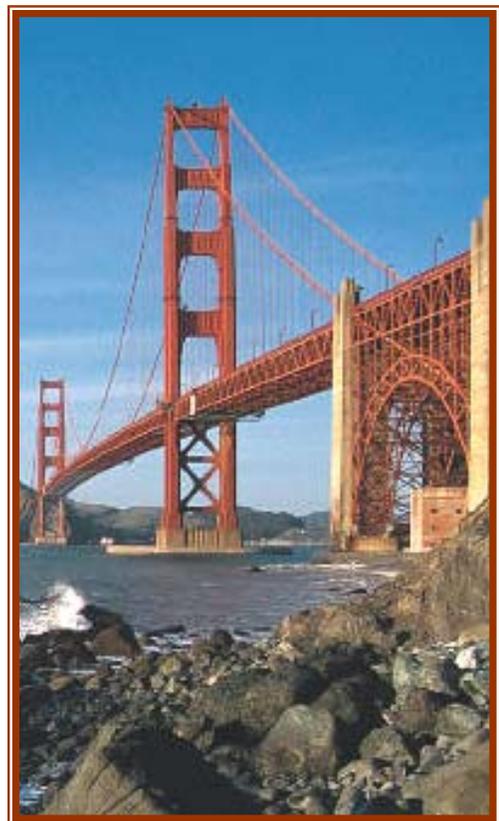


Report to: Committee on Appropriations

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

Annual Summary of Major Projects (FY 2007)



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

Federal Highway Administration (FHWA)
Major Projects Team
Reports and Assessments for Fiscal Year (FY) 2007, as of October 1, 2007

FHWA Final Major Project Guidance was issued on January 19, 2007, in response to the enactment of the new surface transportation act, the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (also known as SAFETEA-LU). The FHWA has also finalized Financial Plan, Project Management Plan, and cost estimating guidance with other FHWA offices.

The Major Projects Team continued to track cost estimates and scheduled completion dates for 20 major projects that have Financial Plans. Currently 17 of the 20 projects are within 10 percent of the baseline budgets and 17 of the 20 projects are within 10 percent of the baseline scheduled completion dates.

The I-25/I-225 Southeast Corridor (T-REX) major project was completed in November 2006.

The Reno ReTRAC TIFIA project was completed in July 2007.

The I-95/I-395/I-495 Springfield Interchange major project was completed in July 2007.

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

- I-75 Design/Build/Finance, Lee and Collier Counties, FL
- I-93 Reconstruction, Salem to Manchester, NH
- Montgomery IR 75 Reconstruction Project, Dayton, OH
- I-215 San Bernardino North Corridor Project, San Bernardino, CA
- I-40 Crosstown, Oklahoma City, OK

The Initial Financial Plan for the LA 1 TIFIA project from Golden Meadow to Port Fourchon, LA was reviewed for acceptance concurrently with the LA FHWA Division Office and the TIFIA Office.

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

- I-95/New Haven Harbor Crossing, New Haven, CT
- I-10 Twin Span Structures, Slidell, LA
- Intercounty Connector, Montgomery and Prince George's Counties, MD
- I-64, from Spoeede 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
- SR 125 South Toll Road, San Diego, CA
- San Francisco/Oakland Bay Bridge, San Francisco and Oakland, CA

The Financial Plan Annual Updates for the 183-A Turnpike TIFIA project in Austin, TX was reviewed for acceptance concurrently with the applicable FHWA Division Offices and the TIFIA Office.

The sixth annual major project oversight managers meeting was held in Las Vegas, Nevada, to discuss major project stewardship and oversight issues and to share best practices across the country. This was a national meeting and had representation from 51 FHWA Division Offices, FHWA Headquarters, FHWA Resource Center, and the Environmental Protection Agency.

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 2007, 52 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 is working with the National Highway Institute to develop a 2-day National Highway Institute Course called "Addressing Uncertainty in Cost Estimating." The first pilot session was held in July 2007.

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

- Miami Intermodal Center, Miami, FL
- Louisville Southern Indiana Ohio River Bridges Project, Louisville, KY/IN
- I-93 Reconstruction, Salem to Manchester, NH
- I-40 Crosstown, Oklahoma City, OK
- SR 905, San Diego County, CA
- San Francisco Bay Area Rapid Transit District (BART) Seismic Retrofit Project, San Francisco and Oakland, CA
- Western Wake Parkway, Raleigh, NC

Project management workshops were conducted for the following major projects:

- Loop 9, Phase 1, Dallas County, Texas
- I-95/I-395 and Beltway HOT Lanes, Northern VA
- SR 905, San Diego County, CA

A status report was presented by the Florida Division Office to FHWA Administrator Capka for the Miami Intermodal Center major project in July 2007. This report was 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.

A member of the Major Projects Team gave presentations at the following:

- Transportation Estimators Association annual conference, Portland, ME
- Caltrans and California Division Offices, Sacramento, CA
- Kentucky Transportation Cabinet and Kentucky Division Offices, Frankfort, KY
- FHWA Southern Transportation Finance Conference, Biloxi, MS

FHWA Annual Summary of Major Projects

October 1, 2007

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 '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-69, Section of Independent Utility (SIU) 12	McGehee, AR	As of October 2007 = \$1.04 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.	Total project cost increased from the October 2006 estimate of \$0.6 billion to the current estimate of \$1.04 billion.	Arkansas DOT (lead) and Mississippi DOT.	TBD.	At this time, tolling is not being considered for this project.	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.	Not a tolled facility.	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 '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
San Francisco Bay Area Rapid Transit District (BART) Seismic Retrofit Project	San Francisco and Oakland, CA	As of October 2007 = \$1.3 Baseline= TBD during preparation of Initial Finance Plan	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.	Passenger revenues from BART riders are one funding source.	None.
I-15 Managed Lanes	San Diego County, CA	As of October 2007 = \$1.1 Baseline= TBD during preparation of Initial Finance Plan	FONSI approved in March 2003.	Construction of 28 miles of managed lanes in three segments on I-15, from SR 163 to SR 78.	Total project cost remained constant at \$1.1 billion.	California DOT.	TBD.	The managed 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.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
SR 210/Foothill Freeway	Los Angeles, CA	As of October 2007 = \$1.1 Baseline= \$1.2 At the beginning of construction in late 1997	Construction began in late 1997. 28.2 miles opened in July 2007. Final completion expected late 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.
I-215 San Bernardino North Corridor Project	City of San Bernardino, CA	As of October 2007 = \$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.	Tolling is not being considered for this project.	None.
SR 905	San Diego County, CA	As of October 2007 = \$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.	Total project cost remained constant at \$0.5 billion.	California DOT.	TBD.	Tolling is not being considered for this project.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-80/San Francisco-Oakland Bay Bridge (East Span)	San Francisco/Oakland, CA	As of October 2007 = \$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.	The East Span will continue to be tolled.	None.
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.	The roadway portion of this project is not a tolled facility.	A total of \$74 million in additional work scope was added to project, which was funded by third parties and project sponsors.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-95/New Haven Harbor Crossing	New Haven, CT	As of October 2007 = \$1.94 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 2006 estimate of \$1.05 billion to the current estimate of \$1.94 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.	None.
I-75 Design/Build	Lee and Collier Counties, FL	As of October 2007 = \$0.5 Baseline= TBD during preparation of Initial Finance Plan	NEPA completed in December 2002. Under construction.	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.	Tolling is not being considered for this project.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Miami Intermodal Center (MIC)	Miami, FL	As of October 2007 = \$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 2012.	Construction of multi-modal center for Miami International Airport, including rental car garage, intermodal center, people mover, and roadways.	Total project cost increased from the October 2006 estimate of \$1.23 billion to the current estimate of \$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 \$440 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.	Although MDX is providing project funding, none of this funding will be from tolls for roads constructed by this project.	The Florida DOT TIFIA loan will be amended for an additional \$100 million.
Tampa Interstate System (I-4/I-275)	Tampa, FL	As of October 2007 = \$1.06 Baseline= \$1.03 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 \$1.06 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 '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-4	Orlando, FL	As of October 2007 = \$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.	Tolls from existing toll roads will be used to fund connections to I-4. Tolling is not planned for I-4.	None.
I-595 Corridor Improvements	Ft. Lauderdale, FL	As of October 2007 = \$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.	New major project.	Florida DOT and possibly Public-Private Partnerships.	TBD.	Tolling is not being considered for this project.	None.
I-75 (From SR 78 in Lee County to Kings Highway (CR 769))	Charlotte County, FL	As of October 2007 = \$1.1	Under design.	Widening of existing I-75 to eight lanes.	New major project.	Florida DOT, Lee County, Charlotte County, and Punta Gorda Metropolitan Planning Organization.	Federal and State funds.	Tolling is not being considered for this project.	None.
I-75 (Pasco & Hernando) 411014-1	Pasco, Hernando, and Sumter Counties, FL	As of October 2007 = \$0.6	Under design. Right-of-way acquisition activities have begun.	Widening of 20 miles from north of SR 52 to south of CR 467B.	New major project.	Florida DOT.	Federal and State funds.	Tolling is not being considered for this project.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
New Mississippi River Bridge	IL/MO (St. Louis, MO)	As of October 2007 = \$0.6 to \$2.4 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 anticipated to begin 2008 or 2009.	Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois, and associated interchange and local road improvements.	Total project cost will depend of the alternative selected during the reevaluation of the ROD.	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.	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.
I-465 Northeast Leg	Indianapolis, IN	As of October 2007 = \$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.	New major project.	Indiana DOT.	Federal and Major Moves State funds.	Tolling is not being considered for this project.	None.
I-465 West Leg Reconstruction (Accelerate 465)	Indianapolis, IN	As of October 2007 = \$0.7 Baseline= TBD when Initial Finance Plan is prepared.	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.	New major project.	Indiana DOT.	May be funded with 100% State funds.	Tolling is not being considered for this project.	If 100% State funds are used, this will not be designated as a FHWA Major Project.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Louisville Southern Indiana Ohio River Bridges Project	KY/IN (Louisville, KY)	As of October 2007 = \$3.9 Baseline= TBD when Initial Finance Plan is prepared.	EIS completed April 2003. ROD issued September 2003. Design began in 2004 and construction will begin in 2009.	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 2006 estimate of \$2.5 billion to the current estimate of \$3.9 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT.	Federal discretionary, Federal-aid, and State funding is planned.	At this time, tolling is not being considered for this project.	None.
I-10 Twin Span Structures	Slidell, LA	As of October 2007 = \$0.8 Baseline= TBD during preparation of Initial Finance Plan	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 let in 2010.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Total project cost increased from the October 2006 estimate of \$0.6 billion to the current estimate of \$0.8 billion.	Louisiana Department of Transportation and Development.	Federal Emergency Relief Program funding.	Tolling is not being considered for this project.	None.
I-49 Northern Extension	Shreveport, LA	As of October 2007 = \$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.	Tolling is not being considered for this project.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Intercounty Connector	Prince George's and Montgomery Counties, MD	As of October 2007 = \$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.	The Intercounty Connector will be a tolled facility.	None.
Central Artery/Ted Williams Tunnel	Boston, MA	As of October 2007 = \$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.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-75	Oakland County, MI	As of October 2007 = \$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.	New major project.	Michigan DOT.	TBD.	Tolling is not being considered for this project.	Design and construction are currently deferred by Governor's decree.
I-94/Edsel Ford Freeway	Detroit, MI	As of October 2007 = \$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.	Tolling is not being considered for this project.	Construction is currently deferred by Governor's decree.
I-64, from Spoeede Road to Sarah Street	St. Louis County and St. Louis City, MO	As of October 2007 = \$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.	Tolling is not being considered for this project.	None.
Boulder City Bypass	Boulder City, NV	As of October 2007 = \$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.	Tolling is being considered for this project.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-93 Reconstruction	Salem to Manchester, NH	As of October 2007 = \$0.8 Baseline= \$0.8 Initial Finance Plan 7/07.	ROD issued in June 2005.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	Total project cost increased from the October 2006 estimate of \$0.6 billion to the current estimate of \$0.8 billion.	New Hampshire DOT.	Federal and State funds.	Tolling is not being considered for this project.	None.
Willis Avenue Bridge	Manhattan and Bronx Counties, NY	As of October 2007 = \$0.7 Baseline= TBD during preparation of Initial Finance Plan	Construction is anticipated to begin in late 2007.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	New major project.	New York State DOT and New York City DOT.	Federal, State, and city funds.	Tolling is not being considered for this project.	None.
Montgomery IR 75 Reconstruction Project	Dayton, OH	As of October 2007 = \$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.	New major project.	Ohio DOT.	Federal and State funds.	Tolling is not being considered for this project.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-40 Crosstown	Oklahoma City, OK	As of October 2007 = \$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.	New major project. Total project cost increased from the October 2006 estimate of \$0.4 billion to the current estimate of \$0.6 billion.	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.	Tolling is not being considered for this project.	None.
Mon/Fayette Expressway Toll Facility	Pittsburgh, PA	As of October 2007 = \$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 remained constant.	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.	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 '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Penn. Turnpike I-95 Interchange	Bucks County, PA	As of October 2007 = \$0.8 Baseline= TBD during preparation of Initial Finance Plan	ROD issued December 31, 2003. Under construction.	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.	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.	None.
Penn. Turnpike Mon/Fayette (Uniontown/Brownsville)	Uniontown and Brownsville, PA	As of October 2007 = \$0.8 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.	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.	This project is on the Pennsylvania Turnpike Commission's system and will be tolled.	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 '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
Central Texas Turnpike	Austin, TX	As of October 2007 = \$2.6 (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 2006 estimate of \$2.5 billion to the current estimate of \$2.6 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. 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.	The Central Texas Turnpike will be a tolled facility.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-10/Katy Freeway	Houston, TX	As of October 2007 = \$2.8 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 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.	The I-10/Katy Freeway will have managed lanes operated as a variable priced toll facility between I-610 and State Highway 6.	None.
Southwest Parkway (SH 121)	Fort Worth, TX	As of October 2007 = \$0.8 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 remained constant at \$0.8 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. TIFIA, Private Activity Bonds and other innovative funding sources are being considered.	The Southwest Parkway (SH 121) will be a tolled facility.	None.
Trans Texas Corridor (TTC-35)	From Oklahoma State Line to Mexico Line in TX	As of October 2007 = \$183 (Very preliminary 50-year forecast) Cost is \$32 million per mile.	The Tier 1 Final EIS is expected to be completed prior to the end of 2007. 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.	Total project cost remained constant at \$183 billion.	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.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
US 290	Houston, TX	As of October 2007 = \$4.0 Baseline= TBD during preparation of Initial Finance Plan	The Final EIS is scheduled for completion in 2007. Construction is anticipated to begin in 2011.	Improvements to 38 miles of the US 290 corridor from I-610 to FM 2920.	New major project.	Texas DOT and Harris County Toll Authority	Federal, State and local funds including Harris County Toll Authority funds.	Managed lanes using tolling are being considered for this project.	None.
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.
Capital Beltway High Occupancy Toll (HOT) Lanes	Northern Virginia, Fairfax County, VA	As of October 2007 = \$1.5 Baseline= TBD during preparation of Initial Finance Plan	TIFIA loan application is under review. Construction is expected to begin in 2008 and to be completed in 2012. 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.	The project will result in High Occupancy Toll lanes on I-495.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-95/Woodrow Wilson Bridge	VA/MD/DC	As of October 2007 = \$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 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 increased from the October 2006 estimate of \$2.4 billion to the current estimate of \$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 \$1.631 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 2007 = \$0.675 Baseline= \$0.68 Initial Finance Plan 1/03	All construction phases are complete.	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 \$0.675 billion.	Virginia DOT.	Federal funding = \$637 million. Remainder is State funding.	Tolling is not being considered for this project.	Virginia DOT is currently closing out the remaining contracts.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '07	Project Sponsor (State)	Funding Sources	Tolling	Remarks
I-64/Hampton Roads Third Crossing	Hampton Roads Area, VA	As of October 2007 = \$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.	If this project is privately funded, it is likely to be a tolled facility.	This project has been put on hold by Virginia DOT.
SR 509	Seattle, WA	As of October 2007 = \$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 increased from the October 2006 estimate of \$0.9 billion to the current estimate of \$1.0 billion.	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 2007 = \$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.	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