GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Office of the Director

May 31, 2013

Joseph C Lawson
Division Administrator
District of Columbia Division
Federal Highways Administration
1990 K Street NW, Suite 510
Washington, D.C. 20006

Subject: South Capitol Street Project –Initial Financial Plan - FAP# 8888(286)

Dear Mr. Lawson,

We are transmitting our revised Initial Financial Plan addressing your comments for review and approval. The plan has been updated from the October 22, 2012, submission to reflect the following:

- Schedule and cash flow needs of the project have been revised to reflect design-build delivery for Phase 1 of the plan (Replacement of the Frederick Douglass Memorial Bridge, construction of new approaches, and reconstruction of the I-295 / Suitland Parkway Interchange).
- Adjustment to the calculation of upfront local match contribution for GARVEEs to make it consistent with FHWA direction.
- Amendments to sources and uses of funds to reflect work/expenditures made in FY 2012.
- Minor adjustments to match the proposed FY2014 budget proposal from Mayor Gray.
- Adjustments to the FEIS preferred alternative to avoid acquisition of Navy property and mitigate other risks.

We appreciate the assistance from your staff in completing the Initial Finance Plan for this critical infrastructure project that has been included in Mayor Gray's proposed FY14 budget.

Sincerely,

Terry Bellamy
Director

Attch: For Review and Approval: South Capitol Street Project – Initial Financial Plan

BCC: Ronaldo Nicholson (DDOT)
Ravi Ganvir (DDOT)
Sanjay Kumar (DDOT)
Matthew Brown (DDOT)
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South Capitol Street Project

Initial Financial Plan

F.A.P. No. 8888(286)

May 23, 2013

Prepared by:

CH2MHILL.

anacostiawaterfront.org

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Contents

EXHIBITS

APPENDICES

A. INTRODUCTION

Anacostia Waterfront Initiative

The Anacostia Waterfront Initiative is a multi-agency effort to revitalize the areas around the waterfront of the Anacostia River by creating a hub of economic development and bringing thousands of new jobs, residents and visitors. The Anacostia Waterfront Initiative envisions: environmentally responsible development; unification of the diverse waterfront areas into commercial, residential, recreational, and open-space uses; development and conservation of park areas; and greater access to the waterfront, communities, and business corridors.

As part of the Anacostia Waterfront Initiative, the South Capitol Street Corridor, including the Frederick Douglass Memorial Bridge, is one of the most important corridors and one of the most widely-used bridges in Washington, DC. The purpose of the South Capitol Street project is to improve safety, multimodal mobility, accessibility and support economic development throughout the project area. Construction of the project will:

- Create additional park lands in the area adjacent to the new bridge
- Reconnect the city to the Anacostia riverfront, expanding recreational opportunities, environmental benefits, and economic development
- Enhance homeland security in the Capital region by:
    - Improving the connectivity of vital, local military and federal installations including:
        - Washington Navy Yard
        - Joint Base Anacostia-Bolling
        - Joint Base Andrews
        - Anacostia Naval Annex
        - Defense Intelligence Agency
        - U.S. DOT Headquarters
        - DHS Headquarters at St. Elizabeths
        - U.S. Capitol
        - White House
    - Creating an improved evacuation pathway for large numbers of vehicles to exit the city in the event of a major threat

Summary Project Description

The District of Columbia Department of Transportation (DDOT), in cooperation with the Federal Highway Administration (FHWA), has prepared a Final Environmental Impact Statement (FEIS) presenting: the FEIS Preferred Alternative, updated data/information on study area conditions, changes in impacts, responses to agency and public comments on the Draft Environmental Impact Statement (DEIS), updated agency coordination and public involvement activities, and mitigation commitments.

Ongoing project planning, engineering activities, and coordination activities with regulatory agencies have refined existing data and facilitated determination of potential project impacts on the natural, human, and cultural environments. Engineering efforts have focused on refinements to the individual interchange configurations, modification of the alignment proposed for the Frederick Douglass Memorial Bridge, modifications of connections to the local communities, and improved operations on access ramps and local streets.

A Supplemental Final EIS (SFEIS) is being prepared to assess the impacts of changes to the FEIS preferred alternative and to analyze a fixed bridge option for replacement of the Frederick Douglass Memorial Bridge.

The purpose of the South Capitol Street project is to transform the existing corridor into an urban gateway to the U.S. Capitol and the District of Columbia's monumental core that improves safety, accessibility, and multimodal mobility. The location of the South Capitol Street (SCS) project is shown on Exhibit A.1. The federal interest for this project is longstanding. The national and regional significance of the project was highlighted in the National Capital Planning Commission's (NCPC) Federal Capital Improvement Program for the National Capital Region – 2011 - 2016 (Appendix A). In the report, both the new Frederick Douglass Memorial Bridge and the South Capitol Street reconstruction were **Recommended and Strongly Endorsed**. The NCPC Capital Improvement Program is not a product of the federal mandated state and local transportation process and for this reason is not formally recognized by FHWA.

EXHIBIT A.1
PROJECT LOCATION MAP

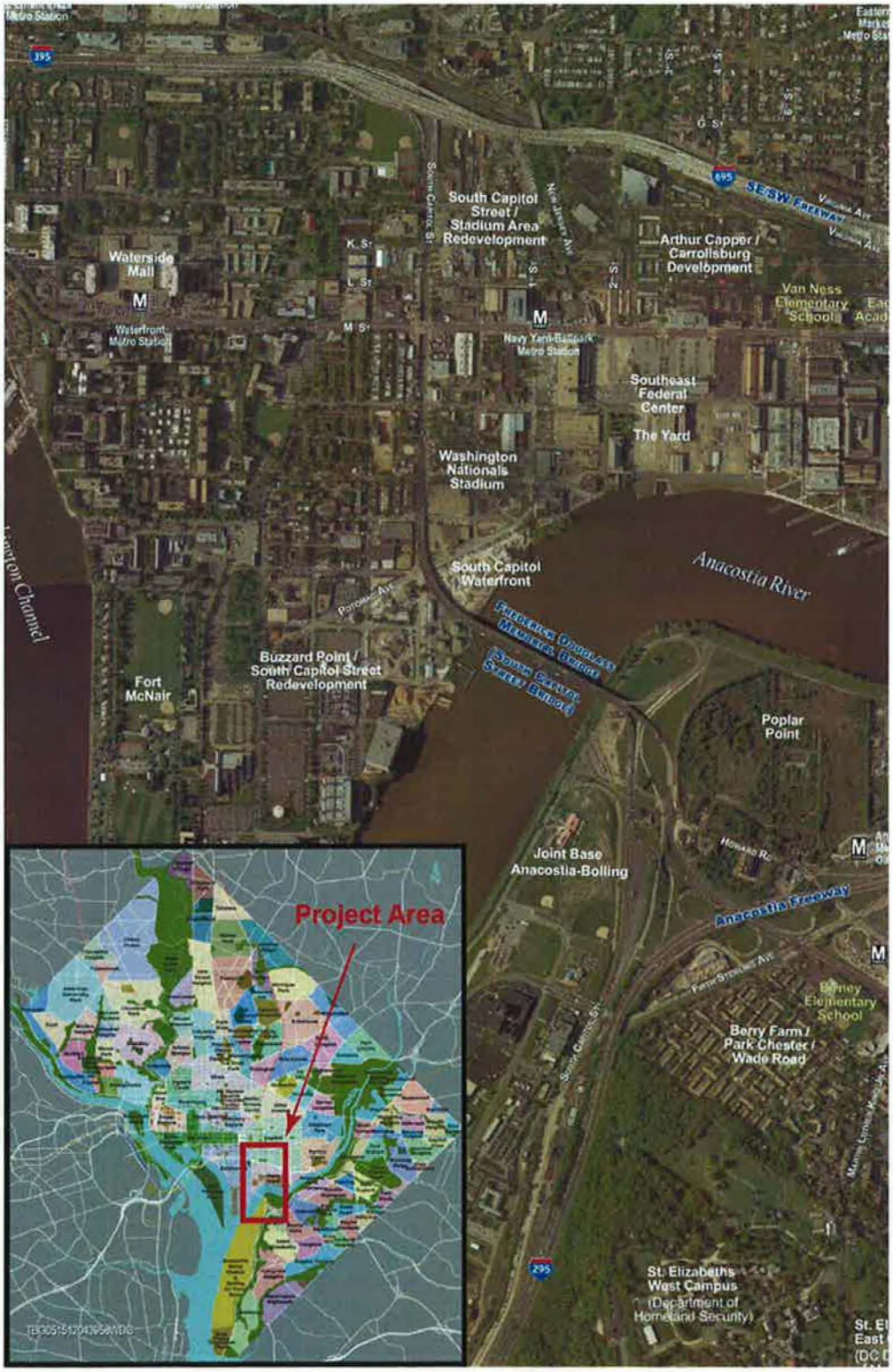
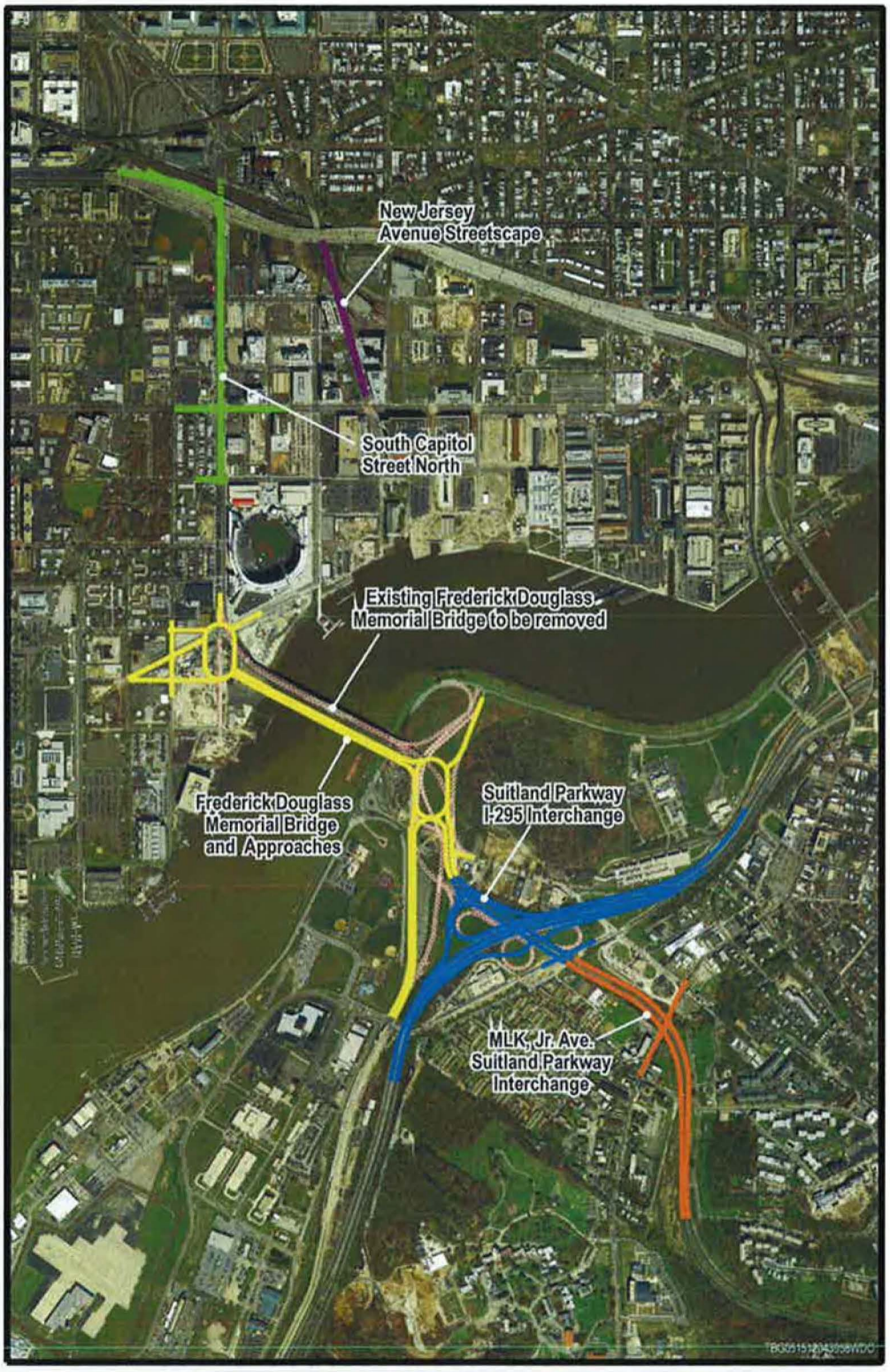


EXHIBIT A.2
PROJECT SEGMENTS



As portrayed graphically on Exhibit A.2, the project is divided into five segments:

New Frederick Douglass Memorial Bridge and Approaches

The new Frederick Douglass Memorial Bridge is the southern gateway to downtown Washington, DC, the monumental core and Capitol Hill. Improving the character, connectivity, safety, and multimodal nature of the bridge and the South Capitol Street Corridor is a vital piece of the planned improvements in this area. The new bridge to be built with this segment of the project will be the spine of the infrastructure improvements that allow mixed use and economic development to occur in the corridor. The new bridge will replace the existing Frederick Douglass Memorial Bridge on a new alignment to the south and is currently contemplated as a moveable bascule bridge. This is the preferred alternative selected in 2009 and one of four alternatives considered in the Draft Environmental Impact Statement and the 2007 *Frederick Douglass Memorial Bridge Alignment Study.* Further design activities may identify opportunities to reduce bridge construction costs while meeting the environmental, aesthetic, safety, and operational commitments made to the community and project stakeholders. Specifically, DDOT is investigating a fixed span option and adjustments to the bridge alignment to avoid acquisition of Navy property and mitigate other risks. In addition to the new bridge, this segment of the project includes the new traffic oval at the western approach connecting South Capitol Street, Potomac Avenue, Q and R streets. The oval will create a focal point at the western terminus of the Frederick Douglass Memorial Bridge and is expected to serve as a future National Capital Planning Commission (NCPC) memorial or monument site. On the eastern bridge approach, a new traffic oval is proposed, connecting Suitland Parkway, Howard Road and South Capitol Street. This project segment will also include an upgraded and reconstructed section of South Capitol Street, between Firth Sterling Avenue and the traffic circle. As part of this segment of the project, the demolition and removal of the existing Frederick Douglass Memorial Bridge and approaches will occur after completion of the new bridge.

Suitland Parkway / I-295 Interchange

This existing interchange, a partial cloverleaf facility with a partial diamond interchange at Howard Road, provides poor connectivity and utilizes local roadways as de facto freeway ramps. In addition, the existing cloverleaf configuration is a hindrance to multi-modal mobility, creating a barrier to pedestrian and bicyclist movement across I-295. The proposed modifications to the I-295/Suitland Parkway interchange in this segment of the project will improve safety, multimodal mobility, accessibility and support economic development throughout the area. The project includes the removal of existing cloverleaf ramps at the interchange and replacing them with diamond interchange ramps. The diamond interchange will include two at-grade signalized intersections, one at the I-295 northbound ramps and the other at I-295 southbound ramps.

Further, with the removal of the partial interchange at I-295/Howard Road SE, traffic will exit at Suitland Parkway, thus eliminating the use of local roads, including Howard Road SE and Firth Sterling Avenue SE, as I-295 ramps.

Martin Luther King, Jr. Avenue SE/ Suitland Parkway New Interchange

This segment provides a new interchange to improve access to and from Suitland Parkway for local traffic as well as improved access for the relocated Department of Homeland Security facilities at St. Elizabeths Campus. The existing Martin Luther King (MLK), Jr. Avenue bridge over Suitland Parkway will be replaced and a center ramp, signalized interchange will be created to allow full movements to and from Suitland Parkway to Martin Luther King, Jr. Avenue. The new MLK, Jr. Avenue bridge will be wider than the existing structure to accommodate turning lanes and sidewalks along both sides.

South Capitol Street (North of O Street)

This segment of South Capitol Street, which lies west of the Anacostia River and north of O Street, will be rebuilt as a six-lane boulevard divided by a landscaped median. The streetscape design specifically envisioned for South Capitol Street includes several features that help provide a multimodal gateway to the U.S. Capitol and the monumental core. Since this segment of the roadway is part of the urban street grid, the design provides pedestrian-oriented amenities. The roadway will have wider sidewalks and wider curbside lanes to accommodate both bicyclists and vehicles. The curbside lanes will carry vehicular traffic during peak periods but will function as parking lanes during off-peak times. To improve multimodal mobility, a minimum 11-foot-wide sidewalk will be paved with exposed aggregate material. An 18-foot-wide landscaped median will separate the northbound and southbound travel lanes; and where left-turn lanes are present, the median tapers to a six-foot-wide pedestrian refuge paved with exposed aggregate material. Reconstructed at-grade intersections will be provided along South Capitol Street to allow for turning movements. The intersections at I, K, L, N, O and P Streets will be reconstructed. This segment also includes a reconstructed, at-grade intersection at M Street, removing the existing underpass and urban interchange. The existing ramp from northbound South Capitol Street to I-395 will be removed and reconfigured as an at-grade intersection with turning movements allowing access for both northbound and southbound South Capitol Street to and from I-395.

New Jersey Avenue Streetscaping

The Plan of the City of Washington included New Jersey Avenue SE among the principal diagonal avenues with an established Right of Way of 160 feet. However, the existing Right of Way of New Jersey Avenue SE ranges between 50 and 180 feet wide within the project area. The streetscape concept of this segment of the project will restore a consistent design to the avenue and reestablish the 160-foot Right of Way between the SE-SW Freeway and M Street SE. The streetscape design will be in accordance with the *Anacostia Waterfront Transportation*

Architecture Design Guidelines (DDOT 2005). Since New Jersey Avenue SE approaches the U.S. Capitol and is part of the Plan of the City of Washington, the proposed streetscape treatments are similar to South Capitol Street. The entire length of New Jersey Avenue will be undivided with one 11-foot travel lane in each direction, dedicated parking lanes on each side of the street, and sidewalks on each side of the street. To improve multimodal mobility, a minimum 12-foot-wide sidewalk made of concrete unit pavers will be provided. Two six-foot-wide planting/furnishing zones, filled with mulch around the tree beds and concrete unit pavers elsewhere, will include medium to large street trees. To support economic development, a variable-width spillout zone will serve as a walkway, providing possible outdoor café space, opportunities for public art space, and additional landscaping.

Phased Project Implementation

The current estimated project cost in 2012 dollars is approximately $725 million. Given the magnitude of the overall SCS project, the District has elected to build the project in two phases consistent with FHWA's "Financial Plans Guidance" and "OPERATIONAL INDEPENDENCE and NON-CONCURRENT CONSTRUCTION GUIDANCE." The phases, illustrated in Exhibit A.3, would consist of:

Phase 1 -

- Protective buying of Right of Way for the west oval and all necessary Right of Way east of the river
- Supplemental FEIS and preliminary design for the entire project (Segments 1-5)
- Final design and construction of new Frederick Douglass Memorial Bridge and approaches
- Final design and construction of Suitland Parkway / I-295 interchange

Phase 2 -

- Final design and construction of Martin Luther King, Jr. Avenue SE / Suitland Parkway new interchange
- Final design and construction of South Capitol Street (North of O Street) / I-395 ramps
- Final design and construction of New Jersey Avenue streetscaping

Based upon this phased approach, the current estimate of the South Capitol Street (SCS) project cost in Year-of-Expenditure dollars (YOE$) is $907.65 million, including contingencies. The costs for all segments and elements of the project were estimated and validated during FHWA's Major Project Review in July 2009. Analysis confirms that each of these phases is operationally independent. Additionally, each of the segments included in Phase 2, if undertaken separately, would also be operationally independent and subsequent updates to the financial plan may propose dividing Phase 2 into two or more additional phases. This offers significant opportunities for flexible project implementation while insuring that there is reasonable public benefit with each successive undertaking. The environmental commitments made in the FEIS

for the work contained in each phase will be met as each phase is implemented. The costs of meeting these commitments are included in the cost estimates.

EXHIBIT A.3

PROJECT PHASING

Project Activities To Date

South Capitol Street Environmental Impact Statement

In spring 2008, a Draft Environmental Impact Statement was released to the public, identifying two build alternatives. Subsequent to that report, DDOT developed a preferred alternative, selected a preferred bridge type for the replacement of the Frederick Douglass Memorial Bridge, and continued public and agency outreach. Additional travel demand modeling and traffic analysis is ongoing. Due to additional development in the project area and the planned relocation of the Department of Homeland Security to the St. Elizabeths Campus, the traffic modeling previously developed for the Draft EIS was determined to be outdated. The newer modeling and analysis was developed to provide an up-to-date and consistent traffic forecast for the project area and the region and was subsequently incorporated into the FEIS. To date, the South Capitol Street EIS project has been the subject of comprehensive and ongoing public outreach, including a scoping meeting, design workshops, public hearings associated with the Draft EIS, public outreach on the preferred alternative, town-hall meetings and agency coordination. Preparation of the Final Environmental Impact Statement (FEIS) was completed in March 2011. The FEIS was submitted to FHWA in March 2011, and approved by FHWA and released for public review on 22 March 2011.

Because of the recent design modifications proposed by DDOT to the FEIS preferred alternative, a Supplemental FEIS will be prepared to assess and document the change in the alignment of the Frederick Douglass Memorial Bridge and analyze a fixed span option as a potential replacement.

South Capitol Street Protective Buying Right of Way Acquisition

A Categorical Exclusion for Protective Buying was granted to the District for the acquisition or partial acquisition of seven parcels near the west approach of the Frederick Douglass Memorial Bridge for purposes of preventing imminent development of properties around the proposed west traffic oval. The area involved is in close proximity to the new Washington Nationals Baseball Stadium.

Property for the project will be acquired in accordance with the DDOT Right of Way Policies and Procedures Manual as updated in June 2011. Federal funds were obligated in December 2011 for seven advance acquisition parcels. For these parcels, Phase I and Phase II site assessments were completed in December 2012. Right of Way (ROW) Plats and Preliminary ROW Plans were also developed in 2012, pending further design development and determination of ROW impacts to these seven parcels. Updated title reports, real estate appraisal reports, and appraisal report review certifications will be prepared in the second quarter of CY 2013, and DDOT expects to make offers on these parcels by the third quarter of CY 2013. The acquisition of Right of Way through the advance acquisition /protective buy process is expected to be

completed by the third quarter of CY 2014. The estimated costs of protective buying used in this financial plan are based upon the best information currently available.

Data Gathering

Data gathering has been underway since early 2012 and is expected to be complete by mid-2013. This activity generally consists of topographic survey, Right of Way, and existing utility investigations and will provide a basis for development of roadway and bridge design plans within the corridor. Aerial mapping and field-run topography has been performed for the base mapping. Right of Ways, property lines and existing utilities will also be included in the mapping. Topographic and digital terrain models will be developed to be utilized in the preliminary and final design phases. Geotechnical data gathering has also occurred, with geotechnical borings and soil testing taking place for use in pavement and structural designs.

Preliminary Design of the South Capitol Street Project

As provided for under FHWA guidance on allowable activities prior to conclusion of the NEPA process, preliminary design is currently underway on the entire corridor. The preliminary design will be based upon and expand upon the concepts developed under the South Capitol Street FEIS and will reflect the commitments made to the community, stakeholders and other consulting parties. The preliminary design will contain Context Sensitive Design values that respect cultural characteristics, aesthetics, community values, social need and the environment in addition to safety, multi-modal mobility and access, and economic development. As part of the preliminary design, DDOT is preparing an Interchange Modification Report (IMR) to provide additional traffic operational analysis and effects of the project on the interstate system. The preliminary design will allow the project to better define the final design and construction schedules and sequencings, determine utility impacts, identify any needed additional right-of-way acquisitions, evaluate potential value engineering changes, and refine overall project costs.

Project Sponsor

District Department of Transportation (DDOT)

The District of Columbia Department of Transportation's mission is to develop and maintain a cohesive, sustainable transportation system that delivers safe, affordable, and convenient ways to move people and goods—while protecting and enhancing the natural, environmental and cultural resources of the District.

DDOT is responsible for the planning, design, financing, construction, operations and maintenance of the District's transportation infrastructure; DDOT:

- Plans, designs, constructs and maintains the District's streets, alleys, sidewalks, bridges, traffic signals and streetlights;

- Manages and makes improvements to the street system to facilitate traffic flow throughout the District of Columbia;
- Manages, with the Department of Public Works, the removal of snow and ice from the streets; and
- Manages and coordinates, with WMATA, the District's mass transit services.

Project History

Planning efforts have been underway for more than a decade to transform South Capitol Street into a grand urban boulevard that improves safety, accessibility, multimodal transportation and supports economic development. It is intended to improve accessibility by eliminating grade separations, providing for missing traffic movements and calming traffic.

The following is a list of studies and planning projects specifically related to South Capitol Street:

- *Extending the Legacy: Planning America's Capital for the 21st Century* (National Capital Planning Commission [NCPC] 1997) (*Extending the Legacy Plan*)
- *Anacostia Waterfront Initiative (AWI) Memorandum of Understanding* (*MOU*) (March 2000)
- *AWI Framework Plan,* which identified major themes to guide development and revitalization efforts for the Anacostia Waterfront area (OP 2003)
- *South Capitol Street Urban Design Study* (NCPC 2003)
- *The South Capitol Gateway and Corridor Improvement Study* (DDOT 2003) (*Gateway Study*)
- *South Capitol Gateway Corridor and Anacostia Access Studies* (DDOT 2004)
- *South Capitol Street Bridge Design Workshop* (DDOT 2004)
- *South Capitol Street Tunnel Study* (DDOT 2005)
- South Capitol Street Bridge Design Workshop (30 & 31 March 2005)
- *Frederick Douglass Memorial Bridge Alignment Study* (DDOT 2007) (*Bridge Alignment Study*)
- *South Capitol Street Draft Environmental Impact Statement/Section 4(f) Evaluation* (DDOT 2008)
- *Frederick Douglass Memorial Bridge: Design Workshop and Preferred Alternative Technical Report* (DDOT 2009)

In 2007, DDOT completed two construction projects within the project area: The Frederick Douglass Memorial Bridge Rehabilitation and the South Capitol Street Near-Term Improvements.

In 2007, DDOT was granted a ***Categorical Exclusion for Protective Buying for the South Capitol Street Project***. The District proposes the acquisition or partial acquisition of seven parcels near the west approach of the Frederick Douglass Memorial Bridge.

In March 2008, DDOT released the **South Capitol Street Draft Environmental Impact Statement/Section 4(f) Evaluation**.

In July 2009, FHWA's Innovative Program Delivery Office, Division Office and DDOT conducted a ***Major Project Review*** of the South Capitol Street project to validate the project scope and assess the reasonableness of the current cost estimate.

In March 2011, DDOT submitted the **South Capitol Street Final Environmental Impact Statement/Section 4(f) Evaluation**.

On 22 March 2011, FHWA approved the **South Capitol Street Final Environmental Impact Statement/Section 4(f) Evaluation**.

Project Delivery Timeline

Preliminary design for the entire corridor was initiated in January 2012 and is anticipated to take 16 to 20 months to complete. The data gathering, to be utilized in the preliminary design, is likewise underway and expected to be completed by mid-2013. The acquisition of Right of Way through the advance acquisition / protective buy process is expected to be completed by the third quarter of calendar year 2014.

As stated above, the various segments and elements of the project have been assigned to two phases that are operationally independent. DDOT intends to deliver Phase I of the project using the design-build contracting method. As indicated in Exhibit A.4, final design of Phase 1 is expected to commence in the first quarter of District Fiscal Year (DFY) 2014 and construction in the fourth quarter of DFY 2015. While the Project Delivery Timeline for Phase 2 portrayed in Exhibit A.5 indicates a five-year gap following completion of Phase 1 construction until commencement of Phase 2 construction, DDOT foresees commencing Phase 2 final design and construction as funding is budgeted and as the requisite staff resources to manage the procurement, design, and construction of the phase become available, which is expected to be somewhat sooner. In submitting this Initial Financial Plan, DDOT is requesting that the requirement for a five or more year separation between construction of the project phases be waived as allowed under FHWA's "Operational Independence and Non-concurrent Construction Guidance." Further, because the segments included in Phase 2 are operationally independent, DDOT may consider breaking Phase 2 into two or more phases at some future time.

EXHIBIT A.4

PHASE 1 DELIVERY TIMELINE

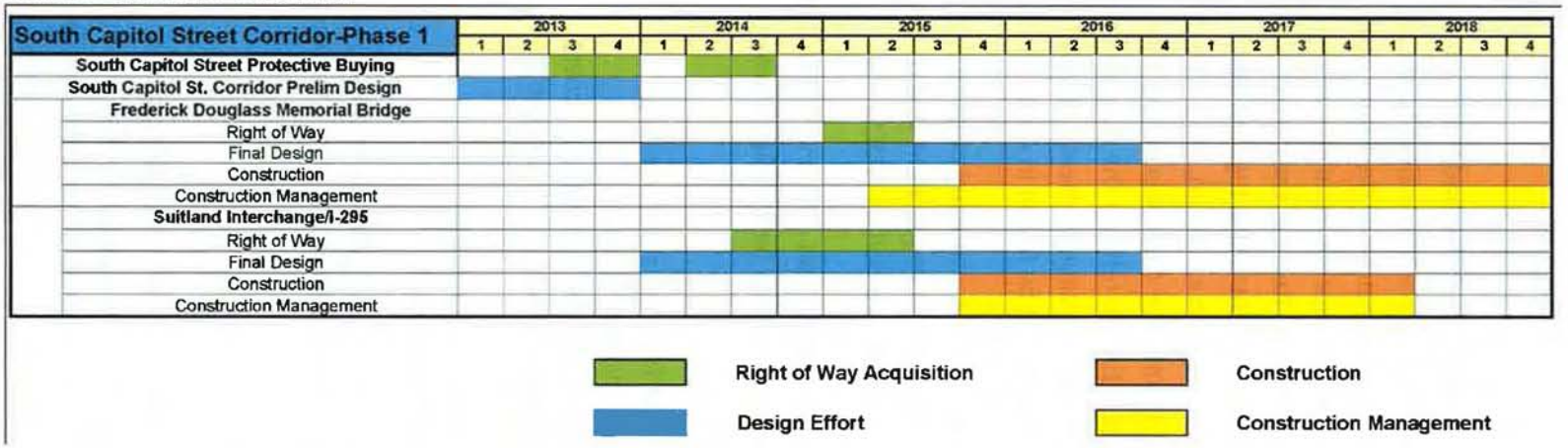


EXHIBIT A.5

PHASE 2 DELIVERY TIMELINE

B. Cost Estimates

Major Project Review Cost Estimate

In July 2009, FHWA's Innovative Program Delivery Office, Division Office and DDOT conducted a Major Project Review of the South Capitol Street project to validate the project scope and assess the reasonableness of the current cost estimate. In preparation of the Major Project Review, HNTB Corp. and Parsons Brinckerhoff collectively developed a detailed construction cost estimate of each project segment. During the Major Project Review, these cost estimates were validated and utilized to determine associated hard costs, including Right of Way acquisition, utility relocations and demolition; and soft costs such as design, environmental mitigation and construction management. These costs include the costs associated with program/project management and DDOT staff. The cost estimate reflects the current design level of effort (approximately 10 percent for the FEIS alternative development). The detailed Major Project Review cost estimate, which is in 2009 dollars, can be found in Appendix D.

Consistent with FHWA requirements, DDOT methodologies, and current anticipated inflation rates for construction, a quarterly escalation rate of 0.985 percent (equivalent to 4.0 percent annual escalation) was used to adjust costs to year-of-expenditure dollars (YOE$).

A contingency of 25 percent was added to the estimated construction cost prior to escalation to year of expenditure. Certain project-wide costs were estimated as a percentage of construction costs as follows:

- Preliminary design cost estimated at 2.5 percent of total construction costs
- Final design cost estimated at 6 percent of total construction costs
- Changes during construction estimated at 2 percent of total construction costs
- Right of Way costs (not including protective buy) estimated at 17.5 percent of total construction costs
- Environmental mitigation at 1 percent of total construction costs
- Public involvement at 0.75 percent of total construction costs

Values for the above percentages calculated from the numbers identified in this document may vary somewhat due to subsequent adjustments made to reflect phased implementation of the project.

Structure of the Cost Estimate

The Cost Estimate for the South Capitol Street project is broken down into sub-projects including Right of Way acquisition, preliminary design, and the final design of the five project segments. Within each project segment, costs were broken down by project element (as shown in Exhibit B.1) which are separated into hard costs such as property acquisition specific

to the segment and not included in the protective buy, environmental remediation, utilities, demolition and construction elements; and soft costs such as preliminary and final design, construction engineering, and public involvement costs. Finance costs for the GARVEE bonds issued for Phase I are not included in this cost estimate as they occur primarily outside of the Phase I construction period but are fully accounted for in Exhibit D.1.

EXHIBIT B.1
PROJECT COST ELEMENTS

Hard Costs	
MOT	Maintenance of traffic during construction
Mobilization	Contractor mobilization/demobilization
Contaminated Material Handling	Environmental remediation of contaminated material
Hazardous Material	Removal and disposal of hazardous material
Pavement	Resurfacing or construction of roadway pavements
Curb & Gutter	New curb and gutter, curbs and medians
Demolition	Removal of existing roadway paving, sidewalks, bridges
Structure Excavation	Excavation required for construction of bridges and retaining walls
Sidewalk	Sidewalk construction
Landscaping Items	Street trees, grassed and landscaped areas
Drainage Items	Stormwater drainage elements and stormwater management
Utility Adjustments	Utility relocations and adjustments required for construction
Traffic Signals	Replacement and upgrades to traffic signals
Streetlights	Replacement and upgrades to roadway and area lighting
Excavation	Excavation of roadway earthwork required for construction
Embankment	Construction of roadway fills required for construction
Retaining Walls	Various types of retaining walls to support roadway construction
Bridge Substructure	Bridge foundations and piers
Bridge Deck	Bridge superstructure
Impact Attenuators	Impact Attenuators for traffic safety
Temporary Roadway	Pavement required for rerouting of traffic during construction
Temporary Bridge	Bridge required for rerouting of traffic during construction
Right of Way	Property Acquisition for the construction of the project
Changes During Construction	Unanticipated changes in conditions during project construction
Soft Costs	
Preliminary and Final Design	Engineering design of the project elements
Construction Engineering/Management	On-sight engineering oversight and inspection during construction
Public Involvement	Public outreach during design and construction

Summary of Project Cost Estimates

The following charts summarize the project costs by individual phases and the total project. Information regarding Phase 2 is for information purposes only.

EXHIBIT B.2

PHASE 1 ESTIMATE OF TOTAL COSTS BY PROJECT-WIDE ELEMENTS AND SEGMENTS (YOE$)

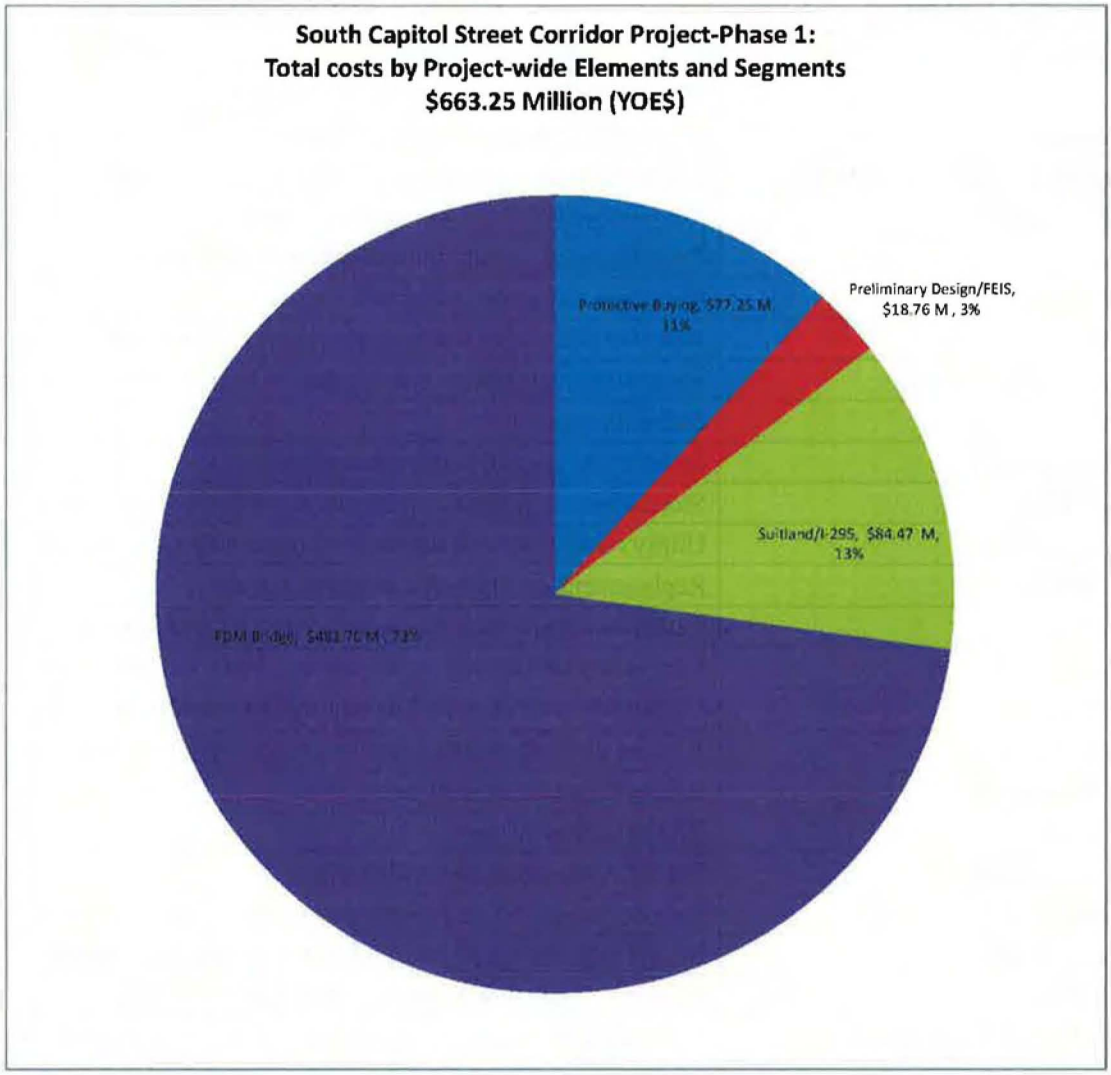


EXHIBIT B.3

PHASE 1 ESTIMATE OF TOTAL COSTS BY PROJECT ELEMENTS (YOE$)

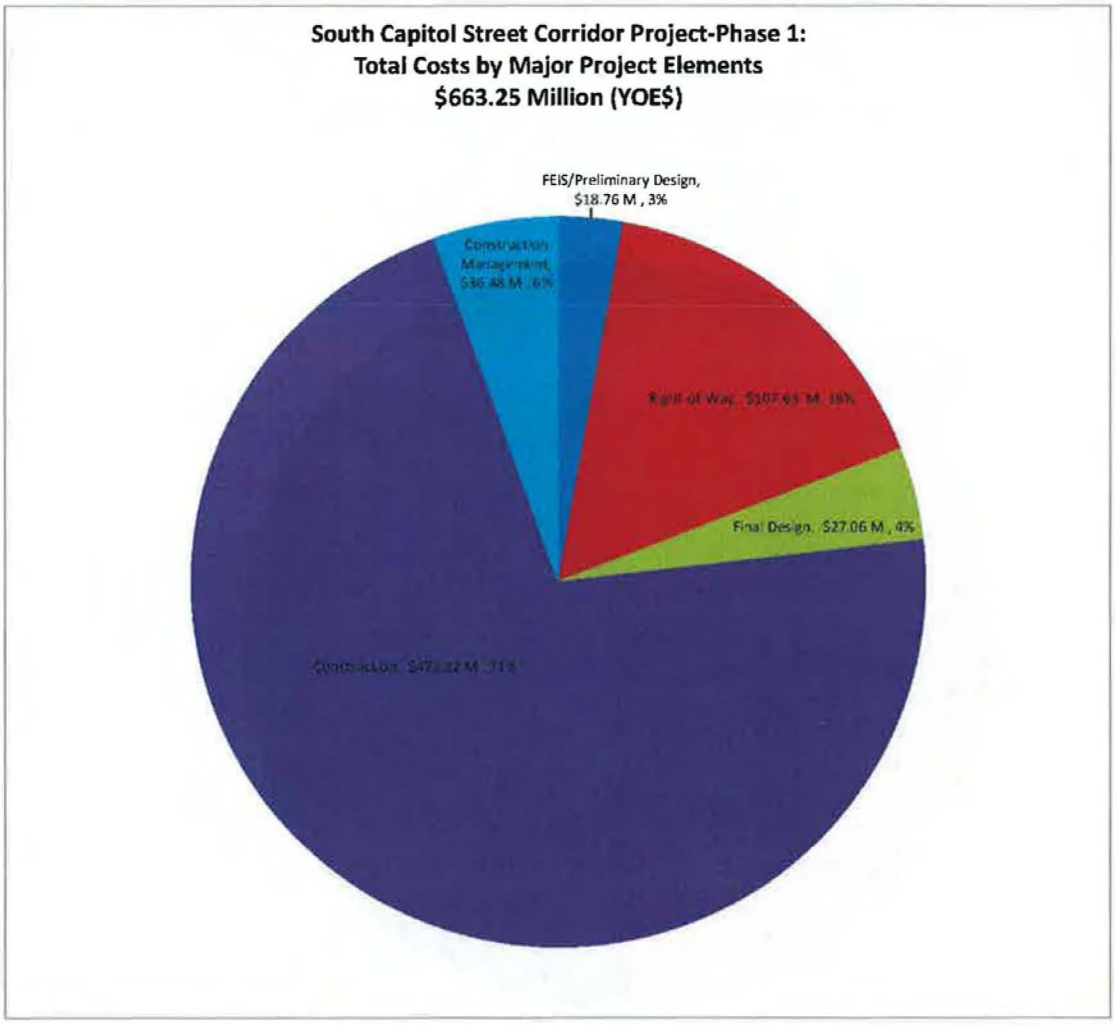


EXHIBIT B.4

PHASE 2 ESTIMATE OF TOTAL COSTS BY PROJECT-WIDE ELEMENTS AND SEGMENTS (YOE$)

(For information purposes only)

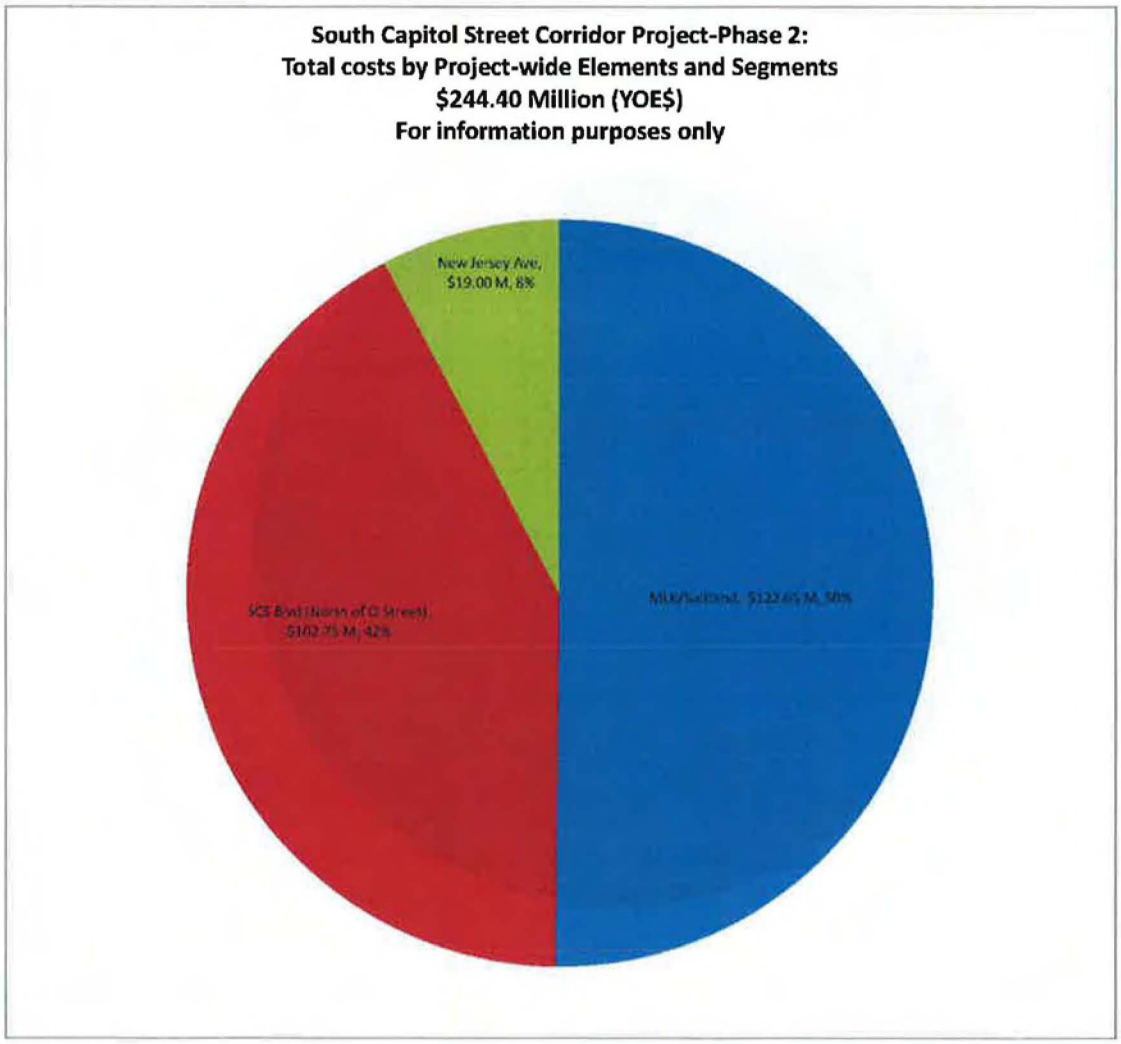


EXHIBIT B.5

PHASE 2 ESTIMATE OF TOTAL COSTS BY MAJOR PROJECT ELEMENTS (YOE$)

(For information purposes only)

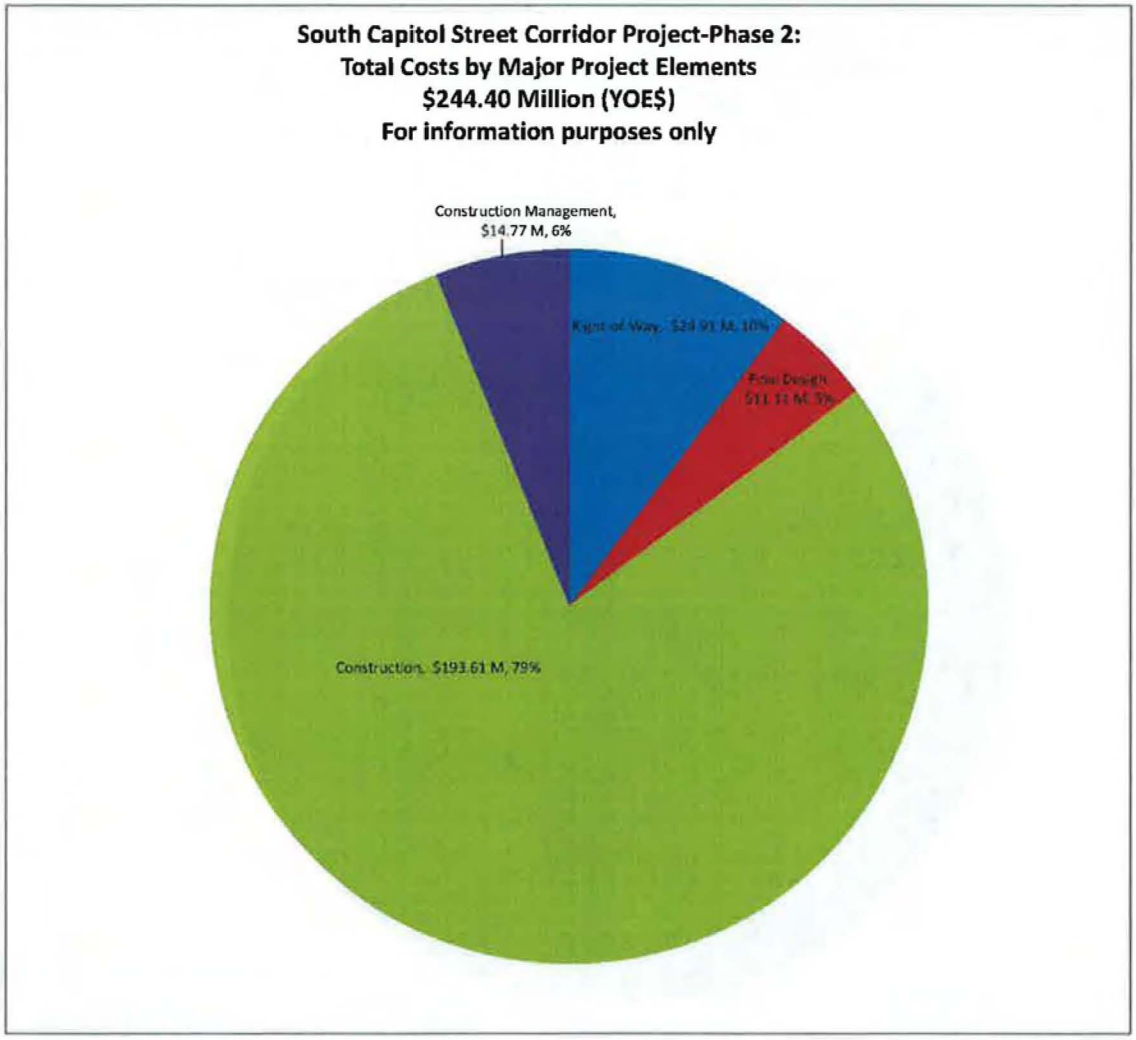


EXHIBIT B.6

PHASES 1 AND 2 ESTIMATE OF TOTAL COSTS BY PROJECT-WIDE ELEMENTS AND SEGMENTS (YOE$) (For information purposes only)

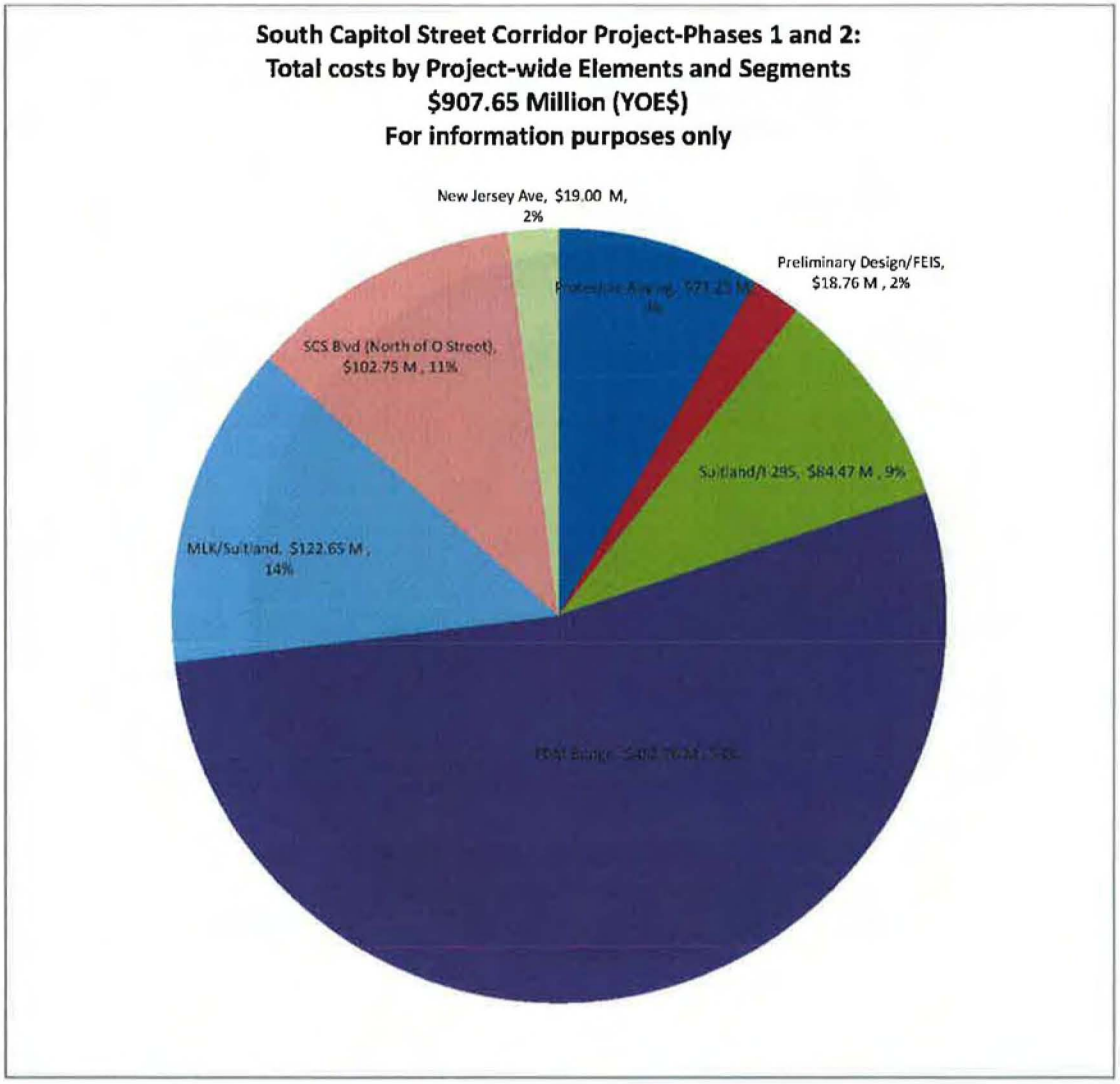
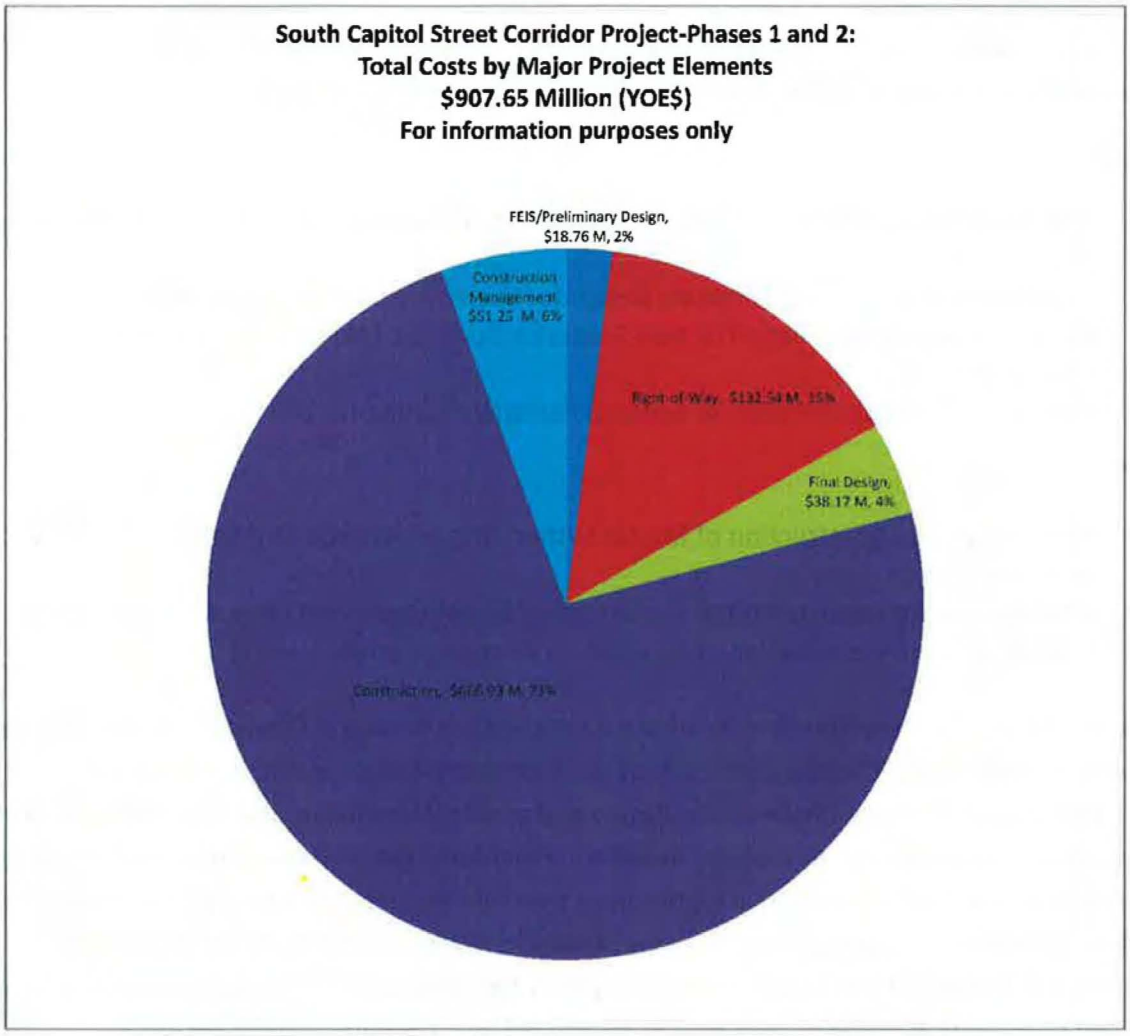


EXHIBIT B.7

PHASES 1 AND 2 ESTIMATE OF TOTAL COSTS BY MAJOR PROJECT ELEMENTS (YOE$)

(For information purposes only)



C. IMPLEMENTATION PLAN

Project Phasing

As previously stated, the SCS project will be undertaken in two phases each of which is operationally independent. The phases, illustrated in Exhibit A.3, consist of:

Phase 1 -

- Protective buying of Right of Way for the west oval and all necessary Right of Way east of the river
- Supplemental FEIS and preliminary design for the entire project (Segments 1-5)
- Final design and construction of new Frederick Douglass Memorial Bridge and approaches
- Final design and construction of Suitland Parkway / I-295 interchange

Phase 2 -

- Final design and construction of Martin Luther King, Jr. Avenue SE / Suitland Parkway new interchange
- Final design and construction of South Capitol Street (North of O Street) / I-395 ramps
- Final design and construction of New Jersey Avenue SE streetscaping

While the Project Delivery Timeline for Phase 2 portrayed in Exhibit A.5 indicates a five-year gap following completion of Phase 1 construction until commencement of Phase 2 construction, DDOT intends commencing Phase 2 final design and construction as funding is budgeted and as the requisite staff resources to manage the procurement, design, and construction of the phase become available. DDOT considers it highly likely that this will occur in a time that would allow construction on Phase 2 to commence sooner than the five-year period. In submitting this Initial Project Financial Plan, DDOT is requesting that the requirement for a five-year separation between construction of the project phases be waived as is permitted under FHWA's "Operational Independence and Non-concurrent Construction Guidance." Further, because the segments included in Phase 2 are operationally independent, DDOT may consider breaking Phase 2 into two or more phases at some future time.

Federal, State, and Local Permits

Exhibit C.1 shows required federal, state, and local agency permits.

EXHIBIT C.1

PERMIT REQUIREMENTS

Permit	Permitting Agency	Scheduled Finalization
Section 9 Rivers and Harbors Act Permit	USCG	June 2013 – begin preparing permit September 2013 – submit application to USCG **February 2014 – issuance of Section 9 permit** 3 to 6 month process after issuance of Section 404 permit and 401 certification
Section 10 Rivers and Harbors Act Permit	USACE	April 2013 – begin preparing permit June/July 2013 – submit Individual permit app. to USACE **January 2014 – issuance of Section 10 permit** 60 days to prepare. 6 to 8 month process. Concurrent with Section 404 permit process.
Section 106 National Historic Preservation Act – Consultation and Memorandum of Agreement (MOA)	FHWA, DDOT, DC SHPO	Section 106 coordination completed. Refer to MOA for stipulations.
Section 401 Water Quality Certification	DC Department of the Environment	June/July 2013 – submit with Joint Permit Application (JPA) **September/October 2013 – issuance of certification** Submit to DDOE concurrently via Section 404 permit application. Receive certification 45 to 60 days after submittal of JPA.
Section 404 Clean Water Act Permit	USACE	April 2013 – begin preparing JPA application June/July 2013 – submit JPA to USACE and DDOE **September/October 2013 – issuance of permit** Submit Joint Permit Application to USACE with 30 percent design plans. Receive permit 45 to 60 days after submittal of the JPA to USACE. Will require at least 45 to 60 days to prepare submittal.

Permit	Permitting Agency	Scheduled Finalization
National Pollution Discharge Elimination System (NPDES) Permit	USEPA	3rd quarter FY15 Per DDOE's new Water Quality Manual and permitting at 30/60/90 percent submittal steps
Endangered Species Act-Additional Informal Consultation	National Marine Fisheries Service (NMFS)	Can begin Section 7 coordination now (shortnose sturgeon). Agency concurrence valid for one (1) year.
Interchange Modification Report	FHWA	Submit 4th quarter of FY13 after geometry finalized and traffic model updated
Migratory Bird Treaty Act Permit	USFWS	Concurrent with Section 7 coordination (nesting Osprey)
National Capital Planning Commission (NCPC) Review	NCPC Coordination/ Approval	At each milestone – submit plans to NCPC for review Plans for the project, including design of the bridge, would be presented to commission for review. Coordination would continue through design phase.
Project Management Plan and Annual Financial Plan – Plan Approval Prior to Authorization of Federal Funds for Construction	FHWA	Preliminary Finance Plan – June 2012 Update Project Management Plan – October 2012 Initial Financial Plan – May 2013
U.S. Commission on Fine Arts (CFA) Review – Review and Coordination	CFA	At each milestone – submit plans to CFA for reviewPlans for the project, including design of the bridge, would be presented to commission for review. Coordination would continue through design phase.
Section 4(f) Evaluation	FHWA	Section 4(f) evaluation included in FEIS; the 4(f) Net Benefit Agreement was signed by FHWA on 27 June 2012.

Project Schedule and Forecasted Expenditures

Exhibit C.2 shows the current schedule for Phase 1, including estimated costs on a fiscal year quarterly basis. Exhibit C.3 shows the projected schedule for Phase 2 for information purposes only.

Exhibit C.4 shows the forecasted cumulative expenditure curve and the fiscal year quarterly forecast expenditures for Phase 1, which are based on the overall project cost estimate presented in Section B and the project schedule presented in Exhibit C.2. At this preliminary stage of the design and implementation process, DDOT currently assumes that the distribution of costs on a fiscal year quarterly basis throughout the corresponding design and construction periods for each project-wide element and each segment will be as shown in Exhibit C.2 This distribution anticipates an early ramp up of costs with the commencement of construction, primarily due to mobilization. Exhibit C.5 shows the forecasted cumulative expenditure curve and fiscal year quarterly forecast expenditures for Phase 2 for information purposes only.

While the forecasted expenditures are based on the cost estimate developed during the FHWA Major Project Review, a number of opportunities exist to reduce the costs. The largest variable in the overall cost of the project is the contingency, set at 25 percent of the construction cost. These contingencies are applied to cover unknown costs, such as geotechnical/foundation costs, unanticipated site conditions, etc. By developing a better understanding of the design through the development of the preliminary design plans, this contingency can be significantly reduced. Gathering geotechnical and survey data and performing robust preliminary design also provides a sound geometric solution and a basis for determining the most appropriate risk allocation for the Phase 1 design-build contract. As previously stated, a further significant opportunity for cost reduction may also exist with the design and alignment of the most expensive project segment, the Frederick Douglass Memorial Bridge.

EXHIBIT C.2

PHASE 1 SCHEDULE AND ESTIMATED QUARTERLY COSTS

South Capitol Street Corridor-Phase 1	Anticipated Total Expenditure	FY 2012 and prior	2013				2014				2015				2016				2017				2018			
			1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
South Capitol Street Protective Buying	$ 77.25		-	-	10.00	7.25	-	30.00	30.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Capitol St. Corridor Prelim Design	$ 18.76	7.01	3.00	3.00	3.00	2.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Frederick Douglass Memorial Bridge	$ 482.76		-	-	-	-	0.20	0.20	0.20	0.20	10.26	17.44	7.04	70.83	25.76	25.76	25.76	25.41	34.98	34.98	34.98	34.98	33.44	33.44	33.44	33.45
Right of Way	$ 20.28		-	-	-	-	-	-	-	-	9.86	10.42	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Final Design	$ 23.32		-	-	-	-	0.20	0.20	0.20	0.20	0.38	7.03	7.03	7.03	0.35	0.35	0.35	-	-	-	-	-	-	-	-	-
Construction	$ 407.68		-	-	-	-	-	-	-	-	-	-	-	59.23	23.59	23.59	23.59	23.59	32.48	32.48	32.48	32.48	31.04	31.04	31.04	31.05
Construction Management	$ 31.49		-	-	-	-	-	-	-	-	-	0.02	0.02	4.57	1.82	1.82	1.82	1.82	2.50	2.50	2.50	2.50	2.40	2.40	2.40	2.40
Suitland Interchange/I-295	$ 84.48		-	-	-	-	0.10	0.10	2.62	2.62	2.71	3.54	1.02	14.38	7.46	7.46	7.46	7.43	5.51	5.51	5.51	5.51	5.54	-	-	-
Right of Way	$ 10.10		-	-	-	-	-	-	2.52	2.52	2.52	2.52	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Final Design	$ 3.74		-	-	-	-	0.10	0.10	0.10	0.10	0.19	1.02	1.02	1.02	0.00	0.00	0.00	-	-	-	-	-	-	-	-	-
Construction	$ 65.64		-	-	-	-	-	-	-	-	-	-	-	12.40	6.93	6.93	6.93	6.93	5.10	5.10	5.10	5.10	5.12	-	-	-
Construction Management	$ 5.00		-	-	-	-	-	-	-	-	-	-	-	0.94	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.42	-	-	-

FEIS/Preliminary Design	$ 18.76
Right of Way	$ 107.63
Final Design	$ 27.05
Construction	$ 473.31
Construction Management	$ 36.49
Total	$ 663.26

Right of Way Acquisition
Design Effort
Construction
Construction Management

EXHIBIT C.3

PHASE 2 PROJECTED SCHEDULE AND ESTIMATED QUARTERLY COSTS (for information purposes only)

South Capitol Street Corridor-Phase 2	Anticipated Total Expenditure	2019				2020				2021				2022				2023				2024				2025				2026			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
MLK/Suitland Interchange	$ 122.65	-	-	-	-	-	-	-	-	-	-	-	-	0.81	0.95	4.34	4.34	4.34	4.34	10.30	10.30	10.30	10.44	10.44	10.44	10.44	10.30	10.30	10.30	-	-	-	-
Right of Way	$ 13.55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.39	3.39	3.39	3.39	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Final Design	$ 5.56	-	-	-	-	-	-	-	-	-	-	-	-	0.81	0.95	0.95	0.95	0.95	0.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	$ 96.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.62	9.62	9.62	9.62	9.62	9.62	9.62	9.62	9.62	9.62	-	-	-	-
Construction Management	$ 7.32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.69	0.69	0.69	0.81	0.81	0.81	0.81	0.69	0.69	0.69	-	-	-	-
SCS Boulevard (North)	$ 102.75	-	-	-	-	-	-	-	-	-	-	-	-	0.87	0.87	0.87	0.87	0.87	0.87	7.94	8.06	8.06	8.19	8.19	8.19	8.19	8.19	8.19	8.19	8.19	7.55	-	-
Right of Way	$ -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Final Design	$ 5.21	-	-	-	-	-	-	-	-	-	-	-	-	0.87	0.87	0.87	0.87	0.87	0.87	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	$ 90.57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.44	7.57	7.57	7.57	7.57	7.57	7.57	7.57	7.57	7.57	7.57	7.44	-	-
Construction Management	$ 6.96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	0.50	0.50	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.51	-	-
New Jersey Avenue Streetscape	$ 19.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.84	2.95	2.95	2.95	2.43	2.43	2.44	-	-	-	-	-	-	-	-	-	-	-
Right of Way	$ 11.36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.84	2.84	2.84	2.84	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Final Design	$ 0.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	0.11	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	$ 6.82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.27	2.27	2.27	-	-	-	-	-	-	-	-	-	-	-
Construction Management	$ 0.49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	0.16	0.17	-	-	-	-	-	-	-	-	-	-	-

Right of Way	$ 24.91
Final Design	$ 11.11
Construction	$ 193.61
Construction Management	$ 14.77
Total	$ 244.40

Right of Way Acquisition
Design Effort
Construction
Construction Management

EXHIBIT C.4

PHASE 1 CUMULATIVE EXPENDITURES FORECAST

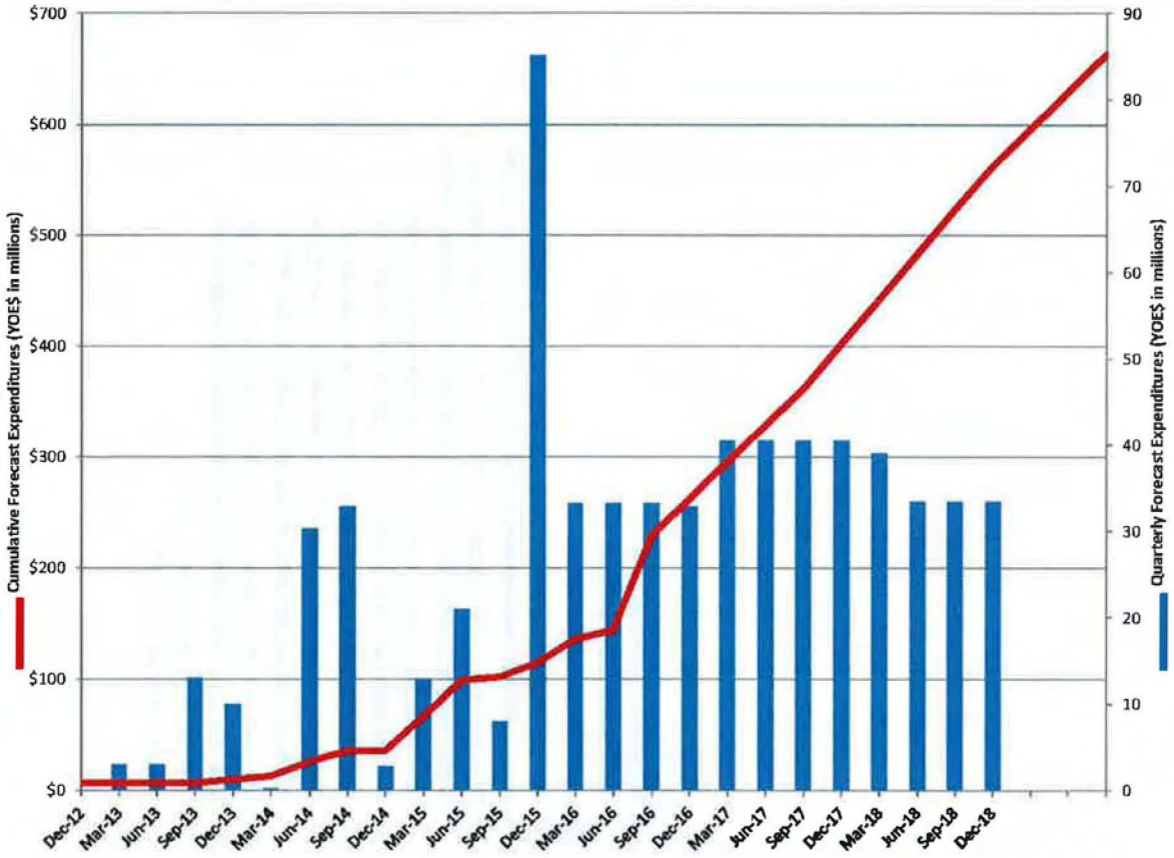
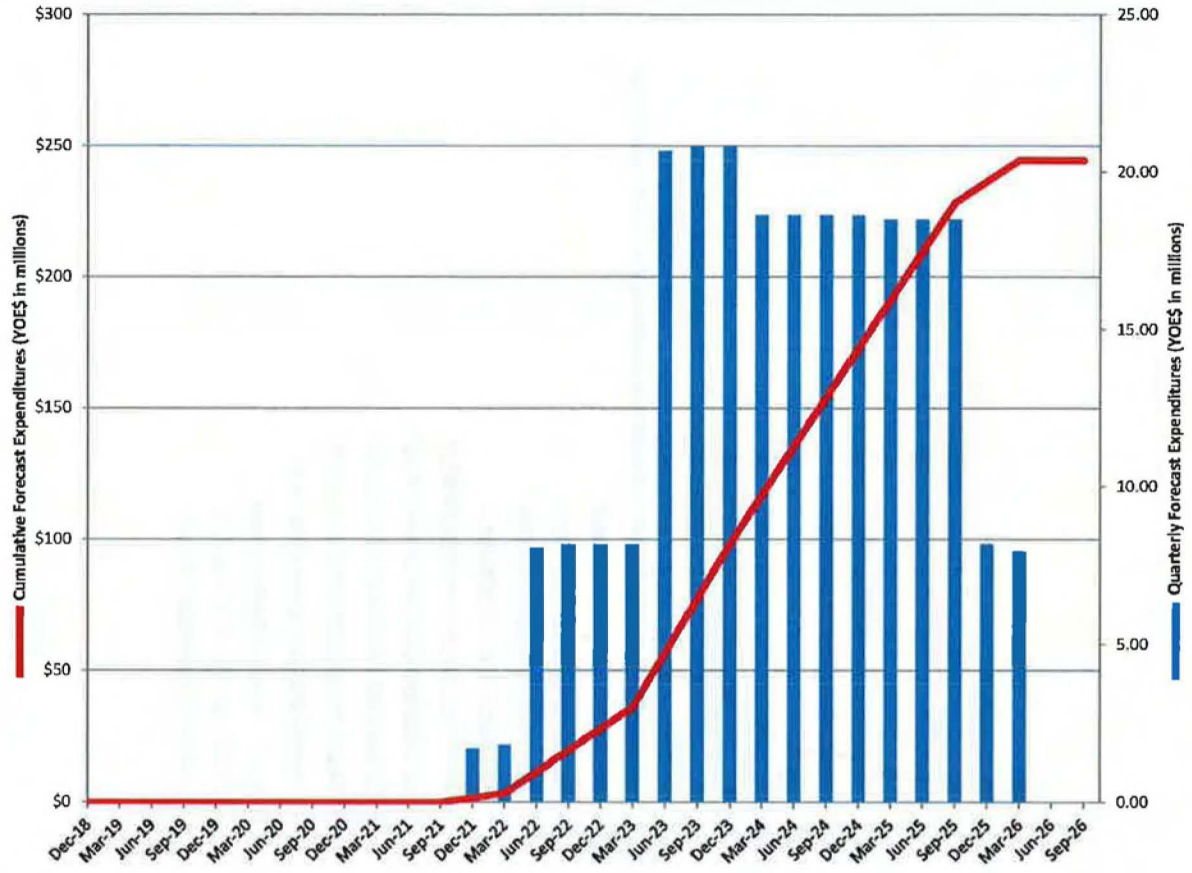


EXHIBIT C.5

PHASE 2 CUMULATIVE EXPENDITURES FORECAST (for information purposes only)



D. FINANCING AND REVENUES

This section of the Initial Financial Plan presents a discussion of committed and potential sources of funds to implement the South Capitol Street project. This Initial Financial Plan reflects the current level of planning and design activities and the current assumptions of DDOT as to the availability of funds. (Note: Numbers indicated in this section may not add or subtract precisely due to rounding.)

Overall Financial Strategy

DDOT currently assumes that the South Capitol Street project will be funded and financed with a combination of local and federal funding sources. As anticipated in FHWA guidance for projects of this size, DDOT has elected to advance this project in two phases, each of which is operationally independent. Funding for Phase 1 will come from currently committed federal funds, federal formula funds, proceeds from GARVEE bonds issued by the District, and District local funds invested directly in the project and for the required local match to federal funds. Although a financial plan is not required for Phase 2 of the project at this time, DDOT is currently anticipating that Phase 2 will be funded by District local funds. It should be noted that DDOT will continue to pursue innovative financing methodologies (possibly including some form of public-private partnership), and new sources of both federal and local revenues in the future for both Phases 1 and 2 of the project that may be introduced into future financial plan updates as they are realized.

Phase 1-Funding and Financing

Committed Funding Sources - $663.25 million (YOE$)

Public Lands Highway Discretionary Program (2010) - $2.3 million (amount available to Phase 1: $2.23 million)

Funding earmarked for new Frederick Douglass Memorial Bridge design and construction. In March 2010, DDOT submitted a project application to access these funds for NEPA documentation, protective buying of Right of Way and preliminary engineering.

Section 1302 National Corridor Infrastructure Improvement Program (2005) - $75 million (amount available to Phase 1: $75.17 million)

Funding earmarked for Frederick Douglass Memorial Bridge. These funds are being used to complete advance acquisition of seven parcels on the west side of the Anacostia.

Section 1701 High Priority Project Funds (2005) - $48 million (amount available to Phase 1: $43.06 million)

Federal High Priority Projects (HPP) is a U.S. DOT discretionary program. SAFETEA-LU authorized

$48 million to replace and reconstruct the South Capitol Street/Frederick Douglass Memorial Bridge under this program.

Section 129 Consolidated Appropriations Act, P.L. 1100161 (2008) - $0.49 million (amount available to Phase 1: $0.49 million)
Funding earmarked for South Capitol Street Corridor improvements.

Required local match to federal discretionary funds - $30.24 million
Local match to the above cited federal discretionary funding has been committed to the project.

DDOT federal formula funds directly invested in the project - $30.55 million
With MAP-21, DDOT has been allocated approximately $155 million annually in federal formula funds in FY2012-2014. DDOT currently assumes that the federal funds available annually with the federal authorizations beyond MAP-21 and concomitant appropriations will be no less than the $155 million authorized under MAP-21. DDOT is committing an estimated $30.55 million of these funds between FY 2014 and FY 2018 for direct investment in the South Capitol Street Corridor project.

Required local match to federal formula funds invested directly in the project - $6.19 million
Local match to the above cited federal formula funding has been committed to the project. This funding is included in the Mayor's "FY 2014 Proposed Budget and Financial Plan."

District local funds invested directly in the project - $93.00 million
As previously stated, the South Capitol Street project is a high priority for the District. Subject to District Council approval, DDOT will commit an estimated $93.00 million in District local funds for direct investment in Phase 1 of this project between FY 2015 and FY 2017. This funding is included in the Mayor's "FY 2014 Proposed Budget and Financial Plan."

Grant Anticipation Revenue Vehicle (GARVEE) bond proceeds - $291.29 million
DDOT (subject to District Council approval) will issue two series of GARVEE bonds to finance a portion of the federal share of the Phase 1 costs. The first series will be issued in FY 2015 with a nominal 30-year term to obtain net proceeds of approximately $185.06 million. The second series will be issued in FY 2017 with a nominal 30-year term to obtain net proceeds of approximately $106.23 million. As is permitted under the GARVEE program, DDOT will make "up-front" matches to these bonds as direct investments in the project. With the up-front matches, the debt service and associated costs of bond issuance will be paid for using only future expected federal formula appropriations; these formula funds are accounted for separately from the commitment of federal formula funds invested directly in the project cited above. Annual debt service for the GARVEE Series 1 bond is estimated at $11.44 million.

Annual debt service for the GARVEE Series 2 bond is estimated at $6.57 million. Use of GARVEE bond financing mechanism will require the use of partial conversion of advanced construction. The District has analyzed the impact of this new GARVEE debt service on its ability to properly maintain the federal-aid system, meet its pre-existing GARVEE debt service obligations, and make planned investments of federal formula funds in other critical transportation projects. This analysis indicates that the District has sufficient federal formula funds to meet all of its existing obligations and the new commitment of federal formula funds for direct investment and GARVEE debt service for Phase 1 of the South Capitol Street project. This funding is included in the Mayor's "FY 2014 Proposed Budget and Financial Plan."

Up-front local match to the GARVEE bond debt service made as a direct investment in the project - $91.03 million

As previously stated, DDOT will match the GARVEE bond proceeds up-front. This match becomes a direct investment in the project and is accounted for separately from the local matches to directly invested federal formula and discretionary funds described above, as well as the other district local funds invested directly in Phase 1 of the project. This funding is included in the Mayor's "FY 2014 Proposed Budget and Financial Plan."

Exhibit D.1 is a pro forma summary of the future annual funding commitments by DDOT to Phase 1 of the project, including funds invested directly during implementation and debt service through the retirement of the GARVEE bonds. The estimated amount of debt service for the GARVEE Series 1 bond is $343.18 million and for the GARVEE Series 2 bond is $197.00 million for a total of $540.19 million. The cost sharing percentages per the "sliding scale" provision for federal lands of 23 USC 120, is 83.15 percent federal and the 16.85 percent local. The local share of the GARVEE debt service is therefore estimated at $91.03 million.

EXHIBIT D.1

SUMMARY OF DDOT FUNDING COMMITMENTS TO SOUTH CAPITOL STREET CORRIDOR PROJECT PHASE 1 IN YOE$ MILLIONS

DFY	FEDERAL DISCRETIONARY FUNDS	DISTRICT MATCH TO FEDERAL DISCRETIONARY FUNDS	FEDERAL FORMULA FUNDS DIRECT TO PROJECT	MATCH TO FORMULA FUNDS DIRECT TO PROJECT	DISTRICT LOCAL FUNDS DIRECTLY INVESTED IN PROJECT	GARVEE SERIES 1-FED FORMULA FUNDS FOR DEBT SERVICE	GARVEE SERIES 1-UPFRONT LOCAL MATCH	GARVEE SERIES 2-FED FORMULA FUNDS FOR DEBT SERVICE	GARVEE SERIES 2 -UPFRONT LOCAL MATCH	TOTAL FEDERAL FORMULA FUNDS	TOTAL DISTRICT LOCAL FUNDS
2013	$ 23.20	$ 5.80	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5.80
2014	$ 53.00	$ 13.25	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 13.25
2015	$ 39.14	$ 9.79	$ -	$ -	$ 57.08	$ -	$ 21.20	$ -	$ -	$ -	$ 88.07
2016	$ -	$ -	$ -	$ -	$ 20.39	$ 11.44	$ 36.63	$ -	$ 7.73	$ 11.44	$ 64.75
2017	$ -	$ -	$ 16.56	$ 3.76	$ 15.53	$ 11.44	$ -	$ -	$ 6.82	$ 30.00	$ 26.11
2018	$ -	$ -	$ 11.99	$ 2.43	$ -	$ 11.44	$ -	$ 6.57	$ 18.65	$ 30.00	$ 21.08
2019	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2020	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2021	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2022	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2023	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2024	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2025	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2026	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2027	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2028	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2029	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2030	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2031	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2032	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2033	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2034	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2035	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2036	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2037	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2038	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2039	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2040	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2041	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2042	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2043	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2044	$ -	$ -	$ -	$ -	$ -	$ 11.44	$ -	$ 6.57	$ -	$ 18.01	$ -
2045	$ -	$ -	$ -	$ -	$ -	$ 11.44 *	$ - *	$ 6.57	$ -	$ 18.01	$ -
2046	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6.57	$ -	$ 6.57	$ -
2047	$ -					$ -	$ -	$ 6.57 *	$ - *	$ 6.57	$ -
TOTALS:	$ 115.34	$ 28.84	$ 30.55	$ 6.19	$ 93.00	$ 343.18	$ 57.83	$ 197.00	$ 33.20	$ 570.74	$ 219.06

* These final payments will be made from bond reserves

Phase 2-Funding and Financing (for information purposes only)

Since the South Capitol Street project will be undertaken in phases, funding sources for Phase 2 do not need to be identified at this time. However, for information purposes only, DDOT is currently pursuing new sources of local transportation funding of which it intends to use $244.40 million for implementing Phase 2 of the South Capitol Street project.

Phase 1-Key Revenue Assumptions, Risks and Mitigations

Based on current project cost estimates and the committed funding sources discussed above, the major risks associated with the anticipated sources and uses of funds for Phase 1 are discussed below.

Key Revenue Assumptions

DDOT expects to invest $120.95 million of the funds authorized under the Public Lands Highway Discretionary Program, the National Corridor Infrastructure Improvement Program, the High Priority Projects Program, and Section 129 of the 2008 Consolidated Appropriations Act in the SCS Project. As of September 30, 2012, approximately $7.01 million of these funds, including local match, have been obligated for the project.

This financial plan assumes that federal formula funding will continue to be made available to DDOT in the future, which DDOT will invest in the project directly or utilize to service debt for GARVEE bonds issued to finance the project. DDOT recognizes that formula funding allocations in past federal transportation bills are not indicative of future formula funding.

DDOT also expects to make future requests for discretionary grants for this project from relevant programs established by Congress through the authorization and appropriations processes. Additionally, DDOT is exploring alternative financing methodologies and new or expanded local transportation funding sources. DDOT understands that there is no guarantee that funds will be received from future federal or local programs and, therefore, funds from such programs are not included in the financial plan for Phase 1. If funds are received from such sources, they will be included in future updates to the financial plan.

E. CASH FLOW

DDOT anticipates funding the South Capitol Street project through a combination of federal and local funds. Exhibits E.1 and E.2 shows the estimated costs each year and the sources of funds from which the costs will be paid.

EXHIBIT E.1

HISTORIC AND FORECASTED PROJECT CASH FLOW (PHASE 1)

South Capitol Street Corridor Project - Sources and Uses of Funds
Year of Expenditure Dollars in Millions*
Phase 1

FY	2012 and prior	2013	2014	2015	2016	2017	2018	Total Phase 1
Sources of Funds								
Committed Federal Funds	5.61	23.20	53.00	39.14	-	-	-	120.95
Federal Formula Program Funds	-	-	-	-	-	18.56	11.99	30.55
District Match to Federal Discretionary Funds**	1.40	5.80	13.25	9.79	-	-	-	30.24
District Match to Federal Formula Funds**	-	-	-	-	-	3.76	2.43	6.19
District Local Funds**,***	-	-	-	57.08	20.39	15.53	-	93.00
GARVEE Series 1 Bond	-	-	-	-	67.77	117.29	-	185.06
District Up-front match to GARVEE Series 1 Bond **,***	-	-	-	21.20	36.63	-	-	57.83
GARVEE Series 2 Bond	-	-	-	-	-	-	106.23	106.23
District Up-front match to GARVEE Series 2 Bond **,***	-	-	-	-	7.73	6.82	18.65	33.20
Total Sources	**7.01**	**29.00**	**66.25**	**127.21**	**132.52**	**161.96**	**139.30**	**663.25**
Uses (Cash Expenditures)								
Phase 1								
Protective Buying	-	17.25	60.00	-	-	-		77.25
Preliminary Design/FEIS	7.01	11.75	-	-	-	-	-	18.76
Suitland/I-295	-	-	5.45	21.64	29.81	22.04	5.54	84.48
FDM Bridge	-	-	0.80	105.57	102.70	139.92	133.77	482.76
Total Expenditures	**7.01**	**29.00**	**66.25**	**127.21**	**132.51**	**161.96**	**139.31**	**663.26**
Balance (Funds - Expenditures)	-	-	-	-	-	-	-	-
Cumulative Balance	-	-	-	-	-	-	-	-

* Numbers may not add/subtract precisely due to rounding

** District Highway Trust Fund and other local sources

***Mayor's "FY 2014 Proposed Budget and Financial Plan" includes $78.28 M in FY 2015, $64.75 M in FY 2016, $22.35 M in FY 2017, and $18.71 M in FY 2018 for these sources

EXHIBIT E.2

HISTORIC AND FORECASTED PROJECT CASH FLOW (PHASE 2)

South Capitol Street Corridor-sources and Uses of Funds
Year of Expenditures Dollars in Millions
Phase 2-For information purposes only

	FY	2019	2020	2021	2022	2023	2024	2025	2026	Total Phase 2
Sources of Funds										
Committed Federal Funds		-	-	-	-	-	-	-	-	-
Federal Formula Program Funds		-	-	-	-	-	-	-	-	-
District Match to Federal Discretionary Funds **		-	-	-	-	-	-	-	-	-
District Match to Federal Formula Funds **		-	-	-	-	-	-	-	-	-
District Local Funds*		-	-	-	19.70	57.78	76.68	74.09	16.14	244.40
GARVEE Series 1 Bond		-	-	-	-	-	-	-	-	-
District Up-front match to GARVEE Series 1 Bond		-	-	-	-	-	-	-	-	-
GARVEE Series 2 Bond		-	-	-	-	-	-	-	-	
District Up-front match to GARVEE Series 2 Bond		-	-	-	-	-	-	-	-	-
Total Sources		**-**	**-**	**-**	**19.70**	**57.78**	**76.68**	**74.09**	**16.14**	**244.40**
Uses (Cash Expenditures)										
Phase 2 (For information purposes only)										
MLK/Suitland		-	-	-	10.44	29.27	41.61	41.33	-	122.65
SCS Blvd (North of O Street)		-	-	-	3.47	17.74	32.63	32.76	16.14	102.75
New Jersey Ave		-	-	-	5.79	10.77	2.44	-	-	19.00
Total Expenditures		**-**	**-**	**-**	**19.70**	**57.78**	**76.68**	**74.09**	**16.14**	**244.40**
Balance (Funds - Expenditures)		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cumulative Balance		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

* Numbers may not add/subtract precisely due to rounding

** District Highway Trust Fund and other local sources

F. RISK IDENTIFICATION AND MITIGATING FACTORS

A project with the magnitude and complexity of the South Capitol Street project poses many challenges. DDOT is committed to delivering the project on time and on budget. While every effort will be made to assess and minimize any potential impacts, risks still remain. Exhibit F.1 summarizes key revenue and expenditure assumptions, risks and mitigation measures.

EXHIBIT F.1

SUMMARY OF KEY REVENUE AND EXPENDITURE ASSUMPTIONS, RISKS, AND MITIGATIONS

Item (Revenues)	Assumptions	Potential Risks	Risk Mitigations
Federal Formula Funds	Continued funding at current levels	Reduction in FHWA program levels	Work with policy makers to sustain / increase federal-aid program funding
District Funds	Continued funding at current levels	Reduction in local revenues	Work with District officials to increase highway user fees or obtain other sources of local funding for the project; increase federal formula funds and associated local match dedicated to project by deferring other programmed projects not essential to maintaining the federal-aid system
GARVEE	Continued authorization of federal provisions making GARVEEs feasible; continued federal funding at current levels	Rescinding of significant change to current federal provisions relating to GARVEEs; reduction in FHWA program levels	Work with policy makers to sustain current federal provisions and sustain / increase federal-aid program funding. In the event upfront local match is no longer permitted, increase amount of GARVEE net proceeds and budget annual levels of appropriate local match

Item (Expenditures)	Assumptions	Potential Risks	Risk Mitigations
Protective ROW Purchase	Acquisitions will not require condemnation; actual costs do not exceed appraised value.	Condemnation process could lead to excess expenditure for settlement; property values could increase requiring reappraisal	Fair market value offers on the properties, leading to quick settlement by property owners
Data Gathering and Preliminary Design	Surveying and geotechnical work done on time and within budget	Unforeseen complications lead to cost overruns; additional survey or borings required	Complete survey for preliminary design, geotechnical work will be sufficient for required level of design
Final Design	Final Design will be performed on each phase individually subsequent to preliminary design completion; potential for one or more phases to be completed using a design-build contract	Unforeseen design issues emerge during final design requiring reevaluation of environmental documents or leading to additional design and construction costs	Early and frequent involvement of key stakeholders reduces the risk of scope changes. Design to be performed in accordance with DDOT Design and Engineering Manual, the stipulations set forth in the environmental documents, and applicable national standards. If there are conflicts between these documents, the more stringent standard will apply. The design-builder accepts the risk of design errors

Item (Expenditures)	Assumptions	Potential Risks	Risk Mitigations
Construction	Construction completed on time and within budget; potential to complete one or more phases using a design-build contract	Construction prices escalate to unforeseen levels; DDOT does not receive the appropriate funding to complete the project within the planned timeframe	Detailed construction cost estimates, including risk-based estimates, will be performed at each level of design as scope and quantities become better defined; continue working with local and national policy makers to sustain funding required to complete the project; increase amount of GARVEE bonds and commit additional federal formula funds and local match to debt service

G. OTHER FACTORS

TIP Coordination

The Transportation Improvement Plan (TIP) will be revised to reflect any changes in project costs and any revisions to source funds as the project progresses.

Special Cost Containment Strategies

DDOT will establish a program to improve project quality, reduce project costs, foster innovation, eliminate unnecessary and costly design elements, and ensure efficient investments by the use of design-build contracting. During the preliminary and final design phases, at major project milestones, the design-build process will generate alternatives through the use of creative thinking, and provide the needed functions to accomplish the original purpose of the project, reliably, and at the lowest life-cycle cost without sacrificing safety, necessary quality, and environmental attributes of the project. Value engineering will be encouraged during the life of the design-build contract

Design-Build to Budget is another method for cost containment that has recently been utilized by DDOT on the 11th Street Bridges project. Design-Build to Budget establishes a fixed price/best design award method to procure a design-build team based on how much of the

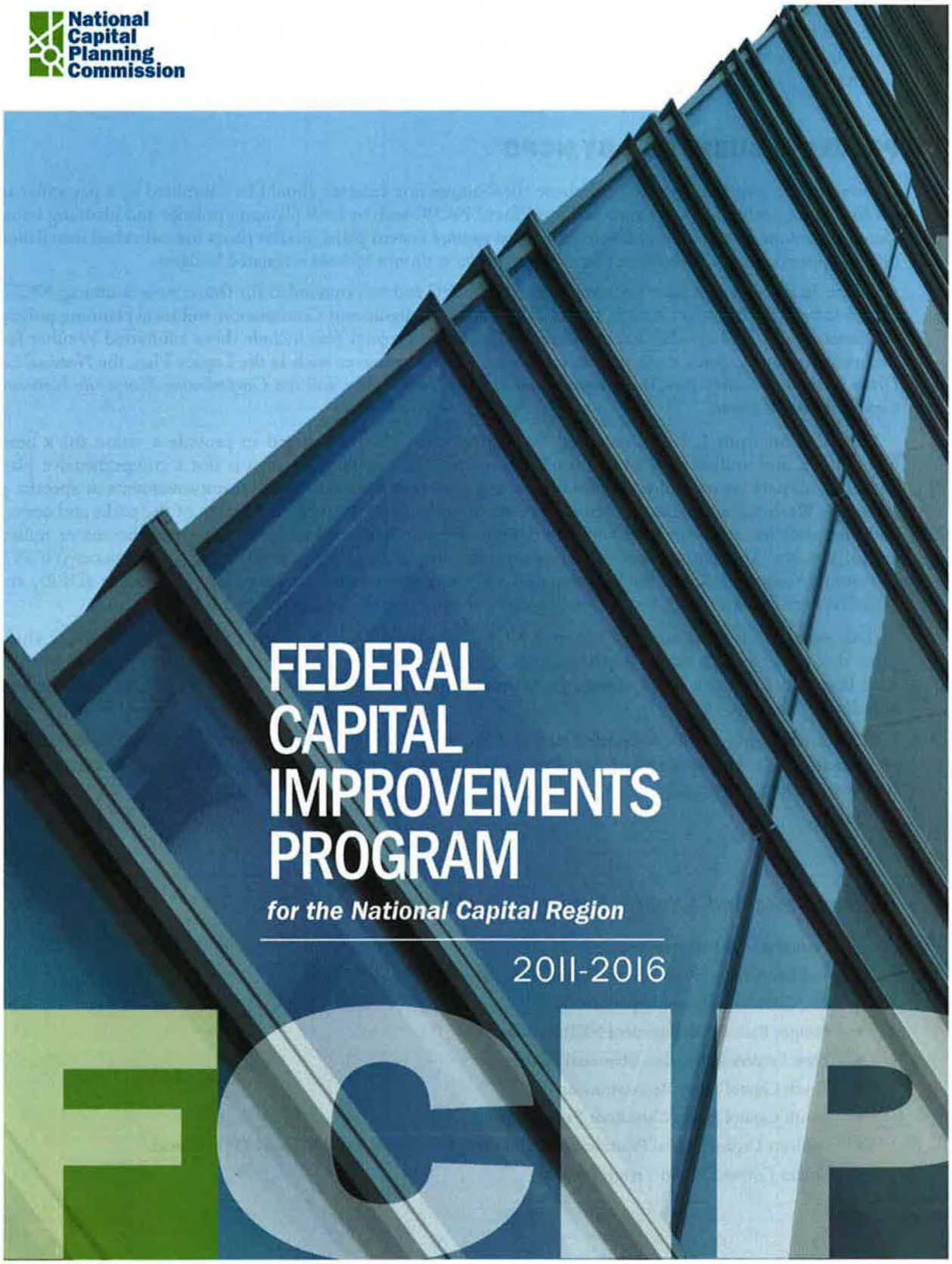
overall project the D-B team can deliver at the owner's fixed price. This delivery methodology is beneficial to DDOT when limited budget is available and fosters innovative approaches for the delivery of a project at a known fixed price. As cost estimates are updated, the District may consider the use of Design-Build to Budget.

Future Updates

This Initial Financial Plan will be updated annually and submitted to FHWA. The annual updates will be based on the District's fiscal year ending on 30 September.

Appendix A

National Capital Planning Commission



submissions are for construction and infrastructure at the Department of Homeland Security's consolidation at Saint Elizabeths and account for $1.2 billion of the agency's total proposed spending. The majority of GSA's proposed projects, however, involve modernization of existing federal buildings located in the monumental core. These modernization projects make up a substantial portion of the proposed capital program spending in the District.

PROJECTS SUBMITTED BY NCPC

Commission-submitted projects are those the Commission believes should be submitted by a particular agency for future programming to advance and implement NCPC and/or local planning policies and planning initiatives, identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. These projects do not include estimated budgets.

Of the 36 projects that have been submitted by NCPC and recommended for future programming, NCPC *strongly endorses* 19 that are critical to strategically advancing significant Commission and local planning policies and initiatives, as well as other important federal interests. Projects may include those submitted by other federal departments and agencies, or those that arise from NCPC initiatives such as the Legacy Plan, the *National Capital Urban Design and Security Plan*, the *Memorials and Museums Master Plan*, and the *Comprehensive Plan for the National Capital: Federal Elements*.

This year, on April 1, NCPC adopted the CapitalSpace Plan, developed to provide a vision for a beautiful, high-quality, and unified park system for Washington. The CapitalSpace plan is not a comprehensive plan that addresses all park issues and park sites, nor is it a plan that addresses physical improvements at specific parks. Although Washington's parks and open space are abundant and beloved, the quality of the parks and open space and their uses has not kept pace with the desires of expanding resident and worker populations or millions of annual visitors. To help address this cooperatively, the National Capital Planning Commission (NCPC), the District of Columbia Office of Planning (DCOP) and Department of Parks and Recreation (DPR), and the National Park Service (NPS) formed the CapitalSpace partnership, and developed this plan.

This new plan is the source of five new NCPC-submitted projects, many of which are feasibility studies or plans that could lead to capital improvements. Several other previously submitted NCPC projects in the FCIP have been redefined as a result of the Monumental Core Framework Plan. All of these projects are *Recommended* and *Strongly Endorsed*.

The 12 remaining NCPC-submitted projects are in the category *Recommended for Future Programming*. NCPC recommends that the appropriate agencies program these projects into their budgets as soon as fiscal and budgetary conditions permit.

Recommended and Strongly Endorsed–Submitted by NCPC

- National Mall Improvements
- In-Depth Sewer Study for the Federal Triangle Area
- DC Circulator System Implementation
- Freight Railroad Realignment NEPA Studies
- New Frederick Douglass Memorial Bridge
- South Capitol Street Reconstruction
- South Capitol Street Waterfront Park
- Address Urgent Capital Priorities of the Metro System and Expand Capacity Of Metrorail
- Dulles Corridor Rapid Transit Project

DC CIRCULATOR SYSTEM IMPLEMENTATION

Recommended and Strongly Endorsed

This project calls for completion of the DC Circulator system as described in the District of Columbia Downtown Circulator Implementation Plan (2003), with inexpensive, frequent, easy-to-use, comprehensive service linking the National Mall, East Potomac Park, Arlington National Cemetery, and the District's growing downtown areas. The complete system would complement the Metrorail system and interpretive transit services throughout the monumental core and surrounding urban area for visitors, residents, and workers, alike. The DC Circulator began operating on July 10, 2005. The initial two routes were a north-south service that ran from the Washington Convention Center to the Southwest Waterfront; and an east-west service that ran from Union Station to Georgetown along Massachusetts Avenue and K Street. A third, east-west route was added to the system in March 2006, providing service on Independence and Constitution avenues along the National Mall between 4th and 17th streets, NW. On March 29th, 2009, a fourth route was added to provide service between McPherson Square, Columbia Heights, and Adams-Morgan; a fifth route was added to provide service between Union Station, Capitol Hill, and M Street, SW; and the National Mall Route was extended eastward to provide weekend service to the new Capitol Visitor Center on 1st Street, NE.

This project was first submitted by NCPC in the FYs 2009–2014 program.

Lead Agencies: NCPC, City Business Improvement Districts, DDOT, WMATA, and District of Columbia Surface Transportation, Inc. (DCST)

NEW FREDERICK DOUGLASS MEMORIAL BRIDGE

Recommended and Strongly Endorsed

This project involves the design and construction of a new Anacostia River bridge, including both northern and southern bridge approaches and associated public open space. The estimated cost of replacing the Frederick Douglass Memorial Bridge (I-695 to Firth Sterling Avenue) is $270 million. Rehabilitation work on the existing bridge to ensure the safety of the traveling public until the bridge is replaced is currently underway. Environmental studies for the replacement structure are currently being conducted, with review in FY 2007. Design of the new bridge will take place in FYs 2008–2010, with construction scheduled from FYs 2010–2013.

The bridge currently carries five lanes of traffic over the river between South Capitol Street and the Anacostia Freeway, Suitland Parkway, and points south and east. Built in 1941, it was last rehabilitated in 1976, and currently has a sufficiency rating of 50, which means that its structural adequacy, safety, serviceability, and function are seriously compromised. Trucks have been restricted from the outside travel lanes in both directions. The main superstructure—made of steel—is afflicted with areas of severe rusting, section loss, and paint failure. Finally, the drainage system is failing.

The Frederick Douglass Memorial Bridge is the southern portal to Capitol Hill, which connects the major regional freeways of I-395 and I-295 linking Maryland and neighborhoods east of the Anacostia River with downtown Washington. The bridge is one of the most important pieces of the Anacostia Waterfront Initiative—a multi-jurisdictional effort to revitalize the Anacostia waterfront. Improving the character, connectivity, safety, and multi-modal nature of the bridge and the South Capitol Street corridor is a vital piece of the planned improvements in this area. A new Frederick Douglass Memorial Bridge will complement similar improvements contemplated for the 11th Street Bridges and along the waterfront.

This project was first submitted by NCPC in the FYs 2005–2010 program.

Comment: In 2003, at the request and funding of Congress, DDOT transmitted to Congress the South Capitol Gateway Corridor Improvement Study. In June 2004, the Department of Transportation and the Mayor of the District of Columbia, along with other district and federal officials, signed an agreement to rebuild the Frederick Douglass Memorial Bridge. (See the South Capitol Street Reconstruction and South Capitol Street Waterfront projects below.) On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Statement on rebuilding the bridge and reconstruction of South Capitol Street. On February 7, 2008, the draft (EIS) was released for public review and comment. DDOT and the Federal Highway Administration (FHWA) are currently reviewing the comments received. The final EIS is scheduled for August 2009.

SOUTH CAPITOL STREET RECONSTRUCTION

Recommended and Strongly Endorsed

This project calls for redesigning and reconstructing South Capitol Street between Washington Avenue and the new Frederick Douglass Memorial Bridge as a great avenue and grand entry to the monumental core of the nation's capital. Improvements will result in a surface roadway accommodating existing and future vehicular traffic demands and pedestrian movement while also providing open space and pedestrian amenities along its length. As envisioned, the plan calls for development of an oval traffic rotary with a green commons and space for a memorial and civic art, where the new bridge intersects with South Capitol Street and Potomac Avenue.

This project was first submitted by NCPC in the FYs 2002–2007 program.

Comment: On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Statement on the rebuilding the bridge and reconstruction of South Capitol Street. On February 7, 2008, the Draft Environmental Impact Statement was released for public review and comment. DDOT and FHWA are currently reviewing the comments received. The final EIS is scheduled for August 2009.

SOUTH CAPITOL STREET WATERFRONT PARK

Recommended and Strongly Endorsed

NCPC's South Capitol Street vision and framework plan envisions the development of a new waterfront gateway park located at the foot of the new Frederick Douglass Memorial Bridge between the proposed oval traffic rotary and commons and the Anacostia River. The plan identifies the opportunity to locate a possible new museum or other cultural facility or a major memorial on the axis of South Capitol Street within this park. The land for this park is currently under private ownership.

The plan includes three scenarios to bring this vision of creating a spectacular new address for South Capitol Street to life.

- The central memorial alternative: a major memorial and smaller civic art in the common and an amphitheater or other active public space on the waterfront.
- The waterfront memorial alternative: a major memorial on the Anacostia River and smaller civic art or memorials and major public gatherings and events on the commons,
- The major cultural facility alternative: significant performing arts, museum, or other cultural facility at the waterfront terminus and a major memorial and civic art in the commons.

This project was first submitted by NCPC in the FYs 2006–2011 program.

Comment: In its September 2001 *Memorials and Museums Master Plan,* NCPC identified this area as a 'prime site' for the future location of a memorial or museum of national significance. On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Statement on the rebuilding the bridge and reconstruction of South Capitol Street, including impacts to the waterfront. On February 7, 2008, the Draft Environmental Impact Statement was released for public review and comment. DDOT and FHWA are currently reviewing the comments received.

ADDRESS URGENT CAPITAL PRIORITIES OF THE METRO SYSTEM AND EXPAND CAPACITY OF METRORAIL

NATIONAL CAPITAL REGION

Recommended and Strongly Endorsed

This project supports adequate funding for urgent capital priorities of the WMATA, which is experiencing a looming fiscal crisis that is adversely affecting the regional bus and rail transit system. Increased crowding and decreased reliability could drive commuters back into their cars and onto the region's already congested roadways—actions that would worsen an already severe regional air pollution level. In order to meet projected passenger demand, the project calls for the purchase of additional rail cars, and the design and construction of capacity improvements to rail stations, power supplies, and other equipment.

This project was first submitted by NCPC in the FYs 2004–2009 program.

Comment: NCPC's 1997 *Legacy Plan* supports the expansion of Metrorail. In addition, the Commission's *Comprehensive Plan for the National Capital: Federal Elements* promotes the federal government's cooperation with local authorities in completing and extending Metrorail; encourages the provision of public transportation to areas of the region with high numbers of transit-dependent federal employees; and promotes transit to federal visitor and tourist attractions, particularly given rising energy costs and continuing roadway congestion. It is in the best interest of the federal

Commission-Recommended Projects

Recommended and Strongly Endorsed

National Mall Improvements
In-Depth Sewer Study for the Federal Triangle Area
10th Street, SW Corridor Improvements
10th Street, NW Corridor Improvements within the Federal Triangle
DC Circulator System Improvements
Freight Railroad Realignment NEPA Studies
Kennedy Center Plaza Project
Maryland Avenue, SW Corridor Improvements
New Frederick Douglass Memorial Bridge
South Capitol Street Reconstruction
South Capitol Street Waterfront Park
Address Urgent Capital Priorities of the Metro System and Expand Capacity Of Metrorail
Dulles Corridor Rapid Transit Project (
Constitution Avenue (3rd To 15th Streets, NW) Perimeter Security and Streetscape Improvements
Federal Bureau of Investigation Perimeter Security and Streetscape Improvements
Pennsylvania Avenue (3rd to 15th Streets, NW and Federal Triangle) Perimeter Security and Streetscape Improvements

Recommended for Future Programming

Boundary Markers for the Nation's Capital
Cultural Use Site Development Study
Develop a New Foreign Missions Center
Develop Waterfront Parks
Fort Circle Parks System
Future Site Acquisitions for Memorial and Museum Uses
High Speed Rail to Baltimore-Washington International Airport
Transit Projects in the District of Columbia, Virginia, and Maryland
Plan and Design to Deck-Over and Remove Portions of the Southeast/Southwest Freeway
Regional "Blue Trail" System
Regional Park System
Regional Visitor Center and Information Kiosks
Roosevelt Bridge Rehabilitation
Tour Bus Parking Facility
Water Taxi System
West Potomac Park and Tidal Basin Seawall Repair

FYs 2010-2015	National Museum of the U.S. Army
	Replace Commissary Facility
FYs 2011-2016	Airfield Modernization Phase I
	Airfield Modernization Phase II
	Airfield Modernization Phase III
	Battalion Headquarters
	McNamara Headquarters Annex, DLA
	National Museum of the US Army Infrastructure
	Technical Engineer Complex

DEPARTMENT OF DEFENSE

Defense Intelligence Agency

FYs 2010-2015	Cooling Tower Expansion
	Parking Structure Replacement

Pentagon

FYs 2007-2012	Pentagon Fuel Station/Convenience Store
FYs 2008-2013	FOB-2 Demolition/Remediation/Site Preparation
FYs 2009-2014	PFPA Security Complex
	Pentagon Support Operations Center

GENERAL SERVICES ADMINISTRATION

FYs 2008-2013	Saint Elizabeths – West Campus Extension/Site Acquisition
FYs 2009-2014	Saint Elizabeths – Martin Luther King Avenue Site
FYs 2011-2016	Saint Elizabeths – Highway Interchange Construction West Campus

DEPARTMENT OF HOMELAND SECURITY

U.S. Secret Service – James J. Rowley Training Center

FYs 2008-2013	Merletti Classroom Building Auditorium Annex
	White House Mock-up North/South Grounds

SMITHSONIAN INSTITUTION

Smithsonian Museums

FYS 2006-2011	National Museum of African American History and Culture

Recommended and Strongly Endorsed

(PROJECTS SUBMITTED BY THE COMMISSION)

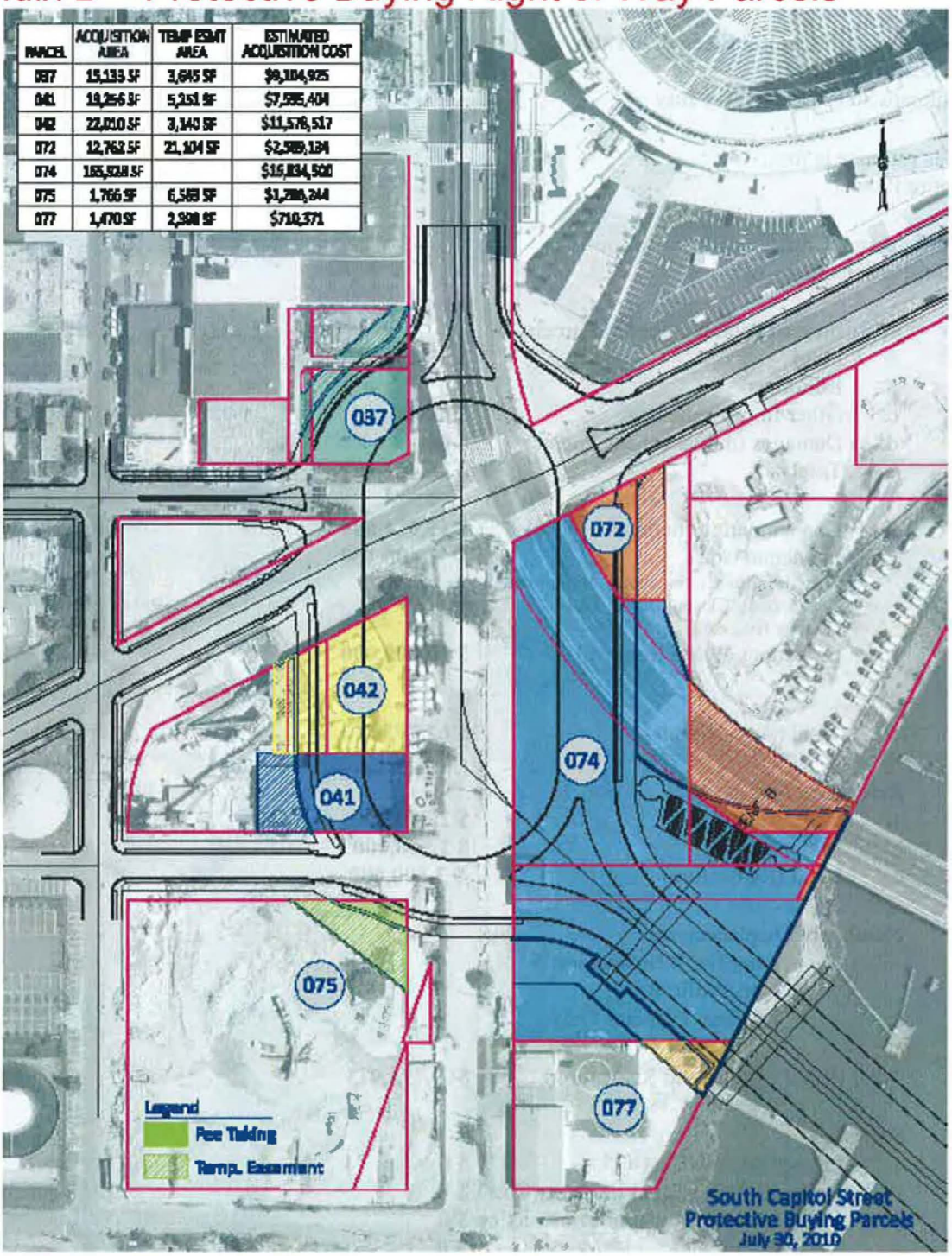
ALL DEPARTMENTS

FYs 2002-2007	South Capitol Street Reconstruction
FYs 2004-2009	Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail
	Dulles Corridor Rapid Transit Project
	Kennedy Center Access Improvement and Related Projects
FYs 2005-2010	New Frederick Douglass Memorial Bridge
FYs 2006-2011	South Capitol Street Waterfront Park
FYs 2008-2013	Freight Railroad Realignment NEPA Studies
FYs 2009-2014	DC Circulator Implementation

District Department of Transportation

Appendix B – Protective Buying Right of Way Parcels

PARCEL	ACQUISITION AREA	TEMP ESMT AREA	ESTIMATED ACQUISITION COST
037	15,133 SF	3,645 SF	$9,104,925
041	18,256 SF	5,251 SF	$7,595,404
042	22,010 SF	3,140 SF	$11,578,517
072	12,762 SF	21,104 SF	$2,589,134
074	155,928 SF		$15,834,500
075	1,766 SF	6,589 SF	$1,286,244
077	1,470 SF	2,580 SF	$710,371



Appendix C – Protective Buying Property Acquisition Estimate

PRELIMINARY RIGHT OF WAY COST ESTIMATE

Project: **South Capitol Street Corridor**
Date: **July 29, 2011**
Estimate Stage: **Protective Buy**

This estimate is for:
Entire Project:

Participating Cost:
Non-Participating Cost:

1.	Acquisitions (Total Number of Parcels **7**)		
	a.	Land	**$ 35,431,259**
	b.	Buildings	**$ 0**
	c.	Other Improvements	**$30,000**
	d.	Damages (minus enhancements)	**$ 0**
	e.	Total	**$ 35,461,259**
	f.	Condemnation Increment (40%)	**$ 15,924,504**
	g.	Incidental Costs (Includes Title Examinations, Appraising, Negotiations, Closing Deeds, Title Transfer fees, etc.)	**$ 1,408,150**
	h.	Hazardous Waste Removal	**$ 10,000,000**
	i.	Total (Acquisitions)	**$ 62,793,913**
2.	Relocation Assistance		
	a.	Relocation Costs	**$ 2,000,000**
	b.	Moving Costs	**$ 1,500,000**
	c.	Total (Relocation)	**$ 3,500,000**
d.	Number of Displacements: Families: **0** Businesses: **5** Non-Profit: **0** Personal Property Only:		
3.	Total (Right of Way and Relocation)		**$69,793,913**
4.	Railroads		
	a.	Project Review Cost	**$ 0**
	b.	Railroad Professional Engineer Cost	**$ 0**
	c.	Railroad Force Account Construction	**$ 0**
	d.	Total (Railroads)	**$ 0**

5. Grand Total (Sum of Acquisitions, Relocation and Railroads)

(Excludes utility owner cost and utility construction costs **$ 69,793,913**
PRELIMINARY RIGHT OF WAY COST ESTIMATE (continued)
PRELIMINARY RIGHT OF WAY COST ESTIMATE (continued)

6. Plans
This estimate is based on preliminary plans. Prepare a separate report for each segment or alternative included in the preliminary engineering study. Also prepare a separate report for each participating and non-participating cost at design hearing stage, programming stage or for approval of funds.

NOTE: INCREASE PROJECTED FOR THE NEXT THREE YEARS AT 15 % PER YEAR

Projected estimated cost as of 2013 is $ **80,262,999**
Projected estimated cost as of 2014 is $ **92,302,448**
Projected estimated cost as of 2015 is $ **100,614,781**

UTILITY COSTS ESTIMATE
DDOT

PROJECT NO.: South Capitol Protective Buying – ROW Acquisition

ESTIMATE STAGE: Preliminary

DATE: 7/29/11

Utility Preliminary Engineering Costs: $2,000,000
(all utility costs prior to NTP – Scoping, P.E. Inspections & Designations, Field Inspections, Plan & Estimates etc.)

UTILITY OWNER	TYPE OF FACILITY	Est. Construction Costs
DC Water	Water, Sewer, Storm(Combined Storm/Sewer)	$4,740,000.00
PEPCO	Electric	$0.00
Washington Gas	Gas	$0.00
Verizon, Telecoms	Phone, Cable, Fiberoptic	$0.00
	Est. Construction Cost	$4,740,000.00
	Est. Preliminary Engineering	$2,000,000.00
	TOTAL ESTIMATED UTILITY COSTS	$6,740,000.00

TOTAL ROW Acquisition estimate: **$69,793,913 + $6,740,000 = $76,533,913**

Appendix D - Major Project Review Cost Estimate

1 Ramp G/GD, SCS North of K Street

SE/SW Freeway Ramps

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	240	DAY	$6,394.19	$1,534,606
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	30,275	SF	$13.02	$394,126
Curb & 1' Gutter	287	LF	$128.12	$36,771
Pavement Demolition	10,215	SF	$14.61	$149,253
Structure Excavation	4,512	CY	$32.45	$146,433
Bridge Demolition	62,205	CF	$75.30	$4,683,987
Soil-nail Wall	525	SF	$422.76	$221,947
MSE Wall & Select Fill	2,740	SF	$255.27	$699,436
Bridge Substructure	299	CY	$788.35	$235,715
Bridge Deck	17,200	SF	$179.78	$3,092,216
Subtotal				**$11,194,490**

SCS - SE/SW Freeway to K Street

Station length 1,260 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	0	DAY	$6,394.19	$0
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	77,018	SF	$13.03	$1,003,545
Sidewalk	15,808	SF	$8.84	$139,693
Planting Area	1,163	SF	$7.49	$8,711
Planted Median	5,189	SF	$17.23	$89,414
Concrete Median	1,243	SF	$42.98	$53,429
Curb	853	LF	$33.11	$28,244
Curb & 1' Gutter	1,478	LF	$128.12	$189,365
Trees	6	EA	$1,040.12	$6,241
Storm Sewer	1,260	LF	$419.39	$528,431
Sanitary Sewer/Manhole Adjustments	1,260	LF	$13.69	$17,249
Domestic Water / Adjustments	1,260	LF	$282.73	$356,240
Telephone/Cable - Adjustments	1,260	LF	$22.82	$28,753
Electrical Service/Adjustments	1,260	LF	$22.82	$28,753
Gas/Adjustments	1,260	LF	$29.19	$36,779
Traffic Signals - single poles	10	EA	$102,445.29	$1,024,453
Traffic Signals - mast arms	2	EA	$99,229.74	$198,459
Streetlights - 20' poles, twin globes	14	EA	$32,888.44	$460,438
Streetlights - 27' poles, pendant luminaires	4	EA	$34,944.12	$139,776
Pavement Demolition	83,450	SF	$14.61	$1,219,302
Sidewalk Demolition	25,200	SF	$3.75	$94,500
Excavation	3,783	CY	$32.45	$122,774
Embankment	3,719	CY	$51.74	$192,413
Subtotal				**$5,966,964**

New Jersey Ave

Station length 1,490 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	90	DAY	$6,394.19	$575,477
Contaminated Material Handle	0	LS	$333.11	$0
Sidewalk	25,149	SF	$8.84	$222,239
Planting Area	16,384	SF	$7.49	$122,717
Curb & 1' Gutter	2,125	LF	$128.12	$272,260
Trees	53	EA	$1,085.51	$57,532
Storm Sewer	1,490	LF	$419.39	$624,891
Sanitary Sewer	0	LF	$13.69	$0
Domestic Water/Adjustments	745	LF	$282.73	$210,634
Telephone/Cable	0	LF	$22.82	$0
Electrical Service	0	LF	$22.82	$0
Gas	0	LF	$29.19	$0
Streetlights - 18' poles, single globes	26	EA	$31,449.60	$817,690
Streetlights - 27' poles, pendant luminaires	12	EA	$34,944.12	$419,329
Excavation	2,104	CY	$32.45	$68,283
Embankment	4,615	CY	$51.74	$238,771
Subtotal				**$3,629,823**
Go/No Go	0		($3,629,823)	$0
New Subtotal				$3,629,823

TOTAL SECTION 1 **$20,791,277**

Contingency

TOTAL COST - SECTION 1 **$20,791,277**

2 M Street, SCS from K St to Oval

SCS - K Street to N Street

Station length 1,475 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	500	DAY	$6,394.19	$3,197,095
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	155,957	SF	$13.37	$2,085,374
Sidewalk	55,498	SF	$8.84	$490,429
Planting Area	10,692	SF	$7.49	$80,094
Planted Median	6,857	SF	$17.23	$118,156
Concrete Median	4,317	SF	$42.98	$185,561
Curb	2,232	LF	$33.11	$73,905
Curb & 1' Gutter	3,531	LF	$128.12	$452,400
Trees	66	EA	$1,094.45	$72,234
Storm Sewer	1,475	LF	$418.39	$618,600
Sanitary Sewer/Manhole Adjustments	1,475	LF	$13.69	$20,193
Domestic Water / Adjustments	1,475	LF	$282.73	$417,027
Telephone/Cable - Adjustments	1,475	LF	$22.82	$33,660
Electrical Service/Adjustments	1,475	LF	$22.82	$33,660
Gas/Adjustments	1,475	LF	$29.19	$43,055
Traffic Signals - single poles	32	EA	$101,380.41	$3,244,173
Traffic Signals - mast arms	4	EA	$99,229.74	$396,919
Streetlights - 20' poles, twin globes	33	EA	$32,888.44	$1,085,319
Streetlights - 27' poles, pendant luminaires	16	EA	$34,944.12	$559,106
Pavement Demolition	167,131	SF	$14.61	$2,441,784
Sidewalk Demolition	29,500	SF	$3.75	$110,625
Remove Top of SCS-M Street Ramp Walls	300	CY	$1,540.40	$462,120
Infill SCS to M Street	24,100	CY	$49.17	$1,184,930
Excavation	9,346	CY	$32.45	$303,315
Embankment	8,642	CY	$51.74	$447,119

Subtotal **$18,156,852**

M Street

Station length 815 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	500	DAY	$6,394.19	$3,197,095
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	60,854	SF	$13.38	$814,451
Sidewalk	8,866	SF	$8.84	$78,348
Planting Area	2,347	SF	$7.49	$17,581
Concrete Median	234	SF	$42.98	$10,058
Curb	555	LF	$33.11	$18,377
Curb & 1' Gutter	1,124	LF	$128.12	$144,009
Trees	36	EA	$1,098.91	$39,561
Storm Sewer	815	LF	$419.39	$341,803
Sanitary Sewer/Manhole Adjustments	815	LF	$13.69	$11,157
Domestic Water	815	LF	$485.45	$395,642
Telephone/Cable - Adjustments	815	LF	$22.82	$18,598
Electrical Service/Adjustments	815	LF	$22.82	$18,598
Gas/Adjustments	815	LF	$29.19	$23,790
Traffic Signals - single poles	8	EA	$105,385.18	$843,081
Streetlights - 18' poles, single globes	18	EA	$31,449.60	$566,093
Streetlights - 27' poles, pendant luminaires	4	EA	$34,944.12	$139,776
Pavement Demolition	61,088	SF	$14.62	$893,091
Sidewalk Demolition	16,300	SF	$3.75	$61,125
Bridge Demolition	7,060	SF	$64.29	$453,883
Temporary Retaining Wall	1,200	SF	$185.69	$222,824
Excavation	3,064	CY	$32.45	$99,439
Embankment	2,678	CY	$51.74	$138,554

Subtotal **$8,546,936**

SCS - N Street to Oval

Station length	1,025	LF
Station length	339	LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	30	DAY	$6,394.19	$191,826
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	22,866	SF	$13.37	$305,684
Sidewalk	6,487	SF	$8.84	$57,325
Planting Area	1,765	SF	$7.49	$13,222
Planted Median	2,139	SF	$17.23	$36,858
Curb	635	LF	$33.11	$21,026
Curb & 1' Gutter	794	LF	$128.12	$101,729
Trees	15	EA	$1,098.47	$16,477
Storm Sewer/Side Streets	250	LF	$419.39	$104,848
Sanitary Sewer/Manhole Adjustments	250	LF	$13.69	$3,423
Domestic Water / Adjustments	250	LF	$282.73	$70,683
Telephone/Cable - Adjustments	250	LF	$22.82	$5,705
Electrical Service/Adjustments	250	LF	$22.82	$5,705
Gas/Adjustments	250	LF	$29.19	$7,298
Traffic Signals - single poles	12	EA	$100,074.81	$1,200,898
Streetlights - 18' poles, single globes	8	EA	$31,449.60	$251,597
Streetlights - 27' poles, pendant luminaires	8	EA	$34,944.12	$279,553
Pavement Demolition	25,005	SF	$14.63	$365,712
Sidewalk Demolition	6,780	SF	$3.75	$25,425
Excavation	1,392	CY	$32.45	$45,176
Embankment	1,232	CY	$51.74	$63,741

Subtotal	**$3,173,908**
TOTAL SECTION 2	**$29,877,696**
Contingency	
TOTAL COST - SECTION 2	**$29,877,696**

3 Oval, New Bridge, Circle, 295/Suitland Interchange (partial)

Oval

Station length (around perimeter) 1,873 LF
Station length 885 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	360	DAY	$12,057.62	$4,340,743
Contaminated Material Handle	1,000	CY	$333.11	$333,109
Pavement	177,047	SF	$13.38	$2,368,036
Sidewalk	45,001	SF	$8.84	$397,668
Planting Area	30,990	SF	$7.49	$232,147
Planted Median	141,483	SF	$17.23	$2,437,950
Concrete Median	4,175	SF	$42.98	$179,458
Curb	2,002	LF	$33.11	$66,289
Curb & 1' Gutter	5,269	LF	$128.12	$675,076
Trees	123	EA	$1,098.53	$135,119
Storm Sewer	2,758	LF	$419.39	$1,156,678
Sanitary Sewer/Manhole Adjustments	2,758	LF	$13.69	$37,757
Domestic Water / Adjustments	2,758	LF	$282.73	$779,769
Telephone/Cable - Adjustments	2,758	LF	$22.82	$62,938
Electrical Service/Adjustments	2,758	LF	$22.82	$62,938
Gas/Adjustments	2,758	LF	$29.19	$80,506
Traffic Signals - single poles	16	EA	$100,074.81	$1,601,197
Traffic Signals - mast arms	4	EA	$99,229.74	$396,919
Streetlights - 18' poles, single globes	20	EA	$31,449.60	$628,992
Streetlights - 20' poles, twin globes	21	EA	$32,888.44	$690,657
Streetlights - 27' poles, pendant luminaires	16	EA	$34,944.12	$559,106
Pavement Demolition	50,255	SF	$14.62	$734,779
Sidewalk Demolition	17,700	SF	$3.75	$66,375
Temporary Pavement	11,220	SF	$12.96	$145,394
Excavation	9,791	CY	$32.45	$317,757
Embankment	110,000	CY	$51.74	$5,691,175

Subtotal **$24,178,533**

Frederick Douglass Memorial Bridge

Item	Quantity	Units	Unit Cost	TOTAL COST
Mobilization	1	LS	$9,547,316.00	$9,547,316
Contamination	15,000	CY	$333.11	$4,996,640
Foundations - Drilled Shafts - 7' Dia	26,000	VLF	$1,083.12	$28,161,120
Foundations - Piles	7,800	VLF	$74.83	$583,674
Foundations - Footing Concrete	16,756	CY	$496.24	$8,314,997
Cofferdams & Seal Concrete	2	EA	$1,819,542.00	$3,639,084
Fender System	876	LF	$2,014.41	$1,764,623
Substructure - Reinforced Concrete	1,134	CY	$553.05	$627,159
Substructure - MSE Walls	1	Allow	$515,000.00	$515,000
Substructure - Wing Walls	1	Allow	$257,500.00	$257,500
Tower/Pylon/Special Piers - Reinf Concrete	16,677	CY	$680.80	$11,353,702
Superstructure - Overlay	18,000	SY	$27.66	$497,880
Superstructure - Concrete Box (Lightweight)	30,000	CY	$1,022.77	$30,683,100
Superstructure - Ballast Concrete	1,500	CY	$162.52	$243,773
Superstructure - Orthotropic Deck	39,650	SF	$309.00	$12,251,850
Superstructure - Steel I Girders	39,650	SF	$38.63	$1,531,680
Superstructure - Steel Box Sections	39,650	SF	$283.29	$11,232,449
Superstructure - P/T	167,750	SF	$23.18	$3,888,445
Superstructure - Balance Plates	1	LS	$2,060,000.00	$2,060,000
Superstructure - Architectural Treatment	1	LS	$6,000,000.00	$6,000,000
Barrier & Railing - Steel	6,808	LF	$231.75	$1,577,754
Barrier & Railing - Pedestrian	3,404	LF	$360.50	$1,227,142
Gates	16	EA	$168,405.00	$2,694,480
Expansion Joints	1,320	LF	$154.50	$203,940
Bearings	8	EA	$8,755.00	$70,040
Roadway Lighting	3,403	LF	$645.34	$2,196,103
Aesthetic Lighting	1	Allow	$581,229.00	$581,229
Electrical & Mechanical	1	Allow	$39,140,000.00	$39,140,000
Relocation of Fiber Optic Cable	2,000	LF	$147.06	$294,120
Operator House	2	EA	$188,201.74	$376,403
Existing Bridge Demolition	155,077	SF	$48.47	$7,516,220
Relocation of Navy Fuel Pier	1	Allow	$9,042,533.00	$9,042,533
Uncertainty Associated to Level of Design	1	ea	$0.00	$0
Subtotal				**$203,069,956**

Circle

Station length (around perimeter) 1,464 LF
Station length 190 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	360	DAY	$12,057.62	$4,340,743
Contaminated Material Handle	1,500	CY	$333.11	$499,664
Pavement	113,127	SF	$13.38	$1,513,524
Sidewalk	19,565	SF	$8.84	$172,894
Planting Area	107,036	SF	$7.49	$801,811
Planted Median	77,155	SF	$17.23	$1,329,488
Concrete Median	6,735	SF	$42.98	$289,497
Curb	2,253	LF	$33.11	$74,600
Curb & 1' Gutter	1,959	LF	$128.12	$250,992
Trees	74	EA	$1,098.79	$81,311
Storm Sewer	1,654	LF	$419.39	$693,671
Sanitary Sewer/Manhole Adjustments	1,654	LF	$13.69	$22,643
96" Sanitary Force Main Relocation	500	LF	$1,923.49	$961,745
Domestic Water / Adjustments	1,654	LF	$282.73	$467,635
Telephone/Cable - Adjustments	1,654	LF	$22.82	$37,744
Electrical Service/Adjustments	1,654	LF	$22.82	$37,744
Gas/Adjustments	1,654	LF	$29.19	$48,280
Traffic Signals - single poles	18	EA	$100,074.81	$1,801,347
Streetlights - 18' poles, single globes	37	EA	$31,449.60	$1,163,635
Streetlights - 27' poles, pendant luminaires	16	EA	$34,944.12	$559,106
Pavement Demolition	273,788	SF	$14.62	$4,002,189
Sidewalk Demolition	3,800	SF	$3.75	$14,250
Bridge Demolition	5,180	SF	$66.56	$344,791
Excavation	22,000	CY	$48.68	$1,070,960
Embankment	19,000	CY	$51.74	$983,021

Subtotal **$21,563,285**

SCS - Circle to Defense Blvd

Station length 1,290 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	120	DAY	$6,394.19	$767,303
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	66,526	SF	$12.96	$862,073
Sidewalk	19,413	SF	$8.84	$171,550
Planting Area	3,692	SF	$7.49	$27,657
Curb & 1' Gutter	2,579	LF	$128.12	$330,427
Trees	29	EA	$1,099.30	$31,880
Storm Sewer	1,290	LF	$419.39	$541,013
Sanitary Sewer/Manhole Adjustments	1,290	LF	$13.69	$17,660
Domestic Water / Adjustments	1,290	LF	$282.73	$364,722
Telephone/Cable - Adjustments	1,290	LF	$22.82	$29,438
Electrical Service/Adjustments	1,290	LF	$22.82	$29,438
Gas/Adjustments	1,290	LF	$29.19	$37,655
Streetlights - 18' poles, single globes	14	EA	$31,449.60	$440,294
Pavement Demolition	30,960	SF	$14.62	$452,646
Excavation	3,526	CY	$32.45	$114,433
Embankment	3,320	CY	$51.74	$171,770

Subtotal **$4,389,959**

Suitland Pkwy - Circle to Firth Sterling Ave

Station length 1,400 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	720	DAY	$6,394.19	$4,603,817
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	145,521	SF	$12.96	$1,885,726
Sidewalk	801	SF	$8.84	$7,078
Planted Median	11,140	SF	$17.23	$191,958
Concrete Median	3,842	SF	$42.98	$165,144
Curb	2,335	LF	$33.11	$77,316
Curb & 1' Gutter	2,847	LF	$128.12	$364,764
Impact Attenuators	2	EA	$23,881.22	$47,762
Trees	62	EA	$1,098.98	$68,137
Storm Sewer	1,400	LF	$419.39	$587,146
Sanitary Sewer/Manhole Adjustments	0	LF	$13.69	$0
Domestic Water / Adjustments	0	LF	$282.73	$0
Telephone/Cable - Adjustments	0	LF	$22.82	$0
Electrical Service/Adjustments	0	LF	$22.82	$0
Gas/Adjustments	0	LF	$29.19	$0
Traffic Signals - single poles	8	EA	$100,074.81	$800,598
Traffic Signals - mast arms	4	EA	$99,229.74	$396,919
Streetlights - 27' poles, pendant luminaires	23	EA	$34,944.12	$803,715
Pavement Demolition	100,800	SF	$14.62	$1,473,642
Bridge Demolition	18,960	SF	$66.69	$1,264,506
I-295 Over Suitland Bridge	19,560	SF	$355.34	$6,950,355
Temporary Pavement	32,210	SF	$12.96	$417,392
Excavation	6,305	CY	$32.45	$204,623
Embankment	5,974	CY	$51.74	$309,083
Subtotal				**$20,619,680**

Ramp from Suitland Pkwy to WB I-295

Station length 600 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	60	DAY	$6,394.19	$383,651
Pavement	9,564	SF	$13.56	$129,727
Curb	659	LF	$33.11	$21,821
Curb & 1' Gutter	498	LF	$128.12	$63,805
Drainage	600	LF	$419.39	$251,634
Streetlights - 27' poles, pendant luminaires	4	EA	$34,944.12	$139,776
Pavement Demolition	10,507	SF	$7.84	$82,398
Excavation	397	CY	$32.45	$12,884
Embankment	397	CY	$51.74	$20,540
Subtotal				**$1,106,237**

Ramp from WB I-295 to Suitland Pkwy

Station length 1,925 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	60	DAY	$6,394.19	$383,651
Pavement	45,045	SF	$13.38	$602,883
Curb & 1' Gutter	2,571	LF	$128.12	$329,402
Drainage	1,925	LF	$419.39	$807,326
Impact Attenuators	1	EA	$23,881.22	$23,881
Streetlights - 27' poles, pendant luminaires	13	EA	$34,944.12	$454,274
Pavement Demolition	18,655	SF	$7.83	$145,993
I-295 Over Howard Bridge	2,980	SF	$355.34	$1,058,899
Retaining Wall (MSE)	8,050	SF	$254.06	$2,045,185
Excavation	1,764	CY	$32.45	$57,249
Embankment	19,379	CY	$51.74	$1,002,630

Subtotal **$6,911,373**

Ramp from EB I-295 to Suitland Pkwy

Station length 1,090 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	60	DAY	$6,394.19	$383,651
Pavement	31,809	SF	$13.38	$425,485
Curb	6	LF	$33.11	$199
Curb & 1' Gutter	2,297	LF	$128.12	$294,297
Drainage	1,090	LF	$419.39	$457,135
Impact Attenuators	1	EA	$23,881.22	$23,881
Streetlights - 27' poles, pendant luminaires	7	EA	$34,944.12	$244,609
Pavement Demolition	13,709	SF	$14.62	$200,454
Demo Existing Retaining Walls (715' x 8')	675	CY	$187.55	$126,596
Retaining Wall	2,000	SF	$89.53	$179,069
Retaining Wall Cut Stone Face	2,000	SF	$119.08	$238,156
Excavation	1,263	CY	$32.45	$40,989
Embankment	1,263	CY	$51.74	$65,345

Subtotal **$2,679,867**

Ramp from Suitland Pkwy to EB I-295

Station length 1,730 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	60	DAY	$6,394.19	$383,651
Pavement	39,904	SF	$13.40	$534,797
Curb & 1' Gutter	2,512	LF	$128.12	$321,843
Drainage	1,730	LF	$419.39	$725,545
Streetlights - 27' poles, pendant luminaires	12	EA	$34,944.12	$419,329
Pavement Demolition	11,741	SF	$14.62	$171,664
Demo Existing Retaining Walls (215' x 8')	205	CY	$187.55	$38,448
I-295 NB Entry Ramp Bridge over Howard	7,200	SF	$355.34	$2,558,413
Vent Stack Adjustment - Inverted Siphon	2	ea	$12,928.05	$25,856
Retaining Wall	1,500	SF	$89.53	$134,302
Retaining Wall Cut Stone Face	1,500	SF	$119.08	$178,617
Excavation	3,660	CY	$32.45	$118,782
Embankment	9,819	CY	$51.74	$508,015

Subtotal **$6,119,262**

Firth Sterling Avenue

Station length 320 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	100	DAY	$3,836.52	$383,652
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	15,223	SF	$13.43	$204,401
Sidewalk	2,067	SF	$8.84	$18,266
Curb & 1' Gutter	643	LF	$128.12	$82,383
Storm Sewer	320	LF	$419.39	$134,205
Sanitary Sewer/Manhole Adjustments	320	LF	$13.69	$4,381
Domestic Water / Adjustments	320	LF	$282.73	$90,474
Telephone/Cable - Adjustments	320	LF	$22.82	$7,302
Electrical Service/Adjustments	320	LF	$22.82	$7,302
Gas/Adjustments	320	LF	$29.19	$9,341
Streetlights - 18' poles, single globes	4	EA	$31,449.60	$125,798
Pavement Demolition	12,800	SF	$14.62	$187,096
Excavation	640	CY	$32.45	$20,771
Embankment	640	CY	$51.74	$33,112

Subtotal **$1,308,483**

Howard Road at Firth Sterling Avenue

Station length 320 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	100	DAY	$3,836.52	$383,652
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	20,371	SF	$13.38	$272,591
Sidewalk	3,835	SF	$8.84	$33,889
Planting Area	2,082	SF	$7.49	$15,596
Curb & 1' Gutter	674	LF	$128.12	$86,354
Storm Sewer	320	LF	$419.39	$134,205
Sanitary Sewer/Manhole Adjustments	320	LF	$13.69	$4,381
Domestic Water / Adjustments	320	LF	$282.73	$90,474
Telephone/Cable - Adjustments	320	LF	$22.82	$7,302
Electrical Service/Adjustments	320	LF	$22.82	$7,302
Gas/Adjustments	320	LF	$29.19	$9,341
Traffic Signals - single poles	6	EA	$102,251.16	$613,507
Traffic Signals - mast arms	3	EA	$123,452.00	$370,356
Streetlights - 18' poles, single globes	4	EA	$31,449.60	$125,798
Pavement Demolition	33,369	SF	$14.62	$487,815
Sidewalk Demolition	6,400	SF	$3.75	$24,000
Excavation	974	CY	$32.45	$31,610
Embankment	974	CY	$51.74	$50,393

Subtotal **$2,748,567**

TOTAL SECTION 3 **$294,695,201**

Contingency

TOTAL COST - SECTION 3 **$294,695,201**

4 Suitland / MLK Interchange and Improvements South of Firth Sterling Ave

Suitland Pkwy - Firth Sterling Ave to MLK Jr Ave

Station length 1,080 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	100	DAY	$6,394.19	$639,419
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	71,826	SF	$13.38	$960,763
Planted Median	8,203	SF	$17.23	$141,349
Curb	995	LF	$33.11	$32,946
Curb & 1' Gutter	2,308	LF	$128.12	$295,706
Trees	48	EA	$1,098.63	$52,734
Storm Sewer	1,080	LF	$419.39	$452,941
Sanitary Sewer/Manhole Adjustments	0	LF	$13.69	$0
Domestic Water / Adjustments	0	LF	$282.73	$0
Telephone/Cable - Adjustments	0	LF	$22.82	$0
Electrical Service/Adjustments	0	LF	$22.82	$0
Gas/Adjustments	0	LF	$29.19	$0
Streetlights - 27' poles, pendant luminaires	14	EA	$34,944.12	$489,218
Pavement Demolition	64,800	SF	$14.62	$947,250
Retaining Wall	7,950	SF	$89.53	$711,800
Retaining Wall Cut Stone Face	7,950	SF	$119.08	$946,686
Excavation	3,220	CY	$32.45	$104,502
Embankment	2,964	CY	$51.74	$153,351

Subtotal **$5,928,666**

Suitland Pkwy - Firth Sterling Ave to MLK Jr Ave - Center Ramps

Station length 590 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	100	DAY	$6,394.19	$639,419
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	18,068	SF	$13.38	$241,809
Concrete Median	6,341	SF	$42.98	$272,561
Curb	1,125	LF	$33.11	$37,251
Curb & 1' Gutter	79	LF	$128.12	$10,122
Drainage	590	LF	$419.39	$247,440
Impact Attenuators	1	EA	$23,881.22	$23,881
Retaining Wall	10,300	SF	$89.53	$922,206
Retaining Wall Cut Stone Face	10,300	SF	$119.08	$1,226,505
Metro Tunnel Releaving Platform	6,000	SF	$500.00	$3,000,000
Embankment	10,915	CY	$51.74	$564,720

Subtotal **$7,185,913**

Suitland Pkwy - MLK Jr Ave to Existing - Center Ramps

Station length 445 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	100	DAY	$6,394.19	$639,419
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	16,157	SF	$13.36	$215,888
Concrete Median	2,361	SF	$42.98	$101,485
Curb	810	LF	$33.11	$26,820
Curb & 1' Gutter	93	LF	$128.12	$11,915
Drainage	445	LF	$419.39	$186,629
Impact Attenuators	1	EA	$23,881.22	$23,881
Retaining Wall	10,300	SF	$89.53	$922,206
Retaining Wall Cut Stone Face	10,300	SF	$119.08	$1,226,505
Embankment	8,235	CY	$51.74	$426,062

Subtotal **$3,780,811**

Suitland Pkwy - MLK Jr Ave to Existing

Station length 965 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	200	DAY	$6,394.19	$1,278,838
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	61,926	SF	$13.35	$826,966
Planted Median	8,678	SF	$23.23	$201,582
Curb	1,037	LF	$33.11	$34,337
Curb & 1' Gutter	1,918	LF	$128.12	$245,739
Trees	43	EA	$1,098.65	$47,242
Storm Sewer	965	LF	$419.39	$404,711
Sanitary Sewer/Manhole Adjustments	0	LF	$13.69	$0
Domestic Water / Adjustments	0	LF	$282.73	$0
Telephone/Cable - Adjustments	0	LF	$22.82	$0
Electrical Service/Adjustments	0	LF	$22.82	$0
Gas/Adjustments	0	LF	$29.19	$0
Streetlights - 27' poles, pendant luminaires	13	EA	$34,944.12	$454,274
Pavement Demolition	53,423	SF	$14.62	$781,020
Excavation	2,844	CY	$32.45	$92,299
Embankment	2,615	CY	$51.74	$135,295

Subtotal **$4,502,302**

MLK Jr Ave

Station length 890 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	400	DAY	$6,394.19	$2,557,676
Contaminated Material Handle	0	CY	$333.11	$0
Pavement	63,392	SF	$13.37	$847,464
Sidewalk	9,760	SF	$8.84	$86,248
Planting Area	1,399	SF	$7.49	$10,480
Concrete Median	725	SF	$42.98	$31,163
Curb	118	LF	$33.11	$3,907
Curb & 1' Gutter	1,700	LF	$128.12	$217,808
Storm Sewer	890	LF	$419.39	$373,257
Sanitary Sewer/Manhole Adjustments	890	LF	$13.69	$12,184
Domestic Water / Adjustments	890	LF	$282.73	$251,630
Telephone/Cable - Adjustments	890	LF	$22.82	$20,310
Electrical Service/Adjustments	890	LF	$22.82	$20,310
Gas/Adjustments	890	LF	$29.19	$25,979
Traffic Signals - single poles	18	EA	$105,385.18	$1,896,933
Traffic Signals - mast arms	8	EA	$99,229.74	$793,838
Streetlights - 18' poles, single globes	20	EA	$31,449.60	$628,992
Streetlights - 27' poles, pendant luminaires	4	EA	$34,944.12	$139,776
Pavement Demolition	35,600	SF	$14.61	$520,116
Bridge Demolition	6,325	SF	$64.00	$404,811
Temporary Roadway	35,600	SF	$12.96	$461,321
Temporary Bridge	8,700	SF	$419.34	$3,648,231
New Bridge Over Suitland	8,510	SF	$355.34	$3,023,902
Bridge Cut Stone Face	22,100	SF	$87.00	$1,922,700
Embankment at Ramps	6,000	CY	$51.74	$310,428
Pedestrian Bridge Demo	3,600	SF	$146.32	$526,756
New Pedestrian Bridge	2,600	SF	$640.56	$1,665,467
Excavation	2,788	CY	$32.45	$90,482
Embankment	8,364	CY	$51.74	$432,736
Subtotal				**$20,924,906**

Sheridan Road

Station length 955 LF

Item	Quantity	Units	Unit Cost	TOTAL COST
MOT	100	DAY	$6,394.19	$639,419
Contaminated Material Handle	0	CY	$864.74	$0
Pavement	26,609	SF	$13.39	$356,373
Sidewalk	5,004	SF	$16.47	$82,409
Planting Area	3,358	SF	$7.49	$25,155
Curb & 1' Gutter	1,761	LF	$128.12	$225,623
Storm Sewer	955	LF	$419.39	$400,517
Sanitary Sewer/Manhole Adjustments	955	LF	$13.69	$13,074
Domestic Water / Adjustments	955	LF	$282.73	$270,007
Telephone/Cable - Adjustments	955	LF	$22.82	$21,793
Electrical Service/Adjustments	955	LF	$22.82	$21,793
Gas/Adjustments	955	LF	$29.19	$27,876
Streetlights - 18' poles, single globes	11	EA	$31,449.60	$345,946
Pavement Demolition	28,650	SF	$14.62	$418,784
Sidewalk Demolition	9,550	SF	$3.75	$35,813
Excavation	1,295	CY	$32.45	$42,028
Embankment	2,590	CY	$51.74	$134,001

Subtotal **$3,060,611**

TOTAL SECTION 4 **$45,383,208**

Contingency

TOTAL COST - SECTION 4 **$45,383,208**

SUBTOTAL PROJECT COST - SOUTH CAPITOL STREET **$390,747,382**

Contingency **25%** **$97,686,846**

Total **$488,434,228**

Escalation	Interest Rate	Mid-Point	Escalation Factor	
1	4.00%	4.5	1.193026325	$582,714,892

5 SUPPORTING COSTS

Description	Percent		Total
PRELIMINARY ENGINEERING	2.50%	$	14,567,872.29
FINAL DESIGN	6.00%	$	34,962,893.49
CONSTRUCTION ENGINEERING	8.00%	$	46,617,191.32
CHANGES DURING CONSTRUCTION	2.00%	$	11,654,297.83
RIGHT OF WAY	17.50%	$	101,975,106.02
THIRD PARTY COSTS AND AGREEMENTS	0.00%	$	-
NAVIGATION CONTROL	0.00%	$	-
ENVIRONMENTAL MITIGATION	1.00%	$	5,827,148.92
PUBLIC INVOLVEMENT	0.75%	$	4,370,361.69
PERMITS	0.00%	$	-
LANDSCAPING	0.00%	$	-
CONTRACT INCENTIVES	0.00%	$	-
OTHER COSTS	0.00%	$	-
SUBTOTAL		**$**	**219,974,871.56**
GRAND TOTAL - SOUTH CAPITOL STREET CORRIDOR			**$802,689,763**

HNTB

Appendix E

SOUTH CAPITOL STREET FUNDING & FINANCING WORKSHOP

JANUARY 18, 2011

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EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

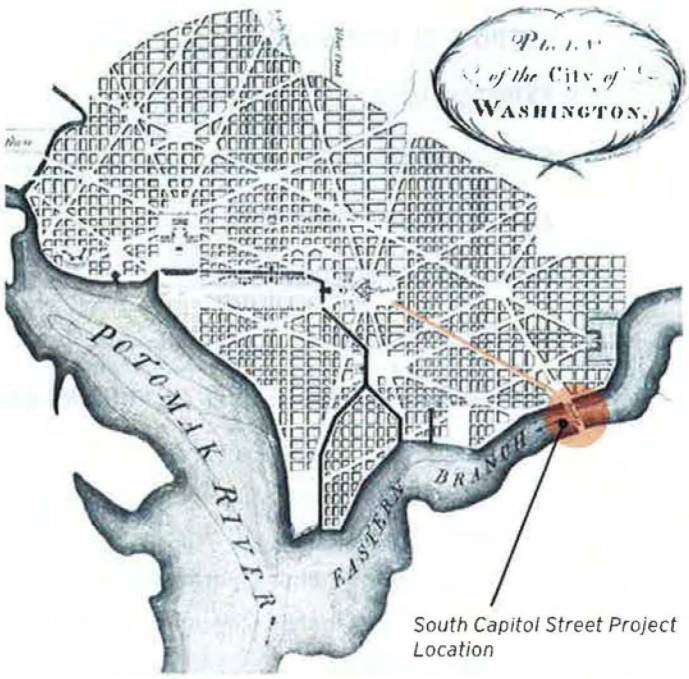
INTRODUCTION

South Capitol Street was envisioned in the original plan for Washington D.C. by Pierre L'Enfant as one of the major boulevards emanating out of the U.S. Capitol center. Today international and national dignitaries landing at Andrews Air Force Base traverse South Capitol Street to travel to the Capitol and White House. This roadway was originally envisioned and should continue to be of national significance.

Currently this roadway and bridge across the Anacostia River have fallen into functional and structural disrepair. To replace the moveable bridge and bring the roadway to a more prominent stature, the preliminary estimate of costs are just over $800 million. While approximately $116 million in federal funds has been secured for the project, a significant gap in funding exists for this project.

To investigate means of implementing this project a workshop on innovative funding and financing techniques was held on January 18th, 2011. Participants in this workshop included those from the District Department of Transportation (DDOT), Federal Highway Administration (FHWA) and was facilitated by HNTB Corporation.

The workshop explored national and international models of alternative project delivery and innovative funding with the intention of assessing applicability to Washington D.C. and the South Capitol Street project.



Pierre L'Enfant Plan for Washington D.C.

Project delivery options explored included:

- Design Build/Garvee - I-64, St. Louis, MO
- Design Build - Cleveland Innerbelt, OH
- Tolling - Triangle Expressway, Intercounty Connector
- Design Build Finance Operate Maintain/ Concessionaire (DBFOM) - I-635/LBJ, North Tarrant Expressway, TX
- DBFOM/Availability Payment - El Paso Spur 601, Port of Miami Tunnel, I-595, FL

Innovative funding alternatives explored included:

- Dedicated Tourism Tax for Transportation - South Carolina (RIDE)
- Value Capture Districts
- National Infrastructure Investment Grants
- Congestion Charge - London
- Comprehensive Mix - Port of Long Beach, CA

EXECUTIVE SUMMARY

PURPOSE OF WORKSHOP

"To discuss and brain storm the funding and financing strategies for the South Capitol Gateway Corridor."

- Gloria Jeff
Associate Director of Transportation Operations, DDOT

EXPECTATIONS

- List the common elements of successful projects around the country and their applicability to D.C.
- Develop a list of realistic funding mechanisms.
- Develop a list of financing alternatives.
- Assess the next steps in continuing the support of this effort.
- Build the input needed to complete the revision of the financial plan for the South Capitol Gateway Corridor.

South Capitol Street Funding & Financing Workshop

STRUCTURE OF WORKSHOP

The DDOT South Capitol Street Funding & Financing Workshop was structured as an interactive workshop of DDOT and FHWA in which HNTB facilitated the presentation and discussion of various transportation funding and financing case studies. During each session, participants were encouraged to actively contribute to the discussion and ask questions of each session presenter. After case studies were presented, time was provided for an organized discussion and question period facilitated by HNTB and DDOT personnel. A matrix of funding/financing techniques was used to organize the discussion and summarize relevant funding strategies.

ABOUT THE HNTB INSTITUTE

The HNTB Institute is a national outreach initiative that engages and excites public agency personnel at local, regional and statewide levels. The goal is to explore the vision, policies, and implementation strategies required to meet the agency's future growth, planning, urban design, environmental, transportation and infrastructure needs. Bringing HNTB national experts together with DDOT leaders in a targeted and collaborative work session, we'll work together to generate innovative ideas -- with every participant encouraged to "think big to build a better tomorrow."

HNTB institute
collaborating • visioning • building

EXECUTIVE SUMMARY

WORKSHOP PARTICIPANTS

DDOT Participants

- Gloria Jeff
- Jerry Carter
- Terry Bellamy
- Ronaldo "Nick" Nicholson
- Said Cherifi
- Leah Treat
- Brian Kirrane
- Karina Ricks
- Martin Parker
- Scott Kubly
- Frank Seales, Jr.
- Angela Gray
- Fasil Hameed
- Kathryn Valentine
- Marc Bleyer
- Alton Woods

FHWA Stakeholder Participants

- Robert Mooney
- Sandra Jackson
- Jonathan Boudreau
- Christopher Lawson

DDOT Stakeholder Participants

- Michael Durso, DMPED
- Jonathon Kass, D.C. Council
- John McGaw, Washington D.C., Division of Capitol Improvement

HNTB National Transportation Expert Presenters

- Linda Bohlinger, HNTB National Director of Management Consulting
- Brad Guilmino, HNTB National Director of Infrastructure Finance
- Chris Kopp, Senior Planner
- Pete Rahn, Chairman of HNTB Transportation Practice
- Sharif Abou-Sabh, HNTB Senior Vice President
- David Wenzel, Chairman of HNTB Project Development & Planning Practices and Sustainability Services Leader

Other National Transportation Expert Presenters

- Max Inman, Senior Advisor, Mercator Consultants

South Capitol Street Funding & Financing Workshop

Other HNTB Participants

- Michael Inabinet, Mid-Atlantic Office Leader
- Sia Kusha, Southeast Division Sales Officer
- Bob Cook, National Director of Government Relations
- Jon Whitney, Senior Project Manager
- Therese Bridwell, Southeast Division Marketing
- Navin Jain, Project Manager
- Lauren Mansfield, Administrative Assistant
- Jason Flora, Project Planner

EXECUTIVE SUMMARY

PROJECT OVERVIEW

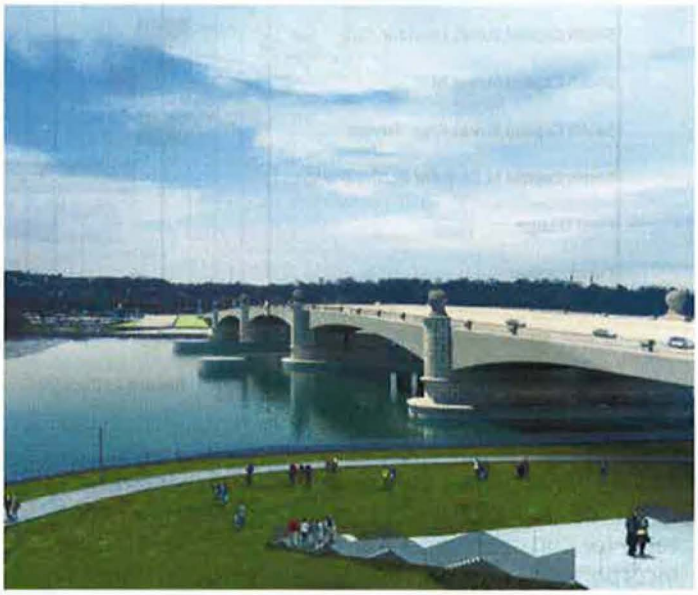
A component of the Anacostia Waterfront Initiative, the South Capitol Street Corridor Project, including the Frederick Douglass Memorial Bridge, is the central element to revitalizing the Anacostia waterfront and creating a southern gateway to Washington D.C. The purpose of the South Capitol Street Corridor Project is to transform the existing corridor into an urban gateway to the US Capitol and District of Columbia's Monumental Core that improves safety, accessibility, and multi-modal mobility.

The Federal interest for this project is longstanding. The national and regional significance of the Project was highlighted in the National Capital Planning Commission's Federal Capital Improvement Program for the National Capital Region - 2011 - 2016. In the report, both the New Frederick Douglass Memorial Bridge and the South Capitol Street Reconstruction were Recommended and Strongly Endorsed.

The South Capitol Street (SCS) Project costs are estimated just over $800 million. These costs were estimated and validated during FHWA's Major Project Review in July 2009. The South Capitol Street Project is broken down into Environmental Documentation, Preliminary Engineering and Right of Way acquisition and the five final design and construction projects. These divisions reflect the current consideration of construction phasing and traffic maintenance and are listed in order of anticipated construction. In addition to these phased construction projects, right of way acquisition, data gathering and preliminary design are expected to occur.

Currently planned phased construction:

- Environmental Documentation
- Right-of-Way Acquisition
- Data Gathering
- Preliminary Engineering
- Phased Construction
  - New Frederick Douglass Memorial Bridge and Approaches
  - New Jersey Avenue Streetscaping
  - Martin Luther King, Jr. / Suitland Parkway New Interchange
  - Suitland Parkway / I-295 Interchange
  - South Capitol Street (North)



South Capitol Street Bridge Rendering

Project Delivery Timeline

Following the release of the FEIS, preliminary design of the entire corridor will take place. The preliminary design is anticipated to take nine to 12 months to complete. The data gathering, to be utilized in the preliminary design is expected to be completed by the 2nd quarter of 2011. The Record of Decision (ROD) is also expected by the end of the 2nd quarter of 2011.

Design and construction of the five major project elements will commence once the preliminary design is complete. The final design and construction of each segment will be phased in according to available funding and the ability of the District to manage the procurement, design and construction of each segment.

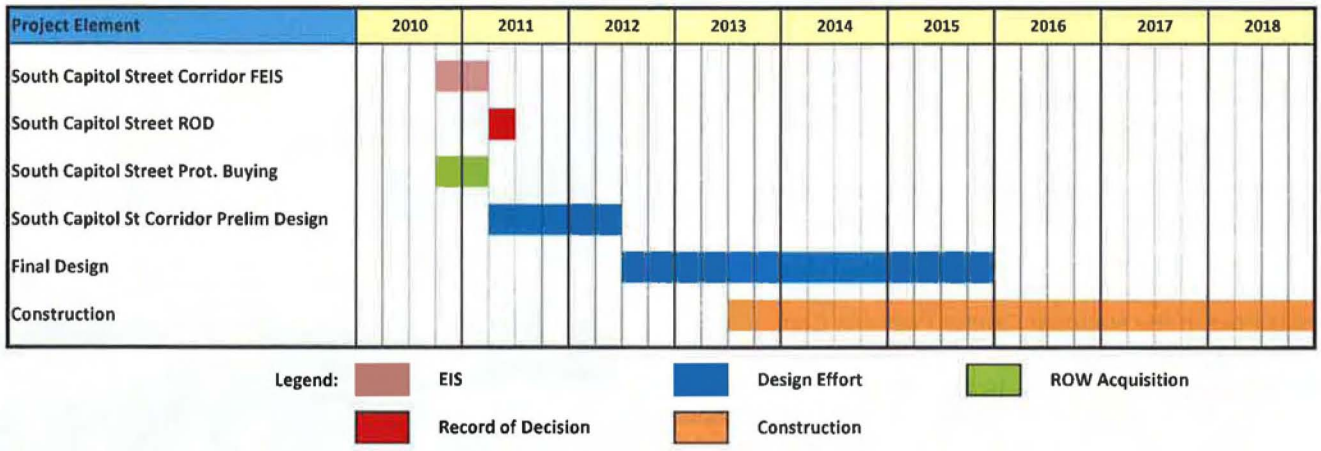
The acquisition of right-of-way through the protective buying process is expected to continue through the 4th quarter of 2010 and be completed by 2011.

Cost Estimate

The cost estimate (2009 dollars) reflects the current design level of effort (approximately 15% for the FEIS alternative development. Year of expenditure and escalation costs were incorporated into the development

EXECUTIVE SUMMARY

ESTIMATED PROJECT DELIVERY TIMELINE

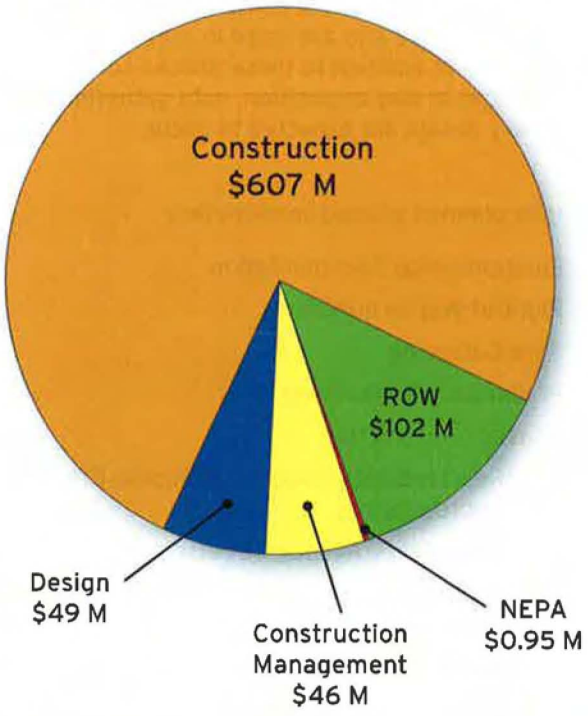


of the overall project cost estimate. As is consistent with DDOT methodologies and current anticipated inflation rates for construction, a 4.0% annual escalation cost was incorporated to adjust costs to year of expenditure. The construction costs, including contingencies were escalated at 4% per year for 4.5 years to the estimated mid-point of construction. A contingency of 25% was added to the estimated construction cost prior to escalation for year of expenditure.

Project-wide costs were estimated as a percentage of construction costs as follows:

- Preliminary design cost estimated at 2.5 % of construction costs.
- Final design cost estimated at 6% of construction costs.
- Changes during construction estimated at 2% of construction costs.
- Right of way costs estimated at 17.5% of construction costs.
- Environmental mitigation at 1% of construction costs.
- Public involvement at 0.75% of construction costs.

ESTIMATED PROJECT COST ($M)

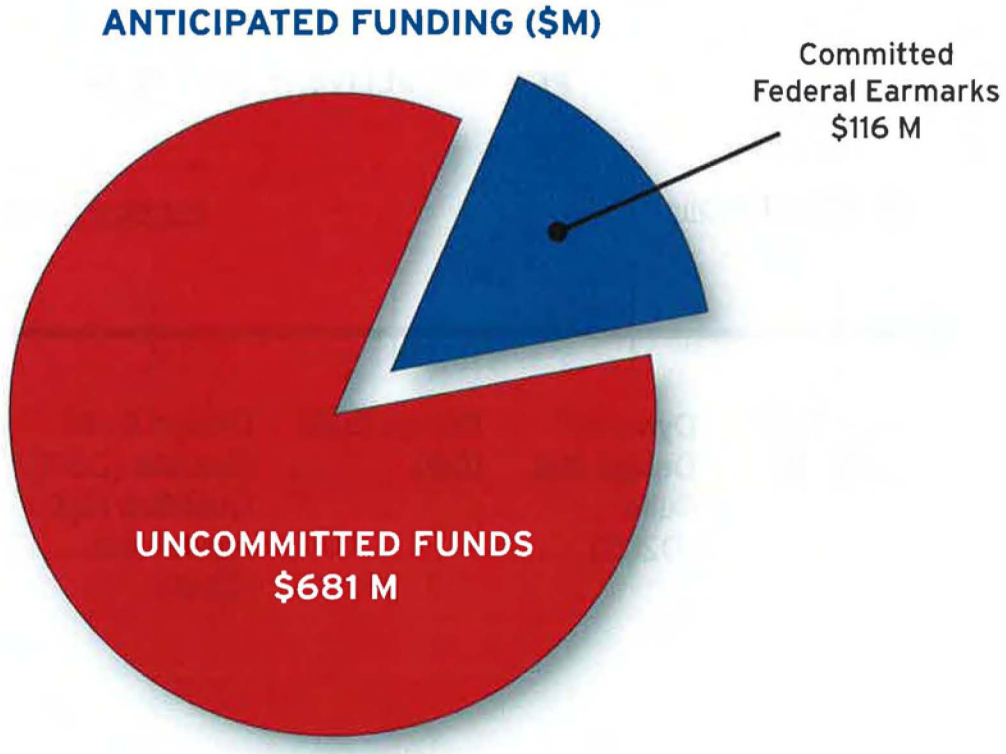


EXECUTIVE SUMMARY

Committed Funding Sources

DDOT currently assumes that the South Capitol Street Project will be funded from a combination of local and federal funding sources. As with any project of this magnitude and preliminary stage, few sources of funds have been firmly committed. The Project has currently $116 million in committed funding sources and is anticipating $681 million in additional funding to cover the anticipated total Project cost over $800 million.

- Public Lands Highway Discretionary Program (2010) - **$2.3 million**
  - Funding earmarked for New Frederick Douglass Memorial Bridge Design and Construction. In March 2010, DDOT submitted a project application to access these funds for NEPA documentation, protective buying of right of way and preliminary engineering.
- Section 1302 National Corridor Infrastructure Improvement Program (2005) - **$75 million**
  - Funding earmarked for Frederick Douglass Memorial Bridge. In April 2010, DDOT submitted a grant request application to access these funds for completion of the NEPA documentation, protective buying of right of way and preliminary engineering.
- Section 1701 High Priority Project Funds (2005) - **$38.7 million**
  - Federal High Priority Projects (HPP) is a US DOT discretionary program. SAFETEA-LU authorized $48 million to replace and reconstruct the South Capitol Street/Frederick Douglass Memorial Bridge under this program.



EXECUTIVE SUMMARY

INNOVATIVE PROJECT DELIVERY & FUNDING CASE STUDIES

Project Delivery Spectrum

Project delivery options can take a variety of forms and fall along a spectrum from traditional methods such as design-bid build to other public-private-partnership methods where risks and control are transferred to the private sector. Design/Build delivery options fall in the middle of the spectrum while Design/Build/Finance/Operate/Maintain (DBFOM) options are on the other end since they transfer cost, schedule, financing, operations and maintenance risk.

Case studies discussed during the workshop covered a range of project delivery methods and innovative funding techniques.

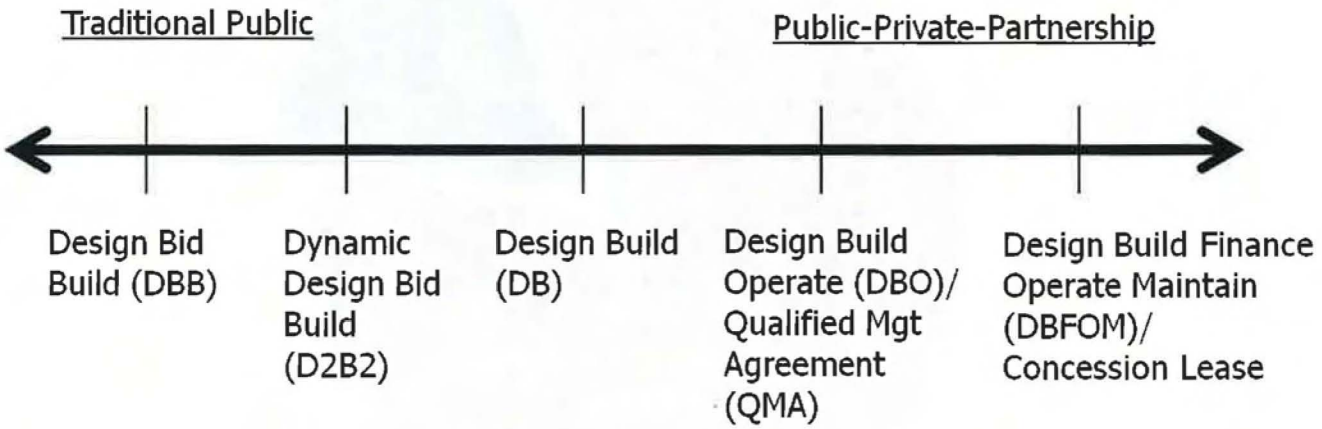
Project delivery case studies:

- Design Build/Garvee - I-64, St. Louis, MO
- Design Build - Cleveland Innerbelt, OH
- Tolling - Triangle Expressway, Intercounty Connector
- Design Build Finance Operate Maintain/Concessionaire (DBFOM) - I-635/LBJ, North Tarrant Expressway, TX
- DBFOM/Availability Payment - El Paso Spur 601, Port of Miami Tunnel, I-595, FL

Innovative funding case studies:

- Dedicated Tourism Tax for Transportation - South Carolina (RIDE)
- Value Capture Districts
- National Infrastructure Investment Grants
- Congestion Charge - London
- Comprehensive Mix - Port of Long Beach, CA

PROJECT DELIVERY SPECTRUM



EXECUTIVE SUMMARY

DESIGN BUILD (DB)/GARVEE

I-64 Project, St. Louis, MO

Presented by Pete Rahn, HNTB Corporation

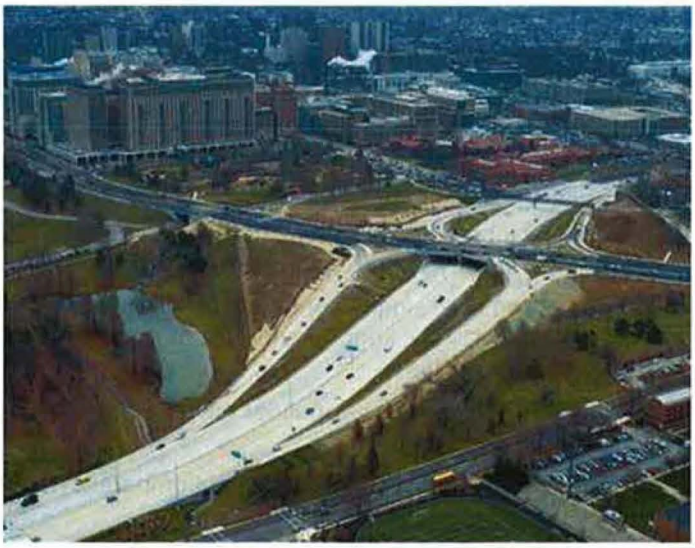
Overview

MoDOT was forced to find more money and bring down project cost in order to pursue project. In order to reduce funding gap, MoDOT changed delivery from three segments into one and was able to deliver 98 percent of original envisioned project.

- Utilized Design-Build-Budget-Time (i.e. Design and build the project, but we'll tell you what the cost is and when it'll be done, and you tell us what you can do with that amount and in that time).
- To maximize flexibility, MoDOT allowed design builder to use spec from any DOT in the country.
- FHWA agreed to consider design exception sin context of overall design.
- Closed alternating halves of the Interstate for 12 months.
  - No detour was provided allowing motorists to find their own way and thus dispersing traffic.
  - A $1 million grant was provided to help small businesses survive the closure.
- A consultant was hired to measure the impact of the closure to businesses. The consultant found that marginal businesses could not survive closure.
- Project details: 10.5 miles; 30 bridges; 1 interstate-to-interstate interchange; 12 interchanges; urban setting.

Magnitude

- $702 million project (MoDOT had in the STIP: $318 M for Phase 1)
- Selected design build bid was $535 million.
- MPO committed $47 million of local STP funds and borrowed $170 million in indirect Garvee bonds.



I-64 Project, St. Louis, MO

Implementation Steps

Involve partners (e.g. MPO, etc.)

Elements of Success

- Design-Build-Budget-Time
- Closing alternating halves of interstate
- Open design specifications
- Business community outreach

Applicability to DDOT

- Project of similar scale

DESIGN BUILD (DB)

Cleveland Innerbelt, OH

Presented by David Wenzel, HNTB Corporation

Project Overview

- ODOT developed 10% design product in order to identify key design parameters in RFP
- Three competitor teams allocated $1 million each to support submittal of fixed cost for design and construction of bridge.
- The RFP incorporated community value concepts versus a strictly utilitarian product.
- Project required significant aesthetic elements including aesthetic lighting of bridge, public art panels, and finishes.
- Required that the design/builder develop sustainability approach.
- Point base award system: Technical Competency; Aesthetics Bonus; Sustainability Bonus
- Required City Plan Commission approval before project could proceed.

Magnitude

- Project budget was $457 million.
- The selected bid was $287 million which totaled a project savings of $170 million to ODOT.

Considerations

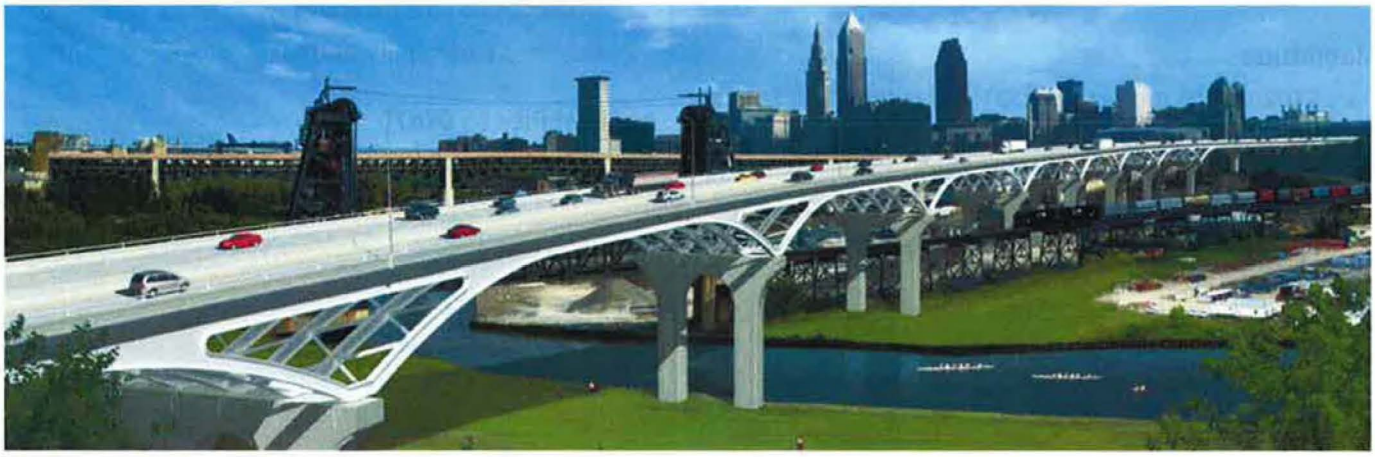
- Significant cost savings
- Delegate design control

Implementation Steps

- Prescribed aesthetic and sustainability elements into design-build response.
- City Plan Commission approval incorporated into design-build response.

Applicability to DDOT

- Design-Build delivery will still allow DDOT to prescribe aesthetics, sustainability, and other community valued feathers into the project.
- Same delivery method DDOT used for 11th Street bridge project.



Cleveland Innerbelt Bridge - Preferred Option

EXECUTIVE SUMMARY

TOLLING/LEGISLATION

Presented by Brad Guilmino, HNTB Corporation

Overview

Tolling revenue creates a new funding source and allows for infrastructure to be built and maintained by the actual users and beneficiaries of the facility. Legislation is typically required to grant an agency tolling authority and amendments are often necessary to implement various technologies and tolling methods. Tolling technology and other innovative practices are making it much easier to execute more efficient tolling strategies.

With DOT budgets considerably constrained, tolling is re-emerging as a leading choice for funding new facilities. Today 32 states have toll roads and the number of future facilities is growing.

Tolling

- Tolling is increasingly being evaluated to deliver new large-scale projects
- Stagnant DOT revenues and increased maintenance budgets are constraining funding for new capital projects
- New toll technology is lowering the costs of tolling
  - All Electronic Tolling (AET) is reducing capital costs (toll booths and extra ROW) and labor costs
  - Open Road Tolling allows for better traffic flow by allowing for highway speeds through collection points
- Toll projects typically utilize multiple funding sources

Legislation

- Legislation is typically required to grant tolling authority.
- Legislative enhancements to allow video tolling and surveillance add important tolling tools.
- Enforcement provisions strengthen ability to collect revenue and minimize leakage.
- Vehicle registration, driver's license renewal, points, reciprocity with other entities/states.

Open Road Tolling, Austin, TX

- Authority to issue bonds (specify term of up to 50 years if restrictions apply).
- Many times includes language to allow for contracting with private entities (P3s).
- Design/Build, Concessions/Availability Payment and "best-value" selection.

EXECUTIVE SUMMARY

Table: Multiple Funding Sources Required for Toll Projects

Triangle Expressway NC Toll Authority $879 million (2009)	$655 m of toll bonds and TIFIA $352 m of State Appropriation Bonds NCDOT guaranteed O&M costs
Inter-county Connector Maryland (MSHA & MTA) $2.463 billion (2007 +)	$750 m of GARVEEs $716 m in Authority Toll Rev Bonds $516 m in TIFIA $265 m in state general funds $180 m in state TTF $19 m in federal funds
LA-1 Toll Bridge Project LA Transportation Auth $214 million (2005)	$164 m of toll bonds and TIFIA $50 m of FHWA and Port Fourchon funds DOTD guaranteed overruns and O&M LA Dept of Econ Dev replenishes DSRF

Magnitude

- Creates a new funding source
- Tolling can support billion-dollar construction projects

Considerations

- How does DDOT make the case for tolling politically?
- Will tolling of Maryland entry points raise equality issues?
- Will the creation of a tolling "network" be required to maximize revenue and maintain traffic flow?
- Tolling typically can fund the majority of project costs, but a public subsidy could also be needed to fully fund the project?
- Surveys show (HNTB) that people will pay tolls as long as they know that the money will go directly to road improvements.

Implementation Steps

- Legislation to authorize tolling and bonding.
- Traffic and Revenue Report to forecast preliminary revenue potential.
- Capital and Operations & Maintenance forecast.
- Conduct a feasibility study to evaluate financing capacity.
- Viewing tolling as a utility (pay-share) instead of a tax.

Applicability to DDOT

- Requires a district-wide approach that includes tolls and fees.
- User fees such as tolls are increasingly being utilized to generate new revenue and fund projects.

EXECUTIVE SUMMARY

DESIGN BUILD FINANCE OPERATE MAINTAIN (DBFOM): CONCESSION

Presented by Brad Guilmino, HNTB Corporation

Overview

- Private sector bears "project" revenue risk (i.e. traffic risk for tolls or passenger risk for transit
- Requires a dedicated revenue stream, often tied to user fees (tolls).
- Concessionaire enters into a long-term lease agreement with defined responsibilities
- Concessionaire retains all project revenues in return for constructing, operating and maintaining the facility
- Maximizes risk transfer, including revenue risk.
- Equity contribution delivers upfront proceeds.
- Allows concessionaires to bid aggressively on revenue forecast.
- Also called a "Volume" or "Demand-Risk" concession.

Example

Texas Concession Toll Projects

- TxDOT administers P3s through its Comprehensive Development Agreement (CDA) Program
  - TxDOT utilizes concessions to develop large toll projects
  - 52 year DBFOM where private sector accepts toll revenue risk
- Both projects are managed lanes projects
- Private equity component helps to minimize public subsidy to develop projects

Magnitude

- Private equity injected $1.1 billion of funding for the two Texas projects.
- Private equity can provide more upfront funding in addition to debt sources.
- Private sector ingenuity can help accelerate large, complex projects.

Considerations

- Loss of upside revenue potential
- Market based toll rates
- Project debt is more expensive than tax-supported debt:
  - Forecasting toll revenue is difficult
  - Economy causes uncertainty
  - Risk of toll roads defaulting.
- Control is governed by the concession (35-99 years).
- Concession agreements typically allow for annual toll rate increases tied to inflation.
- Requires a tolling or user fee component.

Implementation Steps

- Tolling and P3 legislation (ability to enter into contracts with private sector).
- Feasibility report to evaluate financing potential (T&R and cost forecasts).
- Financial, legal and technical advisers to develop concession agreement and run procurement.

Applicability to DDOT

- Political will to implement tolls and transfer management to the private sector.
- Introduction of tolling network by tolling competing routes to provide protections to maintain revenue potential and interest to the private sector.

I-635 LBJ Funding Details ($m)	
Senior Debt (PABs)	$615
TIFIA	$850
Private Equity	$665
Public Contribution	$496
Total	$2,626

North Tarrant Expressway Funding Details ($m)	
Senior Debt (PABs)	$400
TIFIA	$650
Private Equity	$429
Public Contribution	$570
Total	$2,049

DESIGN BUILD FINANCE OPERATE MAINTAIN (DBFOM): AVAILABILITY PAYMENT TRANSACTIONS

Presented by Brad Guilmino, HNTB Corporation

Overview

- Private sector partner earns an annual or semi-annual payment for a 20-35 year period if certain performance standards are met for the right to construct, operate and maintain the facility.
- Revenue repayment is tied to a pledge of public funds (i.e. State Transportation Trust Fund).
- Projects do not need to have tolls or user fees
- Risk transfer
- Can function as "off-balance sheet" debt
- Allows for DBFOM delivery for projects with little or no revenue
- If tolled, public owner manages the toll rates

Examples

El Paso, TX

- Spur 601 Project is a new roadway in El Paso, TX serving Fort Bliss and El Paso International Airport.
- DBF delivery model through TxDOT's Pass-Through Program.
- TxDOT makes availability payments based on actual traffic usage of the facility (subject to a minimum semi-annual amount).
- Department of Defense and Fort Bliss Commanding Officer provided significant political support and donated ROW.
- Funding source for payments are TxDOT general funds.

Florida

- FDOT secured two large projects in 2009
- 35-year terms for Port of Miami Tunnel and I-595
- FDOT pledged its Transportation Trust Fund revenues to make the annual payments if operational standards are met
- FDOT prioritized the payments after its debt service but before it capital and maintenance program
- I-595 Project is tolled, but FDOT controls toll levels (traffic management was goal) and retains toll revenues

Spur 601: Funding Details ($m)	
Senior Debt (Tax-Exempt)	$250
TxDOT Direct Pay	$55
Total	$305

Port of Miami Tunnel: Funding Details ($m)	
Senior Debt (Bank Loan)	$723
TIFIA	$341
Private Equity	$80
Total	$1,144

I-595: Funding Details ($m)	
Senior Debt (Bank Loan)	$782
TIFIA	$603
Private Equity	$208
Total	$1,593

EXECUTIVE SUMMARY

Magnitude

- El Paso, TX 601 Project: TxDOT only had 20% of the project cost upfront.
- Availability Payment procurement for Port of Miami Tunnel and I-595 allowed two billion-dollar project to advance well ahead of traditional procurement methods would allow.

Considerations

- Funding relies on DOT funds (not a new revenue source)
- Can be more costly financing versus public debt
- Equity IRR without project revenue risk
- Control is governed by concession agreement (25 to 35 years)

Implementation Steps

- P3 legislation to enter into agreements with private sector.
- Financial, legal and technical advisers to develop concession agreement and run procurement.
- Modification of bonding rules for debt cap.

Applicability to DDOT

- District debt policies would treat an Availability Payment transaction as debt.
- District debt limit would likely not allow for this style of procurement.

South Capitol Street Funding & Financing Workshop

TOURISM TAX

South Carolina Road Improvement and Development Effort (RIDE)
Presented by Max Inman, Mercator

Overview

A series of interrelated highway construction projects and roadway enhancements designed to improve mobility in the Myrtle Beach area.

- Hospitality fees (or sales taxes) on lodging, restaurant meals, amusements, golf and theaters is used to pay for tourism-related transportation infrastructure.
- A 1.5 percent fee imposed in 1997 is expected to generate $598 million over 20 years.
- Revenues are used to pay debt service on infrastructure bonds.

Magnitude

In D.C. these taxes are a portion of sales and use taxes that include retail sales, restaurants, alcohol, parking, and hotels. A one percent increase in the net revenue from the sales and use taxes would yield more than $7 million annually.

Considerations

- The tax burden of infrastructure improvements falls on non-residents.
- Tax increases could discourage tourism and hurt local businesses.

Implementation Steps

Any increase in the sales and use taxes would require City Council approval.

Applicability to DDOT

- The District hotel tax is currently 14.5 percent, one of the highest rates in the county.
- Currently this tax is servicing debt used to fund convention center improvements. Funds used to finance infrastructure improvements would likely only be available once the debt on convention center is retired.
- The tax on restaurant meals and alcohol for on-premise consumption has increased from nine to 10 percent.

EXECUTIVE SUMMARY

VALUE CAPTURE DISTRICT

Presented by Chris Kopp, HNTB Corporation

Overview

Independent taxing district created by local government to fund and provide transportation improvements within a specified area. Projects should have demonstrable benefits to properties within the value capture district. Various taxes may be levied within the district including property tax, impact fees, sales tax, and vehicle fees.

Value captures districts are also known as:

- Transportation Benefit Districts
- Special Assessment Districts
- Special Transportation Districts

Magnitude

Funding magnitude varies based on the size and terms of special assessment district.

Examples

Used by all 50 states including Washington D.C.

Washington (WA) Transportation Benefit Districts

- Statewide enabling legislation used in several cities
- Various funding sources

Washington D.C. New York Ave - Florida Ave - Gallaudet University Metro Station

- Nearby property owners contributed a quarter of cost of new infill station.
- Implemented as special property tax assessment over 30 years.
- District issued bonds to finance station construction.

Implementation Steps

1. Build support from landowners
2. Coordinate with streetcar funding strategy
3. Establish district via legislation
4. Issues bonds backed by revenue stream
5. Assign to project capital finance program

Elements of Success

- Most successful in high growth areas
- Landowner support essential
- Project must enable new benefits to landowners sufficient to justify assessment.

Applicability to DDOT

- Clearest benefit nexus may be the South Capitol Street boulevard streetscape improvements.
- There may be overlap with streetcar benefit assessment district.
- Could be implemented as part of a district-wide approach that could include congestion pricing, tolls, parking fees, and/or other user fees.

NATIONAL INFRASTRUCTURE INVESTMENT GRANTS

Presented by Chris Kopp, HNTB Corporation

Overview

A discretionary capital grant element of TIGER II and ARRA, this technique funds projects with significant long-term national or regional impacts, while generating short-term jobs and economic stimulus.

Magnitude

$600 million was distributed in 2010 with $150 million maximum per state.

Example

South Park Bridge Replacement, Seattle, WA ($34 million)

Considerations

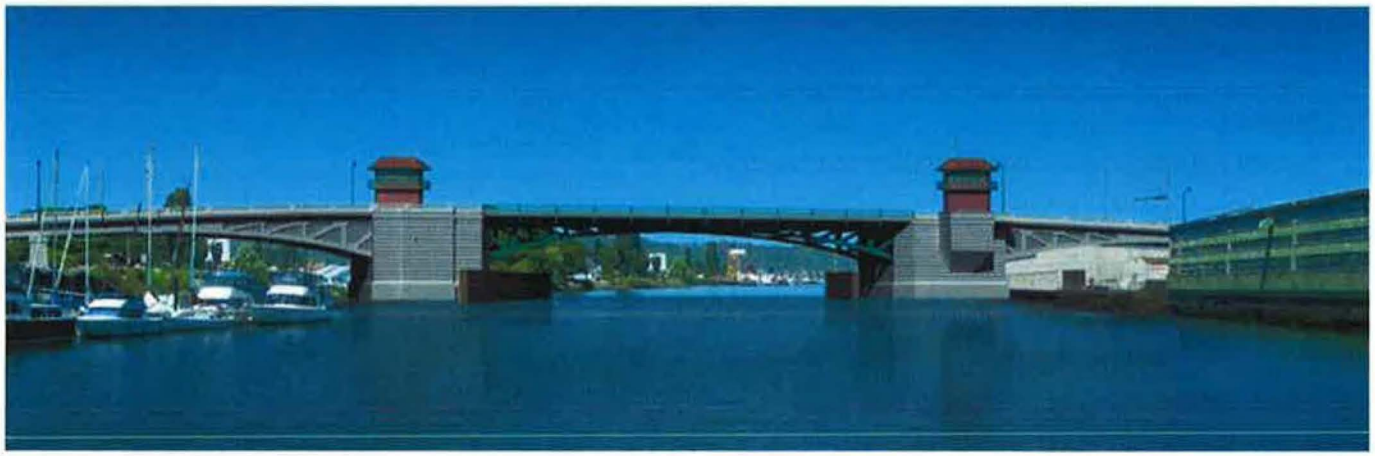
- The South Capitol Street project may meet long-term criteria related to state of good repair, livability, and safety.
- South Capitol Street may meet short-term job creation and economic stimulus criteria.
- Very competitive as funding requests generally exceed resources 30 to one.
- The program would need to be reauthorized and is it was only authorized for the 2010 fiscal year.
- Congressional support is uncertain.

Implementation Steps

1. Support program legislation in annual federal appropriation bill or in surface transportation reauthorization bill as economic stimulus.
2. Depending on program structure, coordinate with Congress on earmark status for SCS project and/or apply for competitive funding.

Applicability to DDOT

- Funding applicable to surface transportation capital projects, including roads and bridges.



South Park Bridge, Seattle, WA

EXECUTIVE SUMMARY

DEFENSE ACCESS ROADS

Presented by Chris Kopp, HNTB Corporation

Overview

This funding mechanism provides a means for the military to pay a share of public highway improvements necessary to mitigate an unusual impact experienced by Department of Defense activities.

Magnitude

$20 million per year average funding level since 1957.

Example

I-95 Direct Access Ramps to Ft. Belvoir Engineering Proving Ground, VA

Considerations

- The program is typically used to accommodate base personnel increases, access gate relocations, or overweight vehicles. The need for improved security and access to Andrews Air Force Base is arguably an "unusual impact" to the military and applicable under this program.
- $2.3 million was allocated from the related Public Lands Highway Discretionary Program to the South Capitol Street project in 2010.

Implementation Steps

1. The Air Force identifies the South Capitol Street project as the solution to current deficiency.
2. FHWA endorses South Capitol Street improvements as the solution to deficiency.
3. Military Surface Deployment and Distribution Command determine eligibility, identifies fair share of cost, certifies importance to national defense, and authorizes expenditure.

South Capitol Street Funding & Financing Workshop

Applicability to DDOT

- Southern interchange and Suitland Parkway improvements provide benefit to DHS and Andrew's Air Force Base. The combined costs of these improvements are approximately $200 million.
- May provide the funds necessary to construct an iconic bridge which also performs the essential security and moveable functions required by the military.

EXECUTIVE SUMMARY

CONGESTION CHARGE

London

Presented by Sharif Abou-Sabh, HNTB Corporation

Overview

The charge aims to reduce congestion and raise investment funds for the regional transportation system. Tolling is based on license plate number recognition.

Magnitude

Dependent on the size of the zone and the charge imposed.

Example

- Introduced by London in 2003 and has been used in Rome, Milan, Santiago, and Brussels.
- A charge of approximately 10 (or approximately $15) is required to enter the congestion zone between 7am and 6pm, Monday through Friday. There is fine for nonpayment.

London Congestion Charge Zone (CCZ)

Considerations

- The charge is a user based fee. Revenue would be used for needed transportation infrastructures improvement projects via securitized bonds.
- Reduction of CO2 emissions
- The charge may provide positive changes to traffic.
- Reduces congestion and improvements may available by charge will enhance safety.
- There are political, legal, and social implications to introducing a congestion charge to the nation's capitol.
- Enabling legislation will be required.
- Determining the impacts to businesses located with the congestion charge area zone.
- Revenue leakage associated with license plate "cloning", unreadable plate photos, and uncollectable funds.

Implementation Steps

- Articulate system objectives:
  - Affirm legal authority
  - Who can implement
  - Under what conditions
  - On which facilities
- Determine implementation framework:
  - Area license fee
  - Cordon charge
  - Corridor time-of-day tolls
  - Use of toll revenues
- Design and evaluate road pricing plan
- Adopt system plan, financing scheme
- Procure Management & Technology Services:
  - System development
  - Integration
  - Operation
  - Enforcement
  - Evaluation
  - Marketing

Applicability to DDOT

Requires a district-wide approach that includes tolls and fees.

EXECUTIVE SUMMARY

COMPREHENSIVE MIX

Port of Long Beach, CA, Gerald Desmond Bridge Replacement Project
Presented by Linda Bohlinger, HNTB Corporation

Overview

The project entailed developing and implementing a funding strategy plan for the $950 million Gerald Desmond Bridge Replacement Project for the Port of Long Beach. The project included a funding plan, informational/ marketing materials, funding agency and legislative strategies and a Financial Plan.

- Funding Plan
  - Develop cash flow and schedule for project
  - Identify funding sources
  - Identify financing techniques
  - Develop several funding strategies
  - Discuss funding options with potential funding agencies
- Information Materials
  - Brochures, videos, etc. created to tell a clear, compelling story about why project is vital to local communities, the region and the nation.
- Funding Agency Strategy
  - Financial commitments negotiated for short- and long-term funding at the local, private, regional, state and federal level
- Legislative Strategy
  - Outline of strategies and tasks with local, state and federal legislative contacts identified
- Financial Plan
  - Development of FHWA-required Financial Plan for the bridge project. These plans are required for Major Projects costing more than $500 million.

Port of Long Beach, CA, Gerald Desmond Bridge Replacement

Implementation Steps

Project Funding Sources 2011	$M
Funding Source	
Federal SAFETEA-LU Earmark	$90.6
Federal Appropriations	$5.8
Federal Highway Bridge Program Funds	$211.8
State Highway Operations and Rehab Funds	$200.2
State Prop. 1B Trade Corridors Funds	$299.8
Regional "Call for Projects" Funds	$28.6
Local Ports Funds	$114
Total Funding Sources	$950.8

Applicability to DDOT

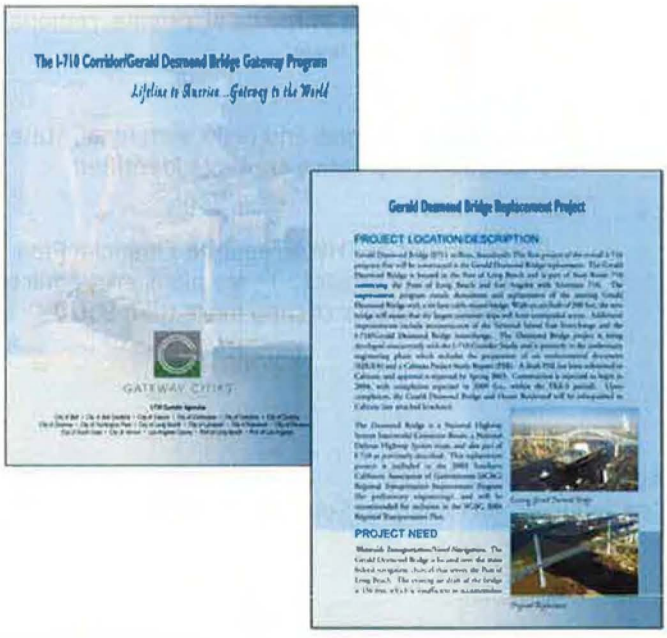
See Table: Project Funding Sources Pros/Cons

EXECUTIVE SUMMARY

Table: Project Funding Sources Pros/Cons

Funding Source	Pros	Cons	DDOT Application
2005 SAFETEA-LU Projects of National and Regional Significance (PNRS)	Strong Political Support for bridge helped secure $100 M	Congress wants to ban future earmarks	Possible if reauthorization allows earmarks
Other Federal - Annual Federal Transportation Appropriations	Annual Congressional Appropriation opportunities	Only a couple of million a year	Possible, but not large enough a funding source for the effort
Highway Bridge Program (HBP)	Available through authorization to states	20% non-federal match required	Strong funding source for bridges
State SHOPP Funds (state gas tax funds)	Available through state DOT in Calif., no match required	Hard to secure for a local bridge	Possible if project can use these maintenance and rehab funds
Metro 2007 Call for Projects (RSTI)	Federal formula and local funding available every two years	Highly competitive	Available to DDOT and MPO
State Prop. 1B Trade Corridor Funds	Available through state CTC, 50%/50% match	Very competitive	Potential for state legislation to create new bond program for DDOT
Port Authority Funds	Local funds with maximum flexibility	Need to leverage with state and federal funds	Equivalent to DDOT funds

- Form Funding Strategy Team
  - Focus funding effort within agency
  - Include funding agencies at key points
  - Coordinate lobbying efforts
- Be Flexible
  - POLB lost Container Fee funding source and had to find $200 million more
  - Caltrans offered $200 million in state SHOPP funds if POLB committed to Design/Build
- Have ability to write and secure grants.
- Arrange briefings and tours for funding agencies.
- Be Creative
  - Use of state funds for a non-state bridge (POLB SHOPP funds example)
- Leverage local funds
  - POLB reduced local dollars from $358 - $114 million
- Be Persistent



Federal Funding Strategy Brochure

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Office of the Director

May 31, 2013

Joseph C Lawson
Division Administrator
District of Columbia Division
Federal Highways Administration
1990 K Street NW, Suite 510
Washington, D.C. 20006

Subject: South Capitol Street Project –Initial Financial Plan - FAP# 8888(286)

Dear Mr. Lawson,

We are transmitting our revised Initial Financial Plan addressing your comments for review and approval. The plan has been updated from the October 22, 2012, submission to reflect the following:

- Schedule and cash flow needs of the project have been revised to reflect design-build delivery for Phase 1 of the plan (Replacement of the Frederick Douglass Memorial Bridge, construction of new approaches, and reconstruction of the I-295 / Suitland Parkway Interchange).
- Adjustment to the calculation of upfront local match contribution for GARVEEs to make it consistent with FHWA direction.
- Amendments to sources and uses of funds to reflect work/expenditures made in FY 2012.
- Minor adjustments to match the proposed FY2014 budget proposal from Mayor Gray.
- Adjustments to the FEIS preferred alternative to avoid acquisition of Navy property and mitigate other risks.

We appreciate the assistance from your staff in completing the Initial Finance Plan for this critical infrastructure project that has been included in Mayor Gray's proposed FY14 budget.

Sincerely,

Terry Bellamy
Director

Attch: For Review and Approval: South Capitol Street Project – Initial Financial Plan

BCC: Ronaldo Nicholson (DDOT)
Ravi Ganvir (DDOT)
Sanjay Kumar (DDOT)
Matthew Brown (DDOT)
Craig Lenhart (CH2M HILL)
Ron Paananen (CH2M HILL)

EXECUTIVE SUMMARY

PHASING OPTIONS

Current Phasing Recommendation

The current preliminary phasing recommendation includes five separate projects. This recommendation is based upon the ability to construct any of the five projects independent of the adjacent projects as well as providing attractive projects for local contractors. It is believed that this strategy will produce a significant volume of bidders thereby optimizing the competitive bid process.

The preliminary phasing recommendation for consideration breaks the project into five discrete projects as follows:

1. The design and construction of the replacement Frederick Douglass Bridge (Phase I)
2. The design and construction of the New Jersey Avenue Streetscape (Phase II)
3. The design and construction of the Martin Luther King, Jr. Avenue and Suitland Parkway Interchange (Phase III)
4. The design and construction of the I-295 Interchange (Phase IV)
5. The design and construction of South Capitol Street (Phase V)

South Capitol Street Funding & Financing Workshop

Potential Phasing Options

Following the workshop, input from the DDOT AWI Program Manager and the DDOT Financial team has led to a revised phasing recommendation. It is now recommended that the New Jersey Avenue Streetscape be moved to the end of the overall program as Phase V. It is anticipated that much of the streetscape and landscaping improvements will be performed by private developers as the vacant properties are developed. Some of this work has already occurred with development related Nationals Ballpark with residential and commercial buildings along New Jersey Avenue. The remaining parcels are expected to be redeveloped as the economy improves and therefore this project phase can be eliminated or greatly reduced.

In addition to this modification to the phasing strategy, the anticipated timeline for the final two phases has been extended into FY 2019 and 2020 with the reconstruction of South Capitol (North) Boulevard and New Jersey Avenue.

This change will reduce the burden on the budget by $26M in years 2016 and 2017 and spread the cash flow and funding requirements over two additional years.