

T&E COMMITTEE #2
October 11, 2012

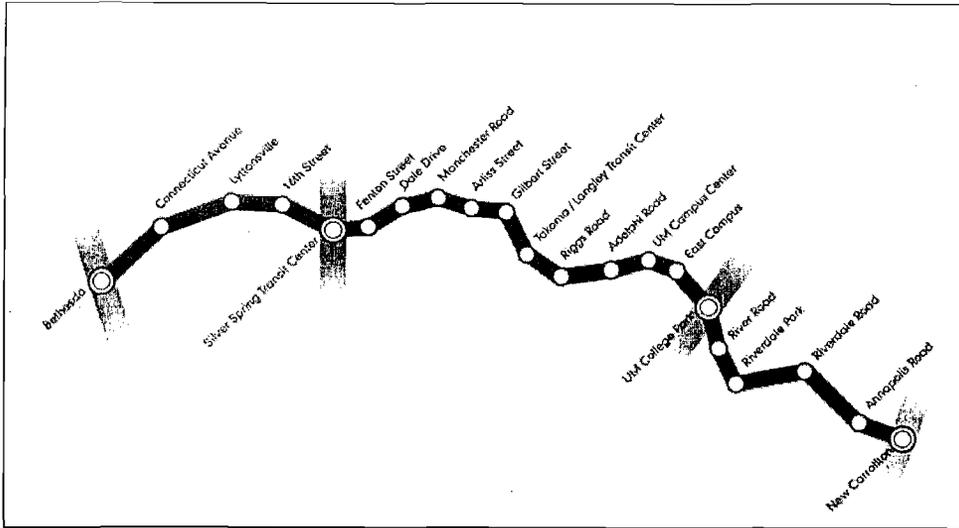
MEMORANDUM

October 9, 2012

TO: Transportation, Infrastructure, Energy and Environment Committee
FROM: Glenn Orlin, ^{GO}Deputy Council Staff Director
SUBJECT: Status report—Purple Line design

On October 7, 2011, Governor O'Malley announced that the Federal Transit Administration (FTA) had given its approval for the Purple Line to move forward and enter the Preliminary Engineering (PE) phase. FTA approval meant that the Maryland Transit Administration (MTA) could begin preparing more detailed plans, schedules and cost estimates, as well as the completion of environmental studies.

Over the past year MTA has tackled design issues at several locations along the line. Michael Madden, the MTA's study manager for the Purple Line, will brief the Committee regarding the current status of these issues. Attached is the Purple Line's project information form in Maryland Department of Transportation's Draft FY13-18 Consolidated Transportation Program.



PROJECT: Purple Line

DESCRIPTION: Construct a 16-mile light rail line that will 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 will also link to all three MARC lines, AMTRAK and regional/local bus services. The project includes 21 stations.

JUSTIFICATION: The Purple Line will serve a highly congested corridor in Prince George's and Montgomery Counties connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations. This transit line also connects the MARC Brunswick, Camden and Penn lines and to Amtrak at New Carrollton as well as to regional and local bus services.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Paul S. Sarbanes Transit Center -- Line 9
 Takoma/Langley Park Transit Center -- Line 38

STATUS: Preliminary engineering and preparation of a Final Environmental Impact Statement are underway. Subject to federal approval, Final Design is scheduled to begin during the budget year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost decreased \$52.4 million due to no longer available federal funding previously programmed.

USAGE: Ridership for 2030 is estimated at approximately 60,000 daily boardings.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	2015	2016		
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	132,360	35,060	55,500	41,800	0	0	0	0	97,300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	185,367	88,067	55,500	41,800	0	0	0	0	97,300	0
Federal-Aid	27,432	27,432	0	0	0	0	0	0	0	0