrading 18 miles of Interstates 29, 80, and 480, including 16 interchanges.	New major project.	Iowa DOT and Nebraska Department of Roads.	Federal and State funds.	Tier 2 NEPA documents are underway for the Segments 2 and 3.
Louisville Southern Indiana Ohio River Bridges Project	KY/IN (Louisville, KY)	\$4.1 Baseline= \$4.1 Initial Finance Plan 1/08	EIS completed April 2003. ROD issued September 2003. Design began in 2004 and construction will begin in 2009 and is estimated to be completed in 2024.	Construction of 2 new bridges crossing the Ohio River, and construction of the new Kennedy interchange in downtown Louisville.	Total project cost increased from the October 2007 estimate of \$3.9 billion to the current estimate of \$4.1 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT.	Federal-aid, and State funding is planned.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-10 Twin Span Structures	Slidell, LA	\$0.8 Baseline = \$0.8 Initial Finance Plan 3/06	This is an Emergency Relief (ER) Program project. Phases 1 and 2 are under construction. Phase 3 work is the removal of the old structure and will be advertised for bids in 2010.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Total project cost remained at \$0.8 billion.	Louisiana Department of Transportation and Development.	Federal Emergency Relief Program funding.	None.
I-49 Northern Extension	Shreveport, LA	\$0.7 Baseline= TBD during preparation of Initial Finance Plan	Under construction.	Construction of new I-49 from I-220 in Shreveport, LA to the Arkansas State line.	Total project cost remained at \$0.7 billion.	Louisiana Department of Transportation and Development.	\$200 million from SAFETEA-LU earmark. Federal discretionary, Federal-aid, and State funds.	None.
Intercounty Connector	Prince George's and Montgomery Counties, MD	\$2.4 Baseline= \$2.4 Initial Finance Plan 6/06	ROD issued May 2006. Under construction.	Construction of an east-west limited access highway between the I-270 and I-95/US 1 corridors.	Total project cost remained at \$2.4 billion.	Maryland State Highway Administration and Maryland Transportation Authority.	\$750 million in GARVEE Bonds; \$18.5 million SAFETEA-LU and 2004 DOT Appropriation Act Funds; \$1.232 billion Maryland Toll Authority Bonds; \$264.9 million Maryland General Fund; and \$180 million Maryland Transportation Trust Fund.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
Central Artery/Ted Williams Tunnel	Boston, MA	\$14.625 Baseline= \$13.512 Finance Plan Update 6/00	Construction is 99.1% complete, with substantial completion, as defined in the Finance Plan, reached December 2005.	Replace existing I-93 viaduct in downtown Boston with 8-10 lane tunnels and new cable-stayed bridge over the Charles River, and construct an I-90 extension with a 4-lane tunnel to Logan Airport (7.5 miles total).	Total project cost remained constant at \$14.625 billion.	Massachusetts Turnpike Authority.	FHWA funds capped at \$8.549 billion; remainder State and local funding.	The project office is now closed and all issues will be managed by the Massachusetts Turnpike Authority.
I-75	Oakland County, MI	\$0.6 Baseline= TBD when Initial Finance Plan is prepared.	ROD issued January 2006. Pre-design engineering is underway.	Addition of capacity to urban Interstate.	Total project cost remained constant at \$0.6 billion.	Michigan DOT.	TBD.	Design and construction are currently deferred by Governor's decree.
I-94/Edsel Ford Freeway	Detroit, MI	\$1.2 Baseline= TBD when Initial Finance Plan is prepared.	ROD was issued December 2005. Construction anticipated to begin in 2009.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost remained constant at \$1.2 billion.	Michigan DOT.	TBD. A Finance Plan is expected to be completed in late 2008.	Construction is currently deferred by Governor's decree.
I-35W St. Anthony Falls Bridge	Minneapolis, MN	\$0.3 Baseline = \$0.3 Initial Finance Plan 9/07	The bridge opened to traffic on September 18, 2008.	Rebuilding the I-35W bridge over the Mississippi River that collapsed on August 1, 2007.	New major project.	Minnesota DOT.	FHWA Emergency Relief Program Funds and other federal, State, and local funding.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
St. Croix River Crossing	Stillwater, MN	\$0.6 Baseline = TBD when Initial Finance Plan is prepared.	ROD was signed on November 20, 2006. A final design contract is in the Request for Proposal process. Construction is expected to begin no earlier than 2010 and is expected to be completed no earlier than 2013.	Construction of a new river crossing on Trunk Highway 36 over the St. Croix River.	New major project.	Minnesota DOT and Wisconsin DOT.	TBD.	St. Croix River is a designated Wild and Scenic River.
I-64, from Spoede Road to Sarah Street	St. Louis County and St. Louis City, MO	\$0.5 Baseline= \$0.5 Initial Finance Plan 6/06.	ROD was issued in July 2005. Design/Build contract under construction.	Reconstruction of 12 miles of I-64, including interchanges at I-170 and other locations.	Total project cost remained constant at \$0.5 billion.	Missouri DOT.	GARVEE Bonds = \$136.7 million; Federal funds = \$337 million; State funds = \$38 million.	None.
Boulder City Bypass	Boulder City, NV	\$0.4 to \$0.9 Baseline= TBD during preparation of Initial Finance Plan.	The project will be split into two phases. Design has begun on both phases.	Construction of 10 miles of 4-lane freeway around the southern edge of Boulder City, from I-515 in Henderson to the Hoover Dam Bypass.	Total project cost remained constant.	Nevada DOT.	Federal earmarks and Public-Private Partnerships are being considered.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
US 95 Northwest Corridor	Las Vegas, NV	\$0.6 Baseline= TBD during preparation of Initial Finance Plan.	The project is under design. All five phases of the project are scheduled to be implemented between 2008 and 2015.	Widening of 11.5 miles of US 95, including one general purpose lane and one HOV lane between Washington Avenue and Kyle Canyon Road.	New major project.	Nevada DOT, Clark County Public Works, City of Las Vegas, and Regional Transportation Commission of Southern Nevada	Federal, State, local and private developer funds.	None.
I-93 Reconstruction	Salem to Manchester, NH	\$0.8 Baseline= \$0.8 Initial Finance Plan 7/07.	ROD issued in June 2005. Work on a Supplemental EIS is underway.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	Total project cost remained constant.	New Hampshire DOT.	Federal and State funds.	None.
Willis Avenue Bridge	Manhattan and Bronx Counties, NY	\$0.7 Baseline= TBD during preparation of Initial Finance Plan.	Construction has begun and is expected to be completed in 2013.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	Total project cost remained constant.	New York State DOT and New York City DOT.	Federal, State, and city funds.	None.
Western Wake Freeway	Raleigh, NC	\$0.7 Baseline= TBD during preparation of Initial Finance Plan.	The ROD was signed on April 30, 2004 and the Environmental Reevaluation was approved on September 7, 2007. Construction is expected to begin soon and be completed in 2011.	Construction of a new 12.6 mile freeway from NC 55 at State Route 1172 to NC 55 near State Route 1630 on the west side of Raleigh.	New major project.	North Carolina Turnpike Authority.	State funds, toll revenue bonds, and a TIFIA loan.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
Montgomery IR 75 Reconstruction Project	Dayton, OH	\$0.7 Baseline= \$0.7 Initial Finance Plan 7/07.	Under construction.	Three miles of reconstruction and modernization of I-75 between US 35 and SR 4.	Total project cost remained constant.	Ohio DOT.	Federal and State funds.	None.
I-40 Crosstown	Oklahoma City, OK	\$0.6 Baseline= \$0.6 Initial Finance Plan 8/07.	ROD was issued on May 1, 2002. A NEPA re-evaluation was completed on August 21, 2007. Construction, utility relocations, and right-of-way acquisition have begun.	Realignment of 4.5 miles of I-40 from just east of I-44 to I-35/I-235 and reconstruction of existing I-40 to a boulevard access to downtown Oklahoma City.	Total project cost remained constant..	Oklahoma DOT and the City of Oklahoma City.	\$243.7 million from TEA-21 and SAFETEA-LU authorizations; remainder from Federal discretionary, Federal-aid, and State funding.	None.
I-95 Section GIR (Girard Avenue)	Philadelphia, PA	\$1.0 Baseline= TBD when Initial Finance Plan is prepared.	Design is underway. Construction is expected to begin in 2008 and be completed in 2015.	Widening and interchange improvements for 3 miles between Interstate 676 and the Allegheny Avenue ramps.	New major project.	Pennsylvania DOT.	Federal and State funds.	None.
Mon/Fayette Expressway Toll Facility	Pittsburgh, PA	\$4.0 Baseline= TBD when Initial Finance Plan is prepared.	ROD issued December 2004. Construction is expected to begin 2009. Construction is expected to be completed 2015.	Construction of 24 miles of new toll road facility from State Route 51 to Pittsburgh (I-376).	Total project cost increased from the October 2007 estimate of \$3+ billion to the current estimate of \$4 billion.	Pennsylvania DOT, and Pennsylvania Turnpike Commission.	Currently all non-Federal sources, including toll revenue. Public-Private Partnership funding may be considered. Funding for construction has not been identified.	If this project will not receive Federal financial assistance during the construction phase, Pennsylvania DOT may be released from the requirement to submit a Finance Plan by notifying the Division Office in writing.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
Penn. Turnpike I-95 Interchange	Bucks County, PA	\$0.8 Baseline= TBD during preparation of Initial Finance Plan	ROD issued December 31, 2003.	Construction of a direct interchange between the Pennsylvania Turnpike (I-276) and I-95, along with new toll facilities and capacity expansion of I-95 and the Delaware River bridge to six lanes.	Total project cost remained constant at \$0.8 billion.	Pennsylvania DOT, and Pennsylvania Turnpike Commission.	Federal-aid funding, Pennsylvania Turnpike Commission, and Federal discretionary funding. Acton on the Finance Plan is on hold pending a decision concerning the possible leasing of the Pennsylvania Turnpike.	None.
Penn. Turnpike Mon/Fayette (Uniontown/Brownsville)	Uniontown and Brownsville, PA	\$0.8 Baseline= TBD during preparation of Initial Finance Plan	ROD issued 2000. Final design is 80% complete and 40% of the project is under construction.	Construction of 15 miles of new limited access highway between US Route 119 and PA 51 to PA 88, including a new major crossing of the Monongahela River.	Total project cost remained constant at \$0.8 billion.	Pennsylvania Turnpike Commission with oversight by Pennsylvania DOT.	Federal-aid funding for design only. Construction will be funded by the Pennsylvania Turnpike Commission. No federal funds are planned for construction.	If this project will not receive Federal financial assistance during the construction phase, Pennsylvania DOT may be released from the requirement to submit a Finance Plan by notifying the Division Office in writing.
Southern Beltway (State Route 22 to Interstate 79)	Pittsburgh, PA	\$0.6 Baseline= TBD during preparation of Initial Finance Plan	ROD issued September 2008. Construction is expected to begin in 2011 and be completed in 2013.	Construction of 12 miles of a new limited access toll facility connecting State Route 22 to Interstate 79.	New major project.	Pennsylvania Turnpike Commission with oversight by Pennsylvania DOT.	Federal earmarks and Pennsylvania Turnpike Commission funds.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
Central Texas Turnpike	Austin, TX	\$2.7 Baseline= \$2.94 Initial Finance Plan 9/02	ROD issued for all 3 segments. The Environmental Assessment for realignment of the State Highway 130 connection to I-10 has been completed. Phase 1 is substantially complete and open to traffic.	Construction of 120+ miles of toll facilities to ease congestion on I-35 in Central Texas. This project is the first of three phases.	Total project cost increased from the October 2007 estimate of \$2.6 billion to the current estimate of \$2.7 billion.	Texas Turnpike Authority, a Division of Texas DOT. Also, local cities, counties, and associations.	TIFIA loan \$917 million; Texas DOT construction equity of \$700 million; remainder State and local funding, including toll revenue bonds and local right-of-way contributions.	None.
Dallas – Fort Worth (DFW) Connector	Grapevine, TX	\$0.8 Baseline= TBD during preparation of Initial Finance Plan	Design Build Public Private Partnership proposals were received on July 16, 2008 from 3 Developers. NEPA is underway and must be completed before contract award.	Reconstruction of State Highway 121 and State Highway 114, including additional toll managed lanes on State Highway 114.	New major project.	Texas DOT.	Federal, state, and Developer.	None.
Eastern Extension of the President George Bush Turnpike (SH 190)	Garland, Sachse, Rowlett, and Dallas Counties, TX	\$1.0 Baseline= \$1.0 Initial Finance Plan 7/08	The Final EIS reevaluation was approved on July 1, 2008.	Construction of a new 6 lane toll road from State Highway 78 to Interstate Highway 30, including frontage roads and an interchange at Interstate Highway 30.	New major project.	Texas DOT and the North Texas Tollway Authority.	Toll Bonds, Federal, and state funds.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-10/Katy Freeway	Houston, TX	\$2.8 Baseline=\$2.49 Adjusted in Finance Plan Update 12/04	Final EIS complete. ROD reissued August 2002. Substantial completion is expected December 2008.	Reconstruction of 38 miles of I-10 from Houston to Katy. Also, reconstruction of 2.6 miles of I-610.	Total project cost remained constant at \$2.8 billion.	Texas DOT.	FHWA/State normal funding. Federal funding estimated to be approx. 72% of total cost. \$250 million from Harris County Toll Authority.	None.
LBJ Freeway	Dallas, TX	\$2.0 Baseline TBD during preparation of Initial Finance Plan	Design Build Public Private Partnership proposals from 2 Developers have been solicited.	Reconstruction of Interstate Highway 635 from Interstate Highway 35E to US Route 75. Project includes free main lanes, toll managed lanes, and frontage roads.	New major project.	Texas DOT.	Federal, state, and Developer.	None.
Loop 12/State Highway 35E Corridor	Dallas, TX	\$1.6 Baseline TBD during preparation of Initial Finance Plan	FONSI is completed. First construction project is expected to be let in October 2008.	Reconstruction and widening of Loop 12 and Interstate Highway 35E. Project includes free main lanes, reversible managed lanes, and frontage roads.	New major project.	Texas DOT.	Federal and state.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
North Tarrant Express	Fort Worth, TX	\$2.0 Baseline TBD during preparation of Initial Finance Plan	Procurement of Public Private Partnership is underway. Anticipated proposal due date is October 2008.	Reconstruction of Interstate Highway 820 and opportunity to develop and reconstruct State Highway 183 and Interstate Highway 35W. Project includes free main lanes, interconnected toll managed lanes, and frontage roads.	New major project.	Texas DOT.	Federal, state, and Developer.	None.
State Highway 161	Grand Prairie and Irving in Dallas County, TX	\$0.9 Baseline TBD during preparation of Initial Finance Plan	Under construction. Mainline construction is expected to be completed in 2009.	Construction of a new 4 and 6 lane toll road with frontage roads from Interstate Highway 20 to State Highway 183.	New major project.	Texas DOT, North Texas Tollway Authority, and the cities of Grand Prairie and Irving.	Federal, state, city, and local.	None.
Southwest Parkway (SH 121)	Fort Worth, TX	\$0.9 Baseline= TBD during preparation of Initial Finance Plan	ROD issued on June 13, 2005. Expected completion date is 2011.	Construction of 15 miles of a controlled access divided toll facility from I-30 near downtown Fort Worth to Farm to Market Road 1187 in Tarrant County.	Total project cost increased from the October 2008 estimate of \$0.8 billion to the current estimate of \$0.9 billion.	Texas DOT, North Texas Tollway Authority, and the City of Fort Worth.	Federal-aid, State, and North Texas Tollway Authority, and the City of Fort Worth.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
State Highway 130 Segments 5 & 6	Central Texas/Austin and San Antonio, TX	\$1.4 Baseline=\$1.4 Initial Finance Plan 3/08	Design is underway. Construction is expected to begin 2009. Construction is expected to be completed 2012.	Construction of a new 40 mile toll road connecting the completion portions of State Highway 130 (Central Texas Turnpike system) to Seguin, Texas, near San Antonio.	New major project.	Texas DOT.	TIFIA loan of \$430 million and Developer financing through tolling and private bonds.	This is a Public Private Partnership project. Cintra/Zachry is the Developer.
Trans Texas Corridor (TTC-35)	From Oklahoma State Line to Mexico Line in TX	\$183 (Very preliminary 50-year forecast) Cost is \$32 million per mile.	Comprehensive Development Agreement was executed with CINTRA/Zachry on March 11, 2005 The Tier 1 Final EIS is being printed for circulation. Tier 2 environmental documents will be prepared for individual facilities.	Construction of a 600 mile multimodal corridor with a proposed right of way width of 1250 feet. Corridor concept contains truck only lanes, passenger vehicle lanes, high-speed rail, heavy rail, and a utility corridor. Corridor may be constructed on new or existing alignments.	Total project cost remained constant at \$183 billion.	Texas DOT.	Comprehensive Developer Agreement with private funding, toll equity, regional mobility authorities funding, Texas Mobility Fund, TIFIA, bonds, and Federal-aid funds may be used.	None.
US 290	Houston, TX	\$4.0 Baseline=TBD during preparation of Initial Finance Plan	The ROD is expected in spring 2009. Construction is anticipated to begin in 2011.	Improvements to 38 miles of the US 290 corridor from I-610 to FM 2920.	Total project cost remained constant at \$4 billion.	Texas DOT and Harris County Toll Authority	Federal, State and local funds including Harris County Toll Authority funds.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-15 Corridor <i>Project Completed.</i>	Salt Lake City, UT	Completed cost= \$1.59 Baseline= \$1.36 Initial Finance Plan 7/96	Design-Build contract began 1996. Project completed Summer 2001.	Reconstruction of 17 miles of I-15, with auxiliary and HOV lanes added.	Project completed.	Utah DOT.	Project completed.	D-B project completed on schedule. Completed cost was 17% over baseline, but 0% growth from the D-B negotiated price, shortly after the RFP stage.
Capital Beltway High Occupancy Toll (HOT) Lanes	Northern Virginia, Fairfax County, VA	\$1.5 Baseline= TBD during preparation of Initial Finance Plan	TIFIA loan application is under review. Construction is underway and expected to be completed in 2013. Private sector will operate the lanes until 2087.	Widening of 14 miles of I-495 (Capital Beltway) from the Springfield Interchange to the Dulles Toll Road to implement 4 new High Occupancy Toll (HOT) Lanes and access points.	New major project.	Virginia DOT and Public-Private Partnership.	TIFIA loan, Private Activity Bonds, Private Sector Equity, State and Federal funds.	None.
I-95/Woodrow Wilson Bridge	VA/MD/DC	\$2.5 Baseline= \$2.44 Initial Finance Plan 9/01	Construction began in October 2000. Eastbound bridge has been completed and opened to traffic. The Westbound bridge completion is anticipated October 2008. Virginia interchanges are scheduled to be completed by 2013. Maryland interchanges are scheduled to be completed by 2009.	Replacement of existing 6-lane bridge with new 12-lane double structure, including auxiliary and HOV lanes. Reconstruction of adjacent interchanges.	Total project cost remained constant at \$2.5 billion.	Maryland State Highway Administration (lead for bridge and Maryland interchanges), Virginia DOT (lead for Virginia interchanges), and District of Columbia DOT (lead for I-295)	Current ceiling is \$1.543 billion in designated Federal funding from WWB Financing Acts and RABA; remaining sources include Maryland, Virginia and District of Columbia federal and state funds.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
I-95/I-495 Springfield Interchange <i>Project Completed.</i>	Springfield, VA	Completed cost = \$0.68 Baseline= \$0.68 Initial Finance Plan 1/03	Project was completed July 2007.	Reconstruction of I-95/I-495 and I-95/Route 644 interchanges, with separation of local, through, and HOV traffic and direct ramp access.	Project completed.	Virginia DOT.	Project completed.	None.
I-64/Hampton Roads Third Crossing	Hampton Roads Area, VA	\$4.4 Baseline= TBD during preparation of Initial Finance Plan.	EIS completed March 2001. ROD issued June 2001.	Construction of 34 miles of tunnel and highway system, connecting I-64 on the north to several NHS routes on the south. This will become the third crossing of Hampton Roads.	Total project cost remained at \$4.4 billion.	Virginia DOT.	\$39.4 million in SAFETEA-LU earmarks. Funding structure to be included in PPTA future proposals.	This project has been put on hold by Virginia DOT.
North Spokane Freeway	Spokane, WA	\$3.3 Baseline= TBD during preparation of Initial Finance Plan.	Under construction.	Construction of a limited access highway from Interstate 90 in Spokane to the intersection of US Route 2 and US Route 395.	New major project.	Washington State DOT.	Currently, all sources are from the state 2003 Gas Tax (Nickel Funding) and state 2005 Gas Tax (Partnership Funding).	None.
SR 167	Pierce County, WA	\$2.0 Baseline= TBD during preparation of Initial Finance Plan.	Tier 2 ROD was approved October 2007. Project is under design.	Construction of a 6 lane freeway from Puyallup to Interstate 5 in Fife, including carpool/transit lanes, and 5 interchanges.	New major project.	Washington State DOT.	Construction funding has not been identified.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '08	Project Sponsor (State)	Funding Sources	Remarks
SR 509	Seattle, WA	\$1.0 Baseline= TBD during preparation of Initial Finance Plan	ROD issued March 2003. Design and right-of-way acquisition underway.	Extension of SR 509 from the existing terminus to I-5, south of Seattle- Tacoma Airport.	Total project cost remained at \$1.0 billion	Washington State DOT.	TBD. To date, \$9.9 million of federal funds have been expended.	None.
I-43/I-94/I-794 Marquette Interchange	Milwaukee, WI	\$0.9 Baseline= \$0.8 Initial Finance Plan 12/03	FONSI issued February 2002. Construction began in April 2004. Completion date is December 2008.	Reconstruction of the Marquette Interchange and approaches in downtown Milwaukee.	Total project cost remained constant at \$0.9 billion.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.
I-94 North-South	Milwaukee, Racine, and Kenosha Counties, WI	\$1.9 Baseline= TBD during preparation of Initial Finance Plan	Construction is expected to begin in 2009 with completion of all phases scheduled for 2016.	Reconstruction of 35 miles of Interstate 94, including interchanges and capacity expansion from 6 lanes to 8 lanes.	New major project.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.

Key to Acronyms:

BR/IM=Bridge Rehabilitation/Interstate
Maintenance

D-B=Design-Build

DOT=Department of Transportation
Infrastructure

EDA=Exclusive Development Agreement

EE=Engineer's Estimate

EIS=Environmental Impact Statement
FONSI=Finding of No Significant Impact
FTA=Federal Transit Administration
GARVEE=Grant Anticipation Revenue

Vehicles
GEC=General Engineering Consultant

HOV=High Occupancy Vehicle

NHS=National Highway System

OCIP=Owner Controlled Insurance Program

PLA=Project Labor Agreement

PPTA=Public-Private Transportation Act

ROD=Record of Decision

RABA=Revenue Aligned Budget
Authority

RFP=Request for Proposals

TIFIA=Transportation

Finance and Innovation Act

TBD=To Be Determined