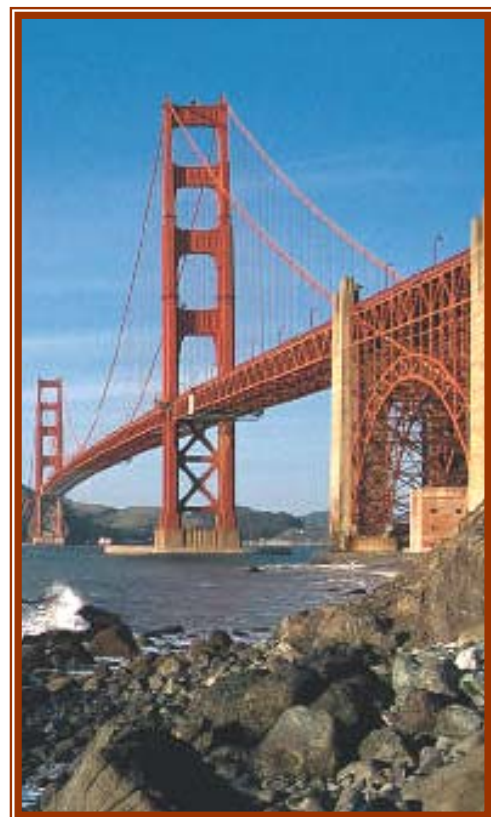


**Report to: Committee on Appropriations**

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

## Annual Summary of Major Projects (FY 2006)



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

**Federal Highway Administration (FHWA)**  
**Major Projects Team**  
**Reports and Assessments for Fiscal Year (FY) 2006**

FHWA Interim Major Project Guidance was issued on January 27, 2006 in response to the enactment of the new surface transportation act, the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU). The FHWA will continue to coordinate the revision of Financial Plan, Project Management Plan, and cost estimating guidance with other FHWA offices, State Departments of Transportation, and the American Association of State Highway and Transportation Officials (AASHTO). On September 29, 2006 a meeting was held to receive input and advice from these partners for finalizing this guidance.

The Major Projects Team continued to track cost estimates and scheduled completion dates for 14 major projects that have Financial Plans. Currently 11 of the 14 projects are within 10% of the baseline budgets and 12 of the 14 projects are within 10% of the baseline scheduled completion dates.

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

- Inter County Connector, Montgomery and Prince George's Counties, MD
- The New I-64, St Louis, MO

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

- I-95/Woodrow Wilson Bridge, VA, MD, and DC
- I-80/San Francisco-Oakland Bay Bridge (East Span), San Francisco-Oakland, CA
- I-25/I-225, Southeast Corridor (T-Rex), Denver, CO
- Central Texas Turnpike, Austin, TX
- I-10/Katy Freeway, Houston, TX
- I-95/I-395/I-495, Springfield Interchange, Springfield, VA, and
- I-43/I-94/I-794, Marquette Interchange, Milwaukee, WI

The Financial Plan Annual Updates for the following major projects were reviewed and found not acceptable. They were returned to the applicable State Departments of Transportation for revisions.

- Miami Intermodal Center, Miami, FL
- New Haven Harbor Crossing Project, CT

The fifth annual major project oversight managers meeting was held in Milwaukee, Wisconsin, to discuss oversight issues and best practices across the country. This was a national meeting and had representation from 47 FHWA Division Offices.

The Major Projects Team continued coordinating the project management certificate program for major project oversight managers in the FHWA Division Offices.

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 "Cost Estimating for Major Projects" training course was delivered to the following locations:

- Austin, Texas
- Denver, Colorado
- St. Louis, Missouri
- Chicago, Illinois
- Baltimore, Maryland
- Ames, Iowa
- Sacramento, California
- Orlando, Florida

The "Project Management for Executives" training course was delivered in St. Louis, Missouri.

A contract was awarded to develop a 2-day National Highway Institute Course based on the Major Projects Team course, "Cost Estimating for Major Projects."

Independent cost estimate validations were conducted for the following projects:

- Intercounty Connector, Maryland
- I-80/San Francisco-Oakland Bay Bridge (East Span), California
- Interstate 75 Design/Build, Florida
- Knik Arm Bridge, Alaska
- Route 11, Connecticut

A contract was awarded to deliver project management workshops for 5 projects in FY 2007.

A contract was awarded to deliver independent cost estimate validations for 5 projects in FY 2007.

A Breakout Session on Major Project Interim Guidance was held at the FHWA 2006 Spring Business Meeting in Arlington, Virginia.

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

A member of the Major Projects Team gave a presentation at the Transportation Estimators Association annual conference in Daytona Beach, Florida.

A member of the Major Projects Team gave a presentation at the American Planning Association annual conference in San Antonio, Texas.

A member of the Major Projects Team gave a presentation at the FHWA annual environmental conference in Crystal City, Virginia.

A member of the Major Projects Team participated in an International Scan Audit Stewardship And Oversight Of Large And Innovative Funded Projects. This review of five European Countries' practices in using Public/Private Partnerships for infrastructure improvements was sponsored by AASHTO, the National Cooperative Highway Research Program, and FHWA.

A member of the Major Projects Team participated in a process review of Commonwealth of Puerto Rico, Highway and Transportation Authority (PRHTA) cost estimating processes and practices.

## FHWA Annual Summary of Major Projects

October 2006

Since 2004, many State Departments of Transportation have experienced unprecedented construction cost increases, which may continue for the next couple of years. During 2005 and 2006, some construction material prices rose much faster than consumer or producer prices indices. The escalation of global fuel prices also has contributed to construction cost inflation. Construction cost inflation rates have been between about 8% and 12% annually since 2003 as compared to the predicted annual rates of around 3% to 4%. In addition, some Departments of Transportation have noted a decrease in competition and an increase in the number of single bids on construction contracts. The FHWA expects to see the effects of increased construction cost escalation rates and limited competition appear in revised estimates across a number of major projects, especially as the projects proceed from the environmental process to design development.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-69, Section of Independent Utility (SIU) 12	McGehee, AR	As of October 2006 = \$0.6  Baseline= TBD during preparation of Initial Finance Plan	Final EIS approved on March 12, 2004. ROD approved on June 23, 2004. Under design.	Construction of 20 miles of freeway on new location between Benoit, MS and McGehee, AR, including a new bridge over the Mississippi River.	New major project.	Arkansas DOT (lead) and Mississippi DOT.	TBD.	Tolling is not being considered for this project.	None.
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 line 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.	Not a tolled facility.	Project completed on schedule. Completed cost was 14% over baseline (0% growth from June 1999 budget).
I-15 Managed	San Diego	As of	FONSI approved	Construction of 28	New major	California	TBD.	The managed	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Lanes	County, CA	October 2006 = \$1.1  Baseline= TBD during preparation of Initial Finance Plan	in March 2003.	miles of managed lanes in three segments on I-15, from SR 163 to SR 78.	project.	DOT.		lanes will be used primarily by carpools, vanpools and transit. If there is more capacity on these lanes, registered subscribers will be allowed to use the lanes for a fee.	
SR 210/Foothill Freeway	Los Angeles, CA	As of October 2006 = \$1.1  Baseline= \$1.2 At the beginning of construction in late 1997	Construction began in late 1997. 20 of 28.2 miles opened in November 2002. Final completion expected May 2007.	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 \$1.1 billion.	California DOT.	Federal funds \$602 million; remainder State and local funding.	Tolling is not being considered for this project.	None.
SR 905	San Diego County, CA	As of October 2006 = \$0.5  Baseline= TBD during preparation of Initial Finance Plan	ROD issued in 2004.	Construction of the connection between I-805 and Otay Mesa Port of Entry.	New major project.	California DOT.	TBD.	Tolling is not being considered for this project.	None.
I-80/San Francisco-	San Francisco/	As of October 2006	Construction began in	The Toll Bridge Seismic Retrofit	Total project cost decreased	California DOT.	\$242 million in Advance	The East Span will continue	By letter dated October 6, 2005 the

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Oakland Bay Bridge (East Span)	Oakland, CA	= \$5.5 (plus a total program contingency of \$900 million which is not included in the project cost)  Baseline= \$2.6 Initial Finance Plan 12/01	January 2002. Skyway under construction. Completion date is now estimated at 2015.  Self Anchored Suspension (SAS) span contract was awarded on April 18, 2006.	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.	from the October 2005 estimate of \$6 billion to the current estimate of \$5.5 billion.		Construction (AC) Federal-aid BR/IM funds. All AC is on the Skyway contract. California DOT converted \$100 million in July 2006. The remaining AC will be converted in 2007.  Remaining funds are from an extended toll surcharge on this bridge and other State-owned toll bridges.	to be tolled.	California Department of Transportation rescinded their request for the TIFIA loan. The November 2004 and November 2005 Finance Plan Annual Updates have been accepted.
I-25/I-225 Southeast Corridor	Denver, CO	As of October 2006 = \$1.75  Baseline= \$1.66 Initial Finance Plan 5/01	Design-build contract awarded June 2001. Substantial completion of the highway work was in August 2006. The light rail transit portion is scheduled to be open in 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.	Total project cost remained constant at \$1.75 billion.	Colorado DOT and Denver Area Regional Transportation District (RTD). Also, local cities, counties, and associations.	FTA New Starts funding \$525 million, FHWA \$397 million in anticipated GARVEE bonds; remainder State and local funding.	Tolling is not being considered for the roadway portion of this project.	In order to maintain the project's schedule and budget, the project is only considering extra work funded by third parties as long as the schedule and cost of the original work is not affected.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-95/New Haven Harbor Crossing	New Haven, CT	As of October 2006 = \$1.05  Baseline= \$0.83 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 increased from the October 2005 estimate of \$1.04 billion to the current estimate of \$1.05 billion.	Connecticut DOT.	FHWA/State normal funding. Federal funding estimated to be approximately 88% of total cost.	Tolling is not being considered for this project.	Connecticut DOT has submitted a 2005 Finance Plan Annual Update, which is currently under review. Acceptance of this Update would allow the \$450 million obligation of Contract B. An independent cost validation was held in October 2006. The results of this validation will be used to verify the cost estimates in the 2005 Finance Plan Annual Update.
I-75 Design/Build	Lee and Collier Counties, FL	As of October 2006 = \$0.5  Baseline= TBD during preparation of Initial Finance Plan	NEPA completed in December 2002. Expected date for award of the Design/Build contract is February 2007.	Widening of I-75 from 4 to 6 lanes and reconstruction of two interchanges from SR 80 to Golden Gate Parkway.	New major project.	Florida DOT.	FHWA/State normal funding, Florida's "Pay as you grow" Growth Management legislation, and Public-Private-Partnership funds to advance the project.	Tolling is not being considered for this project.	An independent validation of the cost estimate was completed in June 2006.
Miami	Miami, FL	As of	Rental Car	Construction of	Total project	Florida DOT,	TIFIA loans	Although	The Florida DOT



Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Intermodal Center (MIC)		October 2006 = \$1.23  Baseline= \$1.28 Initial Finance Plan 7/99	Facility and major roadway construction began June 2003 with funding provided by Florida DOT. People mover construction is scheduled to begin June 2007. MIC Central Station construction is scheduled to begin June 2007. Project is scheduled for completion in 2011.	multi-modal center for Miami International Airport, including rental car garage, intermodal center, people mover, and roadways.	cost remained constant at \$1.23 billion.	Miami-Dade Aviation Dept. (MDAD). Also, Miami-Dade Expressway (MDX), Miami-Dade County, and Tri-County Commuter Rail.	\$433 million; Federal-aid \$35 million; MDAD airport capital improvement \$232 million; MDX tolling \$87 million; State Infrastructure Bank loan \$25 million; other revenues \$22.5 million. The Customer Facility Charge Collections for the Rental Car Facility will be used to repay the TIFIA loan.	MDX is providing project funding, none of this funding will be from tolls for roads constructed by this project.	TIFIA loan for \$256.7 million was paid in full on July 3, 2006. There is a second TIFIA loan for the Rental Car Facility for \$176.4 million. The current Finance Plan update is under review and will not be accepted until an independent validation of the cost estimate is completed. This validation will be conducted in October 2006.
Tampa Interstate System (I-4/I-275)	Tampa, FL	As of October 2006 = \$1.06  Baseline= \$1.03 Initial Finance Plan 3/03	Construction began on two of four programmed contracts. Construction will begin on the third contract in late 2006. 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 \$1.06 billion.	Florida DOT.	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	Tolling is not being considered for this project.	Alternative Financial Plan reporting methodology is being piloted for this project.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-4	Orlando, FL	As of October 2006 = \$2.5  Under Design = \$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 \$2.5 billion.	Florida DOT, Florida Turnpike Enterprise and Orlando-Orange County Expressway Authority (OOCEA).	FHWA/State normal funding (90/10 for Interstate). \$250 million from the Florida Turnpike Enterprise for connections to existing toll roads. Florida's "Pay as you grow" Growth Management legislation will provide \$300 million for right-of-way acquisition.	Tolls from existing toll roads will be used to fund connections to I-4. Tolling is not planned for I-4.	A detailed Finance Plan that documents project costs and funding sources will be developed before any construction funds are authorized.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
New Mississippi River Bridge	IL/MO (St. Louis, MO)	As of October 2006 = \$0.95  Baseline= TBD when Initial Finance Plan is prepared.	EIS completed March 2001. ROD issued June 2001. Revised ROD is scheduled to be issued 2006. Construction anticipated to begin 2008.	Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois, and associated interchange and local road improvements.	Total project cost decreased from the October 2005 estimate of \$1.6 billion to the current estimate of \$0.95 billion.	Illinois DOT (lead) and Missouri DOT.	\$239 million in SAFETEA-LU earmarks. A mix of federal-aid, State funding and possibly tolling is planned to provide the additional required funding.	The use of tolling is being evaluated along with other funding sources. Missouri has indicated that they do not have the funds available to pay for their portion of the project without implementing tolls. However, Illinois has indicated that they will not allow tolls to be implemented on the project.	Due to identified funding sources being inadequate to fund the project's original scope, the Illinois DOT and Missouri DOT have decided to reopen the NEPA process to reconsider project scope and funding alternatives. Missouri DOT has advocated utilizing a design-build-finance-operate contract through a public-private partnership to implement the project. Illinois officials have publicly expressed their opposition to tolling. The initial Finance Plan will be submitted late 2007.
New Ohio River	KY/IN	As of	EIS completed	Construction of 2	Total project	Kentucky	Federal	Tolling is not	A detailed Finance

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Bridges	(Louisville, KY)	October 2006 = \$2.5  Baseline= TBD when Initial Finance Plan is prepared.	April 2003. ROD issued September 2003. Design began in 2004 and construction will begin in 2007.	new bridges crossing the Ohio River, and construction of the new Kennedy interchange.	cost remained at \$2.5 billion.	Transportation Cabinet (lead) and Indiana DOT.	discretionary, federal-aid, and State funding is planned.	being considered for this project.	Plan that documents project costs and funding sources will be developed before any construction funds are authorized. <b>Update as of December 5, 2006:</b> The Kentucky Transportation Cabinet has released a Long-Term Planning Report, which shows a \$3.9 billion estimate for the project. The FHWA will conduct an independent cost validation for this project in January 2007.
Trans America Corridor (I-66)	Pike County, Kentucky	As of October 2006 = \$1.12  Baseline= TBD during preparation of Initial Finance Plan	EIS approved March 20, 2003. ROD issued October 27, 2003. Under design.	Construction of a new 33-mile segment of I-66 from US 23/119 south of Pikeville to the King Coal Highway south of Matewan, WV.	New major project.	Kentucky Transportation Cabinet and WV DOT.	\$4.5 million from the 1999 FHWA Corridors and Borders Program. Remainder of Federal discretionary, federal-aid, and State funding are planned.	Tolling is not being considered for this project.	No funding has been identified to advance the project beyond the right-of-way acquisition phase.
I-10 Twin Span Structures	Slidell, LA	As of October 2006 = \$0.6	This is an Emergency Relief (ER) Program project.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of	New major project.	Louisiana Department of Transportation and	Federal Emergency Relief Program	Tolling is not being considered for	Emergency Relief legislation in June 2006 increased

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
		Baseline= TBD during preparation of Initial Finance Plan	The first phase of the project was let in April 2006. The second phase will be let in September 2006.	New Orleans.		Development.	funding.	this project.	the spending cap for the bridge's construction cost to \$803 million.
I-49 Northern Extension	Shreveport, LA	As of October 2006 = \$0.7 Baseline= TBD during preparation of Initial Finance Plan	Design and right-of-way activities have begun.	Construction of new I-49 from I-220 in Shreveport, LA to the Arkansas state line.	New major project.	Louisiana Department of Transportation and Development.	\$200 million from SAFETEA-LU earmark. Federal discretionary, federal-aid, and State funding are planned.	Tolling is not being considered for this project.	Funding is uncertain at this time.
LA 1	Golden Meadow to Port Fourchon, LA	As of October 2006 = \$0.8 Baseline= TBD during preparation of Initial Finance Plan	Two of three construction phase contracts have been let. The third phase of construction will be let in December 2006.	Reconstruction of LA 1 to a 4-lane facility from Golden Meadow to Port Fourchon (LA 3090).	New major project.	Louisiana Department of Transportation and Development.	TIFIA Loan, Federal discretionary, federal-aid, State funding, and other sources are planned.	LA 1 will be a tolled facility.	None.
Intercounty Connector	Prince George's and Montgomery Counties,	As of October 2006 = \$2.445	ROD issued May 2006. Construction scheduled to	Construction of an east-west limited access highway between the I-270	New major project.	Maryland State Highway Administration and Maryland	\$750 million in GARVEE Bonds; \$18.5 million	The Intercounty Connector will be a	Maryland State Highway Administration submitted a TIFIA

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
	MD	Baseline= \$2.445 Initial Finance Plan 6/06	start in early 2007 and is scheduled to be completed in 2012.	and I-95/US 1 corridors.		Transportation Authority.	SAFETEA-LU and 2004 DOT Appropriation Act Funds; \$1.232 billion Maryland Toll Authority Bonds; \$264.9 million State of Maryland General Fund; and \$180 million State of Maryland Transportation Trust Fund.	tolled facility.	application on August 16, 2006 for \$600 million. If approved, the TIFIA funds would be used to partially substitute the Maryland Transportation Authority Toll Authority Bonds.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Central Artery/Ted Williams Tunnel	Boston, MA	As of October 2005 = \$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 westbound I-90 portion of the project at the east end of the Ted Williams Tunnel near the airport is a tolled facility.	The FHWA has initiated a full and thorough investigation into the engineering issues that may be involved in the July 10, 2006 collapse of concrete ceiling panels in the eastbound connector tunnel. The FHWA has been reviewing and overseeing the MTA inspections and phased re-opening of the tunnels and ramps. The MTA has retained Wiss, Janney, Elstner Associates to conduct a stem-to-stern investigation of the safety and structural integrity of the project's structures. The FHWA and the DOT Office of the Inspector General are reviewing the draft report. The FHWA has also placed the MTA on notice that the Finance Plan Update needs to be revisited to reflect the schedule and cost impacts of this collapse.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-94/Edsel Ford Freeway	Detroit, MI	As of October 2006 = \$1.2  Baseline= TBD when Initial Finance Plan is prepared.	ROD was issued in 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.	Tolling is not being considered for this project.	Funding is uncertain at this time. A detailed Finance Plan that documents project costs and funding sources will be developed before any construction funds are authorized.
I-64, from Spode Road to Sarah Street	St. Louis County and St. Louis City, MO	As of October 2006 = \$0.5  Baseline= TBD during preparation of Initial Finance Plan	ROD was issued in July 2005.	Reconstruction of 12 miles of I-64, including interchanges at I-170 and other locations.	New major project.	Missouri DOT.	TBD.	Tolling is not being considered for this project.	A lawsuit has been filed by the City of Richmond Heights alleging Section 4(f) violations. Formal mediation in August 2006 failed to reach a resolution.
Boulder City Bypass	Boulder City, NV	As of October 2006 = \$0.4  Baseline= TBD during preparation of Initial Finance Plan	The project will be split into two phases. Design has begun on Phase I.	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.	New major project.	Nevada DOT.	TBD.	Tolling is not being considered for this project.	None.
I-93 Reconstruction	Salem to Manchester, NH	As of October 2006 = \$0.6  Baseline= TBD during preparation of Initial Finance Plan	ROD issued in June 2005.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	New major project.	New Hampshire DOT.	TBD.	Tolling is not being considered for this project.	The Conservation Law Foundation has challenged approval of the ROD in court.



Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-40 Crosstown	Oklahoma City, OK	As of October 2006 = \$0.4 Baseline= TBD during preparation of Initial Finance Plan	ROD was issued on May 1, 2002. A NEPA re-evaluation was completed on June 17, 2005. 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.	New major project.	Oklahoma DOT and the City of Oklahoma City.	\$233.8 million from TEA-21 and SAFETEA-LU authorizations; remainder from Federal discretionary, federal-aid, and State funding.	Tolling is not being considered for this project.	An independent cost estimate validation will be conducted in late 2006 or early 2007.
Mon/Fayette Expressway Toll Facility	Pittsburgh, PA	As of October 2006 = \$3+ Baseline= TBD when Initial Finance Plan is prepared.	ROD issued December 2004. Construction is expected to begin 2009.	Construction of 24 miles of new toll road facility from State Route 51 to Pittsburgh (I-376).	Total project cost increased from the October 2005 estimate of \$1.9 billion to the current estimate of over \$3 billion.	Pennsylvania DOT, and Pennsylvania Turnpike Commission.	Currently all non-federal sources, including toll revenue. Public-Private Partnership funding may be considered.	This project is on the Pennsylvania Turnpike Commission's system and will be tolled.	Funding and the cost estimate are uncertain at this time. A detailed Finance Plan that documents project costs and funding sources will be developed before any construction funds are authorized.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Penn. Turnpike I-95 Interchange	Bucks County, PA	As of October 2006 = \$0.85 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.	New major project.	Pennsylvania DOT, and Pennsylvania Turnpike Commission.	Federal-aid funding, Pennsylvania Turnpike Commission, and federal discretionary funding.	Most of this project is part of the Pennsylvania Turnpike and will continue to be tolled. However, the toll plazas will be relocated so that the I-95 movements will not be tolled. The Delaware River Bridge is jointly owned by the Pennsylvania Turnpike Commission and the New Jersey Turnpike Authority and will continue to be tolled.	Full funding has not yet been identified at this time. A detailed Finance Plan that documents project costs and funding sources will be developed before any construction funds are authorized.
Penn. Turnpike Mon/Fayette (Uniontown/Brownsville)	Uniontown and Brownsville, PA	As of October 2006 = \$0.76 Baseline= TBD during preparation of Initial Finance Plan	ROD issued 2000.	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.	New major project.	Pennsylvania Turnpike Commission with oversight by Pennsylvania DOT.	Federal-aid funding for design only. Construction will be funded by the Pennsylvania Turnpike Commission.	This project is on the Pennsylvania Turnpike Commission's system and will be tolled.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Central Texas Turnpike	Austin, TX	As of October 2006 = \$2.51 (Phase I)  Baseline= \$2.94 (Phase I) 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. The first phase is scheduled for completion December 2007. The second phase is scheduled for completion December 2011. The third phase to be developed, operated, and maintained through a Public Private Partnership. Completion date TBD.	Construction of 120+ miles of toll facilities to ease congestion on 1-35 in Central Texas. This work will be completed in 3 phases.	Total project cost increased from the October 2005 estimate of \$2.49 billion to the current estimate of \$2.51 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.	The Central Texas Turnpike will be a tolled facility.	Texas DOT is expected to use a private entity to develop, operate and maintain the third phase, and a TIFIA loan will likely provide partial funding.
I-10/Katy Freeway	Houston, TX	As of October 2006 = \$2.79  Baseline= \$2.49 Adjusted in Finance Plan Update 12/04	Final EIS complete. ROD reissued August 2002. Construction expected to be completed March 2009.	Reconstruction of 38 miles of I-10 from Houston to Katy. Also, reconstruction of 2.6 miles of I-610.	Total project cost increased from the October 2005 estimate of \$2.75 billion to the current estimate of \$2.79 billion.	Texas DOT.	FHWA/State normal funding. Federal funding estimated to be approx. 72% of total cost. \$250 million from Harris County Toll Authority.	The I-10/Katy Freeway will have managed lanes operated as a variable priced toll facility between I-610 and State Highway 6.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Southwest Parkway (SH 121)	Fort Worth, TX	As of October 2006 = \$0.8 Baseline= TBD during preparation of Initial Finance Plan	ROD issued on June 13, 2005. Expected completion date is 2010.	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.	New major project.	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.	The Southwest Parkway (SH 121) will be a tolled facility.	The project sponsors may seek TIFIA and Private Activity Bond funding
Trans Texas Corridor (TTC-35)	From Oklahoma State Line to Mexico Line in TX	As of October 2006 = \$183 (Very preliminary 50-year forecast) Cost is \$32 million per mile.	The Tier 1 Draft EIS was approved on April 4, 2006. Comprehensive Development Agreement was executed with CINTRA/Zachry on March 11, 2005.	Multimodal corridor with a proposed right of way width of 1200'. 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.	New major project.	Texas DOT.	Sources of funding undetermined but may potentially include tolls, TIFIA, Federal-aid funds, State funds, local funds, and private funding.	Some portions of the project may be tolled facilities.	The Dallas/Fort Worth Metropolitan Planning Organization and the Texas Governor are endorsing new alternatives that are not in the Draft EIS. This may impact the EIS schedule. Developer may construct some projects with private funds and may operate, maintain and collect tolls under a 50-year contract. Developer will share revenues with the State.
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.	Not a tolled facility.	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.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-95/Woodrow Wilson Bridge	VA/MD/DC	As of October 2006 = \$2.44  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 September 2008. Virginia interchanges are scheduled to be completed by 2011. 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 \$2.44 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 \$1.631 billion (contract authority) in designated Federal funding from WWB Financing Acts and RABA (the designated funding has \$1.543 billion in obligation authority as of FY 2005); remaining sources include Maryland, Virginia and District of Columbia federal and state funds.	Tolling is not being considered for this project.	None.
I-95/I-495 Springfield Interchange	Springfield, VA	As of October 2006 = \$0.67  Baseline= \$0.68 Initial Finance Plan 1/03	Phases I, II, III, IV, and V Complete. Phase VI/VII under construction and 76% complete. VIII-Design 55% complete. On hold until Beltway High Occupancy Toll lane proposals are finalized. Completion date is 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.	Total project cost remained at \$0.67 billion.	Virginia DOT.	Federal funding = \$637 million. Remainder is State funding.	Tolling is not being considered for this project.	The contractor for Phase VI/VII has improved progress and is now only approximately 1 month behind the scheduled completion date of July 2007.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '06	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-64/Hampton Roads Third Crossing	Hampton Roads Area, VA	As of October 2005 = \$4.43  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 \$4.43 billion.	Virginia DOT.	\$39.4 million in SAFETEA-LU earmarks. Funding structure to be included in PPTA future proposals.	If this project is privately funded, it is likely to be a tolled facility.	Virginia State Transportation Board has requested detailed proposals from 2 private entities by December 15, 2006.
SR 509	Seattle, WA	As of October 2006 = \$0.93  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.	New major project.	Washington State DOT.	TBD.	Tolling is not being considered for this project.	None.
I-43/I-94/I-794 Marquette Interchange	Milwaukee, WI	As of October 2005 = \$0.89  Baseline= \$0.81 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 \$0.89 billion.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	Tolling is not being considered for this project.	None.

Key to Acronyms:

BR/IM=Bridge Rehabilitation/Interstate Maintenance  
D-B=Design-Build  
DOT=Department of Transportation  
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 Infrastructure Finance and Innovation Act  
TBD=To Be Determined