

***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

Project	Status	Use of Funds	Project Outcome
Capital Beltway HOT Lanes - \$1.7 billion project	Negotiations complete; finalizing documents and federal financing approval expected by 12/31/07	\$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	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
Route 58 Hillsville Bypass - \$92 million	Negotiations complete; will be task order for existing PPTA	\$75-\$80 million; provides gap funding needed to construct project; identified as one of the 2002 priorities; GF spending will begin Spring 2008	Allows freight traffic to bypass Hillsville; direct access between I-77 and Route 52; construction begins early 2008
I-64/I-264 Interchange – \$210 million	In scope development for determination of design-build	Will accelerate construction; will provide gap funding	Improves the I-64/I-264 & Witchduck Road interchanges as well as collector/distributor roads; relieves congestion and adds capacity. I-64/I-264 interchange construction date is currently 2011

Project	Status	Use of Funds	Project Outcome
Rte 50 in Fairfax & Loudoun Counties - \$53 million	In preliminary design; design-build procurement in Fall 2008	Will accelerate construction (currently 2013 start); will provide gap funding	Widens 3 miles from 4 to 6 lanes (between two existing 6 lane sections); relieves congestion and adds capacity
Route 37 Environmental Impact Statement - \$6 million	Preliminary work updating previous document	Funded in Six-Year Program – environmental work cannot be part of PPTA	Updated information for record of decision
Right of Way Acquisition from Norfolk Southern Corporation in Virginia Beach (between Newtown Road & Oceanfront) - \$50 million	Virginia Beach is in negotiations for right-of-way purchase	Partially fund purchase of 10.7 miles of railroad right of way along the I-264 corridor to Bird Neck Road	Access management - preserve the right of way for future transportation purposes; regional connectivity issues remain

Rail Enhancement Fund - \$65 million

- I-95 Rail Corridor Improvements - \$20-\$25 million 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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