

MEMORANDUM

September 12, 2008

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: Glenn Orlin, ^{GO}Deputy Council Staff Director

SUBJECT: Discussion—options for funding State transportation projects with County funds

During the review of the FY09-14 Capital Improvements Program last spring and the State transportation project priority letter on July 7, the Committee began to discuss whether or not to fund more State transportation projects with County funds. The Committee wished to schedule a follow-up meeting to discuss specific candidate State projects for County funding.

On September 10, however, the Maryland Department of Transportation (MDOT) announced \$1,136.9 million in cuts in developing its FY09-14 Consolidated Transportation Program (CTP), eliminating and reducing many significant transportation projects in Montgomery County and elsewhere in Maryland. The FY08-13 CTP approved last winter totaled \$10,598.4 million, so the September 10 cuts represent a 10.7% reduction.

This memorandum will summarize the announced reductions, describe the status of the County's current program to fund State transportation projects, and identify other candidates for County funding. County Department of Transportation staff will be on hand for this discussion.

1. The State transportation revenue loss. The first subject to understand is the revenue shortfall that led to the September 10 reductions. When the last transportation revenue increase was passed in 2007, MDOT estimated that this would add about \$450 million annually for its Transportation Trust Fund (TTF). The increase stemmed primarily from half of the 20% (1¢/\$1.00) increase in the State sales tax. However, when the sales tax on computer services was repealed, about \$70 million/year of the \$450 million/year increase was lost to the TTF.

In addition, revenue has dropped substantially for the primary revenue sources that fund the TTF, illustrated in round numbers for the FY09-14 period in the table below. The table

includes the sales tax revenue lost to the TTF as a result of the repeal of the computer services sales tax:

Revenue Source	Revenue Lost, FY09-14
Titling tax	-\$470 million
General sales tax	-\$450 million
Fuel taxes	-\$145 million
Vehicle registration tax	-\$65 million
Miscellaneous & other	-\$65 million
Rental car tax	-\$40 million
Total	-\$1,235 million

2. The proposed reductions in State spending. As noted above, the aggregate reduction in State project expenditures is \$1,136.9 million. To address the revenue shortfall of about \$1,235 million, nearly \$100 million over the next six years will also be reduced from the highway user revenues shared with local jurisdictions. *This translates to annual loss in revenue sharing to Montgomery County of just less than \$2 million annually, starting this fiscal year.*

The list of State transportation project spending reductions is on ©1-8. The list expresses reductions (and additions in parentheses) in thousands of dollars, by project, fiscal year, and phase. The phases are: project planning (PP); preliminary engineering (PE); right-of-way acquisition (RW); and construction (CO).

Generally, but not exclusively, the spending reductions hit projects that were most recently added to the CTP—those that accompanied the 2007 tax increase passed by the General Assembly. MDOT has taken care not to reduce its operations and maintenance budgets, nor has it reduced the budgets of projects that are under construction. For several of the more significant projects in the planning stage it has provided enough funding to continue the planning to completion, with the hope that added revenue would materialize in the next couple of years.

ICC. Questions have been raised as to how the Intercounty Connector stands in all of this. The recent bids for Contract B of the ICC (Georgia Avenue to US 29) came in about \$100 million (22%) higher than budgeted. MDOT is covering this cost by deferring indefinitely Contract D, the construction of collector-distributor roads along I-95 in the vicinity of the ICC interchange. The cost of Contract D was budgeted at about \$85 million; after considering concurrent reductions in contingency costs, no more funds have been requested for the ICC. The ICC’s funding package is primarily via GARVEE bonds (bonds backed by future Federal aid) and tolls. The deferral of Contract D will not affect toll revenue, as tolls are not planned for I-95.

The Big 3 Transit Projects. Most attention has been drawn to the funding status of three significant transit projects working their way through the planning stage: the Purple Line from Bethesda in Montgomery County to New Carrollton in Prince George’s County, the Corridor-Cities Transitway from Shady Grove to Clarksburg in Montgomery County, and the Red Line from Woodlawn in Baltimore County to the Johns Hopkins Bayview campus in East Baltimore. All would be either light rail or bus rapid transit lines, and all are proceeding through the latter

stages of planning. In fact, their respective schedules for releasing an environmental document, holding public hearings, and selecting a preferred alternative are within a months of each other.

MDOT states that the three projects will remain on track and that the funding levels after the proposed cuts will allow each project to be ready to compete in the federal New Starts transit program next spring. This much is true. However, in other ways these projects are being funded very differently (see ©9):

- Purple Line: In the FY07-12 CTP there was \$30.8 million programmed for planning only through FY08. The revenue increase added \$100 million, so that in the FY08-13 CTP there was \$130.8 million for planning and design to a point beyond FY13. The proposed cuts would reduce this amount by \$25.2 million (19.3%), so the FY09-14 CTP there would be \$105.7 million for planning and design through FY14.
- Corridor Cities Transitway: In the FY07-12 CTP there was \$11.0 million programmed for planning and design through FY09. The revenue increase added \$80 million, so that in the FY08-13 CTP there was \$91.0 million for planning and design to a point beyond FY13. The proposed cuts would reduce this amount by \$42.5 million (46.7%), so the FY09-14 CTP there would be \$48.5 million for planning and design through FY14.
- Baltimore Red Line: To gain support of the Baltimore City Delegation for the prior transportation revenue increase, the Ehrlich Administration programmed not only planning and design of this line—which was then (as now) no further along in the planning process than the Purple Line or the Corridor Cities Transitway—but it also programmed funds for right-of-way acquisition and its first year of construction.

By the FY07-12 CTP there was already \$239.6 million programmed for planning and design through FY10. The funding in the FY08-13 CTP was adjusted to \$239.0 million for planning and design through FY11, right-of-way acquisition from FYs11-13, and construction beginning in FY13. The proposed cuts would reduce expenditures in FY13 by \$41.6 million in FY13, but this would be mostly offset by added funds in FYs10-12 and FY14. The net reduction of the proposed cuts would only be \$17.6 million, or 7.4% of the total.

This suggests that the three projects are not being treated in the same way. The design costs for Baltimore's Red Line not only have been untouched by the cuts, the September 10 actions actually supplement the design budget in FYs10-12. *Since the project is still only in the planning stage, there is no rationale for it to have about \$117 million programmed for right-of-way acquisition and construction. These funds, currently programmed in FYs11-14, should used to restore the design funding for the Purple Line and the Corridor Cities Transitway, and the balance used for other State project funding reduced in those years.*

Other transit initiatives. The FY08-13 CTP programmed \$10.08 million in FY09 to help pay for the replacement of old buses in the Ride On fleet; \$5 million of this amount was added as a direct result of the 2007 revenue increase. The proposed reductions, however, retracts this \$5 million. (Similarly, the \$1.2 million added for Prince George's County's bus replacements was

also rescinded.) *Together with the near \$2 million reduction in highway user revenues, there is now effectively a near \$7 million hole in the County's current year (FY09) transportation budget.*

The State's support of WMATA's capital program was nearly untouched. The exception is a \$10 million in reductions for new rail cars and buses, but this cut is in FY14. The other transit reductions affecting the County are related to MARC commuter rail: a \$56.8 million reduction for coaches (affecting all lines); \$500,000 for planning improvements for the Brunswick Line maintenance facility; and \$200,000 for planning of improvements to the Metropolitan Branch MARC Station.

Roads. Three reductions are notable. Funding for the BRAC improvements near the National Naval Medical Center was cut by \$15.9 million, a 35.0% reduction. The \$45.3 million programmed in the FY08-13 CTP were to pay for the design and construction of two intersection improvements (Rockville Pike/Jones Mill Road and Rockville Pike/Cedar Lane) and the design of two others (Old Georgetown Road/Cedar Lane and Connecticut Avenue/Jones Mill Road). At this stage it is not certain which of these projects will be deferred. The set of BRAC improvements at Aberdeen and at Fort Meade were also cut commensurately.

Another notable cut was \$27.9 million in FYs11-13 for the Georgia Avenue/Randolph Road interchange, which had been the County's #1 road construction priority. The proposal would add \$15.3 million back in FY14, effectively delaying the start of construction by three years. Since the funding schedule in the Approved CTP assumed completion in FY16, the new funding schedule suggests that the interchange will now not be completed until FY19, unless there is an upturn in revenue and the project can be reaccelerated. The funding for right-of-way acquisition through FY10 is in place—mostly with County funding. And even this depends upon the Council approving a supplemental appropriation for \$6,123,000 (source: Liquor Fund revenue bonds) which the Executive will likely forward shortly.

The third notable cut was \$3 million for the project planning study to improve Georgia Avenue through Montgomery Hills, from 16th Street to the Capital Beltway. This had been the County's #1 road project planning study, and it was added by last year's revenue increase. It is now gone, before it started.

Other funds were reduced from the following road projects: \$1.5 million from the design of Clopper Road (MD 117) improvements in Quince Orchard; \$0.4 million from land acquisition for the Woodfield Road (MD 124) widening between Muncaster Mill and Airpark Roads; and \$6.6 million in FYs11-13 from design of the I-270/Watkins Mill Road interchange (the State's worksheet incorrectly shows the reductions in FYs12-14). None of these projects were funded for construction; nevertheless now more funds will need to be identified to bring them to completion.

3. *Chronology and status of the State Transportation Participation project.* On July 7 the T&E Committee requested a chronology and status report on funding in the State Transportation Participation CIP project, and particularly the \$80 million of Liquor Fund

revenue bonds. The chronology is shown below, and the current status (assuming an anticipated supplemental appropriation request) is summarized at the bottom of the chart:

Month/ Year	Programming Actions	Rev. Bonds Available	Other Funds Available*	Total Funds Available
May 2006	Revenue available	\$80,000,000	\$80,000,000	\$160,000,000
May 2006	Glenmont Metro Parking Expansion	-\$3,916,000		
	Georgia Ave/Randolph Rd interchange	-\$8,239,000		
	I-270/Watkins Mill Rd interchange	-\$2,400,000		
	Bethesda Metro South Entrance	-\$5,000,000		
	Net funds available:	\$60,445,000	\$80,000,000	\$140,445,000
May 2007	Glenmont Metro Parking Expansion	-\$6,053,000		
	Net funds available:	\$54,392,000	\$80,000,000	\$134,392,000
July 2007	MD355/Montrose interchange	-\$14,463,000	+\$14,463,000	
	Net funds available:	\$39,929,000	\$94,463,000	\$134,392,000
May 2008	Bethesda Metro South Entrance		-\$55,000,000	
	Net funds available:	\$39,929,000	\$39,463,000	\$79,392,000
Pending**	Georgia Ave/Randolph Rd interchange	-\$6,123,000		
	Net funds available:	\$33,806,000	\$39,463,000	\$73,269,000

* "Other" funds are a mixture of G.O. Bonds, Transportation Impact Taxes, and State aid.

** These funds are assumed in MDOT's Approved FY08-13 CTP. The Executive is anticipated to forward a supplemental appropriation request in the near future.

The following elaborates this chronology:

- In the Approved FY07-12 CIP the Council set aside \$80 million in Liquor Fund revenue bonds and \$80 million in G.O. bonds for this program. It programmed \$3,916,000 of the Liquor Fund bonds to cover part of the cost of the Glenmont Metro Parking Expansion project: the construction of a second garage on the west side on Georgia Avenue. It also programmed in the State Transportation Participation project \$8,239,000 towards the cost of design and right-of-way acquisition for SHA's Georgia Avenue/Randolph Road interchange project, \$2,400,000 towards the cost of design of SHA's I-270/Watkins Mill Road interchange project, and \$5,000,000 towards the design of a new south entrance to the Bethesda Metro Station.
- In May 2007 the Council approved an amendment to the FY07-12 CIP that increased the funding of the Glenmont Metro Parking Expansion project by \$6,053,000 in Liquor Fund revenue bonds.
- In July 2007 the Council approved a supplemental appropriation and an amendment to the State Transportation Participation project totaling \$14,463,000 in Liquor Fund revenue bonds for the State Highway Administration to accelerate construction of the MD 355/Montrose interchange. The Memorandum of Understanding between the County and State calls for the State to refund this amount to the County in FYs11-12; these funds appear as a source of revenue in the State Transportation Participation project in those years.

- In May 2008 the Council transferred \$60,000,000 from the State Transportation Participation project for a new Bethesda Metro Station South Entrance project: \$5,000,000 was the 2007 amount programmed with Liquor fund revenue bonds, and \$55,000,000 was drawn down from the “Other” (mostly G.O. bond) balance.
- In late 2006 the then-Department of Public Works and Transportation and SHA agreed in principle that the County would contribute another \$6,123,000 in Liquor Fund revenue bonds towards further design and right-of-way acquisition for the Georgia Avenue/Randolph Road interchange. The Executive has agreed, and a supplemental appropriation is anticipated in the near future.
- If this last supplemental appropriation is assumed, then there is \$73,269,000 left to be programmed in FYs10-14: \$33,806,000 in Liquor Fund revenue bonds and \$39,463,000 in G.O. bonds, transportation impact tax revenue, and State aid.

4. Candidates for County funding. In preparation for this worksession, Council staff requested State Highway Administration (SHA) and Maryland Transit Administration (MTA) staffs to inform us of the funds needed to move forward on several transit and highway projects.

Two high-ranking transit projects on the transit project planning priority list are the Veirs Mill Road Bus Rapid Transit line between Wheaton and Rockville and the Georgia Avenue Busway between Glenmont to Olney. MTA believes each study would cost \$3-5 million to conduct; a reasonable period over which either study would be completed is three years. Another high-ranking project is a pedestrian underpass beneath Georgia Avenue from the Forest Glen Metro Station; however, since no detailed planning has been conducted there is no reliable cost estimate available. At last check, SHA and WMATA were reviewing preliminary estimates.

SHA has forwarded new cost estimates for several of the higher ranking road projects on the priority list (©10). The I-270/Watkins Mill Road interchange is short by \$7 million in design funds (after the cut noted above). The estimates show \$100 million for land costs, but upon further conversation with SHA this figure assumed the full cost of all four quadrants; yet three of the four quadrants are being secured at no cost via the agreement signed last year among the County, the City of Gaithersburg, and BP Realty. Therefore, the actual “unfunded” cost is probably around \$130 million, not \$207 million. Note that the cost of a bridge-only (for now) option—the County’s current #1 priority—is far less, but the State has not yet determined whether it is possible to construct just the bridge due to the location of the new piers. Significant reconstruction of I-270—which would be done for the full project anyway—may be needed just for the bridge’s construction.

The unfunded cost of the “missing link” of Montrose Parkway from east of Rockville Pike to Parklawn Drive is estimated to be \$86 million. Here again, though, the land cost assumes the old alignment of tying the road into the intersection of Randolph Road and Parklawn Drive. Connecting directly to Montrose Parkway East, as called for in the master plan, would reduce the land costs from \$40 million to a relatively small amount.

SHA has also provided on ©10 estimates of “unfunded” costs for several other project segments:

- \$30 million for the Brookeville Bypass
- \$68 million for the Woodfield Road widening from Muncaster Mill Road to Airpark Road
- \$26 million for the Woodfield Road widening from Fieldcrest Road to Warfield Road
- \$130 million for the Georgia Avenue/Norbeck Road interchange
- \$48 million for the Clopper Road widening between I-270 and Seneca Creek State Park

At the July worksession DOT staff indicated that the Executive Branch was also working to identify several State intersection improvements for which State Transportation Participation funds might be used.

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Impacts Due to Revenue Adjustments

All figures shown are reductions in State funds (in thousands)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
MTA Projects									
MARC - Miscellaneous									
	Track Improvements on the Penn Line - Four Main Tracks from West Baltimore to BWI *	PP	-	-	1,000	-	-	-	1,000
		PE	-	-	2,350	1,850	-	-	4,200
		RW	-	-	-	10,000	10,000	-	30,000
	Capital Program Support Fund	CO	-	150	-	8,000	20,275	21,000	49,425
	MARC Coach Purchase - All Lines *	PE	1,500	2,500	2,500	2,500	500	500	10,000
	MARC Coach Purchase - Over the Road Coaches	CO	-	500	13,500	-	3,443	19,380	36,823
	Service Extension to Elkton (D&E) *	CO	-	-	10,000	10,000	-	-	20,000
	On-Board Passenger Wireless Local Area Network (D&E) *	PP	-	-	-	500	-	-	1,000
	Coach Cleaning Facilities Enhancements (D&E) *	PP	50	-	-	-	-	-	50
	Union Station - Catenary Improve. - Tracks 7,8,9 *	PE	-	100	-	-	-	-	100
		PE	100	-	-	-	-	-	100
		CO	-	1,000	2,500	-	-	-	3,500
	Procure Riverside Maintenance Facility from CSX (D&E) *	RW	23	8,258	-	-	-	-	8,281
	Brunswick Maintenance Facility (D&E)	PP	-	500	-	-	-	-	500
	Edgewood Maintenance Facility (D&E)	PP	50	-	-	-	-	-	50
		PE	-	100	-	-	-	-	100
	MARC Miscellaneous Subtotal		1,723	13,108	31,850	32,850	34,718	50,880	165,129
MARC Station Improvements									
	New West Baltimore Station (D&E)	PP	-	250	250	-	-	-	500
	Martin State Airport Station Bldg. & Parking Expan. (D&E)	PP	-	250	-	-	-	-	250
	Metropolitan Grove Station (D&E)	PP	200	-	-	-	-	-	200
		RW	-	100	-	-	-	-	100

* part of larger MARC Growth and Investment Plan

Impacts Due to Revenue Adjustments

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County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
	Savage Station Access and TOD (D&E)	PP	-	1,000	-	-	-	-	1,000
	Muirkirk Station Access and Parking (D&E)	PP	-	-	1,000	-	-	-	1,000
	Odenton Station Southbound Platform Canopy *	PE	247	-	-	-	-	-	247
		CO	-	1,500	-	-	-	-	1,500
	Immediate Station Improvements - Aesthetics	CO	-	3,000	2,000	2,000	-	-	7,000
	Aberdeen Station Relocation Feasibility Study	PP	29	(10)	-	-	-	-	19
		CO	-	-	1,900	-	-	-	1,900
	Perryville Station Parking Expansion (D&E) *	PP	-	-	300	-	-	-	300
	Odenton Station Parking Garage (D&E)	PP	1	113	-	-	-	-	114
	MARC Station Improvements Subtotal		477	6,203	5,450	2,000	-	-	14,130
	Freight Rail Improvements								
	Freight Grade Crossing Rehabilitation Fund	CO	-	1,020	300	300	300	300	2,220
	Freight Bridge Rehabilitation Fund	CO	-	606	864	1,896	-	600	3,966
	Freight Rail Capital Improvements Program	CO	-	4,053	2,100	1,600	2,100	600	10,453
	Freight Subtotal		-	5,679	3,264	3,796	2,400	1,500	16,639
	Bus								
	New Main Shop	CO	-	-	-	-	-	13,400	13,400
	Bus Yard Wireless Local Area Network	CO	-	1,716	1,850	2,342	-	-	5,908
	Bus Stop Enhancements	CO	-	-	1,000	1,000	-	-	2,000
	On-Board Electronic Systems Integration	CO	-	-	-	-	-	9,117	9,117
	Parking Lot and Loop Lighting	PE	-	600	-	-	-	-	600
	Shuttle Bus Procurement	CO	-	1,000	2,000	-	-	-	3,000
	QuickBus Stop Enhancements	CO	-	448	1,000	-	-	-	1,448
	Bus Subtotal		-	3,764	5,850	3,342	-	22,517	35,473

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Impacts Due to Revenue Adjustments

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County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
	Agencywide								
	Rail Station Signage Improvements	CO	-	-	500	500	500	500	2,000
	New Market Park and Ride	PE	39	40	-	-	-	-	79
		CO	-	-	261	503	-	-	764
	Centralized Operations Control Center	PP	-	-	200	100	-	-	300
	Purple Line (D&E)	PE	(290)	(473)	7,046	18,027	2,346	(1,463)	25,193
	Baltimore Red Line Corridor Transit Study	RW	372	(200)	(1,200)	(7,900)	41,570	(15,000)	17,642
	Corridor Cities Transitway - CCT (D&E)	PE	(207)	1,805	10,000	12,936	9,000	9,000	42,534
	Baltimore Green Line Corridor Transit Study (D&E)	PP	-	-	380	320	940	3,372	5,012
	Environmental Compliance	CO	639	5,000	5,398	6,000	6,242	4,199	27,478
	Assessment of Transit Needs for Maryland BRAC (D&E)	PP	-	-	1,000	1,000	1,000	1,400	4,400
	Southern Maryland Mass Transportation Analysis (D&E)	PP	-	-	1,200	1,200	-	-	2,400
	Elevator & Escalator Systems Preservation Fund	CO	-	-	-	-	-	2,000	2,000
	Security 7 Surveillance Systems Pres. Fund	CO	-	-	-	-	-	8,000	8,000
	Fare Collection Equipment Preservation Fund	CO	-	-	-	-	50	3,500	3,550
	Agencywide Subtotal		553	6,172	24,785	32,686	61,648	15,508	141,352
	Light Rail								
	CCTV Wireless Infrastructure	CO	-	1,500	2,500	2,000	-	-	6,000
	Texas Station	CO	-	420	-	-	-	4,800	5,220
	Passenger Shelter Replacement - Selected Stations	CO	50	450	750	750	-	-	2,000
	Maintenance of Way Equipment Storage Facility	CO	-	400	500	-	-	-	900
	Grounds Maint. & Fare Collection Equip. Storage Facility	CO	-	500	-	-	-	10,000	10,500
	Light Rail Subtotal		50	3,270	3,750	2,750	-	14,800	24,620

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Impacts Due to Revenue Adjustments

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County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
	Metro								
	Owings Mills Station Rehabilitation	CO	-	-	-	2,000	2,500	-	4,500
	Operations Control Center Modernization	CO	-	-	400	450	1,100	2,200	4,150
	Metro Subtotal		-	-	400	2,450	3,600	2,200	8,650
	Mobility								
	Data Backup and Com. Systems (Redundant Dispatch Facility)	CO	-	550	450	-	-	-	1,000
	New Centralized Mobility Facility	PP	-	500	-	-	-	-	500
		PE	-	-	2,913	-	-	-	2,913
	Mobility Subtotal		-	1,050	450	-	-	-	1,500
	LOTS								
	Facilities	CO	-	7,000	1,250	2,000	-	-	10,250
	Vehicles and Equipment	CO	-	6,000	500	-	-	-	6,500
	BRAC Vehicles and Services	CO	-	2,720	1,360	1,360	1,360	-	6,800
	Montgomery County Local Bus Program	CO	5,000	-	-	-	-	-	5,000
	Prince George's County Local Bus Program	CO	1,200	-	-	-	-	-	1,200
	LOTS Subtotal		6,200	15,720	3,110	3,360	1,360	-	29,750
	MTA Total		9,003	54,966	78,909	83,234	103,726	107,405	437,243

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Impacts Due to Revenue Adjustments

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County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
SHA Projects									
AW	Change Orders - Major projects		185	799	2,923	6,554	4,716	1,336	16,513
AW	Change Orders - Minor projects		413	1,521	3,456	1,954	1,403	-	8,747
AW	BRAC Intersections - Fort Meade	Various	-	5,589	5,589	5,588	-	-	16,766
AW	BRAC Intersections - Aberdeen Proving Grounds	Various	5,389	5,388	5,388	-	-	-	16,165
AW	BRAC Intersections - Bethesda	Various	5,285	5,285	5,285	-	-	-	15,855
AA	MD 648, Dorsey Road to MD 10	CO	-	300	3,200	3,750	250	-	7,500
BA	Broening Highway - Port Access Study	PP	-	725	311	-	-	-	1,036
BA	US 40, Median Landscaping (Pulaski Highway)	CO	-	-	922	5,158	2,428	-	8,508
BA	MD 140, Garrison View to RR tracks	RW	6,090	900	-	-	-	-	6,990
BC	Broening Hwy. - (Reduced from original \$10 M) TSO Grant	CO	-	5,000	-	-	-	-	5,000
CA	MD 2/4, Steeple Chase Road to Commerce Lane	PE	-	1,000	702	-	-	-	1,702
CA	MD 2/4 Access Controls-Calvert	RW	170	170	170	170	170	170	1,020
CL	MD 26, Liberty Reservoir to MD 32	PE	-	1,236	2,434	-	-	-	3,670
CO/TA	MD 331, Dover Road (Dover Bridge)	RW	-	21	146	21	-	-	188
CO/TA/QA	MD 404 - Phase 1A	CO	-	-	1,162	3,407	2,969	1,227	8,765
CO	MD 404, MD 309 to Cemetery Road - Phase 1B	CO	-	931	2,558	973	-	-	4,462
CO	MD 404 Access Controls-Caroline	PE	200	800	500	1,000	-	-	2,500
CH/PG	US 301 protective RW	RW	268	268	268	268	268	268	1,608
DO	US 50 Access Controls-Dorchester	RW	3,500	5,760	5,760	5,760	5,760	5,760	32,300
F	US 15 @ Monocacy Boulevard	RW	-	288	288	288	288	288	1,440
F	US 40 Middletown Bypass	PE	-	467	1,216	-	-	-	1,683
F	I-70, MD 144 to MD 355 (Phase 2D)	PP	-	220	330	330	228	-	1,108
F	I-70 @ Meadow Road	CO	-	5,058	22,317	26,185	-	-	53,560
GA	US 219 Oakland Bypass	PP	25	201	125	75	-	-	426
GA	US 219 North Protective RW	RW	1,967	-	-	-	-	-	1,967
GA		CO	-	1,873	1,198	1,692	1,475	-	6,238
GA		RW	-	296	296	-	-	-	592

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County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
HO	US 29, Seneca Drive to MD 175 (Phase 1)	RW	1,000	1,094	-	-	-	-	2,094
HO	US 29, Middle Patuxent to Seneca Drive	CO	-	887	16,902	22,005	-	-	39,794
HO	MD 32 @ Linden Church Roads	RW	-	2,473	-	-	-	-	2,473
HO	MD 32 @ Nixon Farm Road	RW	104	1,500	-	-	-	-	1,604
HO	MD 32 @ Nixon Farm Road	CO	-	-	-	9,651	2,211	-	11,862
HO	MD 32, Wellworth Way access controls	RW	1,141	-	-	-	-	-	1,141
HO	MD 32, Wellworth Way access controls	CO	81	160	-	-	-	-	241
HO	MD 32 Protective RW	RW	646	-	-	-	-	-	646
MO	MD 97 @ Randolph Road	CO	437	1,542	2,020	124	-	-	4,123
MO	MD 117, Seneca Creek to I-270 (Phase 2 & 3)	RW	1,679	1,778	1,778	1,778	1,778	1,778	10,569
MO	MD 124, MidCounty Highway to Airpark Road (Phase 2)	CO	-	-	2,558	10,162	15,194	(15,324)	12,590
MO	MD 97, 16th Street to Capital Beltway	PE	-	935	567	-	-	-	1,502
MO	I-270 @ Watkins Mill Road	RW	-	-	-	-	-	-	416
MO	MD 4 @ Suitland Parkway	RW	416	-	-	-	-	-	3,000
PG	US 1, College Avenue to Sunnyside Avenue	PP	100	750	1,150	850	150	-	6,575
PG	MD 5 Branch Ave Metro - Phase 2	PE	-	-	-	1,000	1,000	4,575	2,411
PG	MD 210 @ Kerby Hill Road	RW	1,556	855	-	-	-	-	24,147
PG	I-95 @ Contee Road	CO	-	-	2,077	11,526	10,544	-	7,100
PG	I-95 @ Greenbelt Metro	PE	54	59	65	514	-	-	1,132
PG	MD 500, East/West Highway to Hamilton Street	CO	-	8,000	-	-	-	-	59,271
PG	MD 295 @ National Harbor	CO	-	500	-	400	3,700	3,100	1,065
QA	US 301 @ MD 304	CO	950	4,100	5,100	5,100	-	-	8,000
SO	MD 822 at MD 675 and Sidewalks	PE	30	3,850	-	-	-	-	7,700
TA	US 50 Access Controls-Talbot	RW	30	370	-	-	-	-	14,300
WI	MD 349, US50 to Rockwalkin Rd.	CO	-	1,617	2,006	-	-	-	4,800
WI	US 50 Access Controls-Wicomico	RW	288	287	288	288	288	288	400
		PP	100	650	1,000	800	450	-	3,623
		RW	288	288	288	288	288	288	1,726
									3,000
									1,728

Impacts Due to Revenue Adjustments

All figures shown are reductions in State funds (in thousands)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
WO	US 113, Five Mile Branch to Public Landing (Phase 4)	RW	233	220	54	-	-	-	507
WO	US 113 Access Controls - Worcester	RW	120	119	119	119	119	119	715
AW	State Funds from Fed. Reduction - System Pres. Prgm.		24,700	15,600	(1,200)	(26,000)	1,700	17,700	32,500
AW	Congested Intersections		-	3,000	3,000	3,000	3,000	3,000	15,000
AW	Statewide Planning		-	3,000	3,000	3,000	3,000	3,000	15,000
SHA Total			59,213	100,788	126,950	132,059	83,173	27,573	529,756
MAA Projects									
	Consolidated Dispatch Center (Defer Construction 1 year)	CO	537	1,321	25	(1,683)	-	-	200
	Substation Emergency Generator	CO	400	650	-	-	-	-	1,050
	Airside Taxiway Rehabilitation Phase 2	CO	-	3,000	3,000	-	-	-	6,000
	Airside Pavement Safety Improvements	CO	-	-	-	-	-	13,526	13,526
MAA Total			937	4,971	3,025	(1,683)	-	13,526	20,776
MPA Projects									
	Masonville Dredge Placement Facility	CO	-	-	-	-	-	11,430	11,430
MPA Total			-	-	-	-	-	11,430	11,430
TSO Projects									
	Consultant Services		-	-	-	2,000	2,000	-	4,000
TSO Total			-	-	-	2,000	2,000	-	4,000

(2)

Impacts Due to Revenue Adjustments

All figures shown are reductions in State funds (in thousands)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
<u>WMATA Projects</u>									
	Rail Cars and Buses		-	-	-	-	-	10,000	10,000
	WMATA Total		-	-	-	-	-	10,000	10,000
<u>MVA Projects</u>									
	Document Imaging and Workflow System 2		1,000	6,000	5,000	-	-	-	12,000
	Automated Compulsory Insurance System 2		750	4,000	4,000	-	-	-	8,750
	Title and Registration Information System 2 (TARIS 2)		-	3,000	100	1,000	-	-	4,100
	MVA Total		1,750	13,000	9,100	1,000	-	-	24,850
	Reductions in state funds due to reprogrammed federal aid		81,217	10,223	(32,680)	(16,798)	39,362	17,521	98,845
	GRAND TOTAL - ALL MODES COMBINED		152,120	183,948	185,304	199,812	228,261	187,455	1,136,900

(8)

BIG 3 TRANSIT PROJECTS IN CTP

Red Line -- FY08-13 CTP (\$000s)

Phase	Total	thru 2007	2008	2009	2010	2011	2012	2013	2014+
Planning	46,071	21,774	4,297	3,500	9,000	7,500	0	0	0
Engineering	58,000	0	0	0	0	23,000	25,000	10,000	0
Right-of-Way	80,000	0	0	0	0	13,500	40,500	26,000	0
Construction	54,914	0	0	0	0	0	0	54,914	0
Total	238,985	21,774	4,297	3,500	9,000	44,000	65,500	90,914	0

Purple Line -- FY08-13 CTP (\$000s)

Phase	Total	thru 2007	2008	2009	2010	2011	2012	2013	2014+
Planning	30,845	17,147	5,063	4,000	4,635	0	0	0	0
Engineering	100,000	0	0	0	0	18,000	30,000	26,000	26,000
Right-of-Way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	130,845	17,147	5,063	4,000	4,635	18,000	30,000	26,000	26,000

CCT -- FY08-13 CTP (\$000s)

Phase	Total	2007	2008	2009	2010	2011	2012	2013	2014+
Planning	8,564	2,564	500	1,000	2,500	2,000	0	0	0
Engineering	82,436	0	0	0	0	13,000	17,936	14,000	37,500
Right-of-Way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	91,000	2,564	500	1,000	2,500	15,000	17,936	14,000	37,500

Comparison -- FY08-13 CTP (\$000)

	Total	thru 2007	2008	2009	2010	2011	2012	2013	2014+
Red Line	238,985	21,774	4,297	3,500	9,000	44,000	65,500	90,914	0
Purple Line	130,845	17,147	5,063	4,000	4,635	18,000	30,000	26,000	26,000
CCT	91,000	2,564	500	1,000	2,500	15,000	17,936	14,000	37,500

Transit Line Spending Cuts, Sept. 2008 (\$000)

	Total	2009	2010	2011	2012	2013	2014
Red Line	17,642	372	-200	-1,200	-7,900	41,570	-15,000
Purple Line	25,193	-290	-473	7,046	18,027	2,346	-1,463
CCT	42,534	-207	1,805	10,000	12,936	9,000	9,000

Revised Spending Comparison (\$000)

	Total	thru 2007	2008	2009	2010	2011	2012	2013	2014+
Red Line	221,343	21,774	4,297	3,128	9,200	45,200	73,400	49,344	15,000
Purple Line	105,652	17,147	5,063	4,290	5,108	10,954	11,973	23,654	27,463
CCT	48,466	2,564	500	1,207	695	5,000	5,000	5,000	28,500

Sept. 2008 Cuts as Percentage of Total Spending

Red Line	7.4%
Purple Line	19.3%
CCT	46.7%

**Montgomery County Project Priority List
DRAFT Cost Estimates^(a) (in millions of dollars)**

<u>Description</u>	<u>PE</u>	<u>R/W</u>	<u>CO</u>
I-270/Watkins Mill Interchange Funded ^(b)	\$.7	-	-
I-270/Watkins Mill Interchange Unfunded	\$7	\$100	\$100
I-270/Watkins Mill Unfunded (Bridge Only) (unshifted)	\$2	N/A	\$15-\$20
MD 355 (Rockville Pike)/Montrose Pkwy (Phase 2) Unfunded	\$6	\$40	\$40
MD 124: Midcounty to Airpark (Phase 2) Funded	\$1	\$2	-
MD 124: Midcounty to Airpark (Phase 2) Unfunded	-	\$8	\$60
MD 124: Fieldcrest to Warfield (Phase 3) Funded	\$0.7	-	-
MD 124: Fieldcrest to Warfield (Phase 3) Unfunded	-	\$6	\$20
MD 97 (Georgia Ave)/Brookeville Bypass Unfunded	\$3	\$7	\$20
MD 97 (Georgia Ave)/Norbeck Rd (MD 28/MD 97) Funded	\$2	-	-
MD 97 (Georgia Ave)/Norbeck Rd (MD 28/MD 97) Unfunded	-	\$20	\$110
MD 117 (Clopper Rd): intersections between I-270 And Seneca Creek State Park			
Phase 2: I-270 to Metropolitan Grove Funded	\$1.4	-	-
Phase 2: I-270 to Metropolitan Grove Unfunded	\$1	\$2	\$18
Phase 3: Metropolitan Grove to Seneca Creek State Park Funded	\$1.2	-	-
Phase 3: Metropolitan Grove to Seneca Creek State Park Unfunded	\$1	\$6	\$20

(a) These figures are an estimate and to be used for planning purposes only

(b) Does not include County funds

Notes:

I-270: The decision on the feasibility of shifting I-270 has not been made yet. If I-270 ultimately gets shifted, it may not be possible to construct just the bridge due to the location of the new piers. Significant reconstruction of I-270 may be needed for just the bridge construction.

MD 124: the limits listed in the email have not been segmented.

Clopper Road (MD 117): the scope for the costs listed include more than just intersection improvements.