Update on
2007 Transportation Initiative
Item 449.10 of Chapter 847

House Appropriations Committee

Pierce R. Homer
Secretary of Transportation
October 15, 2007
2007 Transportation Initiative

- Item 449.10 appropriates $500 million GF in FY 2007 for select transportation initiatives
  - Builds upon the achievements of the last five years
  - Appropriates one-time funding to projects that reflect the strong partnerships in all modes of transportation
  - $500 million includes:
    - $305 million Transportation Partnership Opportunity Fund
    - $65 million Rail Enhancement Fund
    - $60 million Commonwealth Transit Capital Fund
    - $50 million Commonwealth Port Fund
    - $20 million Revenue Sharing Program
Transportation Partnership Opportunity Fund - $305 million

- TPOF limited to certain design-build and PPTA projects
  - Capital Beltway HOT Lanes
  - Hillsville Bypass
  - I-64/I-264 Interchange
  - Route 50 widening in Fairfax and Loudoun Counties
  - Route 37 Eastern Bypass EIS
  - Right of Way owned by Norfolk Southern in Virginia Beach
<table>
<thead>
<tr>
<th>Project</th>
<th>Status</th>
<th>Use of Funds</th>
<th>Project Outcome</th>
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<tbody>
<tr>
<td>Capital Beltway HOT Lanes - $1.7 billion project</td>
<td>Negotiations complete; finalizing documents and federal financing approval expected by 12/31/07</td>
<td>$157 million of $409 million contribution to project; At financial close payment will be made to fund additional elements and to address materials cost increases</td>
<td>First dedicated HOV and transit lanes on the Capital Beltway; includes Phase VIII of Springfield Interchange, three additional access points into Tysons Corner; construction begins early 2008</td>
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<td>Route 58 Hillsvile Bypass - $92 million</td>
<td>Negotiations complete; will be task order for existing PPTA</td>
<td>$75-$80 million; provides gap funding needed to construct project; identified as one of the 2002 priorities; GF spending will begin Spring 2008</td>
<td>Allows freight traffic to bypass Hillsvile; direct access between I-77 and Route 52; construction begins early 2008</td>
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<td>I-64/I-264 Interchange – $210 million</td>
<td>In scope development for determination of design-build</td>
<td>Will accelerate construction; will provide gap funding</td>
<td>Improves the I-64/I-264 &amp; Witchduck Road interchanges as well as collector/distributor roads; relieves congestion and adds capacity. I-64/I-264 interchange construction date is currently 2011</td>
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<td>Rte 50 in Fairfax &amp; Loudoun Counties - $53 million</td>
<td>In preliminary design; design-build procurement in Fall 2008</td>
<td>Will accelerate construction (currently 2013 start); will provide gap funding</td>
<td>Widens 3 miles from 4 to 6 lanes (between two existing 6 lane sections); relieves congestion and adds capacity</td>
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<td>Route 37 Environmental Impact Statement - $6 million</td>
<td>Preliminary work updating previous document</td>
<td>Funded in Six-Year Program – environmental work cannot be part of PPTA</td>
<td>Updated information for record of decision</td>
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<td>Right of Way Acquisition from Norfolk Southern Corporation in Virginia Beach (between Newtown Road &amp; Oceanfront) - $50 million</td>
<td>Virginia Beach is in negotiations for right-of-way purchase</td>
<td>Partially fund purchase of 10.7 miles of railroad right of way along the I-264 corridor to Bird Neck Road</td>
<td>Access management - preserve the right of way for future transportation purposes; regional connectivity issues remain</td>
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Rail Enhancement Fund - $65 million

- I-95 Rail Corridor Improvements - $20-$25 million
  - Final two of six improvement projects in final design with construction scheduled to begin in spring 2008; total cost of all 6 is $55 million
  - Richmond area rail improvements being modeled in cooperation with CSX and Amtrak

- I-81 Rail Corridor Improvements (Phase I) from 2003 Northeast-Southeast-Midwest Corridor Marketing Study - $40-$45 million
  - Rail capacity and service reliability improvements between Front Royal and Manassas are key
  - Status: Preliminary engineering and environmental work underway. Construction by Norfolk Southern to begin in winter 2007
  - Total Phase I estimated cost: $126 million
Transit Capital Fund - $60 million

• Transit Capital Fund: $45 million
  – $20 million to WMATA for rolling stock
    – CTB has allocated funding; contract is pending
  – $15 million to VRE for rolling stock
    – CTB has allocated funding; contract is pending
  – $10 million to Hampton Roads Transit Light Rail
    – Total project cost is $232 million with funding from Norfolk, Commonwealth, and federal agencies
    – Federal Full Funding Agreement milestone achieved on 10/1/2007; construction scheduled to begin by 11/2007

• Mass Transit Capital Assistance Program: $15 million
  – CTB allocated additional funding which increased the state share of transit capital to 66% compared to 22% a year ago; all (38) agreements signed
Commonwealth Port Fund - $50 million

• Up to $40 million for the Route 164 median rail relocation to complement federal funding
  – Construction is underway; additional scope is being considered if funding can be identified
  – Project has expended $2.6 million in GF as of September 30th
  – Project expected to be complete by December 2009;

• $10 million for final design of Craney Island
  – Preliminary engineering is underway - $39 million
  – Final congressional authorization received week of September 17
  – Project has expended $2.4 GF as of September 30th
  – Anticipation loan under consideration while waiting federal appropriation for PE and fuel line relocation
Revenue Sharing Program - $20 million

• The total revenue sharing program for FY 2008 is fully funded at the $50 million level
  – Combined FY 2007 and FY 2008 funding

• 71 localities awarded grants; $108 million in local funding being committed to revenue sharing projects
  – Total of $158 million in transportation projects
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