

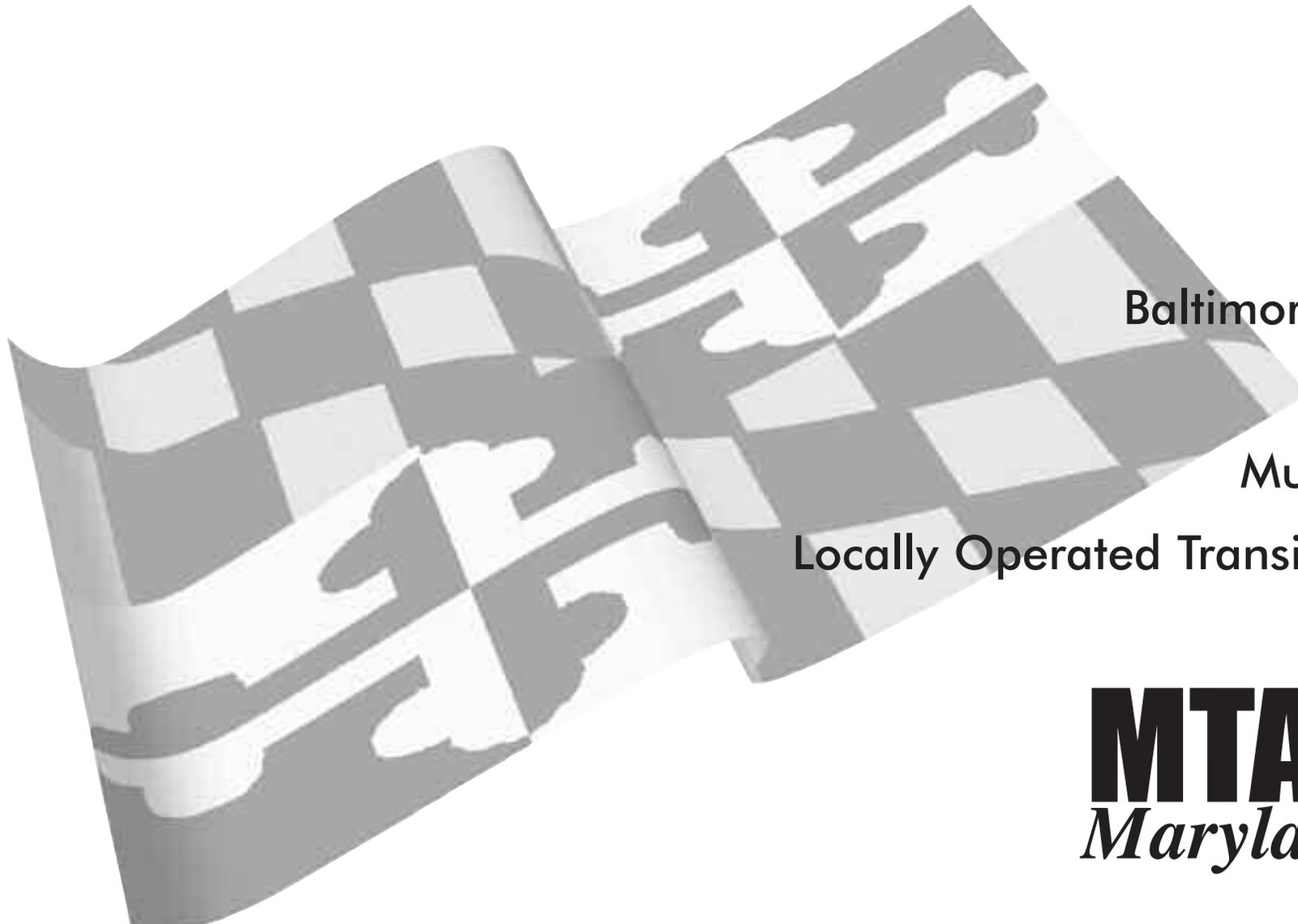
MARYLAND TRANSIT ADMINISTRATION

**MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	247.0	318.0	156.0	154.0	123.2	158.5	1,156.7
System Preservation Minor Projects	60.3	100.6	56.6	67.1	39.1	26.6	350.3
<u>Development & Evaluation Program</u>	<u>16.7</u>	<u>25.4</u>	<u>26.7</u>	<u>51.6</u>	<u>54.1</u>	<u>54.1</u>	<u>228.6</u>
SUBTOTAL	324.0	444.0	239.3	272.7	216.4	239.2	1,735.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.1</u>	<u>4.5</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>20.6</u>
TOTAL	328.1	448.5	242.3	275.7	219.4	242.2	1,756.2
Special Funds *	105.1	213.5	90.7	149.8	96.3	110.8	766.2
Federal Funds	210.5	213.5	146.9	125.1	121.9	129.6	947.5
Other Funding **	12.5	21.5	4.7	0.8	1.2	1.8	42.5

* Includes local share reimbursement to the State by non-profit organization grant recipients

** Includes Local Share for the Locally Operated Transit System (LOTS)



MARC

Freight

Light Rail

Baltimore METRO

Bus

Multi-Modal

Locally Operated Transit Systems



MTA CONSTRUCTION PROGRAM



PROJECT: MARC Frederick Extension

DESCRIPTION: Service extension from Point of Rocks to City of Frederick, includes downtown Frederick and suburban stations which connect to the Brunswick Line and provide access to Washington, D.C.

JUSTIFICATION: This extension assists in meeting travel demands of the I-270 corridor by providing additional MARC stations. The Frederick downtown station supports the revitalization of the downtown area in conjunction with the Carroll Creek Project and office development.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MARC Point of Rocks Station Parking Expansion -- Line 10

STATUS: Revenue service began December 2001. Remaining funds are being utilized for safety and storage track enhancements, such as Passenger Train Warning Systems and Brunswick Yard rail tracks.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased \$1.4 million due to additional track work.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2011....	....2012....	....2013....	....2014....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,340	3,340	0	0	0	0	0	0	0	0
Right-of-way	6,097	6,097	0	0	0	0	0	0	0	0
Construction	46,841	44,025	255	2,561	0	0	0	0	2,816	0
Total	56,954	54,138	255	2,561	0	0	0	0	2,816	0
Federal-Aid	45,296	42,992	255	2,049	0	0	0	0	2,304	0

USAGE: There was an average of 405 MARC boardings per day on the MARC Frederick Extension in CY 2008.



STATUS: Engineering is underway for the Washington Mid-Day Storage Yard. Construction funding is for the Mid-Day Storage Yard. Site selection underway for a maintenance facility.

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Funding for planning, environmental documentation, design and property acquisition of maintenance, layover and storage facilities. Funding includes construction for the Washington Mid-Day Storage Yard as well as planning and environmental documentation for a new MARC Layover and Maintenance Facility in Harford County.

JUSTIFICATION: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The storage facility will reduce interference with Amtrak operations in Washington and provide urgently needed fleet storage away from the passenger platforms at Washington Union Station.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2011....	....2012....	....2013....	....2014....		
Planning	4,294	3,094	25	1,075	100	0	0	0	1,200	0
Engineering	6,256	3,947	1,309	1,000	0	0	0	0	2,309	0
Right-of-way	9,972	9,472	0	500	0	0	0	0	500	0
Construction	36,620	38	1	0	16,666	13,899	6,016	0	36,582	0
Total	57,142	16,551	1,335	2,575	16,766	13,899	6,016	0	40,591	0
Federal-Aid	39,865	8,203	1,308	1,589	14,666	10,899	3,200	0	31,662	0



STATUS: Improvements are ongoing.

PROJECT: MARC Improvements on Camden, Brunswick and Penn Lines

DESCRIPTION: Ongoing improvement program of the MARC Camden, Brunswick and Penn lines to ensure safety and quality of service. Program is implemented through CSX and Amtrak operating agreements.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Provides full funding of the existing operating agreements and a new five-year operating agreement with Amtrak which increased construction costs \$43.5 million.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,679	159	0	0	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	147,217	65,284	11,906	27,976	17,815	12,335	7,890	4,011	81,933	0
Total	149,055	66,963	12,065	27,976	17,815	12,335	7,890	4,011	82,092	0
Federal-Aid	109,660	48,174	12,065	16,559	14,137	9,207	6,311	3,207	61,486	0



STATUS: Purchase of 13 bi-level coaches to replace aged gallery coaches has been completed with safety modifications to the equipment underway. Overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: MTA was able to shift funds to accomplish: overhaul of MARC IIA coaches - increase of \$7.8 million; replacement of gallery coaches - increase of \$25.0 million and overhaul of MARC III coaches - increase of \$42.8 million..

PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Overhaul the following MARC coaches in accordance with "10-year light" and "15-year mid-life" schedules: 34 MARC IIBs (10-year), 26 MARC IIAs (15-year), 50 MARC IIIs (10-year). Thirteen gallery coaches have been replaced.

JUSTIFICATION: The overhauls will extend the lives of mechanical systems and coach bodies. The replacements will retire 40+ year old MARC gallery coaches.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,198	491	207	0	500	0	0	0	707	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	113,291	6,950	33,030	7,292	9,131	17,338	20,350	15,600	102,741	3,600
Total	114,489	7,441	33,237	7,292	9,631	17,338	20,350	15,600	103,448	3,600
Federal-Aid	62,850	5,614	9,327	4,073	7,305	7,875	16,278	12,378	57,236	0

0181, 1161, 1302, 1304



STATUS: Construction underway for 26 remanufactured diesel locomotives and for 4 AEM-7 electric locomotives. Schedule advanced as a result of shared procurement of the diesel locomotives.

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Conduct a mid-life overhaul of the 4 AEM-7 electric locomotives and a 5-year overhaul of the 6 high-horsepower (HHP) units. Purchase 26 fully-remanufactured diesel locomotives. Of the existing fleet of 25 locomotives, 19 will be traded in and two will be retained for Maryland freight service. Replacement diesel units have higher tractive horsepower and meet EPA Tier III air quality standards.

JUSTIFICATION: Overhaul of locomotives in accordance with the manufacturer's schedules is needed to maintain safe and reliable operation and to comply with federally-mandated maintenance regulations.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

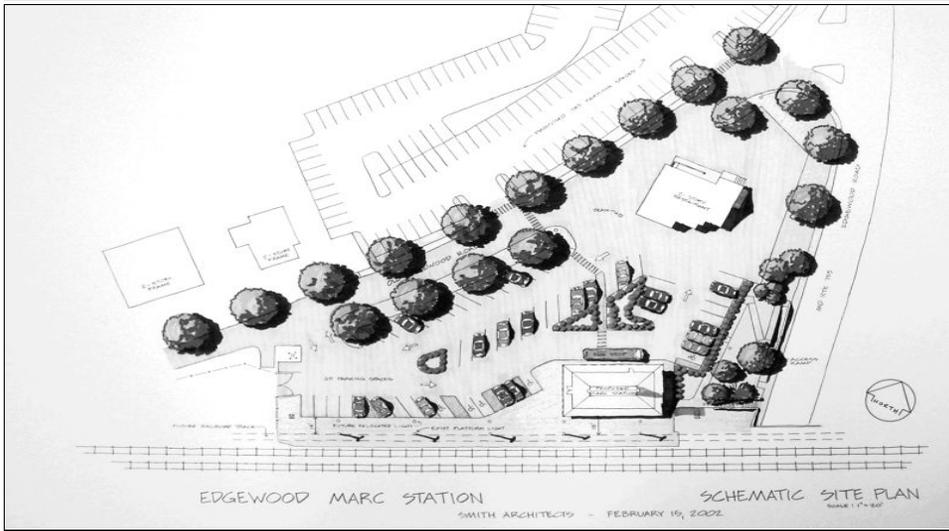
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	762	244	218	300	0	0	0	0	518	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	116,171	35,008	46,290	28,873	3,000	3,000	0	0	81,163	0
Total	116,933	35,252	46,508	29,173	3,000	3,000	0	0	81,681	0
Federal-Aid	91,898	28,025	37,175	21,898	2,400	2,400	0	0	63,873	0

1095, 1162, 1203, 1245



STATUS: Phase I parking expansion and ADA platform improvements are complete. Engineering is underway for Phase II station building and ADA access improvements. Construction expected to begin during budget year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Total estimated cost was adjusted to reflect the inclusion of Phase II Project No. 1296 previously funded under the MARC Growth and Investment Plan.

PROJECT: MARC Edgewood Station

DESCRIPTION: Phase I of the project includes expanded parking and ADA platform improvements. Phase II improvements are to include replacement of the existing station trailer with a permanent building and site enhancements to enhance customer service and provide improved ADA access.

JUSTIFICATION: Current ridership and anticipated growth due to BRAC will be better accommodated in a permanent facility.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	773	201	572	0	0	0	0	0	572	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	6,280	1,979	1	4,300	0	0	0	0	4,301	0	
Total	7,053	2,180	573	4,300	0	0	0	0	4,873	0	
Federal-Aid	3,904	435	459	3,010	0	0	0	0	3,469	0	

USAGE: Approximately 319 boardings per day occurred during CY 2008.

Other funding includes \$180,000 contribution from Harford County and a \$1.5 million federal earmark to Harford County. 1059, 1296



STATUS: Planning phase underway for Aberdeen parking expansion, BWI Station upgrade and Penn Line track improvements.

PROJECT: MARC Growth and Investment Plan

DESCRIPTION: The MARC Growth and Investment Plan provides a framework for improvements and expansion of the MARC commuter service. Purchase of new railcars, improvements to station facilities and rail infrastructure, and expansion of parking are planned.

JUSTIFICATION: MARC Train service is at capacity and with additional demand created by growth in the MARC corridors, including BRAC, additional capacity is needed.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,259	192	367	700	0	0	0	0	1,067	0
Engineering	8,221	1	470	150	100	0	2,500	2,500	5,720	2,500
Right-of-way	150	0	0	150	0	0	0	0	150	0
Construction	106,950	0	0	1,000	0	950	0	79,322	81,272	25,678
Total	116,580	193	837	2,000	100	950	2,500	81,822	88,209	28,178
Federal-Aid	33,478	0	677	1,040	0	0	2,000	29,761	33,478	0

1209, 1263, 1264, 1267, 1292, 1298, 1306



STATUS: The project is being managed by Montgomery County. Construction began in Fall 2008.

PROJECT: Paul S. Sarbanes Transit Center

DESCRIPTION: This project provides a fully integrated transit center at the Silver Spring Metrorail Station. It includes the construction of bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queue area, kiss and ride parking and a MARC platform. Provision is also made for a future Purple Line Station and a hiker/biker trail. MARC platform relocation completed as Phase I at this station.

JUSTIFICATION: Consolidating transit services at a single location in Silver Spring will improve efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Purple Line -- Line 35

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Phase I platform relocation complete and \$7.8 million in funds removed from total. Phase II increased due to revised estimates.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2011....	....2012....	....2013....	....2014....		
Planning	825	825	0	0	0	0	0	0	0	0	
Engineering	11,561	7,739	3,137	685	0	0	0	0	3,822	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	73,020	3,712	11,489	52,334	5,485	0	0	0	69,308	0	
Total	85,406	12,276	14,626	53,019	5,485	0	0	0	73,130	0	
Federal-Aid	54,883	9,820	11,701	33,362	0	0	0	0	45,063	0	

USAGE: An average of 667 MARC boardings per day occurred during CY 2008.

Project total reflects \$10.2 million in local contribution from Montgomery County. In addition, Montgomery County is to reimburse MDOT \$6 million from Montgomery County's share of future WMATA Transportation Infrastructure Investment Fund (TIIF).

0254



STATUS: Construction of Phase I surface parking is complete. Engineering for Phase II is nearly complete. Construction to begin in budget fiscal year.

PROJECT: MARC Halethorpe Station Improvements

DESCRIPTION: Phase I of the project provided an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II includes installation of high level platforms, a pedestrian bridge, new shelters, lighting, streetscaping and improved ADA access.

JUSTIFICATION: Insufficient station parking results in commuters parking along US 1 and within adjacent residential communities. Platform and access improvements will improve service and reduce boarding times.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,472	1,786	586	100	0	0	0	0	686	0
Right-of-way	1,690	1,605	85	0	0	0	0	0	85	0
Construction	19,489	3,543	29	6,737	7,084	2,096	0	0	15,946	0
Total	23,953	7,236	700	6,837	7,084	2,096	0	0	16,717	0
Federal-Aid	13,744	4,707	560	2,829	5,648	0	0	0	9,037	0

USAGE: An average of MARC 1,111 boardings per day occurred during CY 2008.



STATUS: Construction of expanded parking is complete and is in close-out phase.

PROJECT: MARC Point of Rocks Station Parking Expansion

DESCRIPTION: Construct 231 additional parking spaces at the Point of Rocks MARC Station in Frederick County for a total of 507 spaces. Project also includes pedestrian access improvements along MD 28 adjacent to station park and ride lot.

JUSTIFICATION: Parking demand regularly exceeds the existing 276-space lot.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	721	721	0	0	0	0	0	0	0	0
Engineering	702	701	1	0	0	0	0	0	1	0
Right-of-way	829	829	0	0	0	0	0	0	0	0
Construction	5,176	5,152	24	0	0	0	0	0	24	0
Total	7,428	7,403	25	0	0	0	0	0	25	0
Federal-Aid	5,048	5,030	18	0	0	0	0	0	18	0

USAGE: An average of 476 MARC boardings per day occurred during CY 2008.



PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding for the inspection and rehabilitation of State-owned freight bridges. Bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific, axle-load requirements, economic necessity and available funding.

JUSTIFICATION: On-going rehabilitation of freight bridges is necessary for safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Freight bridge and culvert inspections are complete. Repairs to Eastern Shore bridges to begin during current fiscal year, and will include improvements to structures on the Massey/Centreville and Seaford/Cambridge freight lines and the High Bridge Road bridge.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL								<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					....2011....	....2012....	....2013....	....2014....		
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	3,011	1,556	507	125	133	230	230	230	1,455	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0		
Construction	11,975	6,260	957	2,081	867	770	770	270	5,715	0		
Total	14,986	7,816	1,464	2,206	1,000	1,000	1,000	500	7,170	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0		



STATUS: Current year crossing rehabilitations include: Massey Rd (MD 299), Chesterville Rd (MD 290), Lynch Rd (MD 561) and Worton Rd (MD 297) all located in Kent County and Price Station Rd (MD 405) located in Queen Anne's County.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State.

JUSTIFICATION: This is a system preservation and safety enhancement effort maintaining a smooth traffic flow at freight railroad crossings throughout the State.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Construction funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	556	394	1	51	50	60	0	0	162	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	6,185	1,735	28	1,615	650	490	888	779	4,450	0	
Total	6,741	2,129	29	1,666	700	550	888	779	4,612	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: Specification development underway.

PROJECT: Light Rail Vehicle Mid-Life Overhaul

DESCRIPTION: Design and implementation of a mid-life overhaul of the Light Rail fleet. A 15-year inspection and overhaul of the major and sub-assemblies of the original Light Rail fleet, of 35 vehicles, will be performed. The effort will also involve identifying and remedying obsolete parts issues.

JUSTIFICATION: Periodic overhauls of the Light Rail fleet will ensure safe operation, reduce ongoing maintenance costs and increase reliability.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Construction and engineering costs increased due to revised estimates.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,349	300	546	503	0	0	0	0	1,049	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	68,846	1,941	2,105	4,800	5,000	15,000	20,000	20,000	66,905	0	
Total	70,195	2,241	2,651	5,303	5,000	15,000	20,000	20,000	67,954	0	
Federal-Aid	47,638	521	2,121	0	996	12,000	16,000	16,000	47,117	0	



STATUS: Construction on the first garage is complete. Construction of second garage will start during current fiscal year.

PROJECT: Owings Mills Joint Development

DESCRIPTION: Project involves a master plan and site infrastructure improvements for joint development of the existing 46-acre surface parking lot at Owings Mills Metro Station. Site infrastructure includes replacement parking structures and utilities.

JUSTIFICATION: This project will provide state and local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. The project will also increase ridership through mixed-use development.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased due to revised total construction estimates.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	271	271	0	0	0	0	0	0	0	0	
Engineering	439	439	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,985	15,399	1,486	14,100	0	0	0	0	15,586	0	
Total	31,695	16,109	1,486	14,100	0	0	0	0	15,586	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Funding reflects \$13.1 million contribution from Baltimore County.
0057



STATUS: Project is complete. Final closeout expected to occur in current fiscal year.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: Escalators in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies installed. Additional enhancements include snowmelt equipment, safety switches and a remote monitoring system.

JUSTIFICATION: Escalator components have deteriorated due to age and weather. Rehabilitation of existing escalators will improve reliability. Escalators are being upgraded to comply with code mandated safety features.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> 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 2008			2009	20102011.....2012.....		2013.....	.....2014.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,235	1,235	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	56,682	56,553	129	0	0	0	0	0	129	0	0
Total	57,917	57,788	129	0	0	0	0	0	129	0	0
Federal-Aid	34,823	34,720	103	0	0	0	0	0	103	0	0



STATUS: Mid-life overhaul project is complete. Five and ten-year overhauls will be ongoing.

PROJECT: Metro Railcar Overhauls

DESCRIPTION: Overhaul of structural elements and systems of 100 Metro railcars. The mid-life overhaul provided for the upgrade and installation of new vehicle systems (propulsion logic, passenger seating, flooring, audible and visual announcement system, and new video surveillance system). Remaining electrical, pneumatic and mechanical systems (door, brake, heating and air conditioning, wheel trucks, communications and electrical systems) were overhauled in kind. Metro railcar subsystems are to undergo future five and ten-year ongoing overhauls to reduce system failures and to continue reliability.

JUSTIFICATION: The Metro railcars are over 25 years old. Rehabilitation of major railcar systems and components during the mid-life overhaul was required to enable railcars to reach their useful life cycle of 30 years. Numerous components were seriously deteriorated and some technology and parts were obsolete. Timely, scheduled periodic overhauls of the Metro railcars on a five and ten-year basis will ensure safe operation, reduce ongoing maintenance costs and increase reliability.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

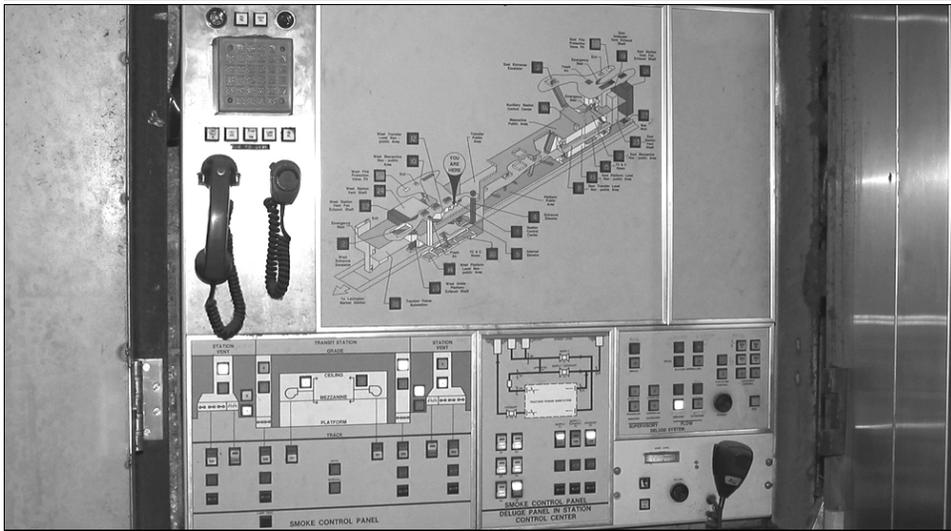
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project budget reduced due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2011....	....2012....	....2013....	....2014....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	131,357	103,382	1,287	1,539	6,534	5,410	3,210	4,318	22,298	5,677
Total	131,461	103,486	1,287	1,539	6,534	5,410	3,210	4,318	22,298	5,677
Federal-Aid	60,987	49,083	1,029	431	4,422	0	2,568	3,454	11,904	0

0091, 0491, 1281



STATUS: Under construction.

PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: The project will modernize the entire passenger station Life Safety and Supervisory Control and Data Acquisition (SCADA) systems and replace the obsolete control center systems required to manage the overall Metro SCADA function. This effort will affect the existing fire detection and management system with the associated station ventilation and smoke removal systems, the SCADA system for the primary control of passenger station security, smoke and fire suppression systems, and the motor controls for the ventilation and smoke removal electric fan motors.

JUSTIFICATION: The existing SCADA system is nearing the end of its useful life. A new system will provide enhanced life safety functionality.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project budget increased by \$4.1 million due to ventilation system improvements.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		TOTAL	
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	201	201	0	0	0	0	0	0	0	0	
Engineering	4,834	4,820	14	0	0	0	0	0	14	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	73,676	22,558	19,316	16,677	10,990	4,135	0	0	51,118	0	
Total	78,711	27,579	19,330	16,677	10,990	4,135	0	0	51,132	0	
Federal-Aid	39,937	12,189	17,207	7,331	3,210	0	0	0	27,748	0	



STATUS: Ongoing.

PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of 40-foot diesel electric hybrid buses to replace those that have been in service for 12 or more years. Project also provides for the replacement of MTA's existing 30 articulated buses.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses are hybrid electric which reduce emissions and noise levels.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased \$42.1 million due to an increase in the number of buses needed to comply with the Federal Transit Administration's useful life replacement schedule and addition of the FY 2014 bus purchase.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	225	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	301,784	82,609	25,607	68,120	27,440	42,843	41,940	13,225	219,175	0
Total	302,009	82,834	25,607	68,120	27,440	42,843	41,940	13,225	219,175	0
Federal-Aid	180,406	35,663	20,522	47,018	21,952	22,719	21,952	10,580	144,743	0

0299, 0464, 0509, 0518, 1172, 1173, 1199, 1226



STATUS: Procurement underway.

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles for service expansion and vehicle replacement.

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. An increase in vehicles is required to maintain established service benchmarks for ontime performance, travel time and schedule compliance.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Vehicle procurement decreased due to economic downturn. Centralized Mobility Facility (Project No. 1171) moved to the Minors program (\$3.4 million).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	46,133	20,816	5,226	7,477	3,614	8,000	1,000	0	25,317	0
Total	46,133	20,816	5,226	7,477	3,614	8,000	1,000	0	25,317	0
Federal-Aid	9,709	5,016	0	1,862	1,851	980	0	0	4,693	0

USAGE: Service demand increased 13% in FY2008 compared to FY2007.



STATUS: Installation of Bus fareboxes, Light Rail and Metro ticket vending machines is complete. Schedule for MARC and Commuter Bus is under development.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Budget increased due mainly to revised estimates of the Transit Pass Equipment Implementation (0884).

PROJECT: Replacement of Fare Collection Equipment and Implement Smart Card

DESCRIPTION: Replace existing fare collection equipment on core Bus, Metro, Light Rail, MARC and Commuter Bus with automatic fare collection equipment or with electronic fare collection option. Includes establishment of a financial clearinghouse to process transactions among participating agencies and users to support regional Smart Card.

JUSTIFICATION: New fare collection equipment will increase efficiency of operations, reduce fraud, improve data collection and enhance reliability. The new fareboxes will replace obsolete equipment with a recent design that will be stronger and able to withstand damage from normal operation.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	386	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	93,208	83,171	6,481	3,356	200	0	0	0	10,037	0
Total	93,616	83,557	6,503	3,356	200	0	0	0	10,059	0
Federal-Aid	19,358	16,161	3,197	0	0	0	0	0	3,197	0



STATUS: Metro tunnel radiax system installation is complete. Contract is in close-out phase.

PROJECT: Radio Communication Trunking

DESCRIPTION: Replace and upgrade mobile radio equipment, complete the conversion of the communication system from a conventional to a trunked system and replace the tunnel antenna system.

JUSTIFICATION: Radio communication is critical for safe and reliable operations. A trunked system enables more voice and data transmissions, than a conventional system, over the same number of channels.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

		<u>POTENTIAL FUNDING SOURCE:</u>									
		<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER		
PHASE	TOTAL	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO	
	(\$000)	2008	2009	2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	583	583	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,893	11,216	677	0	0	0	0	0	677	0	
Total	12,476	11,799	677	0	0	0	0	0	677	0	
Federal-Aid	5,090	4,549	541	0	0	0	0	0	541	0	



STATUS: Installation of the CAD/AVL system is nearly complete. Next phase will be installation of Next Bus arrival signs.

PROJECT: CAD/AVL Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve bus fleet's voice and data communication. It includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state of the art replacements. Also included are the design and construction of electronic signs to aid patrons with bus arrival information at 200 bus stop locations.

JUSTIFICATION: The procurement of an updated and enhanced CAD/AVL system, together with the expanded data channel and installation of 200 Next Vehicle Arrival signs, will improve the operational efficiency of the bus fleet. These efforts will improve customer service by providing real time management and scheduling adherence.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	144	144	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,779	8,875	1,147	1,757	0	0	0	0	2,904	0
Total	11,923	9,019	1,147	1,757	0	0	0	0	2,904	0
Federal-Aid	1,038	120	918	0	0	0	0	0	918	0



PROJECT: Closed Circuit Television (CCTV) Improvements

DESCRIPTION: Installation of CCTV equipment in stations and maintenance facilities. Phase I of the project included 1 Light Rail and 7 Metro locations. Phase II includes additional work at 5 Metro, 5 Light Rail and 2 MARC locations.

JUSTIFICATION: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities. Sites are prioritized on a systemwide threat vulnerability assessment.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Installation of cameras at Phase I locations is complete. Phase II procurement is underway with construction starting during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1	1	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	19,214	11,230	834	5,000	2,150	0	0	0	7,984	0	
Total	19,215	11,231	834	5,000	2,150	0	0	0	7,984	0	
Federal-Aid	11,939	8,194	667	1,358	1,720	0	0	0	3,745	0	



STATUS: LaPlata Park and Ride lot completed and open to service. Dunkirk lot will be under construction in budget fiscal year. Prince Frederick, Waldorf and Charlotte Hall construction is scheduled to begin in FY 11.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Decreased \$5.4 million due to adjustment of construction and engineering phases to reflect project estimates and readiness.

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Commuter Bus Park and Ride lots at Dunkirk, Prince Frederick, Waldorf, LaPlata and Charlotte Hall in Southern Maryland. The project includes planning funds for New Market.

JUSTIFICATION: Southern Maryland has been identified as one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter parking which continues to grow as more people move into the region.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	3,743	3,456	287	0	0	0	0	0	287	0
Engineering	3,053	1,081	1,222	750	0	0	0	0	1,972	0
Right-of-way	6,575	1,167	1,976	3,432	0	0	0	0	5,408	0
Construction	22,934	2,852	34	1,000	14,282	4,766	0	0	20,082	0
Total	36,305	8,556	3,519	5,182	14,282	4,766	0	0	27,749	0
Federal-Aid	26,515	4,440	2,814	4,121	11,425	3,715	0	0	22,075	0

1035, 1036, 1037, 1038, 1040, 1041



STATUS: Funds are awarded based on an annual application cycle.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small jurisdictions for transit vehicles, equipment and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

JUSTIFICATION: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2009 and Prior -- Line 49

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	23,050	14,032	1,593	1,485	1,485	1,485	1,485	1,485	9,018	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	175,533	64,274	33,444	18,569	14,273	16,427	14,273	14,273	111,259	0
Total	198,583	78,306	35,037	20,054	15,758	17,912	15,758	15,758	120,277	0
Federal-Aid	163,096	62,919	29,398	16,907	13,468	13,468	13,468	13,468	100,177	0

0045, 0211, 0217, 0218, 0826, 0828, 0878, 0885, 1143, 1144, 1150, 1184, 1238, 1261, 1300, 1347, 1348



PROJECT: Capital Program Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Grant program to provide funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

JUSTIFICATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2009 and Prior -- Line 49

STATUS: Funds are awarded based on an annual application cycle. A detailed list of FY 2009 Non-Profit Agencies receiving vehicles in current fiscal year is provided in Line 49.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding increased by \$5.0 million due to the addition of FY 2014 and refinement of cash flows.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	37,911	12,227	5,763	4,586	3,448	3,794	4,093	4,000	25,684	0	
Total	37,911	12,227	5,763	4,586	3,448	3,794	4,093	4,000	25,684	0	
Federal-Aid	29,439	10,327	4,610	3,669	2,758	3,035	2,883	2,157	19,112	0	



STATUS: Funds are awarded on an annual basis. FY 2009 funding is for preventive maintenance activities.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement and preventive maintenance.

JUSTIFICATION: These investments will make the Ride On bus system more convenient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> 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 2008			.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	47,224	33,319	1,165	4,740	2,000	2,000	2,000	2,000	13,905	0
Total	47,224	33,319	1,165	4,740	2,000	2,000	2,000	2,000	13,905	0
Federal-Aid	2,805	1,873	932	0	0	0	0	0	932	0

0892, 0894



STATUS: Funding is awarded on an annual basis.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for annual bus replacement.

JUSTIFICATION: These investments will make The Bus system more convenient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS:

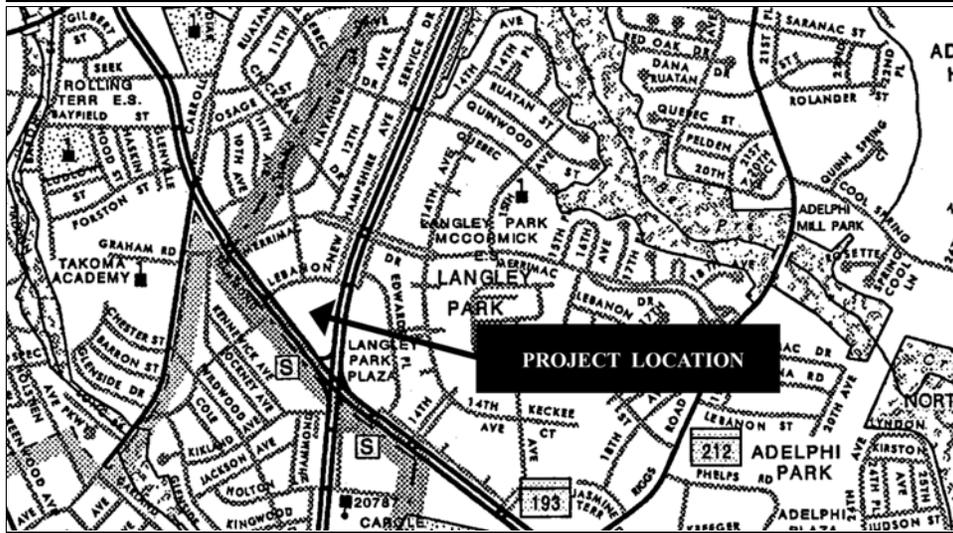
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> 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 2008			20102011.....2012.....2013.....		2014.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,827	4,707	0	1,120	500	500	500	500	3,120	0	
Total	7,827	4,707	0	1,120	500	500	500	500	3,120	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Takoma/Langley Park Transit Center

DESCRIPTION: Construction of an off-street transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. The project includes 12 bus bays, passenger shelter, public restroom facilities and transit information services.

JUSTIFICATION: This area is the busiest transit transfer point, outside a rail station in the region, with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will also address pedestrian safety issues. The project will accommodate a future station and connection to the Purple Line.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

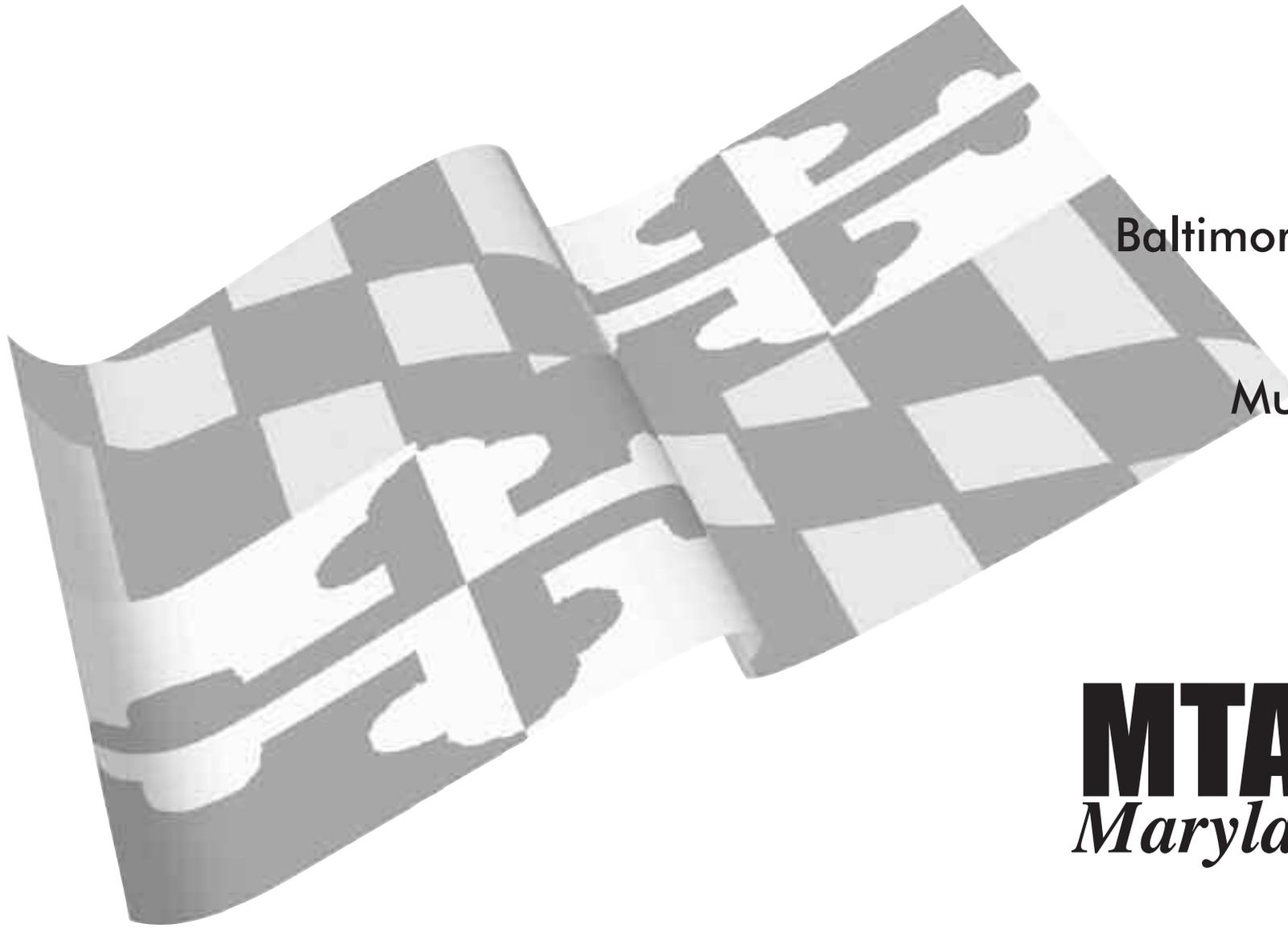
Purple Line -- Line 35

STATUS: Project design is currently underway. Construction of the intersection and roadway improvements by SHA are nearly complete. Negotiations for right-of-way acquisition are ongoing.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	422	391	31	0	0	0	0	0	31	0
Engineering	631	129	402	100	0	0	0	0	502	0
Right-of-way	3,720	0	3,720	0	0	0	0	0	3,720	0
Construction	7,537	0	0	3,500	4,037	0	0	0	7,537	0
Total	12,310	520	4,153	3,600	4,037	0	0	0	11,790	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The estimated cost of \$12.31 million is being funded by Montgomery County (\$2.5 million), Prince Georges County (\$2.5 million), and Maryland Transportation Infrastructure Investment Funding (TIIF) revenues through WMATA (\$7.31 million).



MARC

Light Rail

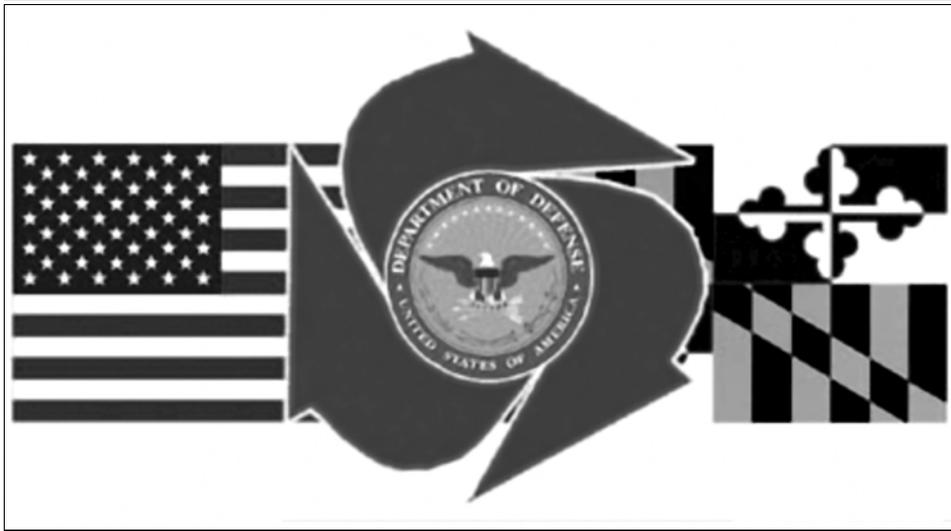
Baltimore METRO

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS



STATUS: Studies underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

PROJECT: Assessment of Transit Needs for Maryland Base Realignment and Closure

DESCRIPTION: Assess transit needs related to the proposed BRAC assignments and prepare proposals to address identified needs. Focus will be on Ft Meade, Bethesda, Aberdeen, Fort Detrick and Andrews AFB.

JUSTIFICATION: Central Maryland is expected to experience additional growth due to BRAC. Funding is provided to study transit improvements needed to support additional travel demand.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- MARC Riverside Maintenance Facility -- Line 40
- MARC Edgewood Station -- Line 6
- Central Maryland Transit Maintenance Facility D & E -- Line 32

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,634	726	408	100	100	100	100	100	908	0	
Engineering	0	0	0	0	0	0	0	0	0	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	1,634	726	408	100	100	100	100	100	908	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: Project planning phase is nearly complete. Project on hold due to economic downturn.

PROJECT: Kirk Bus Division D & E

DESCRIPTION: The existing 60-year old Kirk Division will be replaced with a modern facility on an expanded site. The new facility will be able to accommodate buses of all types.

JUSTIFICATION: Existing facility is 60 years old and does not support efficient, effective bus operations. The replacement facility will be able to handle the newer generation of transit buses more efficiently. Present neighborhood concerns regarding noise and air quality will also be addressed.

SMART GROWTH STATUS:

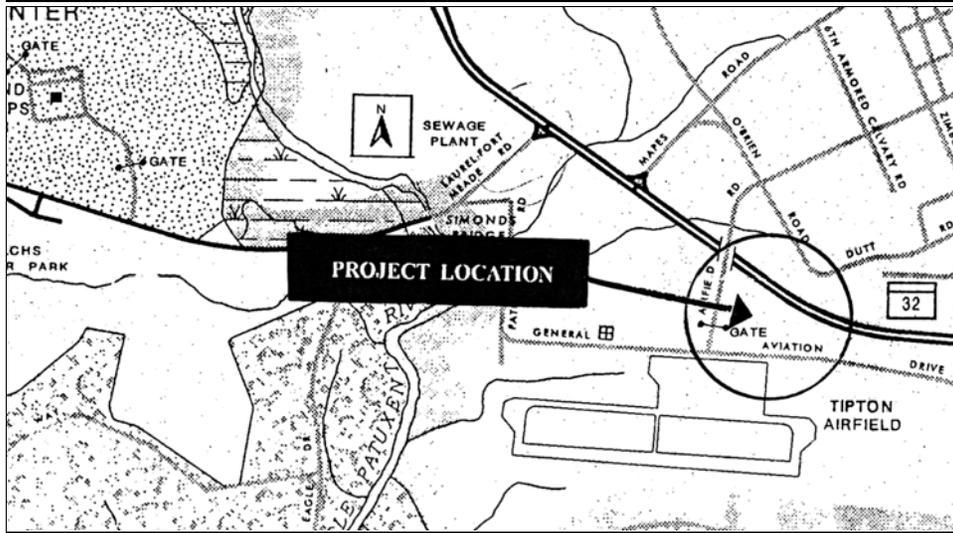
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn. Project moved from the Construction to the D & E program.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2011....	....2012....	....2013....	....2014....		
Planning	2,724	1,724	1,000	0	0	0	0	0	1,000	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	2,455	2,455	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,179	4,179	1,000	0	0	0	0	0	1,000	0	
Federal-Aid	1,486	919	567	0	0	0	0	0	567	0	



STATUS: Howard and Anne Arundel Counties are working jointly on the project. Howard County has lead responsibility. Project planning is underway.

PROJECT: Central Maryland Transit Maintenance Facility

DESCRIPTION: Planning and design of a publicly-owned bus transit maintenance facility to support transit operations in Howard County, western Anne Arundel County and the City of Laurel.

JUSTIFICATION: The project will reduce operating costs, associated with the maintenance support function, and support local bus service in the Ft. Meade area.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

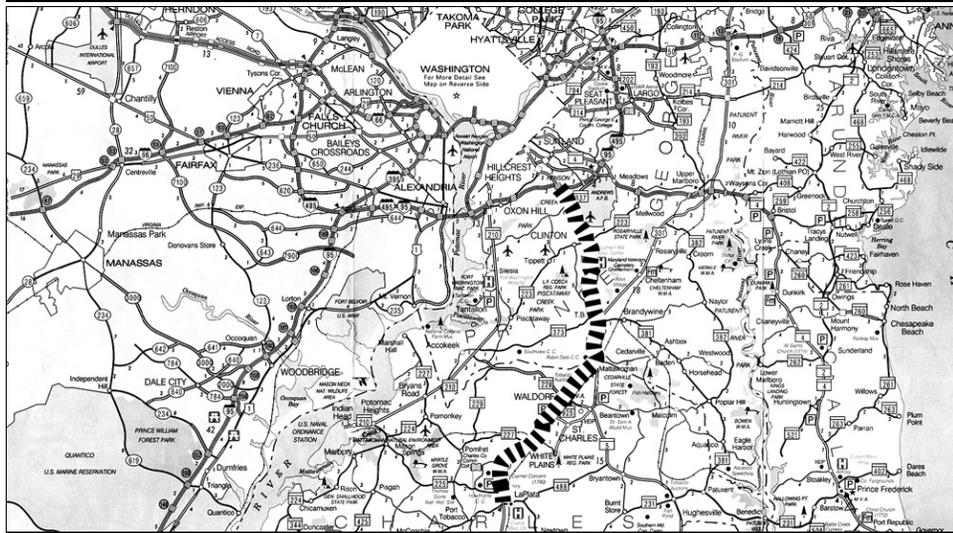
Assessment of Transit Needs for Maryland Base Realignment and Closure -- Line 30

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,183	283	900	0	0	0	0	0	900	0
Engineering	4,374	30	500	3,844	0	0	0	0	4,344	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	5,557	313	1,400	3,844	0	0	0	0	5,244	0
Federal-Aid	4,195	0	1,120	3,075	0	0	0	0	4,195	0

A \$5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost of \$24.26 million. MDOT is contributing \$313K towards the planning and design.

1061, 1273



STATUS: Corridor preservation study underway and expected to be completed during budget fiscal year.

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Planning activities to identify and protect an alignment for future development of high-capacity transit services in the US 301/MD 5 corridor from White Plains to the Branch Avenue Metrorail Station.

JUSTIFICATION: Continued growth in Southern Maryland has created high levels of traffic congestion in the US 301/MD 5 corridor. Planning is needed to determine the role of a high capacity transit service in the corridor.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased due to revised estimates.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,801	863	452	486	0	0	0	0	938	0
Engineering	0	0	0	0	0	0	0	0	0	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	1,801	863	452	486	0	0	0	0	938	0
Federal-Aid	1,209	459	361	389	0	0	0	0	750	0



STATUS: Alternatives Analysis and Draft Environmental Impact Statement (DEIS) phase is completed and public hearings have been held. Locally preferred alternative will be selected in 2009.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: \$21.9 million decrease in project funding due to revised planning, engineering and right of way estimates. Right of Way and Construction were deferred due to economic downturn. Project moved from Construction to D & E program.

PROJECT: Red Line Corridor Transit Study D & E

DESCRIPTION: The Red Line Corridor Transit Study will identify and analyze several potential bus rapid transit and light rail alignment alternatives for an east-west rapid transit system from the Woodlawn area through downtown Baltimore to the Bayview area. The study includes preliminary engineering and mode feasibility analyses, environmental analysis, identification of right-of-way issues, ridership potential, capital and operating cost estimation and identification of social, cultural and economic development benefits and impacts.

JUSTIFICATION: The Red Line will improve transit mobility in an east-west corridor of the Baltimore region. This project is intended to address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts and address regional air quality issues. The Red Line will provide connection to MARC, Light Rail and Metro.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

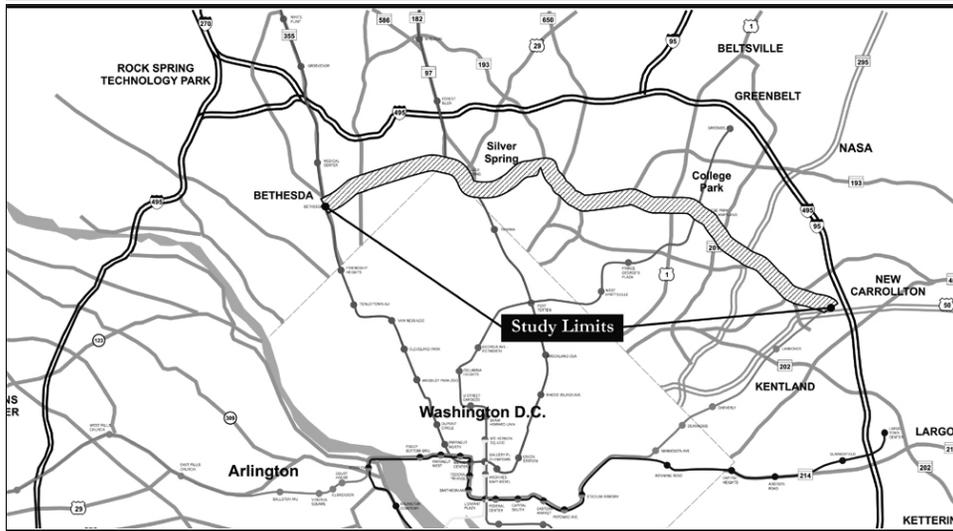
ASSOCIATED IMPROVEMENTS:

None.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			FOR PLANNING PURPOSES ONLY					
			2009	2010	....2011....	....2012....	....2013....	....2014....		
Planning	38,141	28,068	3,279	6,794	0	0	0	0	10,073	0
Engineering	80,000	0	0	0	10,000	20,000	20,000	20,000	70,000	10,000
Right-of-way	44,000	0	0	0	0	0	0	0	0	44,000
Construction	54,914	0	0	0	0	0	0	0	0	54,914
Total	217,055	28,068	3,279	6,794	10,000	20,000	20,000	20,000	80,073	108,914
Federal-Aid	108,639	10,389	2,623	5,435	5,735	10,000	10,000	10,000	43,793	54,457

Funding is contingent upon successful entry into the New Starts program for FY 2011 through FY 2014.

0862



PROJECT: Purple Line

DESCRIPTION: 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering/Final Environmental Impact Statement. The project is estimated to generate transit ridership ranging from 40,000 to 68,000 daily boardings.

JUSTIFICATION: This transit line would 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 would also connect the MARC Brunswick, Camden and Penn lines as well as Amtrak at New Carrollton. In addition, the Purple Line would connect to existing regional and local bus services.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Paul S. Sarbanes Transit Center -- Line 8
- Takoma/Langley Park Transit Center -- Line 29

STATUS: The Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) phase is completed and public hearings have been held. The locally preferred alternative will be selected in 2009.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: FTA New Starts funding in the amount of \$40.0 million has been added to the program. Overall, funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	35,920	24,264	4,656	7,000	0	0	0	0	11,656	0	
Engineering	80,000	0	0	0	10,000	20,000	20,000	20,000	70,000	10,000	
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	115,920	24,264	4,656	7,000	10,000	20,000	20,000	20,000	81,656	10,000	
Federal-Aid	64,420	14,402	4,656	5,362	5,000	10,000	10,000	10,000	45,018	5,000	

Funding is contingent upon successful entry into the New Starts program for FY 2011 through FY 2014.



PROJECT: Green Line Corridor Transit Study

DESCRIPTION: The Green Line Corridor Transit Alternatives Analysis Study will address potential alignment and modal alternatives to provide service to Northeast Baltimore City and Baltimore County. The study entails public involvement, environmental screening, right-of-way assessment, ridership forecasts, capital and annual operating cost evaluation, assessment of social/cultural impacts and projection of transit economic development benefits and impacts.

JUSTIFICATION: The Green Line is projected to improve mobility in Northeast Baltimore City, improve travel time and modal access, support the market for future transit-oriented economic development and revitalization efforts, and address regional air quality issues.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Scoping meetings were held late Spring 2008. Project planning is underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> 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 2008			2009	20102011.....2012.....			.....2013.....	.....2014.....
Planning	3,554	2,654	900	0	0	0	0	0	900	0
Engineering	0	0	0	0	0	0	0	0	0	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	3,554	2,654	900	0	0	0	0	0	900	0
Federal-Aid	2,164	1,264	900	0	0	0	0	0	900	0



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: Transit portion of a multi-modal corridor study to consider transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to I-70. The Corridor Cities Transitway (CCT) would be either a light rail transit (LRT) or bus rapid transit (BRT) line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg and Germantown to Clarksburg. Another option under study is "premium bus" service along proposed I-270 High Occupancy Vehicle (HOV)/managed lanes.

JUSTIFICATION: The purpose and need for the project is to relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

STATUS: The Alternatives Analysis and Environmental Assessment are nearly complete. Locally preferred alternative will be selected in 2009.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- SHA - I-70/I-270 Interchange
- SHA - I-70, MD 85 Extended and MD 355 Relocated
- SHA - MD 80 and MD 355 Relocated
- SHA - I-70, Mt. Phillip Road to MD 144

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: FTA New Starts funding in the amount of \$20.0 million has been added to the program. Overall, funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	8,632	3,239	1,887	3,506	0	0	0	0	5,393	0	
Engineering	40,000	0	0	0	5,000	10,000	10,000	10,000	35,000	5,000	
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	48,632	3,239	1,887	3,506	5,000	10,000	10,000	10,000	40,393	5,000	
Federal-Aid	24,692	0	1,887	2,805	2,500	5,000	5,000	5,000	22,192	2,500	

Funding is contingent upon successful entry into the New Starts program for FY 2011 through FY 2014.



STATUS: The Draft Environmental Impact Statement (DEIS) and environmental reevaluation are complete.

PROJECT: Maglev System Study

DESCRIPTION: Feasibility study and preparation of environmental documentation involved with operating magnetic levitation trains between Baltimore and Washington, with a stop at BWI Thurgood Marshall Airport.

JUSTIFICATION: MTA has received special federal funding as part of a national demonstration of Maglev technology. If feasibility is demonstrated, Maglev could provide rapid and efficient transportation between Baltimore, Washington and BWI Thurgood Marshall Airport.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	16,968	16,868	100	0	0	0	0	0	100	0
Engineering	0	0	0	0	0	0	0	0	0	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	16,968	16,868	100	0	0	0	0	0	100	0
Federal-Aid	12,973	12,973	0	0	0	0	0	0	0	0

Funds in the amount of \$100,000 were contributed to this project by the City of Baltimore.

0483



STATUS: Project planning underway.

PROJECT: MARC West Baltimore Station Parking Expansion

DESCRIPTION: Construct additional parking spaces at the West Baltimore MARC Station in Baltimore City.

JUSTIFICATION: Parking demand regularly exceeds the capacity of the existing 326 space lot. Expanded lot will accommodate ridership growth and reduce overflow parking in adjacent communities. Lot will be designed to accommodate parking for the proposed Red Line as well as transit oriented development.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Added to the D & E program.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	111	41	70	0	0	0	0	0	70	0	
Engineering	400	0	0	400	0	0	0	0	400	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	511	41	70	400	0	0	0	0	470	0	
Federal-Aid	56	0	56	0	0	0	0	0	56	0	



STATUS: On hold.

PROJECT: MARC Riverside Maintenance Facility D & E

DESCRIPTION: Acquire the CSX Riverside Maintenance Facility for development into a MARC maintenance facility. Cost includes right-of-way acquisition and property improvements.

JUSTIFICATION: Acquisition of facility will allow more control over maintenance schedules, support subcontracting aspects of MARC operations in the future as well as address the vehicle maintenance needs in order to meet current and future ridership.

SMART GROWTH STATUS:

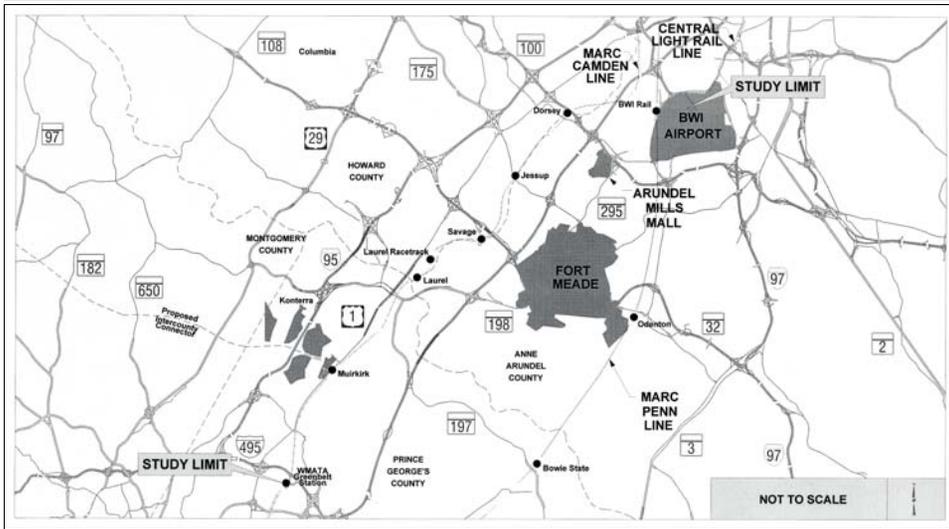
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Right-of-way and construction cost decreased due to uncertainty of site acquisition and economic downturn. Moved to the D & E program from the Construction Program.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	169	94	75	0	0	0	0	0	0	75	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	169	94	75	0	0	0	0	0	0	75	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



STATUS: Market analysis is underway.

PROJECT: Baltimore-Washington Investment Corridor

DESCRIPTION: Complete transit market analysis to identify and recommend short and long term transit service needs and system investments.

JUSTIFICATION: This study will facilitate transit investment decision-making in a corridor, with multiple factors potentially affecting transit service demand, including BRAC development, ICC construction and BWI Thurgood Marshall Airport growth.

SMART GROWTH STATUS:

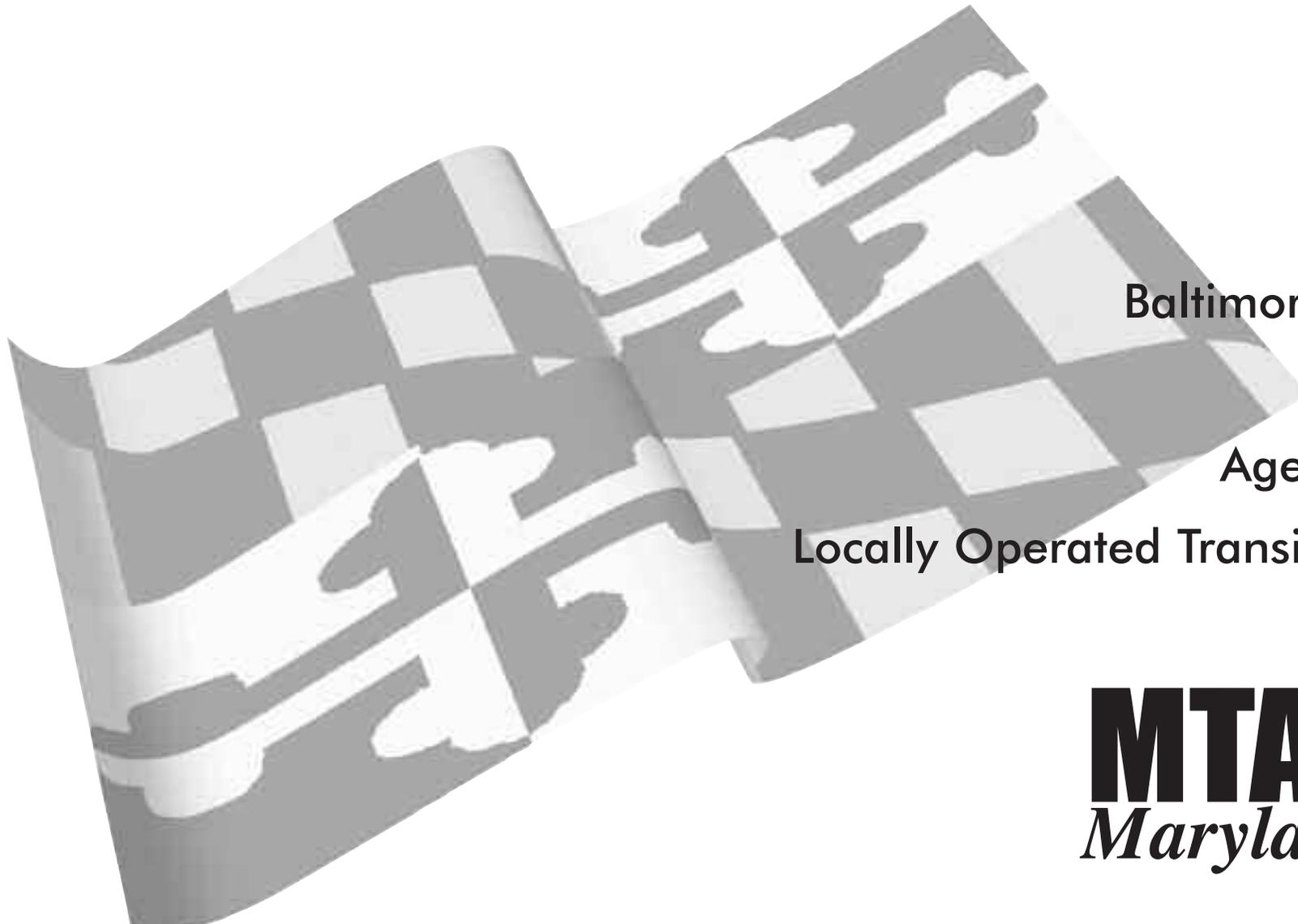
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project decreased \$1.6 million due to reduced scope of work.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	328	131	197	0	0	0	0	0	197	0	
Engineering	0	0	0	0	0	0	0	0	0	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	328	131	197	0	0	0	0	0	197	0	
Federal-Aid	157	0	157	0	0	0	0	0	157	0	



MARC

Freight

Light Rail

Baltimore METRO

Bus

Agency Wide

Locally Operated Transit Systems



MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Bedford Square Shelter Rehabilitation (1160)	134	Complete
2	Homeland Security Grant 3 (1151)	3,855	Complete
3	Community Safety and Enhancement Projects (0709)	13,403	Complete
4	Parking Lot Inspection & Repaving (0177)	1,652	Underway
5	Scheduling System (0513)	970	Underway
6	Telephone Communications Systems (0493)	3,116	Underway
7	Transit Facilities Improvements (0447, 0461, 0844)	4,082	Underway
8	Third Trunked Radio Site (0812)	385	Underway
9	Police Dispatching, Communications and Reporting Management (1163)	1,424	Underway
10	Station Signage Improvements (0843)	614	Underway
11	Environmental Compliance (1149)	4,525	Underway
12	Roof Rehabilitation (0300)	1,200	Underway
13	Bethesda Metro Entrance D&E (1269)	2,970	Underway
14	Wheaton CBD Intermodal Access (1271)	527	Underway
15	Southern Maryland Stadium Parking (1274)	2,450	Underway
16	Baltimore Intercity Bus Terminal (1235)	1,000	Underway
17	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	1,162	Underway
18	Owner-Controlled Insurance Program (0832)	566	Underway
19	Security Analysis and Improvements (1069, 1216)	652	Underway
20	Homeland Security - 2006 (1240)	4,223	Underway
21	System Preservation Process D & E (1195)	284	Underway
22	Strategic and Other Transit Studies (0221)	1,990	Underway
23	Lexington Market Transit Improvement/West Side Development (1060)	3,778	Underway
24	Non-Revenue Vehicles (1079)	3,865	Underway
25	Fare Collection Facilities and Equipment (1094, 1329)	991	Underway
26	Miscellaneous Planning Studies (0510)	264	Underway
27	New IT Equipment (1103)	500	Underway
28	Document Control Imaging System (0184)	358	Underway
29	Howard Street Revitalization D & E (1207)	403	Underway
30	Rail Purchase (0660)	2,447	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2009 AND PRIOR (cont'd)</u>			
31	Engineering Management System (1204)	1,510	Underway
32	ADA Compliance (0266)	1,100	Underway
33	Safety & Infrastructure Improvements (1070)	2,065	Underway
34	Washington Blvd Building Improvements (1247)	103	Spring, 2009
35	Homeland Security 4 (1342)	2,879	Spring, 2009
<u>AGENCYWIDE IMPROVEMENTS -- FY 2010</u>			
36	Environmental Compliance (1149)	4,892	Summer, 2009
37	Roof Rehabilitation (0300)	3,505	Summer, 2009
38	Bethesda Metro Entrance D&E (1269)	2,000	Summer, 2009
39	Baltimore Intercity Bus Terminal (1235)	4,250	Summer, 2009
40	New IT Equipment (1103)	1,193	Summer, 2009
41	Homeland Security 4 (1342)	4,226	Summer, 2009
42	Lexington Market Transit Improvements/West Side Development (1060)	1,066	Summer, 2009
43	Washington Blvd Building Improvements (1247)	4,000	Summer, 2009
44	Parking Lot Inspection & Repaving (0177, 0470)	665	Summer, 2009
45	Howard Street Revitalization D & E (1207)	1,710	Summer, 2009
46	ADA Compliance (0266)	800	Summer, 2009
47	Third Trunked Radio Site (0812)	3,500	Summer, 2009
48	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	1,288	Summer, 2009
49	Miscellaneous Planning Studies (0510)	142	Fall, 2009
50	Owner-Controlled Insurance Program (0832)	487	Fall, 2009
51	Capital Program Support Fund (1239)	3,100	Fall, 2009
52	Scheduling System (0513)	1,256	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>BUS SYSTEM IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Operators' Seat Replacement (1122)	450	Complete
2	Automatic Passenger Counters (1241)	100	Underway
3	Systemwide Improvements and Rehabilitation (0547, 0783, 1099, 1148)	259	Underway
4	Bus Lifts (1096)	3,015	Underway
5	Maintenance Electrical & Mechanical Equipment (1078, 1276)	450	Underway
6	Enhanced Bus Service (1174)	1,029	Underway
7	Facilities Rehabilitation (0193, 1076)	1,308	Underway
8	Fuel/Fluids Management System (1120)	1,961	Underway
9	Wireless LAN D & E (1210)	641	Underway
10	Northwest Yard Repaving (1179)	944	Underway
11	Division Maintenance Facility Ventilation Improvements (1073, 1181)	250	Underway
12	Maintenance Support Improvement Fund (0554)	1,078	Underway
13	New Main Shop D&E (1196)	23	Underway
<u>BUS SYSTEM IMPROVEMENTS -- FY 2010</u>			
14	Facilities Rehabilitation (0193, 1076)	4,300	Summer, 2009
15	Maintenance Electrical & Mechanical Equipment (1078, 1276)	799	Summer, 2009
16	Maintenance Support Improvement Fund (0554)	500	Summer, 2009
17	Systemwide Improvements and Rehabilitation (0547, 0849, 1148, 1180, 1333)	6,384	Summer, 2009
18	Division Maintenance Facility Ventilation Improvements (1073, 1181)	550	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FREIGHT IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Capital Improvement Program (0590)	1,123	Underway
2	Freight/LTR Rail Abandonment (1100)	522	Underway
<u>FREIGHT IMPROVEMENTS -- FY 2010</u>			
3	Capital Improvement Program (0590)	2,664	Summer, 2009
4	Freight/LTR Rail Abandonment (1100)	120	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Refurbish North Avenue Carwash (1188)	113	Complete
2	Light Rail Vehicle Decal and Refurbishment (0116)	384	Underway
3	Electrical Equipment Overhaul and Upgrade (1185, 1187)	3,623	Underway
4	Facilities and Station Rehabilitation (0005, 0341, 0870, 1189, 1227)	2,163	Underway
5	Light Rail Enhancements (0790, 1294)	312	Underway
6	Norfolk-Southern Lead Track Rehabilitation (1340)	720	Underway
7	Signal Priority (1142)	2,247	Underway
8	Light Rail Vehicle Cameras D & E (1211)	302	Underway
9	Parking Expansion (0871)	956	Underway
10	Rail Installation (0797)	182	Underway
11	Howard Street Safety Improvements (0489)	784	Underway
12	Grade Crossing Repair (1048)	2,009	Underway
13	Crossover Near Warren Road D&E (1253)	250	Underway
14	Parking Expansion D & E (1086)	103	Underway
15	Rail Upgrades D&E (1013)	302	Underway
16	Balance Weight Assembly (1254)	500	Spring, 2009
17	Yard Switches Conversion (0451)	127	Spring, 2009
18	Bridge Preservation (0248)	118	Spring, 2009
<u>LIGHT RAIL IMPROVEMENTS -- FY 2010</u>			
19	Light Rail Vehicle Decal and Refurbishment (0116)	214	Summer, 2009
20	Facilities and Station Rehabilitation (0005, 0341, 0870)	2,139	Summer, 2009
21	Bridge Preservation (0248, 1279)	1,355	Summer, 2009
22	Rail Installation (0797)	400	Summer, 2009
23	Yard Switches Conversion (0451)	1,602	Fall, 2009
24	Grade Crossing Repair (1048)	1,000	Fall, 2009
25	Light Rail Enhancements (0790, 1294)	2,626	Spring, 2010
26	Drainage Improvements (0856)	800	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MARC IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Miscellaneous Facility Improvements and Rehab. (0199, 1098, 1297, 1308)	1,295	Underway
2	Passenger Warning System @ CSX Stations (0420)	3,298	Underway
3	Seat Replacement (1284)	3,153	Underway
4	Aberdeen Station Enhancements (1182)	145	Underway
5	Electric Locomotive Parts Purchase (0348)	237	Underway
6	PA/LED Signs (0430)	72	Underway
7	Parking Lot Improvements (1006)	67	Underway
8	System Preservation Fund (0634)	341	Underway
9	Muirkirk Retaining Wall (1352)	150	Underway
<u>MARC IMPROVEMENTS -- FY 2010</u>			
10	PA/LED Signs (0430)	3,580	Summer, 2009
11	Seat Replacement (1284)	499	Summer, 2009
12	Miscellaneous Facility Improvements and Rehab. (0199, 1098)	3,730	Fall, 2009
13	Parking Lot Improvements (1006)	121	Fall, 2009
14	System Preservation Fund (0634)	1,750	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>METRO IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Cable Assessment/Evaluation/Replacement (0839)	7,176	Complete
2	Direct Fixation Rail Fasteners (0455)	648	Underway
3	Twin Block Tie Replacement Phase II (0368)	4,388	Underway
4	Wayside and Station Emergency Telephones (1093, 1288)	630	Underway
5	Rail Inspection and Installation Program (0194, 0868, 1223)	1,536	Underway
6	Communications Control Console Replacement (1244)	1,076	Underway
7	Bridge & Elevated Structures Rehab. Fund (0239)	20	Underway
8	Electrical Substation Improvements (0474)	238	Underway
9	Train Control Systems (0840, 1289)	637	Underway
10	Rail Shop Equipment Improvements (0838)	2,744	Underway
11	Substations Roof Replacements (1258)	350	Underway
12	Replacement of Street Gratings (1178)	2,919	Underway
13	Miscellaneous Facility Improvements (1293)	200	Underway
14	Miscellaneous System Preservation Improvements (0179, 1186)	1,600	Underway
15	Tunnel Structural Repairs (0529, 1318)	520	Underway
16	PA/LED Signs (1295)	18	Spring, 2009
<u>METRO IMPROVEMENTS -- FY 2010</u>			
17	Direct Fixation Rail Fasteners (0455)	2,532	Summer, 2009
18	Miscellaneous Facility Improvements (1316)	700	Summer, 2009
19	Substations Roof Replacements (1258)	800	Summer, 2009
20	Electrical Substation Improvements (0474)	3,121	Fall, 2009
21	Bridge & Elevated Structures Rehab. Fund (0239)	2,000	Fall, 2009
22	Rail Inspection and Installation Program (0868, 1223)	2,275	Fall, 2009
23	SCC Booth Rebuilds (1259)	2,200	Fall, 2009
24	Tunnel Structural Repairs (0529, 1318)	1,570	Fall, 2009
25	PA/LED Signs (1295)	3,202	Winter, 2010
26	Wayside and Station Emergency Telephones (1288)	2,447	Winter, 2010
27	Miscellaneous System Preservation Improvements (0179, 1186)	1,500	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<p><u>METRO IMPROVEMENTS -- FY 2010 (cont'd)</u></p>		
28	Miscellaneous Locomotive Preservation and Improvements (1317)	50	Spring, 2010
29	Train Control Systems (0840, 1289, 1320)	2,537	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MOBILITY IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Mobility Data Backup and Communications Systems (1193, 1194)	518	Underway
2	New Centralized Mobility Facility D & E (1146)	804	Underway
3	Mobility Miscellaneous Improvements Fund (1166)	400	Underway
<u>MOBILITY IMPROVEMENTS -- FY 2010</u>			
4	Mobility Data Backup and Communications Systems (1165)	778	Fall, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR</u>			
<u>ALLEGANY COUNTY</u>			
1	3 Medium Replacement Buses	378	Underway
2	Facility Maintenance - Environmental	30	Underway
3	Maintenance - Components	12	Underway
4	Preventive Maintenance	240	Underway
5	Small Buses for Non-Profits	200	Underway
6	2 Medium Replacement Buses	260	Spring, 2009
7	Facilities - Maintenance	125	Spring, 2009
8	Facility Improvements	63	Spring, 2009
9	Maintenance/Support Vehicle	30	Spring, 2009
10	Maintenance Equipment	32	Summer, 2009
<u>ANNE ARUNDEL COUNTY</u>			
11	1 Small Replacement Bus	81	Underway
12	On Board Communications	2	Underway
13	Bicycle Equipment	3	Spring, 2009
<u>CITY OF ANNAPOLIS</u>			
14	2 Medium Replacement Buses	570	Underway
15	3 Replacement Trolleys	993	Underway
16	Bicycle Equipment	4	Underway
17	Preventive Maintenance	110	Underway
18	Technology - Computers	16	Underway
19	2 Medium Replacement Buses	408	Spring, 2009
20	Facilities Maintenance	5	Spring, 2009
21	Maintenance Equipment	27	Spring, 2009
22	On Board Communications	4	Spring, 2009
23	Preventive Maintenance	100	Spring, 2009
24	Safety & Security - Facility	53	Spring, 2009
25	Support Vehicle	25	Spring, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>BALTIMORE COUNTY</u>			
26	Small Buses to Non-Profits	214	Underway
27	Technology - Software	72	Underway
28	2 Small Replacement Buses	132	Spring, 2009
<u>CALVERT COUNTY</u>			
29	2 Small Replacement Buses	124	Underway
30	Maintenance Equipment	42	Underway
31	Safety & Security - Passenger	2	Underway
32	1 Small Replacement Bus	62	Spring, 2009
33	Passenger Facilities	2	Spring, 2009
34	Safety & Security - Operations	1	Spring, 2009
35	Safety & Security - Passenger	1	Spring, 2009
36	Facility Improvements	417	Fall, 2010
37	Maintenance Equipment	744	Fall, 2010
<u>CAROLINE COUNTY</u>			
38	(Also, see Mid-Shore Regional Council)		
39	4 Small Replacement Buses	232	Underway
40	1 Medium Replacement Bus	130	Spring, 2009
41	1 Small Replacement Bus	62	Spring, 2009
42	Maintenance Equipment	57	Spring, 2009
43	Office Equipment	30	Spring, 2009
44	Support Vehicle	25	Spring, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>CARROLL COUNTY</u>			
45	4 Small Replacement Buses	201	Underway
46	Preventive Maintenance	145	Underway
47	Vehicles to Non-Profit Organizations - Senior Overland Services Inc.	110	Underway
48	1 Small Expansion Bus	62	Spring, 2009
49	3 Small Replacement Buses	186	Spring, 2009
50	Maintenance Equipment	18	Spring, 2009
51	Preventive Maintenance	80	Spring, 2009
52	Technology - Operations	5	Spring, 2009
53	On Board Communications	250	Spring, 2010
<u>CECIL COUNTY</u>			
54	2 Small Replacement Buses	127	Underway
55	On Board Communications	83	Underway
56	Passenger Equipment	1	Underway
57	Vehicles to Non-Profit Organizations - Chesapeake Care Resources, Union Hospital Adult Day Care	150	Underway
58	5 Small Expansion Buses	310	Spring, 2009
59	Passenger Facilities	8	Spring, 2009
60	Safety & Security - Facilities	16	Spring, 2009
<u>CHARLES COUNTY</u>			
61	2 Medium Expansion Buses	334	Underway
62	Ridesharing (See St. Mary's County)	405	Underway
63	Small Buses to Non-Profit Organizations - Spring Dell Center	250	Underway
64	3 Medium Expansion Buses	390	Spring, 2009
65	3 Medium Replacement Buses	390	Spring, 2009
66	On Board Communications	3	Spring, 2009
67	Passenger Facilities	400	Spring, 2009
68	Passenger Facilities	8	Summer, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>DORCHESTER COUNTY</u>			
69	1 Medium Replacement Bus	164	Underway
70	3 Small Replacement Buses	162	Underway
71	Small Buses for Non-Profits	348	Underway
72	2 Small Replacement Buses	124	Spring, 2009
73	Maintenance Equipment	27	Spring, 2009
74	Maintenance Software	2	Spring, 2009
75	Maintenance Supplies & Components	6	Spring, 2009
76	Passenger Facilities	30	Spring, 2009
<u>FREDERICK COUNTY</u>			
77	1 Small Expansion Bus	66	Underway
78	4 Small Replacement Buses	243	Underway
79	On Board Communications	185	Underway
80	On Board Equipment	7	Underway
81	Preventive Maintenance	595	Underway
82	Up to 8 Large Replacement Buses	1,140	Underway
83	Vehicle Refurbishment	200	Underway
84	1 Small Replacement Bus	62	Spring, 2009
85	Bicycle Racks	4	Spring, 2009
86	Preventive Maintenance	345	Spring, 2009
87	Safety & Security - Facilities	16	Spring, 2009
88	Facilities Maintenance	1,000	Spring, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>GARRETT COUNTY</u>			
89	2 Small Replacement Buses	106	Underway
90	Facilities - Maintenance	590	Underway
91	Maintenance Equipment	63	Underway
92	Office Equipment	1	Underway
93	Small Buses for Non-Profits	146	Underway
94	1 Small Expansion Bus	62	Spring, 2009
95	2 Small Replacement Buses	124	Spring, 2009
96	Technology - Software	85	Spring, 2009
<u>HARFORD COUNTY</u>			
97	2 Small Expansion Buses	111	Underway
98	5 Medium Replacement Buses	796	Underway
99	On Board Communications	5	Underway
100	Preventive Maintenance	50	Underway
101	Small Buses for Non-Profits	189	Underway
102	2 Medium Duty Low Floor Replacement Buses	420	Spring, 2009
103	7 Small Replacement Buses	434	Spring, 2009
104	Bicycle Racks	29	Spring, 2009
105	Maintenance Equipment	4	Spring, 2009
106	On Board Communications	210	Spring, 2009
107	Preventive Maintenance	100	Spring, 2009
108	Support Vehicle	15	Spring, 2009
109	Technology - Software	5	Spring, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>HOWARD COUNTY</u>			
110	1 Small Expansion Bus	68	Underway
111	3 Small Replacement Buses	200	Underway
112	6 Hybrid Replacement Buses	480	Underway
113	Passenger Facilities	202	Underway
114	Preventive Maintenance	99	Underway
115	Small Buses to Non-Profits	154	Underway
116	1 Medium Replacement Bus	210	Spring, 2009
117	2 Small Replacement Buses	124	Spring, 2009
118	On Board Communications	150	Spring, 2009
119	Preventive Maintenance	150	Spring, 2009
120	1 Medium Replacement Bus	210	Spring, 2010
121	2 Small Replacement Buses	124	Spring, 2010
<u>KENT COUNTY</u>			
122	(See Caroline County for Projects)		
<u>MONTGOMERY COUNTY</u>			
123	Preventive Maintenance	1,165	Underway
124	Small Vehicles to Non-Profits	150	Underway
125	Preventive Maintenance	932	Spring, 2009
126	Up to 9 Large Buses	2,859	Spring, 2009
127	Up to 12 Large Buses	3,910	Summer, 2009
<u>PRINCE GEORGE'S COUNTY</u>			
128	6 Small Replacement Buses	494	Spring, 2009
129	Up to 8 Large Vehicles	492	Spring, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>QUEEN ANNE'S COUNTY</u>			
130	1 Small Replacement Bus	58	Underway
131	2 Medium Replacement Buses	316	Underway
132	1 Support Vehicle	25	Spring, 2009
133	2 Small Replacement Buses	110	Spring, 2009
134	Maintenance Equipment	2	Spring, 2009
135	On Board Communications	17	Spring, 2009
136	On Board Equipment	1	Spring, 2009
137	Passenger Facilities	7	Spring, 2009
138	Safety & Security	4	Spring, 2009
139	Technology - Computers	2	Spring, 2009
<u>ST. MARY'S COUNTY</u>			
140	8 Small Replacement Vehicles	508	Underway
141	Small Vehicles to Non-Profits	200	Underway
142	Technology - Computers	9	Underway
143	Technology - Software	50	Underway
144	On Board Equipment	4	Spring, 2009
145	Passenger Facilities	5	Spring, 2009
146	Safety & Security	13	Spring, 2009
147	Technology - Computers	3	Spring, 2009
148	Facilities	1,054	Summer, 2009
<u>SOMERSET COUNTY</u>			
149	Small Buses to Non-Profits	150	Underway
<u>TALBOT COUNTY</u>			
150	(See Caroline County and Mid-Shore Regional Council for Projects)		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>WASHINGTON COUNTY</u>			
151	9 Medium Replacement Buses	1,800	Underway
152	Capital Maintenance	4	Underway
153	Maintenance Equipment/Supplies	9	Underway
154	On Board Equipment Maintenance	5	Underway
155	Preventive Maintenance	76	Underway
156	2 Support Vehicles	48	Spring, 2009
157	Facilities - Passenge	125	Spring, 2009
158	Facility - Extraordinary Maintenance	8	Spring, 2009
159	Facility - Routine Maintenance	25	Spring, 2009
160	Maintenance Equipment	9	Spring, 2009
161	On Board Communications	122	Spring, 2009
162	On Board Equipment Maintenance	6	Spring, 2009
163	Safety & Security - Facility	36	Spring, 2009
164	Safety & Security - Facility/Environment	15	Spring, 2009
165	Technology - Software	50	Spring, 2009
166	2 Medium Low Floor Replacement Buses	440	Spring, 2010
<u>WICOMICO COUNTY</u>			
167	(See Tri-County Council for the Lower Eastern Shore for Projects)		
168	Vehicles to Non-Profit Organizations - Shore Up, Lower Shore Enterprise Inc., Dove Point, Inc.	361	Underway
<u>WORCESTER COUNTY</u>			
169	(See Tri County Council for the Lower Eastern Shore for Projects)		
170	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging, Worcester County Developmental Center	367	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>TOWN OF OCEAN CITY</u>			
171	Facility Improvements	12	Underway
172	Maintenance Supplies & Components	52	Underway
173	1 Small Replacement Bus	55	Spring, 2009
174	2 Large Replacement Buses (@ \$316K Each)	632	Spring, 2009
175	Facilities	202	Spring, 2009
176	Facilities Maintenance	75	Spring, 2009
177	Maintenance Supplies & Components	96	Spring, 2009
178	Office Equipment	1	Spring, 2009
179	Passenger Facilities & Maintenance	25	Spring, 2009
180	On Board Communications	2,475	Summer, 2009
181	1 Large Replacement Bus (@ \$316k each)	316	Spring, 2010
<u>BALTIMORE CITY</u>			
182	Small Buses to Non-Profits	120	Underway
<u>TRI-COUNTY COUNCIL FOR THE LOWER EASTERN SHORE</u>			
183	2 Medium Replacement Buses	237	Underway
184	Facilities Design	200	Underway
185	Land Acquisition	600	Underway
186	1 Small Replacement Bus	62	Spring, 2009
187	2 Medium Low Floor Replacement Vehicles	420	Spring, 2009
188	2 Support Vehicles	40	Spring, 2009
189	Maintenance Equipment	90	Spring, 2009
190	On Board Communications	1	Spring, 2009
191	On Board Equipment	28	Spring, 2009
192	Passenger Facilities	5	Spring, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>CORRIDOR TRANSPORTATION CORP.</u>			
193	2 Medium Replacement Buses	554	Underway
194	1 Small Expansion Bus	67	Spring, 2009
195	Safety & Security - On Board Equipment	108	Spring, 2009