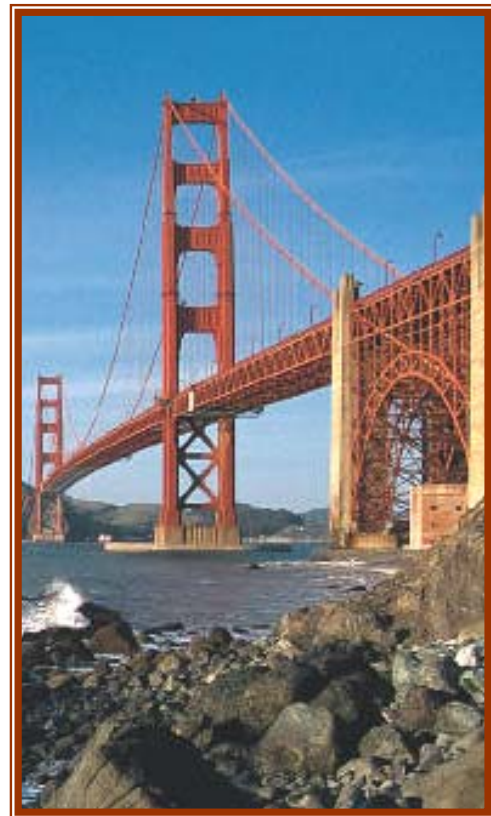


Report to: Committee on Appropriations

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

Annual Summary of Major Projects FY 2002



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

Federal Highway Administration (FHWA)
Major Projects Team
Reports and Assessments for Fiscal Year (FY) 2002

Initial Financial Plans for the following projects were reviewed concurrently with the applicable Division Office, and concurrence for acceptance given to the Division Office:

1. San Francisco-Oakland Bay Bridge (East Span), CA
2. Central Texas Turnpike, Austin, TX
3. Woodrow Wilson Bridge, MD/VA/DC
4. Cooper River Bridges, Charleston, SC (TIFIA project less than \$1.0 billion)

Financial Plan Annual Updates for the following projects were reviewed concurrently with the applicable Division Office, and concurrence for acceptance given to the Division Office:

1. Southeast Corridor (TREX), Denver, CO
2. New Haven Harbor Crossing, New Haven, CT
3. Miami Intermodal Center, Miami, FL
4. Central Artery/Ted Williams Tunnel, Boston, MA

Issued the FHWA **Implementation Plan** to all Division and Resource Center Offices, to begin implementation of the recommendations contained in the *Report of the One-DOT Task Force on Oversight of Large Transportation Infrastructure Projects*, and to enhance the oversight and management of Major Projects.

Issued the FHWA **Major Project Manager Core Competencies** and training materials and providers to all Division Offices, as recommended by the *Report of the One-DOT Task Force on Oversight of Large Transportation Infrastructure Projects*.

Issued the FHWA **Interim Policy for Federally-funded Owner Controlled Insurance Programs (OCIP)** to all Division and Resource Center Offices, as recommended by the *Federal Task Force on the Boston Central Artery/Tunnel Project*.

Posted the first six (of proposed seven) Chapters of the **Resource Manual for Oversight Managers** on the FHWA Office of Program Administration's web site.

Issued semiannual FHWA **Major Projects Newsletter** to all Division Offices.

Initiated a **Major Projects Team Assessment**, to define customers, roles, and objectives of the Major Projects Team, and to ultimately develop a marketing strategy that will allow the Major Projects Team to best serve its customers.

Conducted first annual **Major Project Oversight Managers Meeting**, to discuss and share best practices concerning Financial and Project Management issues for Major Projects across the country.

Gave numerous **presentations** to State Transportation Agency and FHWA Division personnel on Major Project Financial and Project Management issues.

FHWA Major Projects

October 2002

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '02	Project Sponsor (State)	Funding Sources	Remarks
Alameda Corridor <i>Project Completed.</i>	Los Angeles, CA	Completed cost= \$2.4 Baseline= \$2.1 Begin Constr. 4/97	Construction (constr.) began in Apr. 1997. Project opened for revenue service April 2002.	20 mi. express line corridor linking Los Angeles and Long Beach ports with rail network in downtown Los Angeles.	Project completed.	Caltrans and Alameda Corridor Trans. Authority	Project completed.	Project completed on schedule. Completed cost was 14% over baseline (0% growth from June 1999 rev. budget).
SR 210/Foothill Freeway	Los Angeles, CA	Current= \$1.1 Baseline= \$1.2 Begin Constr. late 1997	Constr. began in late 1997. 22 of 28.2 mi. opened in Fall 2002. Final completion expected 2005.	28.2 mi. of 8-lane freeway constr., including 2 HOV lanes, from I-210 in L.A. Co. to I-215 in San Bernardino Co.	Total project cost remained constant at \$1.1 billion.	Caltrans	Federal funds \$602 million; remainder State and local funding.	Project pre-dates Finance Plan requirements.
I-80/San Francisco-Oakland Bay Bridge (East Span)	San Francisco-Oakland, CA	Current= \$2.6 Baseline= \$2.6 Initial (Init.) Finance Plan 12/01	2 of 10 contracts (Geofill and Skyway) under constr. Final completion scheduled for June 2009.	Replacement of San Francisco-Oakland Bay Bridge East Span.	See Remarks. Initial Finance Plan accepted Dec. 2001. First annual update due Nov. 2002, which may show some cost increase.	Caltrans	Federal-aid BR/IM funds \$237 million, TIFIA loan \$450 million; remainder State and local funding.	Skyway awarded at \$240 million over the EE. Value Analysis done on Main Span contract to help recover costs. Additional total cost for project to be reflected in annual update.
I-25/I-225 Southeast Corridor	Denver, CO	Current= \$1.66 Baseline= \$1.66 Init. Finance Plan 5/01	Design-build contract awarded June 2001. Completion scheduled for Sept. 2006.	Reconstruction (reconstr.) of 18 mi. of I-25 and I-225, constr. of 19 mi. of light-rail transit line with 13 new rail stations.	Total project cost remained constant at \$1.66 billion.	CO DOT and Denver Area Regional Transportation District (RTD)	FTA New Starts funding \$525 million, FHWA \$397 million in anticipated GARVEE bonds; remainder State and local funding.	One-DOT submittal process discussed with FTA Dec. 2001.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '02	Project Sponsor (State)	Funding Sources	Remarks
I-95/New Haven Harbor Crossing	New Haven, CT	Current= \$0.989 Baseline= \$0.834 Initial Finance Plan 12/00	Contract A (train station) began in 1999, and has been completed. Contract D (1 st roadway project) awarded June 2002. Contract E (last contract) scheduled to be completed 2012.	Reconstr. of 7.2 mi. of I-95, including a new 10-lane Pearl Harbor Memorial Bridge over New Haven Harbor, and Interchanges 46 through 54.	Cost increased from \$870 to \$989 million, mainly due to unforeseen items as the design progressed.	ConnDOT	FHWA/State normal funding. Federal funding estimated to be approx. 88% of total cost.	Project started out less than \$1.0 billion. Finance Plans in accordance with May 2000 Guidance are now required due to cost increase to approx. \$1.0 billion.
Miami Intermodal Center (MIC)	Miami, FL	Current= \$1.32 Baseline= \$1.35 Init. Finance Plan 7/99	Currently in design. Rental car facility and major roadway constr. scheduled to begin June 2003, people mover Oct. 2004, and MIC core Jan. 2006. Project scheduled for completion Oct. 2007.	Constr. of multi-modal center for Miami Intl. Airport, including rental car garage, intermodal center, people mover, and roadways.	Total project cost remained constant at \$1.35 billion.	FDOT, Miami-Dade Aviation Dept. (MDAD)	TIFIA loan \$441 million, Federal-aid \$63 million, MDAD airport capital improvement \$232 million; remainder State and local funding.	5-year work plan has been reevaluated as a result of Sept. 11. Sufficient resources will be available to complete the project, essentially as planned.
I-4/I-275	Tampa, FL	Current= \$1.28 Baseline= TBD	1 st of 4 programmed contracts awarded June 2002. 4 th contract anticipated to be funded in 2009. 2 additional contracts are currently unfunded.	Reconstr. and widening of approx. 10 mi. of I-4 and I-275, and constr. of the Crosstown Connector, to improve operation and capacity.	Total project cost remained constant at approx. \$1.28 billion.	FDOT	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	Alternative Financial Plan reporting methodology being evaluated.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '02	Project Sponsor (State)	Funding Sources	Remarks
New Mississippi River Bridge	Illinois/Missouri (St. Louis)	Current= \$1.6 Baseline= TBD	EIS completed Mar. 2001. ROD issued June 2001. Project is currently in design. Constr. anticipated to begin 2004.	Constr. of new bridge crossing the Mississippi River, relocation of I-70, realignment of IL Route 3, and reconstr. of Tri-level interchange.	Cost increased from \$1.1 to \$1.6 billion, as the \$1.1 billion was an environmental stage estimate.	IL DOT (lead) and MoDOT	FHWA/State normal funding for Tri-level interchange. IL Route 3 is State funding. A mix of federal discretionary, federal-aid, and State funding is planned for remainder.	Finance Plan acceptance required prior to authorization of Federal funds for constr.
Central Artery/Ted Williams Tunnel	Boston, MA	Current= \$14.625 Baseline= \$10.4 Init. Finance Plan 1/96	Construction is 84% complete, with completion expected Mar. 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 I-90 extension with 4-lane tunnel to Logan Airport (7.5 mi. 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.	MTA has removed all Federal funding from the OCIP reserve.
Central Texas Turnpike	Austin, TX	Current= \$3.577 Baseline= \$3.577 Initial Finance Plan 10/02	ROD's completed for all 3 segments. The 1 st phase (SH 130) awarded May 2002 as a Design-Build (EDA) project. 1 st phase completion approx. 2007.	Constr. of 120+ mi. of toll facilities to ease congestion on I-35 in Central Texas. Project will be completed in 3 phases.	Total project cost remained constant at \$3.577 billion.	Texas Turnpike Authority, a Division of Texas DOT.	TIFIA loan \$916.7 million, FHWA \$700 million; remainder State and local funding.	

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '02	Project Sponsor (State)	Funding Sources	Remarks
I-10/Katy Freeway	Houston, TX	Current=\$1.63 Baseline=TBD	Final EIS complete. ROD issued Jan. 2002. Constr. expected to begin Summer 2003.	Reconstr. of 38 mi. of I-10 from Houston to Katy, with the addition of 2-3 managed lanes (possible toll) and 1 general purpose lane in each direction.	Cost increased from \$1.1 to \$1.63 billion, as the \$1.1 billion was an environmental stage estimate.	TxDOT	FHWA/State normal funding. Federal funding estimated to be approx. 72% of total cost.	Finance Plan acceptance required prior to authorization of Federal funds for constr.
I-15 Corridor <i>Project Completed.</i>	Salt Lake City, UT	Completed cost=\$1.59 Baseline=\$1.36 Init. Finance Plan 7/96	Design-Build contract began 1996. Project completed Summer 2001.	Reconstr. of 17 mi. of I-15, with auxiliary and HOV lanes added.	Project completed.	UDOT	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.
I-95/Woodrow Wilson Bridge	VA/MD/DC	Current=\$2.443 Baseline=\$2.443 Init. Finance Plan 9/01	Constr. began Oct. 2000. Eastbound bridge completion anticipated May 2006, and Westbound bridge completion anticipated May 2008. Final Telegraph Rd. completion scheduled for 2011.	Replacement of existing 6-lane bridge with new 12-lane double structure, including auxiliary and HOV lanes. Reconstr. of adjacent interchanges.	Total project cost remained constant at \$2.443 billion.	MdSHA (lead for bridge and Maryland interchanges), VDOT (lead for Virginia interchanges), and DDOT (lead for I-295)	Current ceiling is \$1.631 billion in designated Federal funding from WWB Financing Acts and RABA; remainder State funding.	MdSHA has agreed to not include PLA's in contracts. MdSHA procured an independent team to review the high bid received on the Superstructure contract. Determination made to break-up contract and re-advertise.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '02	Project Sponsor (State)	Funding Sources	Remarks
I-95/I-495 Springfield Interchange	Springfield, VA	Current=\$0.68 Baseline=TBD	I-Complete. II and III-Complete. IV-Under constr., 50% complete. V-Constr. 20% complete. VI and VII-Designs 90% complete. Phase VII compl. scheduled for Spring 2007. VIII-Design 55% complete. On hold until Beltway HOV is designed.	Reconstr. of I-95/I-495 and I-95/Route 644 interchanges, with separation of local, through, and HOV traffic and direct ramp access.	See Remarks. Initial Finance Plan due Nov. 2002, which may show some cost increase.	VDOT	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	Finance Plans originally not required since less than \$1.0 billion. Inspector General recommended in their 2002 report that Finance Plans be required due to rising costs and Congressional interest. VDOT has concurred and will submit an Initial Finance Plan.
I-64/Hampton Roads Third Crossing	Hampton Roads Area, VA	Current=\$4.43 Baseline=TBD	EIS completed Mar. 2001. ROD issued June 2001. Bridge-Tunnel design consultant and GEC now on-board. 1 st project scheduled to be advertised 2005.	Constr. new 34 mi. tunnel/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 constant at \$4.43 billion.	VDOT	Funding structure to be included in PPTA future proposals.	2 proposals (PPTA) received to design, build, and finance the system. Both proposals were returned, pending revisions to the PPTA admin. guidelines.
I-43/I-94/I-794 Marquette Interchange	Milwaukee, WI	Current=\$1.1 Baseline=TBD	FONSI completed late 2001. Constr. expected to begin 2004.	Reconstr. of the Marquette Interchange and approaches in downtown Milwaukee.	Total project cost remained constant at \$1.1 billion.	WI DOT	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	Finance Plan acceptance required prior to authorization of Federal funds for constr.

Key to Acronyms:

BR/IM=Bridge Rehabilitation/Interstate Maintenance
D-B=Design-Build
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

MTA=Massachusetts Turnpike Authority
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