

29.01.01.04 Washington Metropolitan Area

Transit - Operating

Special Fund Appropriation, provided that funds contained herein for payment to the Washington Suburban Transit Commission (WSTC) for capital costs of metrorail construction shall be expended only if the department and the Maryland county, within which such construction occurs, jointly review and concur on the major location, design, and construction decisions that will affect the expenditure of State transportation trust funds including program cost estimates upon which federal grant allocations are made. The provision shall take effect only so long as the Washington Metropolitan Area Transit Authority (WMATA) is party to a full funding agreement with the U.S. Department of Transportation where completion of usable segments is assured by WMATA if federal funds are not available. The department shall exercise this concurrent power only for the purpose of insuring that the State's contribution to the construction cost does not exceed the expected State's share which would be required absent such funding arrangements. The department shall not unreasonably withhold its concurrence or use its concurrence to influence county positions on any issues unrelated to the specific location, design, or construction decision in question. Nothing herein stated authorizes the Department of Transportation to support completion of less than the 103 mile system endorsed by the State .....

92,920,000

**The General Assembly finds that rising transit costs have imposed a substantial threat to the integrity of the Transportation Trust Fund. Transit operating costs have grown from 38% of the transportation operating budget over the last six years, to 54% over the next six years. It is the intent of the General Assembly that the Department of**