

ITEM 11 - Action
December 19, 2007

Approval of Amendment to the FY 2007-2012 TIP that is Exempt from the Air Quality Conformity Requirement to Reflect the Latest Funding Estimates for the Capital Beltway HOV/HOT Lanes Project and the I-66 Access and Flyover Ramp Project, and Add a Pavement Rehabilitation Project on I-495 and I-66 as Requested by the Virginia Department of Transportation (VDOT)

Staff

Recommendation: Receive briefing on the amendment to the FY 2007-2012 TIP to reflect the latest funding estimates for the Capital Beltway HOV/HOT Lanes Project and the I-66 Access and Flyover Ramp Project, and to add the Pavement Rehabilitation Project on I-495 and I-66, and adopt Resolution R9-2008 to approve it.

Issues: None

Background: In the enclosed letter of December 12, 2007, VDOT has requested that the FY 2007-2012 TIP be amended to reflect the latest funding estimates for the Capital Beltway HOV/HOT Lanes Project and the I-66 Access and Flyover Ramp Project, and add the Pavement Rehabilitation Project on I-495 and I-66 as described in the enclosed materials.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AMENDMENT TO
THE FY 2007- 2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO REFLECT THE
LATEST FUNDING ESTIMATES FOR THE CAPITAL BELTWAY HOV/HOT LANES
PROJECT AND THE I-66 ACCESS AND FLYOVER RAMP PROJECT, AND ADD A
PAVEMENT REHABILITATION PROJECT ON I-495 AND I-66, AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on October 20, 2006 the TPB adopted the 2006 CLRP and the FY 2007-2012 TIP; and

WHEREAS, in the attached letter of December 12, 2007, VDOT has requested that the FY 2007-2012 TIP be amended to reflect the latest funding estimates for the Capital Beltway HOV/HOT Lanes Project and the I-66 Access and Flyover Ramp Project, and to add the Pavement Rehabilitation Project on I-495 and I-66, as described in the attached materials; and

WHEREAS, these funding modifications do not affect the current conformity analysis for the 2006 CLRP and the FY 2007-2012 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2007-2012 TIP to reflect the latest funding estimates for the Capital Beltway HOV/HOT Lanes Project and the I-66 Access and Flyover Ramp Project, and to add the Pavement Rehabilitation Project on I-495 and I-66, as described in the attached materials.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

December 12, 2007

DAVID S. EKERN, P.E.
COMMISSIONER

National Capital Region
Transportation Improvement Program Amendment

The Honorable Catherine Hudgins
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, DC 20002-4201

Dear Chairman Hudgins:

As was announced on September 10, 2007, the Virginia Department of Transportation (VDOT) has reached agreement with its private partner, Capital Beltway Express, LLC, for the design, construction, operation and maintenance of the new Capital Beltway High Occupancy Toll (HOT) lanes. Capital Beltway Express, LLC, is a concessionaire created by Transurban DRIVE LLC, and Fluor Enterprises, Inc. The project and its various components are included in the current Constrained Long Range Plan (CLRP) and the Transportation Improvement Program (TIP). This week all final agreement details and financing will be secured and the Federal Highway Administration has requested that the State Transportation Improvement Program reflect the final financing arrangements. As a result, the Transportation Planning Board is asked to approve this amendment at its December 19, 2007 meeting to reflect the final project, its various components, and final financing and cost estimates.

This agreement will allow dedicated high occupancy vehicle (HOV) and transit lanes to be constructed within the same basic footprint as the existing Beltway. As you are well aware, the Capital Beltway is the only major corridor in Northern Virginia that has no dedicated transit or HOV services. Furthermore, the construction of this project represents the first capacity enhancements to the Beltway in a generation, addresses growing congestion in the corridor, and improves the safety and performance of the entire Beltway.

The agreement includes the design, right of way acquisition, construction and related activities for a number of projects included in the Board's TIP and CLRP. These include Phase VIII of the

Springfield Interchange (already in the TIP at current cost), the I-66 Access Improvements and Flyover Ramp, and the I-495 Capital Beltway widening to 12 lanes. In addition, the project will also include the rehabilitation of existing lanes on the Capital Beltway and the construction of new general purpose lanes. The construction of the general purpose lanes allows for the existing inside lanes to be converted to the HOV / HOT lanes. This public-private project was first added to the Board's CLRP in 2005. Since then, the project has moved from its planning stage to project development. Information about the project, the agreement, and the public-private partnership can be found at www.virginiadot.org/projects/HOT_main.asp.

Consistent with TPB's earlier actions, these additional amendments to the TIP to reflect updated financial information have been discussed with, and are requested on the advice of, the Virginia Division of the Federal Highway Administration (FHWA).

As noted earlier, there are different elements of this major and complex project in the TIP, and VDOT, through this series of amendments, is updating the information for two of the project elements and adding a new project element to the FY 2007-2012 TIP. In part, these changes are being requested by FHWA for ease of project administration. Summary descriptions of the changes being proposed are presented below. Detailed descriptions of the changes for each of the three projects are attached to this letter.

1. For the main Beltway HOV/HOT Lane project listing (ID 68805), previously identified funding years and amounts are being updated and new funds are being added to reflect the new project costs (\$1.603 B as opposed to \$900 M). These costs also include financing costs and other related project costs in addition to the design-build costs.
2. For the related I-66/I-495 interchange project listing (ID 56356), previous funding amounts and years are being updated and a net of \$33.59 M in new funds for constructions is being added, and
3. Some of the non-HOT lanes related portion of the Beltway HOV / HOT lanes project is being placed in a new project element listing (ID 84742) with \$55.15 M in construction (maintenance rehabilitation) funding.

As noted earlier, the primary reasons for this amendment are the completion of various project development activities over the past two years and the finalization of the project agreements with the private sector partner. The primary reasons for the increased funding being programmed to the projects are as noted below.

1. The earlier planning level estimates have now been revised to reflect the latest understanding of the project based on additional project development work completed to date;


Hon. Catherine Hudgins
Dec. 12, 2007

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2. The earlier (2004) planning level estimates which were in constant 2004 dollars have been updated to reflect the increasing cost of construction and are now in year-of-expenditure dollars;
3. As the agreement has been finalized, additional work such as the pavement rehabilitation has been added.

TPB's favorable consideration of this amendment request at its December 19, 2007, meeting will make it possible for VDOT to comply with the terms of its in-principle agreement with the private sector partners and deliver this regionally important and beneficial project per schedule. I thank you for your consideration of, and action on, this request. Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office) and to Mr. Chad Tucker in VDOT's Transportation and Mobility Planning Division in Richmond.

Sincerely,



Morteza Salehi
Act. Dist. Engr
for

Morteza Salehi
Acting District Administrator
VDOT – Northern Virginia District

Attachments: Detailed Description of Changes
Updated FY 2007-2012 TIP Table

cc: Ms. Diane Mitchell, VDOT-PD (w/ attach.)
Ms. Deborah Grant, VDOT-PD “
Ms. Jo Anne Sorenson, VDOT-NoVA “
Mr. Nick Nicholson, PE, VDOT-NoVA “
Ms. Theresa DeFore, PE, VDOT-NoVA “

Detailed Description of Changes

Updates to projects elements included in the current FY 2007-2012 TIP:

1. Interstate 495 Widen Capital Beltway to 12 Lanes, Fairfax County (Project ID 68805)
The proposed amendment will: (1) remove all funding from FY 2006 (\$81 M in total) and FY 2007 (\$165 M) for use in new fiscal years to match the project's latest schedule; (2) add \$230,573 M for PE, \$42 M for ROW and increase CN funding from \$327 M to \$640,334 M in FY 2008; (3) reduce CN funding from \$327 M to \$164,453 M in FY 2009; (4) add \$134,421 M for CN in FY 2010; (5) add \$187.653 M in FY 2011 and (6) add \$156 M in FY 2012. The source of funding for the total cost of \$1.603 B is: State Funds (\$157 M), TIFIA/Private Activity Bonds (\$1,100 M) and Private Equity funds (\$346 M).
2. Interstate 66 Access Improvements and Flyover Ramp, Fairfax County (Project ID 56356)
The proposed amendment will decrease FY08 PE funding from \$28.251M to \$6.200M and add \$55.641M for CN in FY08 using Federal IM/NHS funds from FY08 allocations.

Addition of a project element to the current FY 2007-2012 TIP:

3. Interstate 66 and 495 Pavement Rehabilitation, Fairfax County (Project ID 84742)
The proposed amendment will add \$5.954M in FY08 for PE and \$49.196M in FY08 for CN using Federal IM/NHS funds from FY08 allocations.

This new project includes Pavement Rehabilitation on the Beltway and I-66 within the Beltway HOT Lanes project limits and 'other construction' in conjunction with the Beltway HOT Lanes project. 'Other Construction' activities may include: reconstruction of existing interchanges (other than any portion of such interchanges that will provide access to the HOT Lanes for toll-paying vehicles); roadway/bridge reconstruction; sound walls; pedestrian / bicycle facilities; and incidental construction such as lighting, drainage etc. at the following locations within the project limits: Wakefield Park Pedestrian Bridge, Little River Turnpike (Route 236), W&OD Pedestrian Bridge, Idylwood Road (Route 695), Oak Street (Route 769), and Lewinsville Road (Route 694).

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

PROPOSED TIP AMENDMENT - 12/19/2007

FY 2007-12
Changes to existing entries are noted in bold.

Agency Project ID	Facility, Location, Description	Phase	Prev	Annual Element FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Program Total FY 07-12	Funding Source	Funding Shares Fed/st/lo		
VDOT Interstate														
68805	Facility: I-495 Widen Capital Beltway to 12 Lanes From: Springfield Interchange To: VA 193 (Georgetown Pike) Jurisdiction: Fairfax County	P.E.	0	0	\$230,573	0	0	0	0	0	\$157,208	VDOT Funds	100%	
		ROW	0	0	\$42,000	0	0	0	0	0	0	\$1,100,000	TIFIA/PAB	100%
		Const	0	0	\$640,334	\$164,453	\$134,421	\$187,653	\$203,774			\$346,000	Private	100%
	Widen I-495 (Capital Beltway) to 12 lanes by adding four high-occupancy toll (HOT) lanes (2 in each direction) with a southern terminus that includes Springfield Interchange Phase VIII & northern terminus a point just south of VA 193 (Georgetown Pike). Updates funding for FY08 RW, FY10 CN, FY11 CN, and FY12 CN using Fed TIFIA/PAB, State TPOF, and Private funds. Included in this project are all financing costs of the project (included in PE).													
	Air Quality Project is included in the 2005 CLRP air quality conformity analysis & in the FY07-12 TIP.													
56356	Facility: I-66 Access Improvements and Flyover Ramp From: I-66 Interchange at I-495 (Capital Beltway) To: Jurisdiction: Fairfax County	P.E.	0	0	\$6,200	0	0	0	0	0	\$61,841	Fed IM	90%	
		ROW	0	0	0	0	0	0	0	0	0			10%
		Const	0	0	\$55,641	0	0	0	0	0	0			
	Relocates the existing general purpose exit ramp from EB I-66 to NB I-495 general purpose lanes. Updates funding by increasing FY08 PE to \$6,200K and adding \$55,641K to FY08 CN using Federal IM funds.													
	Air Quality Project is included in the 2005 CLRP air quality conformity tables page 16.													
84742	Facility: I-495 Pavement Rehabilitation From: I-95/395/495 (Springfield Interchange) To: South of VA 193 (Georgetown Pike) Jurisdiction: Fairfax County	P.E.	0	0	\$5,954	0	0	0	0	0	\$55,150	Fed IM	90%	
		ROW	0	0	0	0	0	0	0	0	0			10%
		Const	0	0	\$49,196	0	0	0	0	0	0			
	Rehabilitate Interstate 495 pavement by milling and overlaying pavement within cited limits. New project and adds \$5,954K to PE in FY08 and \$49,196K to CN in FY08 using Federal IM funds.													
	Air Quality Project is categorically exempt from air quality conformity analysis.													

Note: The following funding definitions apply:

1. PAB is private Activity Bond.
2. TIFIA is Transportation Infrastructure Financing And Innovation Act.
3. IM is federal Interstate Maintenance funds.
4. TPOF is State Transportation Partnership Opportunity Funds.