

(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 Maryland Department of Transportation to support completion of less than the 103-mile system endorsed by the State.

Further provided that the special fund appropriation shall be reduced by \$2,716,000 contingent on the failure of Senate Bill 600/House Bill 1328, or that \$1,495,000 shall be reduced from the special fund appropriation for program JA01.04 Washington Metropolitan Area Transit - Operating contingent upon the enactment of Senate Bill 600/House Bill 1328 .....

Federal Fund Appropriation .....	77,645,000	
	8,414,000	86,059,000
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