



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

**Item #7**

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Secretary

**Harold M. Bartlett**  
Deputy Secretary

May 18, 2010

The Honorable G. Frederick Robinson  
Mayor  
City of Bowie  
2614 Kenhill Drive  
Bowie MD 20715

Dear Mayor Robinson:

Thank you for your recent letter regarding the project inputs to the National Capital Region Transportation Planning Board's (TPB) 2010 Constrained Long Range Plan (CLRP). Please know that our commitment to projects within the Consolidated Transportation Program (CTP) has not changed as a result of the CLRP effort. There seems to be some confusion about the CLRP and the CTP and I hope this letter will clarify these processes and Maryland Department of Transportation's (MDOT) position on TPB's proposed CLRP project list.

As you know, in order to access Federal funding the development of the TPB's CLRP must follow a very detailed process and be "fiscally constrained" over the twenty-year plan period. To meet the "fiscal constraint" requirement, the total estimated project costs for all projects must not exceed projected revenues over the planning period and the expenditures must be made no sooner than incoming revenues are projected to be received. Further, project costs must be inflated to the year in which the costs are expected to be incurred. All regionally significant projects (both state and local) must appear on this list.

The MDOT is responsible for generating the State revenue forecasts and the project cost estimates for all proposed projects on the State's transportation system and we've done this for the CLRP planning period. Our long-term revenues and costs are developed using standard methodology and meet federal requirements, but are separate exercises from what MDOT uses to develop and execute our short term budget document, the CTP. Local governments are required to develop forecasts and cost estimates for non-state projects. You should know that the fiscal constraint portion of the CLRP process is revisited every four years but can be amended at any time.

We worked closely with local governments through the TPB committees to develop a prioritization process with the following guiding principles:

- Preserve the CTP project schedule;
- If necessary, downgrade projects as equally as possible among counties;
- Restore both the MD 3 and the MD 28/MD 198 projects back to full "construction" status so they can finalize the NEPA approval process;
- Preserve the remainder of the current CLRP. No new highway projects will be added unless all current CLRP projects can be included.

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 input list was finalized thru TPB committee meetings and consultation with the Counties. Together we identified projects currently listed in the CLRP and those projects with CTP schedules that would NOT be impacted if the project were downgraded to "study". We did not want to downgrade a project if it would hold up any pending federal approvals. After phone conversations with County staff, MDOT decided that downgrading six projects to "study" status would enable us to meet our fiscal constraint requirements. We recognize that the City of Bowie does not typically come to TPB technical meetings, but we did try and reach the TPB member prior to the deadline. We will commit to redouble our efforts in reaching out to municipal representatives as we move ahead.

I want to be clear that the six total projects that have been downgraded to "study" will not have project schedule impacts as a result of this action. MDOT recognizes that you would like to add the US 301 project back to the input list. However, the project cost of \$566.5 million in year of expenditure dollars makes this request impossible for us to accommodate at this time. MDOT does not want to jeopardize our ability to use federal funding on any and all projects by calling in question our ability to maintain fiscal constraint.

The CLRP requirements do not prevent agencies/localities from using many different types of funding sources. The City of Bowie, or Prince George's County, could also provide a funding source separate from MDOT's projected revenues to enable this project to be listed for "construction". MDOT would fully support the City or County adding this project to the CLRP should it be demonstrated that the funding can be secured by the year 2040.

Regarding the four projects in your letter, we look forward to continued dialogue with you. We consider these projects to be "system preservation projects" and would therefore not be included in the CLRP conformity input process that was just described. We recognize the City's concern that these projects were funded previously in the CTP at various stages, but deferred due to the economic downturn. We are able to fund some parts of these activities.

- Preliminary engineering is programmed for FY 2011 for the MD 197/Evergreen Parkway to Mitchellville sidewalk retrofit project.
- The MD 978 Hall Road Bridge will see some concrete work planned to repair small deteriorated areas of concrete in the slab and pier. Depending on permit approvals, the work will be done this year.
- The SHA has been performing signing and maintenance activities as recommended by the Roadway Safety Audit for MD 978.

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Given the facts described above, and in light of our current fiscal situation, we hope that you will consider voting "Yes" on the CLRP Conformity inputs at TPB on Wednesday, May 19. If you have any questions please do not hesitate to contact Mr. Donald A. Halligan, Director of the Office of Planning and Capital Programming, at 410-865-1275, toll free at 888-713-1414 or via email at [dhalligan@mdot.state.md.us](mailto:dhalligan@mdot.state.md.us) or you may contact me directly.

Sincerely,

Handwritten signature of Hansel M. Bantat in cursive, followed by the text "(for)" in a similar cursive style.

Beverley K. Swaim-Staley  
Secretary

cc: Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, Maryland  
Department of Transportation  
Mr. Donald A. Halligan, Director, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Mr. Ron Kirby, Director, Department of Transportation Planning, Metropolitan  
Washington Council of Governments