

## **ITEM 8 – Action**

May 18, 2011

Approval of an Amendment to the 2010 Constrained Long Range Transportation Plan (CLRP) to Revise the Financial Plan for the Purple Line

### **Staff**

**Recommendation:** Adopt Resolution R18-2011 to amend the 2010 CLRP to revise the financial plan for the Purple Line, as described in the attached materials.

**Issues:** None

**Background:** MDOT has requested an amendment to the 2010 CLRP to revise the financial plan for the Purple Line to ensure that the schedule for the Federal Transit Administration (FTA) New Starts Application can be met.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 NORTH CAPITOL STREET, N.E.,  
WASHINGTON, D.C. 20002-4239**

**RESOLUTION ON AN AMENDMENT TO THE 2010 CONSTRAINED LONG RANGE  
TRANSPORTATION PLAN (CLRP) TO REVISE THE FINANCIAL PLAN FOR THE  
PURPLE LINE, AS REQUESTED BY THE MARYLAND DEPARTMENT OF  
TRANSPORTATION (MDOT)**

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

**WHEREAS**, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years ; and

**WHEREAS**, the Purple Line, a 16.3-mile light rail line that connects Bethesda in Montgomery County to New Carrollton in Prince George's County, was amended into the CLRP in July 2009 with a cost estimate of \$1.79 billion; and

**WHEREAS**, on November 17, 2010, the TPB adopted resolution R6-2011 approving the 2010 CLRP; and

**WHEREAS**, the financial plan for the 2010 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040; and

**WHEREAS**, in the attached letter of May 11, 2011, MDOT has requested an amendment to the 2010 CLRP to revise the financial plan to update the cost estimate to \$1.925 billion for the Purple Line to ensure that the schedule for the Federal Transit Administration (FTA) New Starts Application can be met, as described in the attached materials; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the 2010 CLRP to revise the financial plan to update the cost estimate to \$1.925 billion for the Purple Line, as described in the attached materials.



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Secretary

**Darrell B. Mobley**  
Deputy Secretary

May 11, 2011

The Honorable Muriel Bowser, 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 Bowser:

The Maryland Department of Transportation (MDOT) requests an amendment to the 2010 Constrained Long Range Plan (CLRP) and corresponding Financial Plan. The purpose of the amendment is to update the project cost for the Purple Line Transit Project. This project is included in the currently approved air quality conformity analysis.

The Purple Line's Locally Preferred Alternative is a 16.3-mile light rail line that extends between Bethesda in Montgomery County to New Carrollton in Prince George's County, connecting the major activity centers along this corridor inside the Capital Beltway. It would provide direct connections to four branches of the Metrorail system; both branches of the Red Line at Bethesda and Silver Spring, the Green Line at College Park and the Orange Line at New Carrollton, as well as all three MARC commuter rail lines, and Amtrak's Northeast corridor. There are 21 proposed stations. The proposed Purple Line would provide reliable and convenient east-west transit service in a corridor that is heavily congested and does not have direct east-west rail transit. The proposed project is anticipated to serve approximately 60,000 riders daily. The Locally Preferred Alternative, identified by Governor O'Malley in August 2009, was unanimously supported by both County Councils and County Executives and strongly supported by the public. The MTA is currently preparing the necessary documentation for the FTA to enter the Preliminary Engineering phase. The MTA expects to receive permission from FTA to enter PE in June 2011.

One of FTA's requirements is that the project be in the CLRP. The Purple Line Transit Project was first amended into the CLRP in 2009 at cost of \$1.79 billion. The purpose of this CLRP amendment is to update the project cost, which is now at \$1.925 billion, as reflected in the attached CLRP Project Form. The \$135 million difference in cost is due to several things:

- Almost two years have passed since the cost was originally submitted for the CLRP process. When the project was placed in the CLRP, the schedule called for completion of construction by 2018. Completion is now estimated for 2020. This two-year schedule extension results in a cost increase of \$104 million (in year of expenditure dollars) due to cost escalation.

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

Mr. Muriel Bowser  
Page Two

- Since the project was placed in the CLRP, MTA has continued to refine the scope and design, resulting in a number of changes to specific project elements. Although some items increased in cost and some decreased in cost, the net impact is an increase of \$13 million.
- FTA oversight consultants have asked that MTA use a more conservative escalation rate of 3.0% instead of 2.8% (used to develop the 2009 CLRP cost), which results in an additional increase of \$18 million.

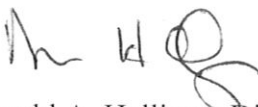
Federal requirements also dictate that the CLRP be fiscally constrained. MDOT is also requesting an amendment to the Analysis of Resources for the 2010 Financially Constrained Long Range Transportation Plan for the Washington Region (the Financial Plan). Specifically, MDOT is updating Tables 1 and 2 on pages 5 and 9 under each "Regionally Significant Capital Projects" section to reflect the new project cost at \$1.925 billion as shown in the attached tables. There is no net change in the total amount of funding for the MDOT portion of the Financial Plan and therefore the CLRP remains fiscally constrained.

All of the funding MDOT has programmed and forecasted for future transit initiatives can be found in Tables 1 and 2 under the "Maryland Local Transit – State" headings combined together into one pot of funding. Therefore there is no need to amend those totals, as funding is simply being shifted within those totals. MDOT has committed a portion of this future funding for MARC projects, which are not required to be listed in the conformity documentation as no conformity analysis is required for them. In order to maintain fiscal constraint, \$135 million of the \$679 million originally set aside for MARC will be used towards the Purple Line. This action will not impact any projects currently planned and programmed in the near term and \$544 million will remain in the CLRP for MARC. MDOT remains committed to transit and we are working to ensure that all transportation priorities move forward.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) on its May 18, 2011 meeting.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly.

Thank You,



Donald A. Halligan, Director  
Office of Planning and Capital Programming

Attachments

Mr. Muriel Bowser

Page Three

cc: Ms. Mary Deitz, Director, Regional and Intermodal Planning Division, State  
Highway Administration  
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Mr. Ronald Kirby, Director of Transportation, Metropolitan Washington Council  
of Governments  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration  
Mr. Michael Nixon, Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation

# CLRP Project Description Form

CLRP ID

1133

## PROJECT INFORMATION

Submitting Agency: **MDOT/Maryland Transit Administration** Agency ID: **1042**

Project Name: **Purple Line**

Project Type: **Transit Study**

From: **Bethesda**

To: **New Carrollton**

Jurisdiction(s): **Prince George's County**  
**Montgomery County**

Description: **Preparation of Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Assessment (FEIS). Construct the proposed Purple Line which will provide high-capacity transit along a 16-mile corridor that extends from Bethesda to the New Carrollton with connections to the Metrorail Red Line, Green Line and Orange Line as well as all three MARC lines, AMTRAK and regional and local bus services. The project includes approximately 21 stations with a forecasted daily ridership of 62,600. Of the daily ridership, approximately 19,200 riders will be new riders and translate into a net reduction of auto trips. This is a regionally significant project.**

Project Length: **16 miles** Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2020** This project was completed in:

Cost (in \$1,000s): **\$1,790,000** Sources: **Federal**  
**\$1,925,000** **State**

Project Manager: **Mike Madden** **mmadden@mtmaryland.com** Website: **http://www.purplelinemd.com**

Remarks: **The AA/DEIS is anticipated to be submitted to FTA by summer 2008; public hearings in fall, 2008. The Purple Line AA/DEIS was completed and submitted to FTA in September 2008. A 90-day public review period was completed on January 14, 2009. Four public hearings were held in November 2008 that yielded over 3000 comments. The County Councils and County Executives of both Montgomery and Prince George's Counties unanimously Maryland-National Capital Park and Planning Commissions in both counties endorsed the Medium Investment light rail alternative. Constuction to begin to 2014 with services starting in 2017.**

## CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? **No**

Is this a capacity-increasing project on a limited access highway or other principal arterial? **No**

## SAFETEA-LU PLANNING FACTORS

Planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Increase the safety of the transportation system for all motorized and non-motorized users.

## ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? **No**

## INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

## RECORD INFORMATION

Created by: on: **5/8/2006 4:17:52 PM**

Updated by: on: **9/17/2010 12:16:54 PM**



**Table 1. Revenues – Financially Constrained Long-Range Plan (2011-2040)**  
*Millions of Year of Expenditure Dollars*

	Federal	State	Local	Toll/Bond/ Private	Fares <sup>a</sup>	Total
<b>District of Columbia</b>						
Highway	\$7,000	\$5,692				\$12,692
Local Transit	\$61	\$999			\$161	\$1,221
Commuter Rail						
WMATA Support		\$14,457				\$14,457
<b>Subtotal</b>	<b>\$7,061</b>	<b>\$21,148</b>		<b>-</b>	<b>\$161</b>	<b>\$28,370</b>
<b>Maryland</b>						
Highway	10,005	19,734	6,027	\$3,764	-	\$39,530
Local Transit	2,034	4,509	7,609	\$316	\$756	\$15,225
Commuter Rail (included above)						-
WMATA Support		\$19,722				\$19,722
<b>Subtotal</b>	<b>\$12,039</b>	<b>\$43,965</b>	<b>\$13,636</b>	<b>\$4,080</b>	<b>\$756</b>	<b>\$74,477</b>
<b>Virginia</b>						
Highway	\$4,903	\$12,074	\$2,819	\$9,024	-	\$28,820
Local Transit	\$355	\$1,040	\$3,483	\$697	\$2,260	\$7,835
Commuter Rail	\$1,002	\$651	\$636	-	\$1,454	\$3,743
WMATA Support	\$1,123	\$8,412	\$6,478	\$1,778	-	\$17,791
<b>Subtotal</b>	<b>\$7,383</b>	<b>\$22,177</b>	<b>\$13,416</b>	<b>\$11,499</b>	<b>\$3,714</b>	<b>\$58,189</b>
<b>WMATA Fares, Grants and Other Nonjurisdictional (Regional) Funds</b>						
<b>Subtotal</b>	<b>\$14,259</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$47,570</b>	<b>\$61,829</b>
<b>Total</b>	<b>\$40,741</b>	<b>\$87,290</b>	<b>\$27,052</b>	<b>\$15,579</b>	<b>\$52,201</b>	<b>\$222,865</b>
<b>WMATA Summary (included above)</b>						
Capital <sup>b,c</sup>	\$15,382	\$9,444	\$2,814	\$1,778	-	\$29,418
Operating	-	\$36,811	Included with state	Included with state	\$47,570	\$84,381
<b>Subtotal WMATA</b>	<b>\$15,382</b>	<b>\$46,255</b>	<b>\$2,814</b>	<b>\$1,778</b>	<b>\$47,570</b>	<b>\$113,799</b>

<sup>a</sup> Includes other transit operating revenues.

<sup>b</sup> An additional \$7.5 billion in potential Federal and state funds for WMATA's Capital Program for the period 2021 through 2040 are not shown as funding sources.

<sup>c</sup> The WMATA revenue requests for capital expenditures shown are for equipment to serve ridership growth on existing lines.

**Table 1. Revenues - Financially Constrained Long-Range Plan (2011-2040)**  
*Millions of Year of Expenditure Dollars (continued)*

	Federal	State	Local	Toll/Bond/ Private	Fares	Total
<b>Regional Significant Capital Project Revenues (included above)</b>						
<b>District of Columbia</b>						
St. Elizabeth Access	\$79	\$79				\$158
11 <sup>th</sup> Street Bridge	\$306	\$306				\$612
South Capitol Street Bridge and Corridor	\$71	\$71				\$141
D.C. Streetcar Line	\$28	\$141				\$169
<b>Subtotal</b>	<b>\$484</b>	<b>\$597</b>	-	-	-	<b>\$1,080</b>
<b>Maryland</b>						
Intercounty Connector				\$1,684		\$1,684
Nice Bridge Replacement				\$2,080		\$2,080
<b>Purple Line Transit</b>	<b>\$962</b>	<b>\$963</b>				<b>\$1,925</b>
Corridor Cities Transitway	\$596	\$597				\$1,193
<b>Subtotal</b>	<b>\$1,558</b>	<b>\$1,560</b>		<b>\$3,764</b>		<b>\$6,882</b>
<b>Virginia</b>						
I-495 HOV/HOT Lanes	\$213	\$34	-	\$217	-	\$477
I-95/I-395 HOV/Bus/ HOT Lanes	-	-	-	\$428	-	\$428
I-95/I-395 HOT Lanes Bus Service	\$38	-	-	\$195	\$157	\$390
Dulles Corridor Rail	\$975	\$1,667	\$1,222	\$1,778	-	\$5,642
Columbia Pike Streetcar	\$186		\$150			\$336
<b>Subtotal</b>	<b>\$1,412</b>	<b>\$1,701</b>	<b>\$1,372</b>	<b>\$2,618</b>	<b>\$157</b>	<b>\$7,273</b>
<b>Total Regional Significant Projects</b>	<b>\$3,454</b>	<b>\$3,858</b>	<b>\$1,372</b>	<b>\$6,382</b>	<b>\$157</b>	<b>\$15,235</b>



**Table 2. Expenditures - Financially Constrained Long-Range Plan (2011-2040)**  
*Millions of Year of Expenditure Dollars*

	Operations/ Preservation	Expansion	Total	Revenue - Expenditure
<b>District of Columbia</b>				
Highway	\$11,828	\$864	\$12,692	-
Local Transit	\$1,052	\$169	\$1,221	-
Commuter Rail				
WMATA Support <sup>a,b,c</sup>	\$11,169	\$3,288	\$14,457	-
<b>Subtotal</b>	<b>\$24,049</b>	<b>\$4,321</b>	<b>\$28,370</b>	<b>-</b>
<b>Maryland</b>				
Highway	\$18,333	\$21,197	\$39,530	-
Local Transit	\$9,901	\$5,324	\$15,225	-
Commuter Rail (included above)				
WMATA Support <sup>a,c</sup>	\$16,416	\$3,306	\$19,722	-
<b>Subtotal</b>	<b>\$44,650</b>	<b>\$29,827</b>	<b>\$74,477</b>	<b>-</b>
<b>Virginia</b>				
Highway	\$21,145	\$7,675	\$28,820	-
Local Transit	\$6,713	\$1,122	\$7,835	-
Commuter Rail	\$2,577	\$1,166	\$3,743	-
WMATA Support <sup>a,c</sup>	\$9,226	\$8,565	\$17,791	-
<b>Subtotal</b>	<b>\$39,661</b>	<b>\$18,528</b>	<b>\$58,189</b>	<b>-</b>
<b>WMATA Expenses Covered by Fares, Grants, and Other Nonjurisdictional Funds</b>				
<b>Subtotal</b>	<b>\$47,570</b>	<b>\$14,259</b>	<b>\$61,829</b>	<b>-</b>
<b>Total</b>	<b>\$155,930</b>	<b>\$66,935</b>	<b>\$222,865</b>	<b>-</b>
<b>WMATA Summary (included above)</b>				
D.C. <sup>a,b,c</sup>	\$11,169	\$3,288	\$14,457	-
Maryland <sup>a,c</sup>	\$16,416	\$3,306	\$19,722	-
Virginia <sup>a,c</sup>	\$9,226	\$8,565	\$17,791	-
WMATA Expenses Paid by Fares, Grants, and Other Nonjurisdictional Funds <sup>b,c</sup>	\$47,570	\$14,259	\$61,829	-
<b>Subtotal WMATA</b>	<b>\$84,381</b>	<b>\$29,418</b>	<b>\$113,799</b>	<b>-</b>

<sup>a</sup> Excludes \$1.253 billion in subsidy request to meet an additional \$7.5 billion in WMATA's Capital Program. These funds are not reflected since the source of these Federal and state funds are not identified.

<sup>b</sup> D.C.'s operating subsidy is \$2.761 billion lower than WMATA request since D.C. will utilize lower cost alternative service delivery methods to provide projected Metrobus and MetroAccess service levels.

<sup>c</sup> The WMATA capital expenditures shown are for equipment to serve ridership growth on existing lines and include Dulles Corridor Rail.

**Table 2. Expenditures - Financially Constrained Long-Range Plan (2011-2040)**  
*Millions of Year of Expenditure Dollars (continued)*

<b>Regionally Significant Capital Project Expenditures (included above)</b>	
<b>District of Columbia</b>	
St. Elizabeth Access	\$158
11 <sup>th</sup> Street Bridge	\$612
South Capitol Street Bridge and Corridor	\$141
D.C. Streetcar Line	\$169
<b>Subtotal</b>	<b>\$1,080</b>
<b>Maryland</b>	
Intercounty Connector	\$1,684
Nice Bridge Replacement	\$2,080
<b>Purple Line Transit</b>	<b>\$1,925</b>
Corridor Cities Transitway	\$1,193
<b>Subtotal</b>	<b>\$6,882</b>
<b>Virginia</b>	
I-495 HOV/HOT Lanes	\$477
I-95/I-395 HOV/Bus/HOT Lanes	\$428
I-95/ I-395 HOT Lanes Bus Service	\$390
Dulles Corridor Rail	\$5,642
Columbia Pike Streetcar	\$336
<b>Subtotal</b>	<b>\$7,273</b>
<b>Total Regional Significant Projects</b>	<b>\$15,235</b>

The majority of future transportation revenues will be devoted to the maintenance and operations of the current transit and highway systems. For highways, more expenditures are anticipated on operations and preservation than on expansion or special projects. Under local transit, commuter rail, and WMATA, operations and preservation also will constitute the vast majority of expenditures.

Over the 30-year period, public transportation is projected to absorb 64 percent of the total expenditures of YOE \$222.8 billion. WMATA expenditures requests are estimated to be YOE \$113.8 billion (51 percent of the total) and match the available revenues. Highway expenditures and revenues total YOE \$81 billion (36 percent).

Overall, WMATA operating costs are expected to escalate at a faster rate than general inflation. The total annual operating costs of WMATA are projected to increase from YOE \$1.4 billion in 2010 to YOE \$4.4 billion in 2040 with a 30-year total of YOE \$84 billion (out of the total WMATA expenditures of YOE \$113.8 billion, inclusive of Dulles Corridor Rail). Thus, even while WMATA anticipates maintaining the operating cost to farebox ratios (farebox recovery ratios) at the present levels for each of their services, the subsidies are likely to increase in absolute terms.