

MARC

Freight

Light Rail

Baltimore METRO

Bus

Multi-Modal

Locally Operated Transit Systems



MTA CONSTRUCTION PROGRAM



STATUS: Revenue service began December 2001. Remaining funds are being utilized for safety and storage track enhancements.

PROJECT: MARC Frederick Extension

DESCRIPTION: Service extension from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations connecting to the Brunswick Line and providing 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 12

SIGNIFICANT CHANGE FROM FY 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,314	3,312	2	0	0	0	0	0	2	0
Right-of-way	6,134	6,094	0	40	0	0	0	0	40	0
Construction	45,362	43,380	383	1,599	0	0	0	0	1,982	0
Total	55,486	53,462	385	1,639	0	0	0	0	2,024	0
Federal-Aid	44,338	42,482	385	1,471	0	0	0	0	1,856	0

USAGE: There was an average of 804 boardings per day on the MARC Frederick Extension in CY 2007.

OPERATING COST IMPACT: Approximately \$2.6 million per year.



STATUS: Engineering is underway for the Washington Mid-Day Storage Yard. Initial feasibility assessment complete for the Aberdeen Proving Grounds site.

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 on a site within the Aberdeen Proving Grounds, near the Edgewood MARC Station in Harford County.

JUSTIFICATION: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The storage facility will reduce interference to Amtrak operations in Washington and provide urgently needed mid-day 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 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	4,014	3,058	75	381	250	250	0	0	956	0
Engineering	9,869	2,728	941	1,200	500	1,500	1,500	1,500	7,141	0
Right-of-way	9,972	9,472	0	500	0	0	0	0	500	0
Construction	38,279	35	0	0	1,000	20,000	13,244	4,000	38,244	0
Total	62,134	15,293	1,016	2,081	1,750	21,750	14,744	5,500	46,841	0
Federal-Aid	45,371	7,404	1,016	1,805	1,400	19,812	9,534	4,400	37,967	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	M-5309FG	916
CO	2011	M-5309FG	761
CO	2012	M-5309FG	2,794



STATUS: Improvements are ongoing.

PROJECT: MARC Efficiency Improvements on Camden, Brunswick and Penn Lines

DESCRIPTION: Project reflects an ongoing program of improvements on the Camden, Brunswick and Penn MARC lines to ensure safety and quality of service. Program is carried out through operating agreements with CSX and Amtrak.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to continue MARC quality 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 2007 - 12 CTP: Cost increased \$1.2 million to cover additional improvements on the Penn Line.

<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)	TOTAL EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,655	183	0	0	0	0	0	183	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	103,748	50,424	14,312	6,500	11,632	7,500	8,000	5,380	53,324	0
Total	105,586	52,079	14,495	6,500	11,632	7,500	8,000	5,380	53,507	0
Federal-Aid	82,397	40,274	11,609	5,200	8,610	6,000	6,400	4,304	42,123	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	1,000
CO	2009	M-5307	444
CO	2010	M-5309FG	4,304
CO	2010	M-5307	3,944
CO	2011	M-5307	1,597
CO	2012	M-5309FG	732
CO	2012	M-5307	3,572



STATUS: Overhaul activity underway.

PROJECT: MARC II Vehicle Mid-Life Overhaul

DESCRIPTION: Conduct a 20-year midlife overhaul of 26 MARC II cars that became part of the MARC fleet between 1985 and 1987. Overhaul will consist of complete carbody interior and exterior overhaul. Includes 10-year overhaul of 34 MARC IIB railcars. Regulatory requirements triggered by Capital Overhaul will also be included.

JUSTIFICATION: The overhauls will extend the lives of mechanical systems and car bodies.

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 2007 - 12 CTP: \$8.1 million in prior funding was transferred to 1203 MARC HHP 5-Year Electric Locomotive Overhauls. The 0181 MARC IIB Railcar Overhauls and 1161 MARC IIA Vehicle Replacements have been consolidated under this Major project.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	782	488	113	100	81	0	0	0	294	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,150	4,592	6,000	4,513	8,045	10,000	3,000	0	31,558	0
Total	36,932	5,080	6,113	4,613	8,126	10,000	3,000	0	31,852	0
Federal-Aid	25,586	3,821	4,897	3,690	6,718	5,300	1,160	0	21,765	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	208
CO	2012	M-5309FG	1,160



STATUS: Engineering complete. Procurement underway for 26 remanufactured diesel locomotives. Construction underway for AEM-7 electric locomotives.

PROJECT: MARC Locomotive Overhauls

DESCRIPTION: Conduct a midlife overhaul of the 4 AEM-7 electric MARC locomotives and a 5-year overhaul of high-horsepower (HHP) units. All 19 existing GP-40 locomotives will be traded in towards purchase of 26 fully remanufactured diesel locomotives that will have higher tractive horsepower and that will be able to meet EPA Tier III air quality standards. The existing 6 remaining GP-39 locomotives will be retained for Maryland freight service use and MARC. This is a Revenue Increase project.

JUSTIFICATION: Locomotives are at the midpoint of their service lives and need to be overhauled to maintain reliable operation. HHP overhauls are mandated by federal 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 2007 - 12 CTP: Cost increased by \$55.0 million to fund purchase of 26 remanufactured locomotives and for 5-year overhaul of HHP units; \$13.0 million is from Revenue Increase.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	27	27	0	0	0	0	0	0	0	0
Engineering	787	581	41	165	0	0	0	0	206	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	115,500	4,509	3,076	15,514	27,624	33,229	23,998	7,550	110,991	0
Total	116,314	5,117	3,117	15,679	27,624	33,229	23,998	7,550	111,197	0
Federal-Aid	79,131	3,688	2,512	12,781	20,299	25,872	13,979	0	75,443	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	6,849
CO	2008	M-5309FG	8,748
CO	2009	M-5307	7,687
CO	2009	M-5309FG	6,348
CO	2010	M-5309FG	6,349
CO	2010	M-5307	5,439
CO	2011	M-5309FG	7,995
CO	2011	M-5307	1,162
CO	2012	M-5309FG	6,326
CO	2012	M-5307	6,715

1053, 1055, 1095, 1162, 1203, 1245



STATUS: Preliminary environmental studies complete. Negotiations underway with CSX on cost-sharing of environmental cleanup.

PROJECT: Riverside Maintenance Facility

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

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

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

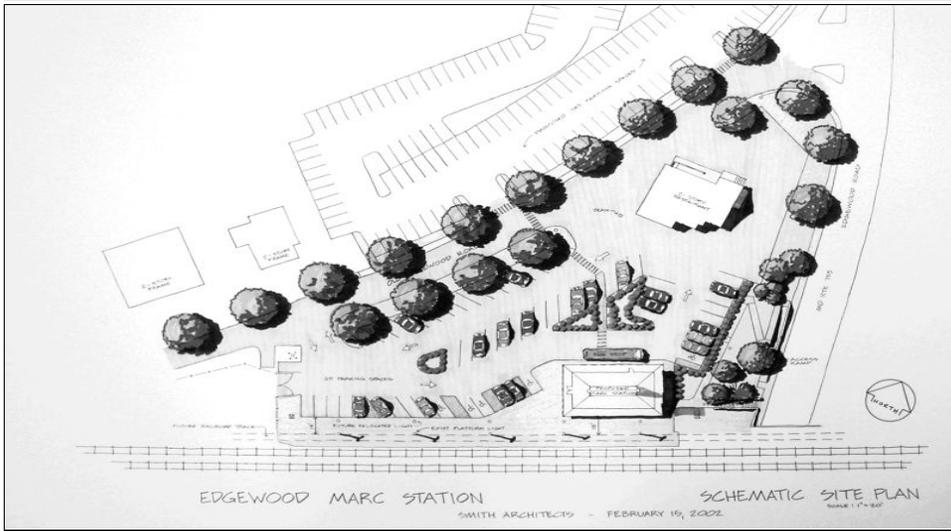
ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure D & E -- Line 35

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased \$10.0 million due to need to fund other critically needed projects. Cost may be adjusted pending resolution of CSX negotiations.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
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	10,000	12	0	500	9,488	0	0	0	9,988	0
Construction	5,000	0	0	0	2,000	2,000	1,000	0	5,000	0
Total	15,000	12	0	500	11,488	2,000	1,000	0	14,988	0
Federal-Aid	9,560	0	0	400	6,160	2,000	1,000	0	9,560	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5309FG	2,657
CO	2009	M-5307	2,710
CO	2009	M-5309FG	1,193
CO	2010	M-5309FG	1,734
CO	2011	M-5307	1,266



STATUS: Parking expansion is complete. Planning is underway for station building and ADA access improvements.

PROJECT: MARC Edgewood Station

DESCRIPTION: Replacement of the existing station trailer with a building to enhance customer service. Includes ADA upgrades. This project is BRAC related.

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:

Assessment of Transit Needs for Maryland Base Realignment and Closure D & E -- Line 35

SIGNIFICANT CHANGE FROM FY 2007 - 12 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	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	200	0	200	0	0	0	0	0	200	0
Engineering	773	137	100	336	200	0	0	0	636	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,708	1,974	0	0	0	880	854	0	1,734	0
Total	4,681	2,111	300	336	200	880	854	0	2,570	0
Federal-Aid	2,516	433	267	269	160	704	683	0	2,083	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	B-5309-OE	380
CO	2008	4309-SHA	276
CO	2009	4309-SHA	257

USAGE: Approximately 294 boardings per day occurred during CY 2007.

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



STATUS: New project.

PROJECT: MARC Growth and Investment Plan

DESCRIPTION: This project will purchase new railcars, construct new stations and station buildings, construct storage yards and additional parking, lay additional track, and make other associated right of way improvements. This is a Revenue Increase project. This project is BRAC related.

JUSTIFICATION: MARC train service is already at capacity and with the anticipated impacts associated with BRAC, the MARC service must grow to meet this demand. This funding will implement the first elements of the MARC Growth and Investment Plan.

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 2007 - 12 CTP: Added as a Revenue Increase project.

<u>POTENTIAL FUNDING SOURCE:</u>		<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 2007			2008	20092010.....2011.....			.....2012.....	.....2013.....
Planning	12,225	0	275	3,800	5,750	1,600	800	0	12,225	0
Engineering	8,600	0	100	1,550	1,750	3,100	2,100	0	8,600	0
Right-of-way	38,000	0	0	0	0	10,000	14,000	14,000	38,000	0
Construction	142,500	0	1,000	20,500	41,800	18,500	27,500	24,200	133,500	9,000
Total	201,325	0	1,375	25,850	49,300	33,200	44,400	38,200	192,325	9,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1263, 1264, 1265, 1266



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 ticketing office. Provision is also made for a future Purple Line Station and hiker/biker trail.

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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Purple Line Study -- Line 38

STATUS: Engineering and environmental work are complete. The project is being managed by Montgomery County with construction to be completed in conjunction with a joint developer through WMATA.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	867	867	0	0	0	0	0	0	0	0
Engineering	11,963	7,324	1,500	3,139	0	0	0	0	4,639	0
Right-of-way	605	605	0	0	0	0	0	0	0	0
Construction	69,091	6,570	1,500	6,809	32,542	21,670	0	0	62,521	0
Total	82,526	15,366	3,000	9,948	32,542	21,670	0	0	67,160	0
Federal-Aid	59,726	12,164	2,400	7,958	26,034	11,170	0	0	47,562	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	B-5309SS	5,793
CO	2009	B-5309SS	824

USAGE: An average of 655 boardings per day occurred during CY 2007.

Project total reflects \$6.8 million in local contribution from Montgomery County. In addition, Montgomery County is to reimburse MDOT \$6.0 million from Montgomery County's share of future WMATA Transportation Infrastructure Investment Fund (TIIF).

0143, 0254



STATUS: Construction of Phase I surface parking is complete. Engineering for Phase II is underway. Construction delayed until budget year due to Amtrak review and approval of Phase II.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$7.7 million in Revenue Increase funds have been added to fully fund the project.

PROJECT: MARC Halethorpe Station Improvements

DESCRIPTION: Phase I of the project provides 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. This is a Revenue Increase project.

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.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	302	302	0	0	0	0	0	0	0	0	
Engineering	2,361	1,139	422	700	100	0	0	0	1,222	0	
Right-of-way	1,690	1,600	0	90	0	0	0	0	90	0	
Construction	19,710	3,392	4	2,250	6,980	7,084	0	0	16,318	0	
Total	24,063	6,433	426	3,040	7,080	7,084	0	0	17,630	0	
Federal-Aid	11,738	4,065	341	2,360	4,972	0	0	0	7,673	0	

USAGE: An average of 1,173 boardings per day occurred during CY 2007.



STATUS: Project complete and open to service.

PROJECT: MARC Odenton Station Parking Expansion

DESCRIPTION: Expansion of Odenton Station parking facilities. Project includes site selection, preparation of environmental documents, preliminary design and development of short-term parking solutions. Funding will also include land acquisition, engineering and construction of a 704-space surface parking lot expansion from 1,266 spaces to 1,970 spaces with pedestrian access under MD 175 to the station platform.

JUSTIFICATION: Existing parking is insufficient to meet the increasing ridership 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:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

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 2007			2008	20092010.....2011.....	2012.....2013.....	YEAR	TO
Planning	660	660	0	0	0	0	0	0	0	0	0
Engineering	534	534	0	0	0	0	0	0	0	0	0
Right-of-way	1,890	1,890	0	0	0	0	0	0	0	0	0
Construction	4,342	4,192	150	0	0	0	0	0	150	0	0
Total	7,426	7,276	150	0	0	0	0	0	150	0	0
Federal-Aid	5,901	5,751	150	0	0	0	0	0	150	0	0

USAGE: An average of 2,185 boardings per day occurred during CY 2006.



STATUS: Construction underway.

PROJECT: MARC Point of Rocks Station Parking Expansion

DESCRIPTION: Construct 227 additional parking spaces at the Point of Rocks MARC Station in Frederick County. Project will include 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 2007 - 12 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)	CURRENT YEAR EXPEND THRU 2007	CURRENT YEAR BUDGET 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	721	721	0	0	0	0	0	0	0	0
Engineering	681	684	-3	0	0	0	0	0	-3	0
Right-of-way	829	829	0	0	0	0	0	0	0	0
Construction	5,935	1,884	3,391	660	0	0	0	0	4,051	0
Total	8,166	4,118	3,388	660	0	0	0	0	4,048	0
Federal-Aid	6,533	2,722	3,283	528	0	0	0	0	3,811	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	390

USAGE: An average of 439 boardings per day occurred during CY 2007.



STATUS: Inspection, design and repairs are underway.

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 and economic necessity. This is a Revenue Increase project.

JUSTIFICATION: 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.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased \$7.3 million because of increased rail usage due to Cambridge Line remaining open and addition of High Road Bridge rehabilitation; \$3.5 million is from Revenue Increase funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,608	1,215	481	138	135	239	200	200	1,393	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,026	5,496	877	1,765	1,262	1,126	2,700	2,800	10,530	0
Total	18,634	6,711	1,358	1,903	1,397	1,365	2,900	3,000	11,923	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Cypress St (MD 291) has been rehabilitated under an emergency contract. Current year crossings 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.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increase of \$5.5 million reflects anticipated program needs; \$5.0 million is in Revenue Increase funds.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for the rehabilitation of the grade crossings on a priority basis. This is a Revenue Increase project.

JUSTIFICATION: This is a system preservation and safety enhancement effort to maintain 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.

<u>POTENTIAL FUNDING SOURCE:</u>		<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	606	359	147	100	0	0	0	0	247	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,992	1,336	700	1,111	1,483	1,282	640	2,440	7,656	0
Total	9,598	1,695	847	1,211	1,483	1,282	640	2,440	7,903	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Project scope is being finalized.

PROJECT: Light Rail Vehicle Mid-Life Overhaul

DESCRIPTION: Design and construction of a mid-life overhaul of the Light Rail fleet. A 15-year inspection and overhaul of the major and subassemblies of the original Light Rail fleet of 35 vehicles will be performed and will involve identifying and remedying obsolete parts issues. This is a Revenue Increase project.

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 2007 - 12 CTP: Added to the Construction program. \$46.0 million is Revenue Increase funds.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	50	94	119	119	118	0	0	450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,514	68	1,360	11,229	11,229	13,228	13,200	9,200	59,446	0
Total	60,014	118	1,454	11,348	11,348	13,346	13,200	9,200	59,896	0
Federal-Aid	5,164	0	967	0	0	996	3,201	0	5,164	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2011	R-5309FG	996
CO	2012	R-5309FG	3,201



STATUS: Complete and open to service. FY 2008 funding reflects adjustments due to Federal grant funds being received.

PROJECT: Light Rail Double Track

DESCRIPTION: Project adds a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles has been upgraded to two tracks. Boarding platforms for the second track have been constructed at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

JUSTIFICATION: Installation of double track on eight sections enhances operational flexibility by eliminating train delays at single track sections. The double track will also allow maintenance operations during revenue hours. The result of the double tracking will be improved service and increased ridership.

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 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	7,819	7,819	0	0	0	0	0	0	0	0
Engineering	14,958	14,957	1	0	0	0	0	0	1	0
Right-of-way	699	699	0	0	0	0	0	0	0	0
Construction	130,847	134,579	-3,732	0	0	0	0	0	-3,732	0
Total	154,323	158,054	-3,731	0	0	0	0	0	-3,731	0
Federal-Aid	123,246	130,206	-6,960	0	0	0	0	0	-6,960	0

Fiscal year 2008 cash flows reflect Federal receivables still outstanding at the end of the State fiscal year 2007.

0492



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 2007 - 12 CTP: None.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
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	28,814	14,523	2,330	4,731	4,900	2,330	0	0	14,291	0
Total	29,524	15,233	2,330	4,731	4,900	2,330	0	0	14,291	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



STATUS: Rehabilitation complete. Remote monitoring system is under procurement. Project will be complete upon 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 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,235	1,235	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	56,242	55,552	690	0	0	0	0	0	690	0	
Total	57,477	56,787	690	0	0	0	0	0	690	0	
Federal-Aid	35,798	34,961	837	0	0	0	0	0	837	0	



STATUS: Overhaul project is complete. 5- and 10-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 5- and 10-year ongoing overhauls to reduce system failures and to continue reliability. This is a Revenue Increase project.

JUSTIFICATION: The Metro railcars are over 20 years old. Rehabilitation of major railcar systems and components during the mid-life overhaul was required to enable the railcars to reach their useful life cycle of 30 years. Numerous components were seriously deteriorated and some of the technology and parts were obsolete. Timely, scheduled periodic overhauls of the Metro railcars on a 5- and 10-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

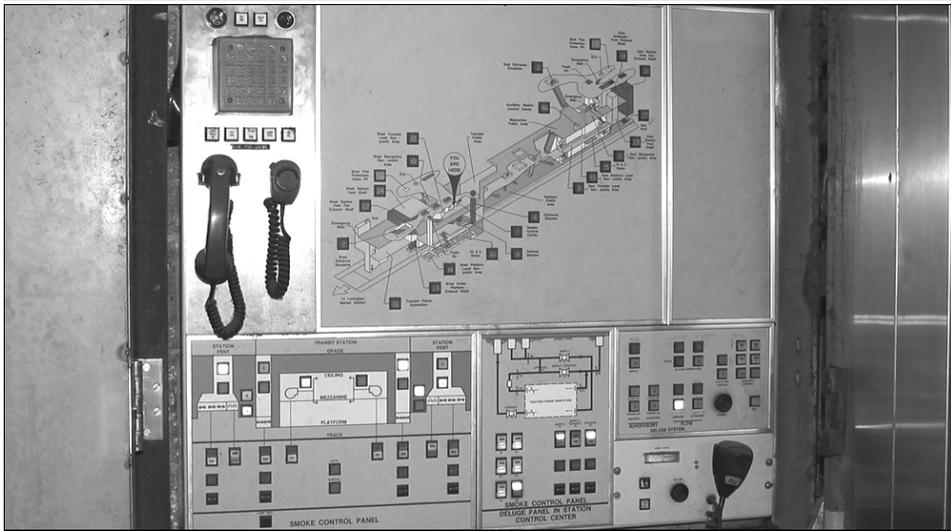
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased \$49.4 million due to addition of Metro Railcar Ongoing Overhaul project (0091) which was previously in the Minors program; reflects \$26.0 million in additional Revenue Increase funds.

<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 2007			2008	20092010....2011....			....2012....	....2013....
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	145,223	99,713	4,575	5,036	8,881	21,508	5,510	0	45,510	0
Total	145,327	99,817	4,575	5,036	8,881	21,508	5,510	0	45,510	0
Federal-Aid	56,599	47,075	3,654	244	3,395	2,231	0	0	9,524	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2009	5307	244
CO	2010	5307	3,395
CO	2011	R-5309FG	1,603
CO	2011	5307	628



STATUS: SCADA project is under construction. Lighting and sprinkler work is substantially complete.

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 of 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 2007 - 12 CTP: Project increased by \$5.6 million due to a high bid for this project.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	6,507	4,480	174	398	760	684	11	0	2,027	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,888	13,584	8,386	11,139	10,678	9,615	11,493	2,993	54,304	0
Total	74,596	18,265	8,560	11,537	11,438	10,299	11,504	2,993	56,331	0
Federal-Aid	50,573	5,405	6,951	9,230	9,150	8,239	9,203	2,395	45,168	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	5307	4,064
CO	2008	R-5309FG	10,484
CO	2009	5307	2,061
CO	2009	R-5309FG	10,876
CO	2010	R-5309FG	6,161
CO	2011	R-5309FG	2,910
CO	2011	5307	1,450



STATUS: Procurement of one hundred twenty-five 40' buses, three 30' buses and ten hybrid electric buses is complete. Annual ongoing bus replacements are underway.

PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of 40-foot 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 which will have exceeded their 12-year useful life cycle.

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 to 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:

Replacement of Fare Collection Equipment and Implement Smart Card -- Line 24

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased by \$49.8 million due to refinement of bus needs. Procurements have been added for FY13 and the purchase of additional articulated buses.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
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	259,653	80,480	1,914	28,220	48,096	50,857	40,086	10,000	179,173	0
Total	259,878	80,705	1,914	28,220	48,096	50,857	40,086	10,000	179,173	0
Federal-Aid	173,800	35,355	-426	22,564	37,247	39,060	30,125	9,875	138,445	0

Fiscal year 2008 cash flow reflects overall adjustments made to the projects Federal aid distribution.
0299, 0464, 0509, 0518, 1172, 1173, 1199, 1226

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	CMAQ-SHA	21,701
CO	2008	CMAQ	3,900
CO	2008	B-5309	1,370
CO	2009	CMAQ	3,900
CO	2009	B-5309	1,370
CO	2009	CMAQ-SHA	12,300
CO	2010	CMAQ-SHA	8,700
CO	2010	CMAQ	8,900
CO	2010	B-5309	1,370
CO	2011	CMAQ-SHA	13,000
CO	2011	CMAQ	8,900
CO	2011	B-5309	1,370
CO	2012	B-5309	1,870
CO	2012	CMAQ	8,900



STATUS: Project planning phase is underway.

PROJECT: Bus Kirk Division

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. This is a Revenue Increase project.

JUSTIFICATION: 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 2007 - 12 CTP: This project was previously in the Minors and has been added to the Construction program. \$65.0 million is Revenue Increase funding.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	1,547	1,032	250	265	0	0	0	0	515	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	2,050	15	8	2,027	0	0	0	0	2,035	0	
Construction	65,000	0	0	1,500	18,000	25,000	20,500	0	65,000	0	
Total	68,597	1,047	258	3,792	18,000	25,000	20,500	0	67,550	0	
Federal-Aid	2,514	422	258	1,834	0	0	0	0	2,092	0	

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	5307	388



STATUS: Procurement underway.

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles.

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. An increase to the normal acquisition numbers is required to maintain set service benchmarks in ontime performance, travel time and schedule compliance. Mobility acquired large vehicle fleet numbers during the new service model startup in FY 2005. Many of these revenue vehicles will meet the end of their useful life cycles at the same time thus requiring large replacement efforts. The MTA is attempting to mitigate this issue by procuring smaller numbers more often to stabilize the replacement cycle.

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 2007 - 12 CTP: Cost decreased \$1.3 million due to refinement of 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	500	220	230	30	20	0	0	0	280	0
Engineering	2,950	12	25	1,475	1,438	0	0	0	2,938	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	56,573	15,491	5,396	7,615	8,631	8,754	7,255	3,431	41,082	0
Total	60,023	15,723	5,651	9,120	10,089	8,754	7,255	3,431	44,300	0
Federal-Aid	7,258	1,008	3,216	1,194	585	585	585	85	6,250	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	B-5309	585
CO	2009	B-5309	585
CO	2010	B-5309	585
CO	2011	B-5309	585
CO	2012	B-5309	85

USAGE: Service demand increased 16% in FY2007 compared to FY2006.



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

PROJECT: Replacement of Fare Collection Equipment and Implement Smart Card

DESCRIPTION: Replace existing fare collection equipment on core Bus, Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems 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:

Bus Procurement -- Line 21

SIGNIFICANT CHANGE FROM FY 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	386	0	22	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,731	76,081	4,041	6,653	2,956	0	0	0	13,650	0
Total	90,139	76,467	4,041	6,675	2,956	0	0	0	13,672	0
Federal-Aid	17,896	14,436	2,166	1,294	0	0	0	0	3,460	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 2007 - 12 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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
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	11,170	10,832	40	298	0	0	0	0	338	0
Total	11,753	11,415	40	298	0	0	0	0	338	0
Federal-Aid	4,600	4,546	32	22	0	0	0	0	54	0



STATUS: Installation of the CAD/AVL system is underway.

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 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 and advise patrons of next 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 and provide better 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 2007 - 12 CTP: Moved from the Minors 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	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
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	11,939	7,582	2,400	1,500	457	0	0	0	4,357	0
Total	12,083	7,726	2,400	1,500	457	0	0	0	4,357	0
Federal-Aid	120	120	0	0	0	0	0	0	0	0



STATUS: Installation of cameras at Phase I locations is underway.

PROJECT: CCTV Improvements

DESCRIPTION: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities. Sites are prioritized on a systemwide threat vulnerability assessment. This is a Revenue Increase project.

JUSTIFICATION: Improvements to the CCTV system will enhance safety and security at key MTA locations.

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 2007 - 12 CTP: Moved from the Minors program. \$6.3 million is Revenue Increase funds.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
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	22,800	4,670	3,416	4,100	3,831	0	6,783	0	18,130	0
Total	22,801	4,671	3,416	4,100	3,831	0	6,783	0	18,130	0
Federal-Aid	13,096	3,097	2,849	2,535	2,708	0	1,907	0	9,999	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	5307	1,207
CO	2009	5307	1,615
CO	2010	5307	2,708
CO	2011	5307	594
CO	2012	5307	1,313



STATUS: LaPlata Park and Ride lot completed and open to service. Prince Frederick Park and Ride lot will be under construction in budget fiscal year.

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Commuter Bus Park and Ride lots at Dunkirk, Prince Frederick, Waldorf, LaPlata, Charlotte Hall and New Market in Southern Maryland. This is a Revenue Increase project.

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.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Individual projects have been moved from the Minors program. \$16.4 million is Revenue Increase funds.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,026	2,538	428	60	0	0	0	0	488	0
Engineering	2,258	818	540	385	515	0	0	0	1,440	0
Right-of-way	4,626	1,136	490	2,000	1,000	0	0	0	3,490	0
Construction	31,800	2,407	450	181	9,480	11,282	2,000	6,000	29,393	0
Total	41,710	6,899	1,908	2,626	10,995	11,282	2,000	6,000	34,811	0
Federal-Aid	22,930	3,447	1,749	2,100	8,796	6,726	112	0	19,483	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	B-5309CB	3,000
CO	2009	B-5309CB	2,713

1035, 1036, 1037, 1038, 1040, 1041



STATUS: Funds awarded base 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. This is a Revenue Increase project. This project is BRAC related.

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 2008 and Prior -- Line 51

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Total cost increased by \$71.6 million due to anticipated growth in demand, addition of FY 2013 and addition of projects 1143, 1144, 1184, 1150, 1260, 1261 and 1262 to the Major Construction program. \$56.8 million is Revenue Increase funds.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,429	13,022	1,930	1,485	1,485	1,485	1,485	1,537	9,407	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	192,039	53,691	14,698	35,355	21,894	21,271	21,043	24,087	138,348	0
Total	214,468	66,713	16,628	36,840	23,379	22,756	22,528	25,624	147,755	0
Federal-Aid	124,080	51,668	12,682	16,667	10,757	10,203	10,000	12,103	72,412	0

0045, 0211, 0217, 0218, 0826, 0828, 0878, 0885, 1025, 1143, 1144, 1150, 1184, 1260, 1261, 1262

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	L-5307	1,325
CO	2008	L-5309	2,100
CO	2008	L-5309MPG	1,375
CO	2008	CMAQ	1,240
CO	2008	L-5311	1,500
CO	2009	CMAQ	1,240
CO	2009	L-5309MPG	1,375
CO	2009	L-5309	2,100
CO	2009	L-5311	1,500
CO	2009	L-5307	1,325
CO	2010	CMAQ	1,240
CO	2010	L-5307	1,325
CO	2010	L-5309	2,100
CO	2010	L-5309MPG	1,375



STATUS: Funds awarded based on an annual application cycle. A detailed list of FY 2008 Non-Profit Agencies receiving vehicles in current fiscal year is provided in Line 51.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Private Non-Profit Agencies)

DESCRIPTION: The MTA administers a grant program that provides 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 2008 and Prior -- Line 51

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Total cost increased by \$7.3 million due to anticipated growth in demand and addition of FY 2013.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
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	32,917	12,150	1,176	5,789	3,402	3,250	3,400	3,750	20,767	0
Total	32,917	12,150	1,176	5,789	3,402	3,250	3,400	3,750	20,767	0
Federal-Aid	26,333	10,265	940	4,631	2,722	2,600	2,720	2,455	16,068	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	L-5310	2,000
CO	2009	L-5310	2,000
CO	2010	L-5310	2,000
CO	2011	L-5310	2,000
CO	2012	L-5310	2,000
CO	2013	L-5310	2,000



STATUS: Funds are awarded on an annual basis.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement. The current program funds approximately six to ten buses for replacement of existing Ride On vehicles. This is a Revenue Increase project. This project is BRAC related.

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 2007 - 12 CTP: Total cost increased by \$8.9 million due to anticipated growth in demand and addition of fiscal year 2013; \$5.0 million is Revenue Increase funds.

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
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	56,749	32,977	1,672	10,080	5,240	2,740	2,740	1,300	23,772	0	
Total	56,749	32,977	1,672	10,080	5,240	2,740	2,740	1,300	23,772	0	
Federal-Aid	5,528	6,323	-2,595	0	1,800	0	0	0	-795	0	

0892, 0894, 1075



STATUS: Funding is awarded on an annual basis.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Annual funding for approximately 3 - 5 buses per year to replace existing vehicles in the County's "The Bus" fleet. This is a Revenue Increase project. This project is BRAC related.

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 2007 - 12 CTP: Cost increased \$1.8 million due to anticipated growth in demand; \$1.2 million is Revenue Increase funds.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
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	9,019	4,087	632	1,820	620	620	620	620	4,932	0	
Total	9,019	4,087	632	1,820	620	620	620	620	4,932	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Red Line Corridor Transit Study

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 screening, 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.

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:

Green Line Corridor Transit Study - Line 39

STATUS: Alternatives Analysis (AA) underway. Preparation of Draft Environmental Impact Statement (DEIS) underway.

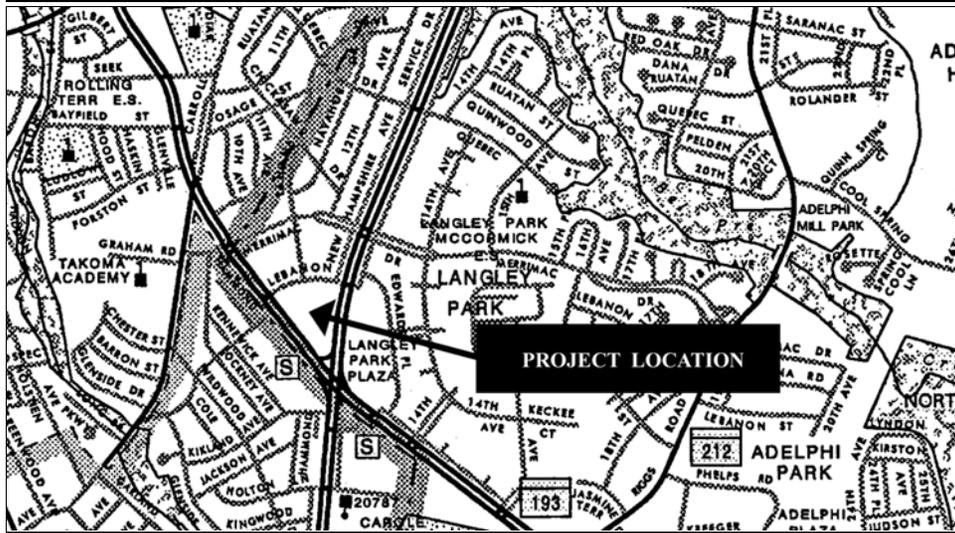
SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The project funding schedule reflects the continued work needed on the AA/DEIS, especially travel demand forecasting and the FTA New Starts requirements.

<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)	TOTAL EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	46,071	21,774	4,297	3,500	9,000	7,500	0	0	24,297	0
Engineering	58,000	0	0	0	0	23,000	25,000	10,000	58,000	0
Right-of-way	80,000	0	0	0	0	13,500	40,500	26,000	80,000	0
Construction	54,914	0	0	0	0	0	0	54,914	54,914	0
Total	238,985	21,774	4,297	3,500	9,000	44,000	65,500	90,914	217,211	0
Federal-Aid	122,264	5,838	3,437	2,800	7,200	24,250	32,750	45,989	116,426	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	R5309FGRG	4,500
CO	2009	R5309FGRG	4,500
CO	2010	R5309FGRG	4,500
CO	2011	R5309FGRG	87,000
CO	2011	5307	1,292
CO	2012	5307	4,211
CO	2013	5307	9,806

Funding for construction is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.

0862



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.

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 address pedestrian safety 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:

Purple Line Study -- Line 38

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

SIGNIFICANT CHANGE FROM FY 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	453	351	100	2	0	0	0	0	102	0
Engineering	600	43	50	407	100	0	0	0	557	0
Right-of-way	3,720	0	0	3,720	0	0	0	0	3,720	0
Construction	7,537	0	0	0	3,500	4,037	0	0	7,537	0
Total	12,310	394	150	4,129	3,600	4,037	0	0	11,916	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).