

MARC

Light Rail

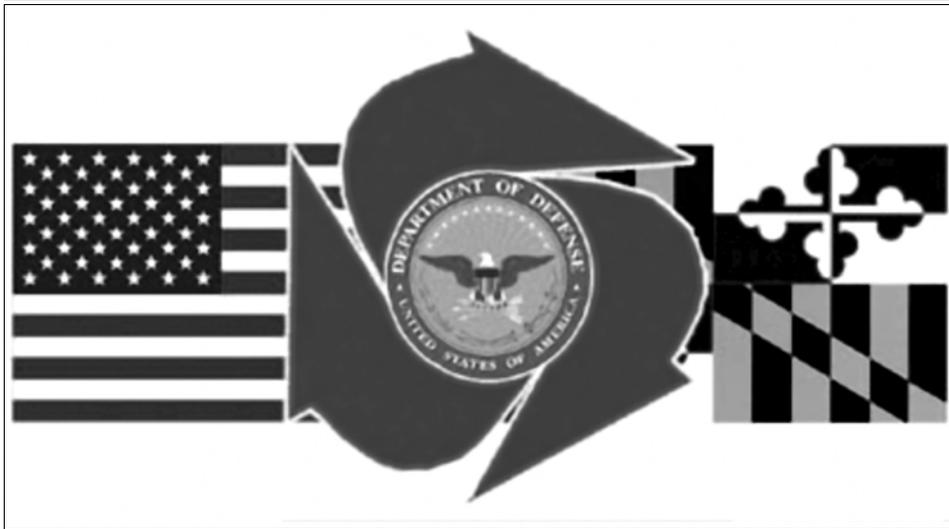
Baltimore METRO

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS



STATUS: Studies underway.

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 Fort Meade, Bethesda, Aberdeen, Fort Detrick and Andrews AFB. This is a BRAC related project.

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:

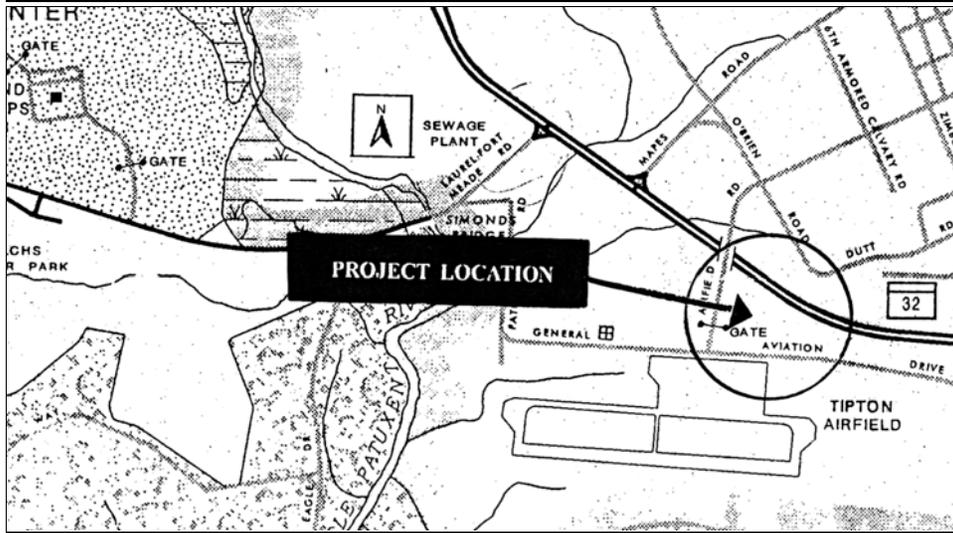
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Riverside Maintenance Facility -- Line 6
- MARC Edgewood Station -- Line 7
- Central Maryland Transit Maintenance Facility -- Line 36

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the D & E program.

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 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	5,500	115	485	500	2,900	1,500	0	0	5,385	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,500	0	0	0	1,750	1,750	0	0	3,500	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,000	115	485	500	4,650	3,250	0	0	8,885	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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. This is a BRAC related project.

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:

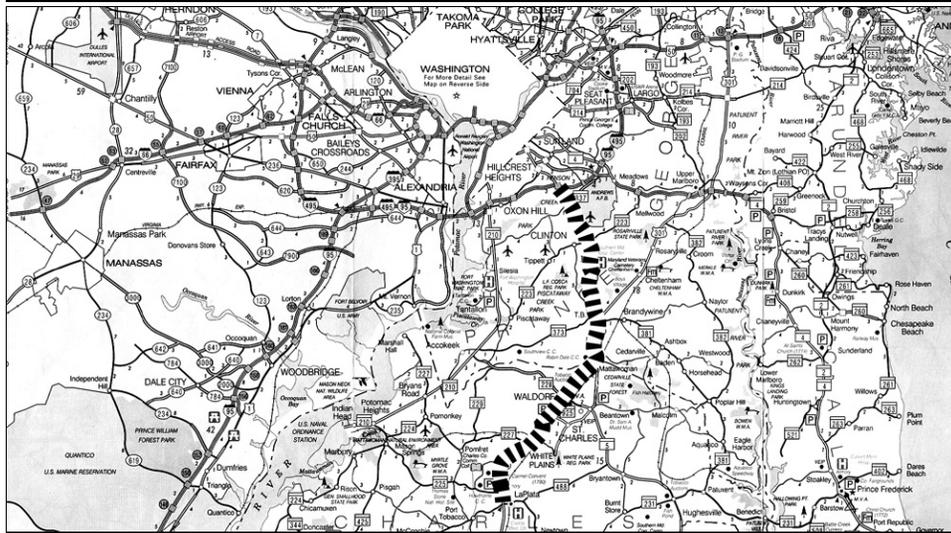
Assessment of Transit Needs for Maryland Base Realignment and Closure D & E -- Line 35

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

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	2,100	283	0	217	800	800	0	0	1,817	0
Engineering	3,030	30	0	0	0	1,000	1,000	1,000	3,000	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	5,130	313	0	217	800	1,800	1,000	1,000	4,817	0
Federal-Aid	0	0	0	0	0	0	0	0	0	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 \$800k towards the planning and design.



STATUS: Corridor preservation underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased by \$3.6 million due to the addition of the Southern Maryland Transit Corridor Preservation Study (1206).

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. This project is BRAC related.

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.

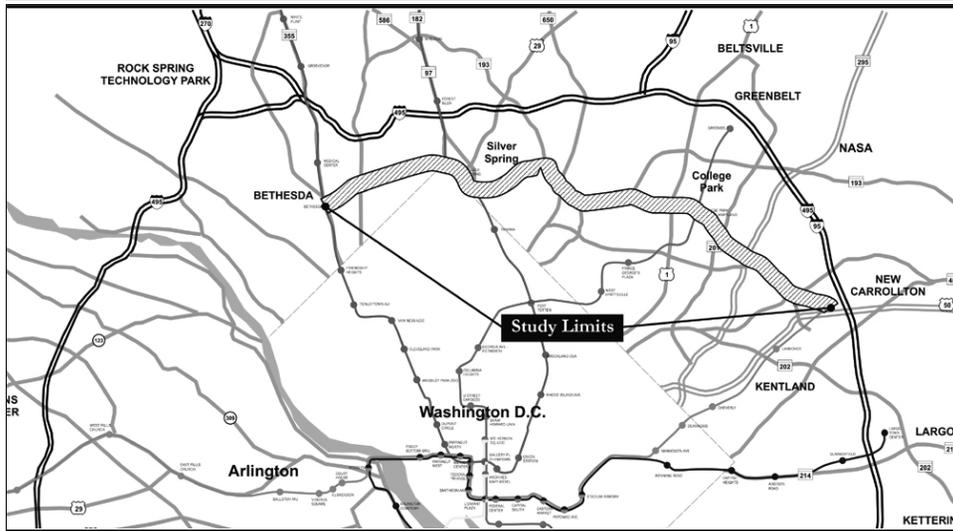
SMART GROWTH STATUS:

- 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:

- SHA - I-95/I-495 Branch Avenue Metro Station Access Study
- SHA - MD 5, from US 301 Interchange at T.B. to north of I-95/I-495
- SHA - MD 5/MD 373/Brandywine Road Relocated Interchange

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	4,554	554	250	550	1,200	1,000	1,000	0	4,000	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	4,554	554	250	550	1,200	1,000	1,000	0	4,000	0
Federal-Aid	422	422	0	0	0	0	0	0	0	0



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. This is a Revenue Increase project.

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.

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 9
- Takoma/Langley Park Transit Center -- Line 34

STATUS: The Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) phase is expected to be completed during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$100 million has been added to PE phase, all in 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	30,845	17,147	5,063	4,000	4,635	0	0	0	13,698	0
Engineering	100,000	0	0	0	0	18,000	30,000	26,000	74,000	26,000
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	130,845	17,147	5,063	4,000	4,635	18,000	30,000	26,000	87,698	26,000
Federal-Aid	20,223	9,397	4,237	3,200	3,389	0	0	0	10,826	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	2,835

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



PROJECT: Green Line Corridor Transit Study

DESCRIPTION: The Green Line Transit Corridor 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, assess social/cultural impacts and project transit economic development benefits and impacts. This is a Revenue Increase project.

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:

Red Line Corridor Transit Study -- Line 33

STATUS: The Draft Environmental Impact Statement (DEIS) is underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$5.0 million in additional PP funds have been added, all 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	17,945	997	1,000	2,200	4,011	3,340	3,397	3,000	16,948	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	17,945	997	1,000	2,200	4,011	3,340	3,397	3,000	16,948	0
Federal-Aid	3,511	0	1,000	1,760	751	0	0	0	3,511	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	R5309FGRG	500
CO	2008	5307	1,298
CO	2009	R5309FGRG	500
CO	2009	5307	76
CO	2010	R5309FGRG	500



STATUS: The Alternatives Analysis and environmental assessment are underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$80.0 million has been added to PE phase, all in Revenue Increase funding.

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. This is a Revenue Increase project.

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.

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

<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	8,564	2,564	500	1,000	2,500	2,000	0	0	6,000	0
Engineering	82,436	0	0	0	0	13,000	17,936	14,000	44,936	37,500
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	91,000	2,564	500	1,000	2,500	15,000	17,936	14,000	50,936	37,500
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The estimated cost is for the entire project in Montgomery and Frederick Counties and is reported in the SHA program. Funding is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.



PROJECT: Maglev System Study

DESCRIPTION: Study feasibility and prepare 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.

STATUS: The Draft Environmental Impact Statement (DEIS) and environmental reevaluation are complete. In consultation with the Federal Railroad Administration, an administrative draft FEIS is being submitted during the current fiscal year.

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				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	17,057	16,781	276	0	0	0	0	0	276	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	17,057	16,781	276	0	0	0	0	0	276	0
Federal-Aid	13,162	12,886	276	0	0	0	0	0	276	0

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

0483



STATUS: Phase I feasibility study completed, Transit Oriented Development proposal under review.

PROJECT: MARC Odenton Station Parking Garage D & E

DESCRIPTION: Planning and environmental documentation for a proposed 2500 - 3500 space parking garage at MARC Odenton Station. This project is BRAC related.

JUSTIFICATION: No additional area is available for additional surface parking. The existing surface parking lots are proposed to be developed.

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: 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)	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	600	24	0	10	566	0	0	0	576	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	600	24	0	10	566	0	0	0	576	0
Federal-Aid	480	0	0	10	470	0	0	0	480	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	139

USAGE: An average of 2,185 boardings per day occurred during CY 2007.

