

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

**RESOLUTION ON AN AMENDMENT TO THE FINANCIALLY CONSTRAINED LONG-RANGE
TRANSPORTATION PLAN (CLRP) AND THE FY 2015-2020 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO
UPDATE PROJECT COST AND TO INCLUDE ADDITIONAL FUNDING FOR THE PURPLE LINE,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on October 21, 2015 the TPB approved the 2015 Amendment to the CLRP which was developed as specified in the Federal Planning Regulations; and

WHEREAS, the TIP is required by the FHWA and the FTA as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB approved the FY 2015-2020 TIP; and

WHEREAS, on February 4, 2016 FHWA and FTA issued a joint letter to the Chairman of the TPB approving the air quality conformity analysis and determination of the 2015 Amendment to the CLRP; and

WHEREAS, in the attached letter of April 13, MDOT has requested an amendment to the CLRP to update the project cost for the Purple Line light rail project from \$2.37 billion to \$2.41 billion and to amend the FY 2015-2020 TIP to include \$36 million in FTA Urbanized Area Formula Program (Section 5307) funding between FY 2016 and FY 2020, an additional \$184 million in Fixed Guideway Capital Investment Grants (Section 5309 New Starts) funding between FY 2016 and FY 2020, an additional \$209 million in state funding between FY 2016 and FY 2020 to match those two sources, \$890 million in Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance funding in FY 2016, and \$99.2 million in public-private partnership (P3) funding between FY 2016 and FY 2020 to match, as described in the attached materials; and

WHEREAS, there are no proposed changes to project scope and this project is already included in the air quality conformity analysis of the 2015 CLRP Amendment and the FY 2015-2020 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the CLRP and the FY 2015-2020 TIP to update the project cost for the Purple Line light rail project from \$2.37 billion to \$2.41 billion and to amend the FY 2015-2020 TIP to include \$36 million in Section 5307 funding, an additional \$184 million in Section 5309 New Starts funding, an additional \$209 million in state match funding, \$890 million in TIFIA funding, and \$99.2 million in P3 funding, as described in the attached materials.

Approved by the Transportation Planning Board at its regular meeting on April, 2016



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 13, 2016

The Honorable Timothy B. Lovain, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Lovain:

The Maryland Department of Transportation (MDOT) requests the following amendments to the Maryland Transit Administration (MTA) portion of the National Capital Region Transportation Planning Board's (TPB) FY 2015-2020 Transportation Improvement Program (TIP) and the 2015 Constrained Long Range Plan (CLRP) to update information for the Purple Line project. Through the Maryland Public Private Partnership (P3) process, the MDOT/MTA selected a P3 concessionaire on March 2, 2016 to construct and operate the Purple Line project. MDOT is requesting these amendments to reflect the financial agreement between MDOT, the concessionaire, the Federal Transit Administration (FTA), and the United States Department of Transportation – Transportation Infrastructure Finance and Innovation Act (USDOT-TIFIA) Office.

The Purple Line is a 16-mile light rail transitway that will operate between Bethesda and Silver Spring in Montgomery County and extend into Prince George's County to connect with the Metrorail system at College Park and New Carrollton. The project will include hiker/biker facilities and will provide direct connections to both branches of the Metrorail Red Line, as well as the Green Line and Orange Line. This project will also link to all three MARC lines, AMTRAK, and regional/local bus services, and the project will have 21 stations in total.

This project is currently in the 2015 CLRP and 2015-2020 TIP. The scope of this project is not changing, and this action does not impact air quality conformity, as the project has been accurately reflected in the latest analysis. MDOT/MTA is requesting to add \$1,418,196,000 in additional funding to the 2015-2020 TIP and is requesting to update the 2015 CLRP total project cost to \$2,410,000,000. Please refer to the attachment for amendment details.

TIP ID#	Project	Phase	Amount of New Funding in TIP	CLRP Cost Update
2795	Purple Line	PE, RW, CO	\$1,418,196,000* (\$600,000,000 currently in TIP)	\$2,410,000,000

* Includes the \$890,000,000 TIFIA loan

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Timothy B. Lovain
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MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) at its April 20, 2016 meeting. This amendment was presented to the TPB Steering Committee on April 1, 2016, and it was unanimously recommended for TPB approval.

The TIP is a federal obligation document. The amendment information has been developed in concert with and reviewed by the FTA and the USDOT – TIFIA Office. The revised funding status will not impact scheduling or funding availability for other projects in the current TIP or CLRP, which continue to be fiscally constrained. The additional funds are available through the MDOT/MTA, the P3 concessionaire, the FTA, the USDOT – TIFIA Office, and local contributions. As part of the financing for this project, the Purple Line P3 concessionaire is seeking a federal TIFIA loan. A TIFIA loan of up to \$890 million is expected to be obligated in 2016 and utilized by the P3 concessionaire from 2016-2022. A TIFIA loan is a direct loan from the federal government to the P3 concessionaire. USDOT has a TIFIA Office that administers the TIFIA Loan Program. The P3 concessionaire borrows funds from TIFIA to help finance their construction costs, and then the P3 concessionaire will be responsible for paying back the TIFIA loan over the 30 year operating period of the P3 contract. TIFIA loans are extremely beneficial in that they provide lower cost financing that helps save taxpayers money over the long term.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder in the Office of Planning and Capital Programming at 410-865-1305, toll free 888-713-1414 or via e-mail: ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Lyn Erickson,
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Mr. Jeffrey D. Ensor, TDD Chief of Staff and Director of Project Delivery & Finance, MTA
Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT
Mr. Kevin Quinn, Director, Office of Planning and Capital Programming, MTA
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming, MDOT

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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MDOT/Maryland Transit Administration

Transit

Purple Line

TIP ID: 2795	Agency ID:	Title: Purple Line	Complete: 2022	Total Cost: \$2,410,000
Facility: Purple Line		P3	0/0/0	29,880 c 17,330 c 17,330 c 17,330 c 17,330 c 99,200
From: Bethesda		Sect. 5307	100/0/0	11,000 c 10,000 c 10,000 c 5,000 c 36,000
To: New Carrollton		Sect. 5309-NS	100/0/0	3,000 a 80,000 a 116,000 c 116,000 c 116,000 c 116,000 c 664,000
				110,000 b 10,000 c
		State	0/100/0	8,750 a 99,134 a 55,903 c 58,403 c 58,403 c 57,153 c 328,996
		TIFIA	100/0/0	890,000 c 890,000

Total Funds: 2,018,196

Description: Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. Beyond the final year of the TIP, an additional \$233 M in Section 5309-NS funding will be programmed in fiscal years 2021 and 2022, with \$112 M in state matching funds. An additional \$34.8 M in P3 funding will be programmed in FY 2021 and FY 2022. 

Amendment: Revise Cost and Add Funding **Requested on: 4/20/2016**

Prior to this amendment, the TIP had programmed \$600 million for the Purple Line, with \$480 million of that as Section 5309-New Starts funding and \$120 million in state matching funds. The proposed amendment will add \$36 million in Section 5307 funding for construction (\$11 M in FY 2016, \$10 M in FY 2018 and 2019, and \$5 M in FY 2020); \$184 million in Section 5309-New Starts funding for planning and engineering, right of way acquisition, and construction (\$40 M in FY 2016, \$116 M in FY 2019 and 2020, reduce FY 2017 and 2018 by \$44 M); and \$209 million in state matching funds for those two sources (\$59 M in FY 2016, \$16 M in FY 2017, \$18.5 M in FY 2018, \$58.5 M in FY 2018 and \$57 M in FY 2020). The amendment also adds \$890 M in TIFIA loan funding to FY 2016 for construction, with \$99.2 M in P3 (other) funding used as match. An additional \$233 million in New Starts funding is scheduled to be programmed in Fiscal Years 2021 and 2022 with \$112 M in state matching funds and \$34.8 M in P3 funds in the same period.