

## **APPENDIX I**

MTA Major Projects. Please disregard the MTA section of the CTP, Line Items 1 through 42, and replace with this section. For your information: Line Items 43 through 48 in the CTP are correct and are not replaced with an Appendix.



**STATUS:** Revenue service began December 2001. Enhancement tasks are underway for the Brunswick and Frederick lines.

**PROJECT:** MARC Frederick Extension

**DESCRIPTION:** Newly constructed 13.5 mile service from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations. This service extension connects to the Brunswick Line 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Point of Rocks MARC Station Parking Expansion – Line 10

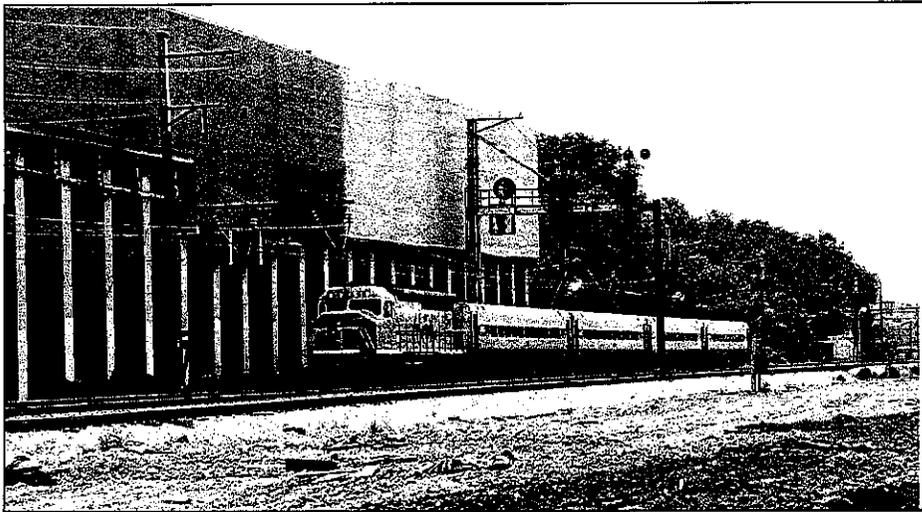
**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

<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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,491	3,201	290	0	0	0	0	0	290	0
Right-of-way	6,216	6,088	128	0	0	0	0	0	128	0
Construction	45,683	40,607	1,962	2,114	1,000	0	0	0	5,076	0
Total	56,066	50,572	2,380	2,114	1,000	0	0	0	5,494	0
Federal-Aid	44,815	40,172	2,043	1,800	800	0	0	0	4,643	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1993	5309NS	944
CO	1996	5309NS	9,880
CO	1997	5309NS	14,859
CO	1998	5309NS	19,132

**USAGE:** Approximately 380 patrons per day use the MARC Frederick Extension.

**OPERATING COST IMPACT:** Approximately \$2.5 million per year.



**STATUS:** Engineering underway for Washington Mid-Day Storage Yard.

**PROJECT:** MARC Maintenance, Layover & Storage Facilities

**DESCRIPTION:** Current funding supports planning, environmental documentation, design and property acquisition of major maintenance, shop, layover and storage yard facilities. Funding includes construction for the Washington Mid-Day Storage Yard.

**JUSTIFICATION:** Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The mid-day storage facility will reduce interference to Amtrak operations in Washington and provide urgently needed mid-day storage away from Washington Union Station.

**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 2006 - 11 CTP:** Additional \$12.2 million added for construction of the Washington Mid-Day Storage Yard.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	3,181	3,023	80	78	0	0	0	0	158	0
Engineering	5,227	2,369	300	1,105	1,453	0	0	0	2,858	0
Right-of-way	18,299	9,465	2,673	4,046	115	1,000	1,000	0	8,834	0
Construction	35,427	35	0	0	7,170	5,000	11,000	12,222	35,392	0
<b>Total</b>	<b>62,134</b>	<b>14,892</b>	<b>3,053</b>	<b>5,229</b>	<b>8,738</b>	<b>6,000</b>	<b>12,000</b>	<b>12,222</b>	<b>47,242</b>	<b>0</b>
Federal-Aid	45,357	7,208	2,797	4,183	6,990	4,800	9,601	9,778	38,149	0

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FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1993	M-5309FG	530
CO	1994	5307	796
CO	1994	M-5307	668
CO	1996	M-5309FG	2,481
CO	1997	M-5309FG	4,314
CO	1998	M-5309FG	10,608
CO	1999	M-5309FG	7,173
CO	2000	M-5309FG	1,713
CO	2001	5309NS	9,906
CO	2008	M-5309FG	907
CO	2009	M-5309FG	2,782
CO	2010	M-5309FG	916
CO	2011	M-5309FG	1,379
CO	2012	M-5309FG	1,184



**STATUS:** Improvements on-going.

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

**DESCRIPTION:** Project reflects an on-going 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

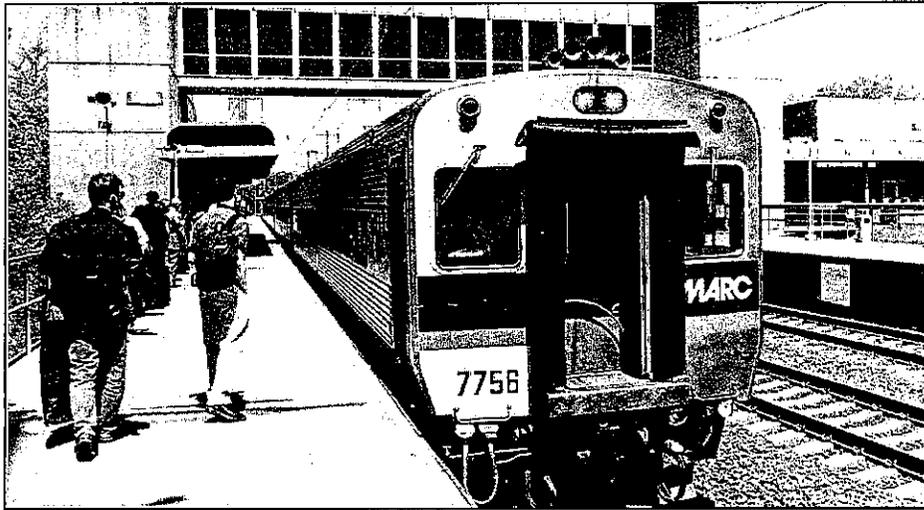
**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$10.4 million to reimburse AMTRAK for previous work and to cover negotiated agreement.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,631	207	0	0	0	0	0	207	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,548	35,854	22,137	14,557	11,000	12,000	7,000	0	66,694	0
<b>Total</b>	<b>104,386</b>	<b>37,485</b>	<b>22,344</b>	<b>14,557</b>	<b>11,000</b>	<b>12,000</b>	<b>7,000</b>	<b>0</b>	<b>66,901</b>	<b>0</b>
Federal-Aid	81,268	28,611	15,901	11,645	8,800	9,600	6,711	0	52,657	0

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FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1997	M-5307	3,700
CO	1999	M-5309FG	5,010
CO	2000	M-5309FG	6,378
CO	2001	M-5309FG	11,049
CO	2002	M-5309FG	14,137
CO	2003	M-5307	1,221
CO	2003	M-5309FG	7,623
CO	2004	M-5309FG	2,866
CO	2005	M-5309FG	7,103
CO	2006	M-5307	2,000
CO	2006	M-5309FG	4,268
CO	2007	M-5307	1,000
CO	2008	M-5309FG	1,667
CO	2008	M-5307	1,000
CO	2009	M-5307	745

CO	2010	M-5307	6,000
CO	2011	M-5307	5,501



**STATUS:** Engineering is underway.

**PROJECT:** MARC II Vehicle Mid-Life Overhaul

**DESCRIPTION:** Twenty-year mid-life overhaul of the 26 MARC II cars constructed by Nippon Sharyo that became part of the MARC fleet between 1985 and 1987. Overhaul will consist of complete carbody interior and exterior overhaul. Regulatory requirements triggered by Capital Overhaul will also be included.

**JUSTIFICATION:** The mid-life overhaul will extend the life of mechanical systems for another 19 years and extend the carbody life for 29 years.

**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

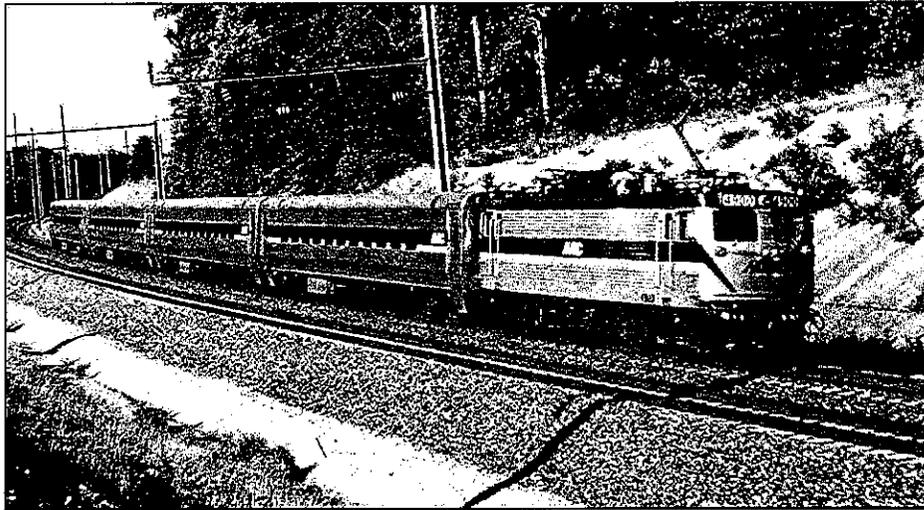
**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	244	102	42	100	0	0	0	0	142	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	3,000	4,000	5,000	10,000	3,000	25,000	0
<b>Total</b>	<b>25,244</b>	<b>102</b>	<b>42</b>	<b>3,100</b>	<b>4,000</b>	<b>5,000</b>	<b>10,000</b>	<b>3,000</b>	<b>25,142</b>	<b>0</b>
Federal-Aid	20,429	63	34	2,480	3,200	4,000	8,252	2,400	20,366	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	M-5309FG	250
CO	2004	M-5309FG	310
CO	2007	M-5309FG	2,400
CO	2008	M-5309FG	1,000
CO	2009	M-5309FG	2,000
CO	2010	M-5309FG	8,333
CO	2011	M-5309FG	4,336
CO	2012	M-5309FG	1,800



**STATUS:** Engineering complete. Procurement underway for GP40 diesel locomotives. Construction underway for AEM7 electric locomotives.

**PROJECT:** MARC Mid-Life Overhaul of GP40 and AEM7 Locomotives

**DESCRIPTION:** Conduct a mid-life overhaul of 19 GP40 Diesel and 4 AEM7 Electric MARC locomotives.

**JUSTIFICATION:** Locomotives are half-way through their useful life and need to be overhauled to maintain proper operation.

**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:**

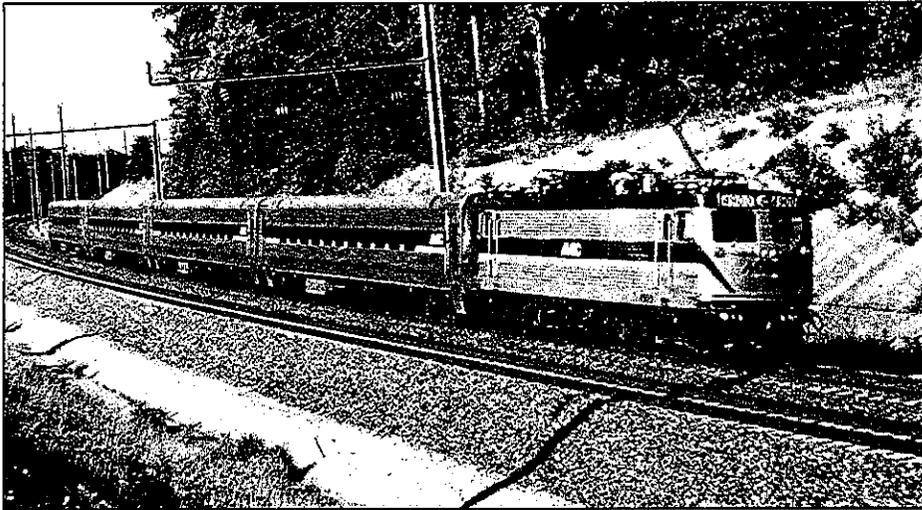
None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	398	198	100	100	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,950	2,077	2,073	8,500	17,000	17,000	11,300	3,000	58,873	0
<b>Total</b>	<b>61,348</b>	<b>2,275</b>	<b>2,173</b>	<b>8,600</b>	<b>17,000</b>	<b>17,000</b>	<b>11,300</b>	<b>3,000</b>	<b>59,073</b>	<b>0</b>
Federal-Aid	49,078	1,734	1,759	6,880	13,800	13,600	9,040	2,465	47,344	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	M-5307	1,769
CO	2004	M-5309FG	1,095
CO	2005	M-5307	432
CO	2005	M-5309FG	2,016
CO	2006	M-5307	4,452
CO	2006	M-5309FG	5,966
CO	2007	M-5307	1,797
CO	2007	M-5309FG	4,767
CO	2008	M-5307	8,882
CO	2008	M-5309FG	2,000
CO	2009	M-5307	8,758
CO	2009	M-5309FG	4,096
CO	2010	M-5309FG	1,084
CO	2010	M-5307	772
CO	2011	M-5309FG	1,192

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**STATUS:** Right-of-way acquisition to begin in FY 2007.

**PROJECT:** MARC Procure Riverside Facility from CSX

**DESCRIPTION:** Procurement of the CSX Riverside Maintenance Facility from CSX for development into a MARC maintenance facility. Cost includes right-of-way acquisition and construction of a maintenance facility (BRAC Related).

**JUSTIFICATION:** The acquisition of the CSX Riverside Maintenance Facility is planned to coincide with takeover by a new operations and maintenance contractor, replacing both CSX and Amtrak.

**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

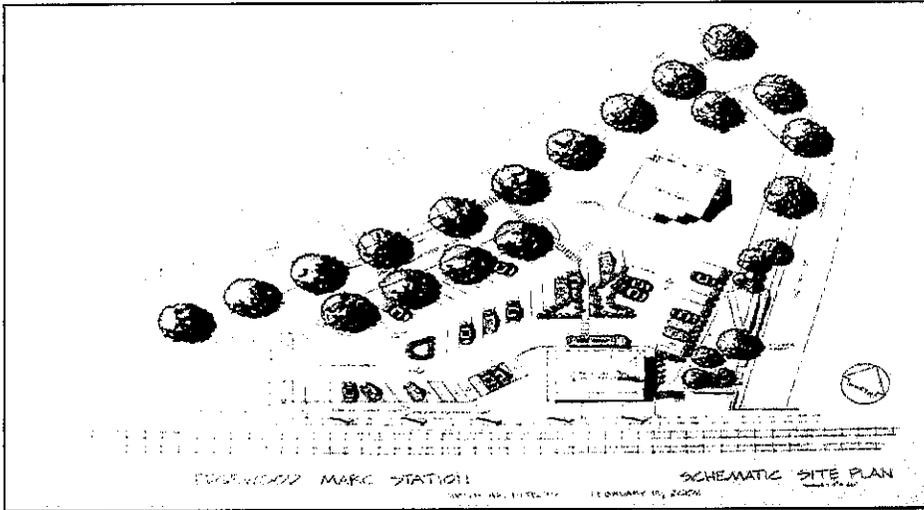
**ASSOCIATED IMPROVEMENTS:**

None

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Added to the Construction Program.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	0	1,841	2,720	2,720	2,719	0	0	10,000	0
Construction	15,000	0	0	0	0	4,000	7,000	4,000	15,000	0
Total	25,000	0	1,841	2,720	2,720	6,719	7,000	4,000	25,000	0
Federal-Aid	20,000	0	1,473	2,176	2,176	5,375	5,600	3,200	20,000	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2007	M-5309FG	4,000
RW	2008	M-5309FG	3,200
CO	2009	M-5307	3,727
CO	2010	M-5307	5,873
CO	2011	M-5307	800
CO	2012	M-5307	1,073



**STATUS:** Engineering and construction of existing parking facility expansion is complete. Planning is underway for station building.

**PROJECT:** MARC New Edgewood Station and Improvements

**DESCRIPTION:** Proposed replacement of the existing station trailer with a building to accommodate future platform ticketing, a passenger waiting area, ADA improvements and other customer services.

**JUSTIFICATION:** Station parking expansion and building improvements are to accommodate increased ridership and improve customer service.

**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:**

Parking Expansion has been completed.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Added to the Construction Program.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	500	0	500	0	0	0	0	0	500	0
Engineering	325	125	0	50	150	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,852	1,952	0	1,100	800	0	0	0	1,900	0
<b>Total</b>	<b>4,677</b>	<b>2,077</b>	<b>500</b>	<b>1,150</b>	<b>950</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,600</b>	<b>0</b>
Federal-Aid	433	433	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2000	M-5309FG	433

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



**PROJECT:** Silver Spring 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 Bi-County Transitway 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:**

Bi-County Transitway Study -- Line 36

**STATUS:** Preliminary engineering and environmental work for the Transit Center is underway. The SSTC is being managed by Montgomery County with final design and construction to be completed in conjunction with a joint developer through WMATA.

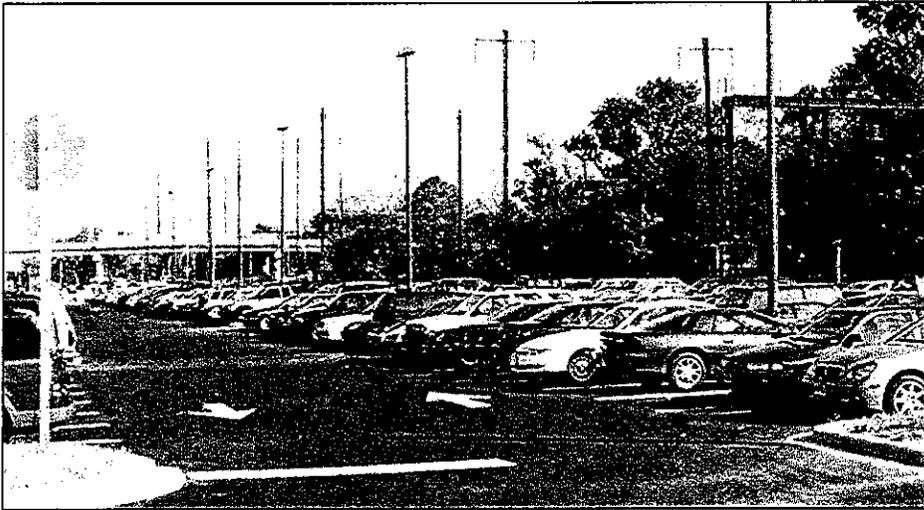
**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Project increase of \$41.278 million reflects project cost estimate revisions and increased federal funding. Silver Spring Station (Phase I) has been completed.

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 YEAR 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	853	853	0	0	0	0	0	0	0	0
Engineering	11,972	4,943	7,029	0	0	0	0	0	7,029	0
Right-of-way	605	605	0	0	0	0	0	0	0	0
Construction	69,096	6,192	4,686	44,189	14,029	0	0	0	62,904	0
<b>Total</b>	<b>82,526</b>	<b>12,593</b>	<b>11,715</b>	<b>44,189</b>	<b>14,029</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69,933</b>	<b>0</b>
Federal-Aid	59,727	9,947	9,372	35,351	5,057	0	0	0	49,780	0

Project total reflects \$7.709 million in local contribution from Montgomery County. Montgomery County to reimburse MDOT \$6 million through the WMATA Transportation Infrastructure Investment Fund (TIIF).

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FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5309-OTH	1,500
CO	1900	B-5309	1,294
CO	1993	M-5309FG	400
CO	1994	5307	829
CO	1996	M-5309FG	4,360
CO	1997	M-5309FG	1,226
CO	1999	5309-SRB	2,000
CO	2000	5309NS	736
CO	2002	5309NS	11,880
CO	2003	5309NS	11,557
CO	2006	B-5309SS	10,595
CO	2007	B-5309SS	4,450
CO	2008	B-5309SS	4,450
CO	2009	B-5309SS	4,450



**STATUS:** Construction of surface parking (Phase I) is complete. Engineering for Phase II is underway. Construction delayed until budget year due to railroad's review and approval of Phase II.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$1.432 million due to refinement of engineer's estimate.

**PROJECT:** Halethorpe MARC 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.

**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.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	1,851	675	376	800	0	0	0	0	1,176	0
Right-of-way	1,318	1,318	0	0	0	0	0	0	0	0
Construction	12,892	3,381	13	72	2,951	3,973	2,502	0	9,511	0
<b>Total</b>	<b>16,363</b>	<b>5,676</b>	<b>389</b>	<b>872</b>	<b>2,951</b>	<b>3,973</b>	<b>2,502</b>	<b>0</b>	<b>10,687</b>	<b>0</b>
Federal-Aid	12,036	3,456	342	698	2,361	3,178	2,001	0	8,580	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1994	M-5307	632
CO	1998	M-5307	230
CO	1999	M-5307	244
CO	2000	M-5307	588
CO	2000	M-5309FG	1,900
CO	2001	M-5309FG	2,175
CO	2005	M-5307	2,230
CO	2006	CMAQ-SHA	3,656
CO	2007	CMAQ-SHA	381

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**USAGE:** An average of 1,078 patrons per day use the Halethorpe MARC Station.



**STATUS:** Engineering completed. Construction of surface parking expansion is in close out phase.

**PROJECT:** Odenton MARC 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 700 to 750-space surface parking lot with pedestrian access under MD 175 to the station platform, as well as a feasibility study of structured parking (either garage or parking deck) for 2,500 spaces on MTA-owned property.

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	659	659	0	0	0	0	0	0	0	0
Engineering	531	531	0	0	0	0	0	0	0	0
Right-of-way	1,890	1,890	0	0	0	0	0	0	0	0
Construction	5,031	2,252	2,779	0	0	0	0	0	2,779	0
<b>Total</b>	<b>8,111</b>	<b>5,332</b>	<b>2,779</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,779</b>	<b>0</b>
Federal-Aid	6,729	4,229	2,500	0	0	0	0	0	2,500	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1999	M-5309FG	819
CO	2001	M-5309FG	480
CO	2004	M-5309FG	1,979
CO	2005	M-5307	1,955
CO	2006	CMAQ-SHA	368
CO	2006	M-5309	368
CO	2007	CMAQ-SHA	380
CO	2007	M-5309	380

**USAGE:** An average of 2,063 patrons per day use the Odenton MARC Station.



**STATUS:** Engineering and property acquisition underway. Construction to begin during current year.

**PROJECT:** Point of Rocks MARC Station Parking Expansion

**DESCRIPTION:** Construct approximately 230 additional parking spaces at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

**JUSTIFICATION:** Parking demand regularly exceeds the existing 276-space lot. Currently, patrons are parking in the adjacent community.

**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

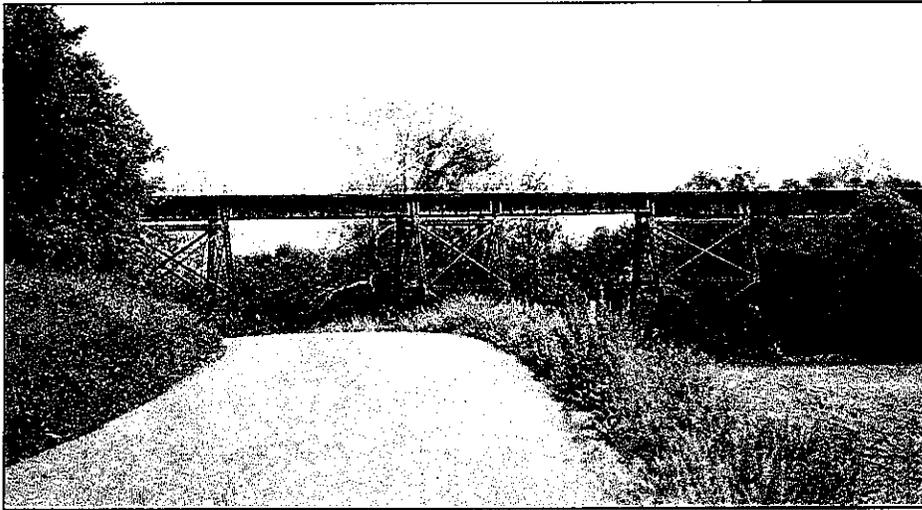
**ASSOCIATED IMPROVEMENTS:**

MARC Frederick Extension -- Line 1

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	721	721	0	0	0	0	0	0	0	0
Engineering	674	674	0	0	0	0	0	0	0	0
Right-of-way	788	788	0	0	0	0	0	0	0	0
Construction	5,986	82	1,422	3,482	1,000	0	0	0	5,904	0
<b>Total</b>	<b>8,169</b>	<b>2,265</b>	<b>1,422</b>	<b>3,482</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,904</b>	<b>0</b>
Federal-Aid	6,112	1,439	1,227	2,647	799	0	0	0	4,673	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	M-5307	240
CO	1999	M-5309FG	749
CO	2000	M-5307-TE	89
CO	2002	M-5309FG	2,115
CO	2003	M-5307-TE	101
CO	2003	M-5307	508
CO	2004	M-5307-TE	104
CO	2004	M-5307	102
CO	2005	M-5307-TE	110
CO	2006	M-5307-TE	110
CO	2006	M-5307	1,774
CO	2007	M-5307-TE	110



**STATUS:** Inspection, design and repairs are underway.

**PROJECT:** Freight Bridge Rehabilitation

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

**JUSTIFICATION:** A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

**SMART GROWTH STATUS:**

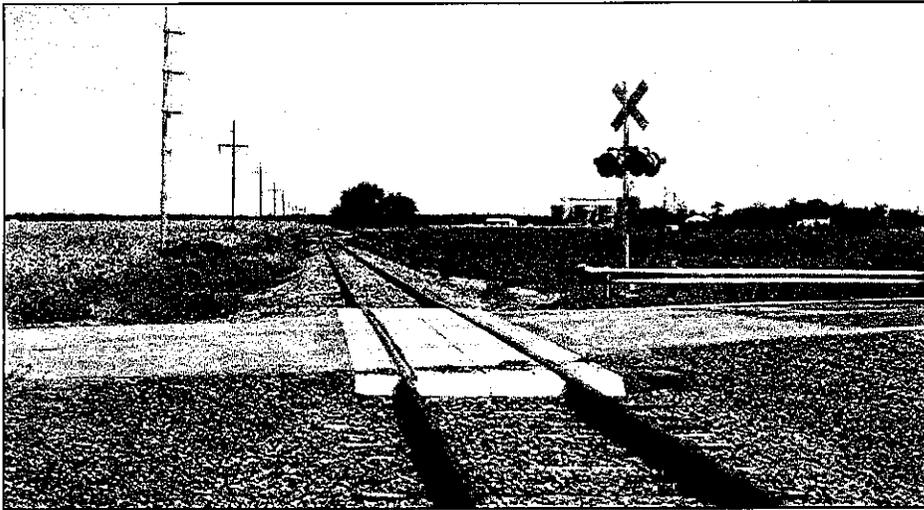
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	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	2,410	1,248	74	326	188	187	187	200	1,162	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,910	5,286	71	1,366	563	562	562	500	3,624	0
<b>Total</b>	<b>11,320</b>	<b>6,534</b>	<b>145</b>	<b>1,692</b>	<b>751</b>	<b>749</b>	<b>749</b>	<b>700</b>	<b>4,786</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Based on priority, six grade crossings will be rehabilitated in the current and budget years.

**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. Priority crossings which require rehabilitation are under review.

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	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	141	66	75	0	0	0	0	0	75	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,878	1,297	360	1,133	283	283	282	240	2,581	0
<b>Total</b>	<b>4,019</b>	<b>1,363</b>	<b>435</b>	<b>1,133</b>	<b>283</b>	<b>283</b>	<b>282</b>	<b>240</b>	<b>2,656</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Construction of the Light Rail second track from Timonium to Cromwell is complete. Construction of the second track from North Avenue to Hunt Valley is complete and opened February 2006.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

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

**ASSOCIATED IMPROVEMENTS:**

- Light Rail Cab Code Signal Systems -- Line 14
- Light Rail Safety Upgrades -- Line 15

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	7,819	7,819	0	0	0	0	0	0	0	0
Engineering	14,958	14,958	0	0	0	0	0	0	0	0
Right-of-way	695	695	0	0	0	0	0	0	0	0
Construction	130,847	130,834	13	0	0	0	0	0	13	0
Total	154,319	154,306	13	0	0	0	0	0	13	0
Federal-Aid	122,437	120,715	1,722	0	0	0	0	0	1,722	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	5307	400
CO	1999	LR-5309NS	993
CO	1999	5307	2,520
CO	2000	LR-5309NS	4,660
CO	2001	LR-5309NS	2,972
CO	2002	LR-5309NS	12,870
CO	2003	LR-5309NS	17,704
CO	2004	LR-5309NS	39,367
CO	2005	LR-5309NS	28,778
CO	2006	LR-5309NS	12,173



**STATUS:** Construction is complete.

**PROJECT:** Light Rail Cab Code Signal Systems

**DESCRIPTION:** Design, furnish and install a cab code signal system with automatic train protection (ATP) for Light Rail wayside and vehicle equipment. This project provides safer and more efficient train separation and stopping.

**JUSTIFICATION:** Overall system safety is dependent upon the signal system. Having a single system for the entire line will provide a more uniform and safer system.

**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:**

Light Rail Double Track -- Line 13  
Light Rail Safety Upgrades -- Line 15

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** \$1.189 million increase due to revised Construction estimates and costs associated with project closeout.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	425	425	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,425	14,419	6	0	0	0	0	0	6	0
<b>Total</b>	<b>14,850</b>	<b>14,844</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>
Federal-Aid	714	714	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	621
CO	2001	5307	93



**STATUS:** Construction is complete and is in close out phase.

**PROJECT:** Light Rail Safety Upgrades

**DESCRIPTION:** The project will provide various upgrades for safety, communications and track operations including safety walks, railings and guardrails on bridges; electrical substation enhancements; display information on status of overhead wires and fiber optic network.

**JUSTIFICATION:** The project will improve Light Rail safety, communications, operations and system reliability of the Light Rail line.

**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

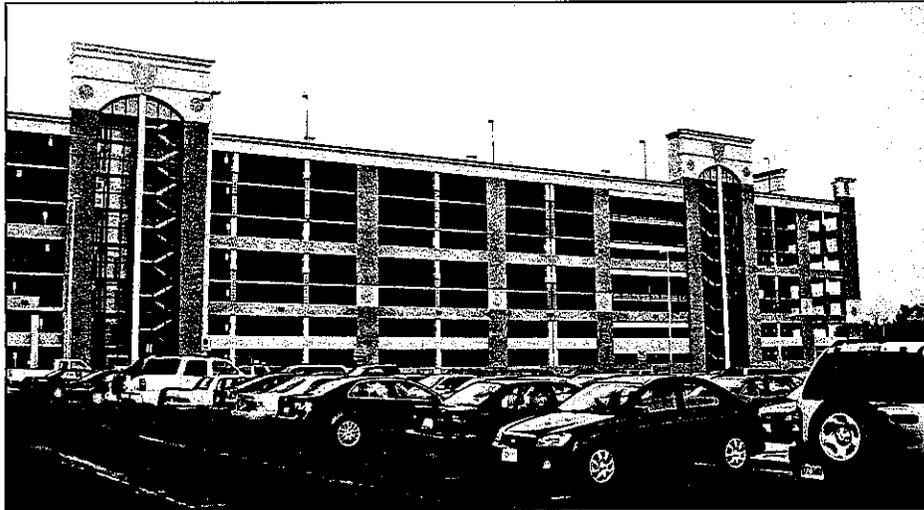
**ASSOCIATED IMPROVEMENTS:**

Light Rail Double Track-- Line 13  
Light Rail Cab Code Signal Systems -- Line 14

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	120	480	0	0	0	0	0	480	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,024	4,779	245	0	0	0	0	0	245	0
<b>Total</b>	<b>5,624</b>	<b>4,899</b>	<b>725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>725</b>	<b>0</b>
Federal-Aid	368	368	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	5307	368



**STATUS:** The Master Development Agreement has been executed, final design and working drawings for the garages and infrastructure are underway and a ground lease has been amended. Construction on the first garage began December 26, 2005 and is almost complete. Construction of second garage will start during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Project budget increased \$13.1 million due to Baltimore County contribution.

**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 and will generate additional non-fare revenue.

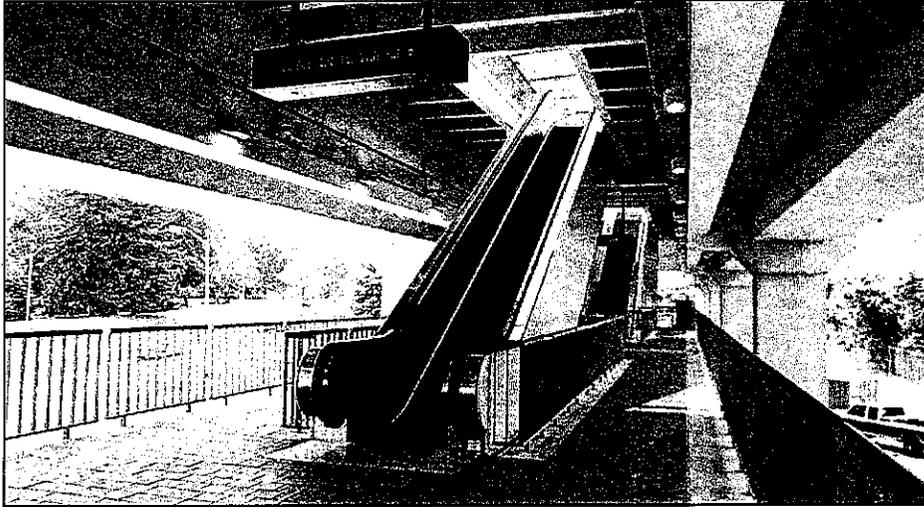
**SMART GROWTH STATUS:**

- 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.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	273	271	2	0	0	0	0	0	2	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	4,229	12,805	7,780	3,000	1,000	0	0	24,585	0
<b>Total</b>	<b>29,526</b>	<b>4,939</b>	<b>12,807</b>	<b>7,780</b>	<b>3,000</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>24,587</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** All 81 escalators have been upgraded. Remote monitoring system is under procurement.

**PROJECT:** Metro Escalator Rehabilitation

**DESCRIPTION:** Escalators (81) in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies will be installed. Additional enhancements include snowmelt equipment and a remote monitoring system.

**JUSTIFICATION:** Escalator components have deteriorated due to age and weather. Rehabilitation of existing escalators will improve reliability. New 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

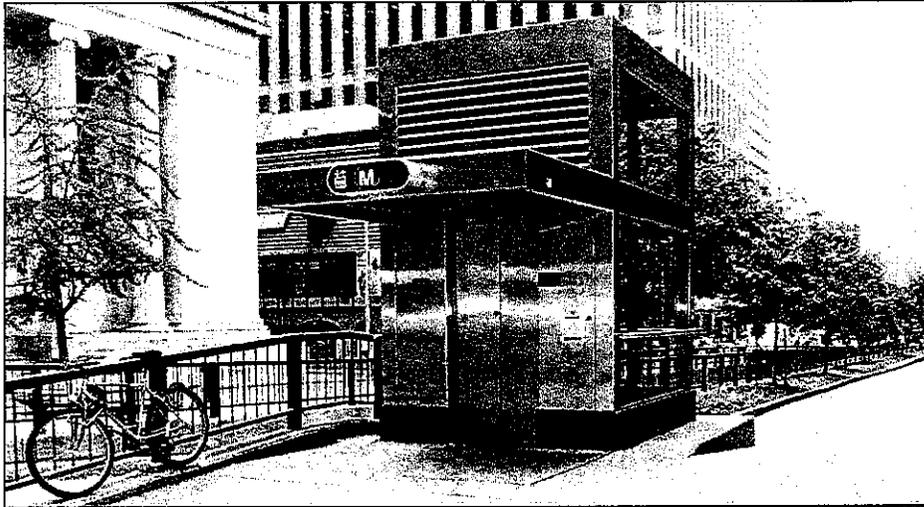
**ASSOCIATED IMPROVEMENTS:**

Agencywide Elevator Rehabilitation -- Line 18

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$7 million due to the addition of remote monitoring capability.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	57,021	53,634	919	2,468	0	0	0	0	3,387	0
<b>Total</b>	<b>58,256</b>	<b>54,869</b>	<b>919</b>	<b>2,468</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,387</b>	<b>0</b>
Federal-Aid	37,463	34,745	482	2,236	0	0	0	0	2,718	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	2,012
CO	1998	5307	2,610
CO	1998	R-5309FG	178
CO	1999	R-5309FG	3,216
CO	2000	R-5309FG	5,459
CO	2002	R-5309FG	3,805
CO	2003	5307	2,289
CO	2003	R-5309FG	3,250
CO	2004	5307	5,303
CO	2004	M-5307	2,180
CO	2004	R-5309FG	3,798
CO	2005	R-5309FG	445
CO	2006	R-5309FG	2,800
CO	2007	R-5309FG	118



**STATUS:** Project complete.

**PROJECT:** Agencywide Elevator Rehabilitation

**DESCRIPTION:** Upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration and restore or upgrade machinery and controls.

**JUSTIFICATION:** Elevator deterioration has impacted reliability and patron service. The elevators exhibit signs of wear and tear, corrosion and water damage. In addition, certain items must be brought up to ADA compliance and other safety code requirements.

**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

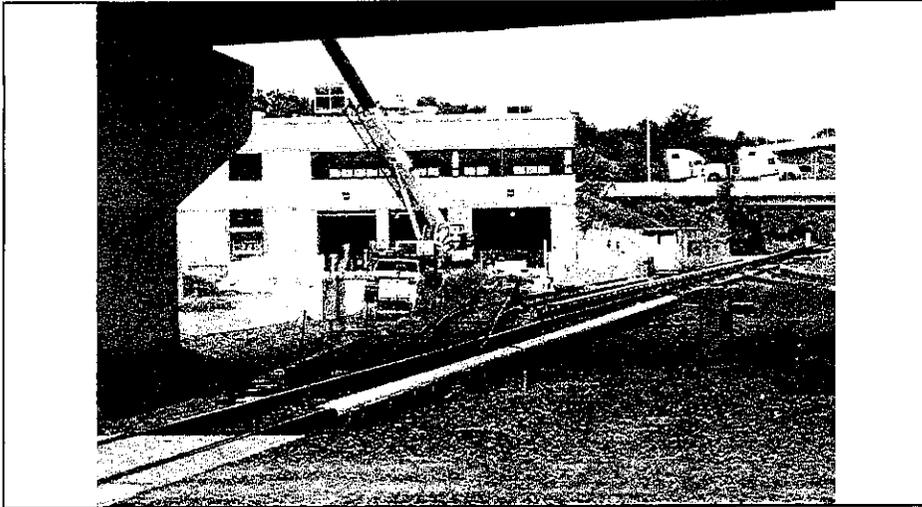
**ASSOCIATED IMPROVEMENTS:**

Metro Escalator Rehabilitation – Line 17

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	428	420	8	0	0	0	0	0	8	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,718	12,710	8	0	0	0	0	0	8	0
<b>Total</b>	<b>13,146</b>	<b>13,130</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>
Federal-Aid	3,844	3,837	7	0	0	0	0	0	7	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	587
CO	1999	5307	306
CO	2001	R-5309FG	2,401
CO	2004	R-5309FG	550



**STATUS:** Project complete and is in close out phase.

**PROJECT:** Metro Operations Facilities

**DESCRIPTION:** Construction of a new Maintenance-of-Way (MOW) facility at the Old Court Metro Station. Project includes a two-story building with spur track and equipment for high-rail vehicle maintenance and two single-story buildings for storage of seasonal vehicles and equipment. The Wabash Rail Yard is to be rehabilitated through replacement of existing timber railroad ties with concrete ties and the installation of third-rail heaters within the yard.

**JUSTIFICATION:** The Metro Facilities Maintenance Department was operating from a number of open air sites and substandard facilities. Centralizing the location improves productivity, efficiency and safety. The Wabash Rail Yard is over 20 years old and aging timber railroad ties created unsafe conditions for operating trains in the Yard area. The absence of third-rail heating devices made operations in heavy snow and ice conditions difficult. Major rehabilitation was required for the entire yard.

**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 2006 - 11 CTP:** Project increased \$2.81 million due to utility and other costs associated with construction of the Maintenance of Way facility.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	240	240	0	0	0	0	0	0	0	0
Engineering	4,642	4,638	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,208	30,975	233	0	0	0	0	0	233	0
<b>Total</b>	<b>36,090</b>	<b>35,853</b>	<b>237</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>237</b>	<b>0</b>
Federal-Aid	2,366	2,315	51	0	0	0	0	0	51	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1999	5307	60
CO	2000	5307	1,041
CO	2001	5307-TE	133
CO	2001	R-5309FG	940
CO	2003	5307-TE	192



**PROJECT:** Metro Railcar Mid-Life Overhaul

**DESCRIPTION:** Structural and systems overhaul of 100 Metro railcars. Project provides for the upgrading 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) are overhauled in-kind.

**JUSTIFICATION:** The Metro railcars are over 20 years old. Rehabilitation of major railcar systems and components was required to enable the railcars to reach their useful life of 30 years. Numerous components were seriously deteriorated and some of the technology was obsolete.

**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:**

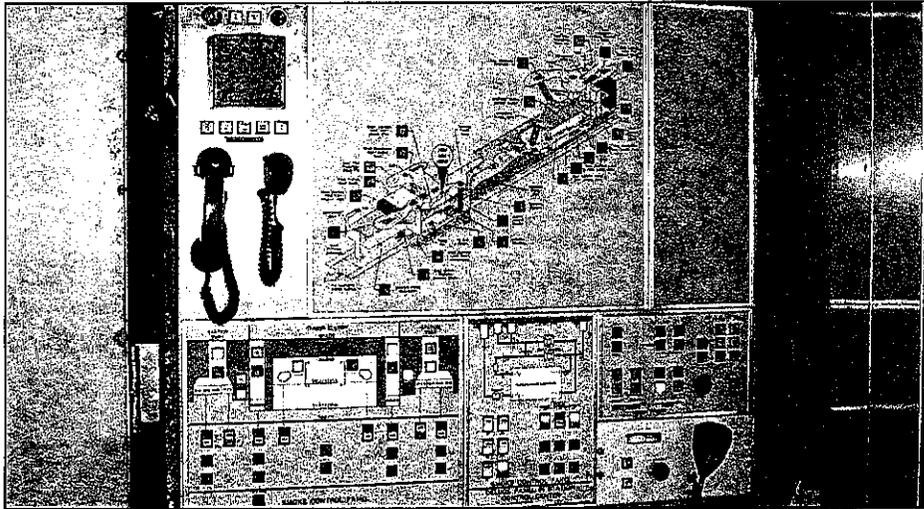
None.

**STATUS:** All 100 Metro railcars have been overhauled and are in operation. Project is in close out phase.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
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	95,814	88,984	4,830	2,000	0	0	0	0	6,830	0
<b>Total</b>	<b>95,918</b>	<b>89,088</b>	<b>4,830</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,830</b>	<b>0</b>
Federal-Aid	48,671	43,207	3,864	1,600	0	0	0	0	5,464	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1993	5307	1,998
CO	1997	R-5309FG	2,139
CO	1998	5307	3,025
CO	1999	5307	5,011
CO	2000	5307	8,377
CO	2001	5307	9,265
CO	2002	5307	416
CO	2002	R-5309FG	2,582
CO	2003	R-5309FG	3,834
CO	2004	5307	448
CO	2004	R-5309FG	2,419
CO	2005	R-5309FG	6,259
CO	2006	R-5309FG	2,898



**STATUS:** Project is in procurement phase.

**PROJECT:** Metro Fire and Security Management Systems

**DESCRIPTION:** Replacement of the Fire Management and Supervisory Control and Data Acquisition (SCADA) equipment. This effort involves fire and security equipment, traction power monitoring and control equipment necessary for safe Metro system operation. Also, the project will replace obsolete electrical wiring, conduits and sensors for the Metro fire and security protection systems with state-of-the-art technologies. Lighting in the Metro tunnels and the fire protection standpipes are also being replaced.

**JUSTIFICATION:** The present systems are deteriorating, are obsolete and are not easily expandable to accommodate new Homeland Security initiatives.

**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 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	6,507	3,622	1,815	0	370	0	700	0	2,885	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	62,320	12,360	2,404	18,088	18,407	5,161	4,754	1,146	49,960	0
<b>Total</b>	<b>69,028</b>	<b>16,183</b>	<b>4,219</b>	<b>18,088</b>	<b>18,777</b>	<b>5,161</b>	<b>5,454</b>	<b>1,146</b>	<b>52,845</b>	<b>0</b>
Federal-Aid	46,938	4,348	3,500	14,475	15,022	4,314	4,363	916	42,590	0

0457, 0521

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	478
CO	1999	5307	109
CO	2000	5307	286
CO	2001	5307	158
CO	2003	R-5309FG	825
CO	2004	R-5309FG	600
CO	2005	R-5309FG	742
CO	2006	R-5309FG	1,325
CO	2007	R-5309FG	5,831
CO	2007	5307	700
CO	2008	R-5309FG	9,416
CO	2008	5307	7,564
CO	2009	R-5309FG	8,727
CO	2009	5307	680
CO	2010	R-5309FG	6,676





**STATUS:** Procurement of ninety-four 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. Additional purchases will include 40-foot hybrid-electric 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 reduce the average age of the bus fleet.

**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:**

Replacement of Fare Collection Equipment -- Line 24

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increase mainly due to the addition of FY 2012.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	309,441	126,659	4,397	20,450	17,935	40,000	60,000	40,000	182,782	0
<b>Total</b>	<b>309,666</b>	<b>126,884</b>	<b>4,397</b>	<b>20,450</b>	<b>17,935</b>	<b>40,000</b>	<b>60,000</b>	<b>40,000</b>	<b>182,782</b>	<b>0</b>
Federal-Aid	205,045	58,281	4,056	16,360	14,348	32,000	48,000	32,000	146,764	0

0509, 0714, 0299, 0464, 0465, 0518, 1172, 1173, 1199

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	B-5309	3,595
CO	1900	5307	2,323
CO	1900	INTERS	1,437
CO	1995	5307	575
CO	2000	B-5309	3,550
CO	2001	CMAQ	10,825
CO	2001	B-5309	2,478
CO	2002	CMAQ	5,029
CO	2002	B-5309	2,286
CO	2003	B-5309	2,621
CO	2003	CMAQ	13,471
CO	2004	B-5309	2,419
CO	2004	5307	1,208
CO	2004	CMAQ	5,273
CO	2005	B-5309	1,523

CO	2005	CMAQ	3,133
CO	2006	CMAQ	428
CO	2007	CMAQ-SHA	26,040
CO	2008	B-5309	1,370
CO	2008	CMAQ-SHA	21,701
CO	2008	CMAQ	3,900
CO	2009	B-5309	1,370
CO	2009	CMAQ	3,900
CO	2009	CMAQ-SHA	12,300
CO	2010	B-5309	1,370
CO	2010	CMAQ	8,900
CO	2010	CMAQ-SHA	11,200
CO	2011	CMAQ	8,900
CO	2011	CMAQ-SHA	13,000
CO	2011	B-5309	1,370
CO	2012	CMAQ-SHA	13,000
CO	2012	5307	3,780
CO	2012	B-5309	1,870
CO	2012	CMAQ	8,900



**STATUS:** Mobility vehicle procurement is ongoing.

**PROJECT:** Mobility Vehicle Procurement

**DESCRIPTION:** Procurement of paratransit services vehicles.

**JUSTIFICATION:** Mobility vehicles are required for MTA's paratransit service. An increase to the normal acquisition numbers is required to replace aging vehicles.

**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 2006 - 11 CTP:** Cost increased \$7.75 million for additional vehicles required to meet anticipated service demands.

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			FOR PLANNING PURPOSES ONLY	2009	2010	2011		
Planning	1,000	0	400	400	200	0	0	0	1,000	0
Engineering	2,800	0	0	1,000	1,800	0	0	0	2,800	0
Right-of-way	5,200	0	0	800	1,600	2,800	0	0	5,200	0
Construction	52,360	12,848	3,328	3,337	8,170	9,170	11,671	3,836	39,512	0
<b>Total</b>	<b>61,360</b>	<b>12,848</b>	<b>3,728</b>	<b>5,537</b>	<b>11,770</b>	<b>11,970</b>	<b>11,671</b>	<b>3,836</b>	<b>48,512</b>	<b>0</b>
Federal-Aid	1,008	1,008	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1996	5307	643
CO	1998	5307	242
CO	2000	5307	123



**STATUS:** Installation of Bus fareboxes and Light Rail ticket vending machines is complete. Metro equipment installation is underway.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$7.2 million due to full implementation of the project including parts, support and equipment.

**PROJECT:** Replacement of Fare Collection Equipment

**DESCRIPTION:** Replace existing fare collection equipment on core Baltimore 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. Fareboxes will record ridership and revenue collection information. This information will improve revenue collection and the audit trail from point of deposit to the revenue collection room.

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

**ASSOCIATED IMPROVEMENTS:**

Bus Procurement -- Line 22

POTENTIAL FUNDING SOURCE:		<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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	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	408	386	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,281	66,850	17,600	3,831	1,000	0	0	0	22,431	0
<b>Total</b>	<b>89,689</b>	<b>67,236</b>	<b>17,622</b>	<b>3,831</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,453</b>	<b>0</b>
Federal-Aid	17,896	14,342	3,554	0	0	0	0	0	3,554	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	INTERS	2,254
CO	1993	5307	1,031
CO	2002	M-5307	467
CO	2003	5307	9,600
CO	2003	M-5307	1,928
CO	2004	M-5307	845
CO	2006	M-5307	182
CO	2007	5307	1,589



**STATUS:** Construction is underway.

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

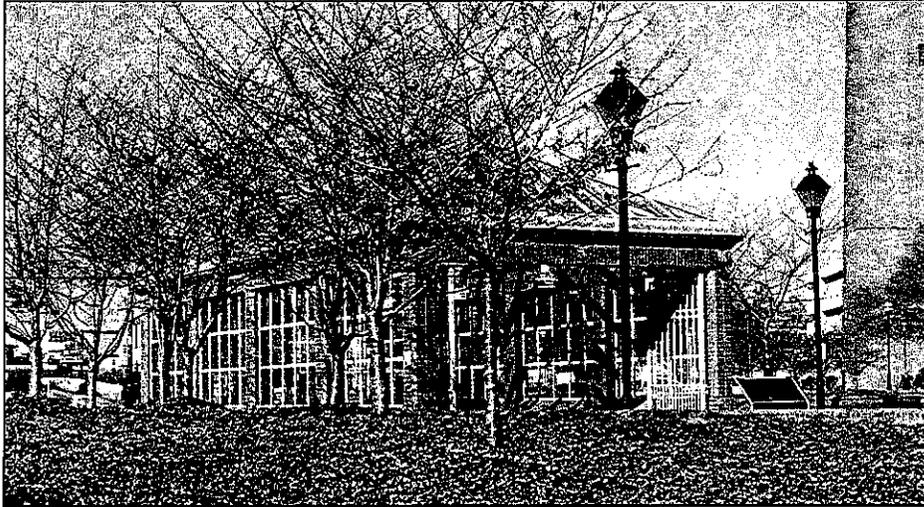
**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2007	2008	....2009....	....2010....		
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	8,463	2,407	300	0	0	0	0	2,707	0
<b>Total</b>	<b>11,753</b>	<b>9,046</b>	<b>2,407</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,707</b>	<b>0</b>
Federal-Aid	4,262	3,901	361	0	0	0	0	0	361	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	614
CO	1900	B-5309	272
CO	1996	5307	1,744
CO	2000	5307	1,316
CO	2004	5307	316



**STATUS:** Revitalization activities are underway.

**PROJECT:** Community Safety and Enhancement Projects.

**DESCRIPTION:** Funding to meet existing transportation project commitments in designated revitalization areas. Enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation. Projects include pedestrian connections, landscaping, lighting, bike racks and shelters.

**JUSTIFICATION:** Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources to these areas with the goal of increasing their attractiveness to private investment.

**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 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	90	88	2	0	0	0	0	0	2	0
Right-of-way	40	0	40	0	0	0	0	0	40	0
Construction	12,803	12,565	178	60	0	0	0	0	238	0
<b>Total</b>	<b>12,933</b>	<b>12,653</b>	<b>220</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>280</b>	<b>0</b>
Federal-Aid	354	130	184	40	0	0	0	0	224	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	5307-TE	118
CO	2002	5307-TE	236



**STATUS:** This is an annual funding program.

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

**DESCRIPTION:** The MTA provides 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 promoting the use of carpools and vanpools.

**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 2007 and Prior -- Line 48

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

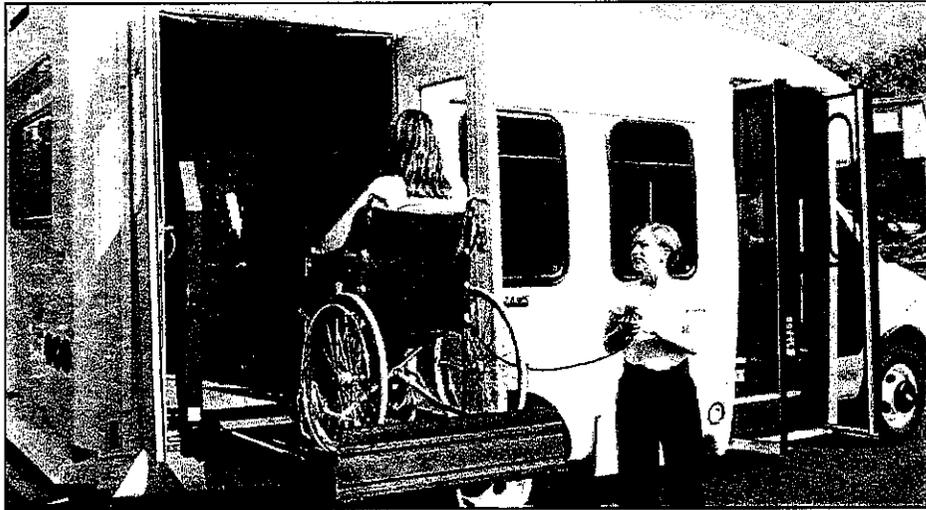
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	20,757	11,383	1,827	1,606	1,486	1,485	1,485	1,485	9,374	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	122,071	49,722	21,093	12,684	11,523	9,107	9,559	8,383	72,349	0
<b>Total</b>	<b>142,828</b>	<b>61,105</b>	<b>22,920</b>	<b>14,290</b>	<b>13,009</b>	<b>10,592</b>	<b>11,044</b>	<b>9,868</b>	<b>81,723</b>	<b>0</b>
Federal-Aid	112,894	46,904	14,053	12,240	11,431	9,544	9,947	8,775	65,990	0

0211, 0217, 0045, 0218, 0826, 0828, 0877, 0878, 0885, 1025

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1996	L-5311	600
CO	1998	L-5309	2,171
CO	1998	L-5311	890
CO	1999	CMAQ	994
CO	1999	L-5309	3,111
CO	1999	L-5307	956
CO	1999	L-5311	677
CO	2000	L-5309MPG	3,792
CO	2000	CMAQ	836
CO	2000	L-5311	940
CO	2000	L-5307	899
CO	2000	L-5309	3,685
CO	2001	L-5309	3,330
CO	2001	L-5309MPG	2,126
CO	2001	CMAQ	1,110

CO	2001	5307	64
CO	2001	L-5311	1,145
CO	2001	L-5307	995
CO	2002	L-5311	1,480
CO	2002	L-5309	3,300
CO	2002	L-5307	1,266
CO	2002	L-5309MPG	2,128
CO	2002	CMAQ	800
CO	2003	L-5309MPG	1,830
CO	2003	L-5309	3,221
CO	2003	CMAQ	872
CO	2003	L-5207	300
CO	2003	L-5311	1,074
CO	2003	L-5307	1,271
CO	2004	L-5307	1,350
CO	2004	L-5311	1,068
CO	2004	CMAQ	1,216
CO	2004	L-5309MPG	1,856
CO	2004	L-5309	2,905
CO	2005	CMAQ	1,240
CO	2005	L-5307	1,462
CO	2005	L-5309	1,595
CO	2005	L-5309MPG	2,295
CO	2005	L-5311	1,675
CO	2006	L-5309	2,255
CO	2006	CMAQ	1,240
CO	2006	L-5311	1,689
CO	2006	L-5309MPG	1,375
CO	2006	L-5307	1,976
CO	2007	L-5307	1,446
CO	2007	L-5311	1,508
CO	2007	CMAQ	1,240
CO	2007	L-5309	2,255
CO	2007	L-5309MPG	1,375
CO	2008	L-5311	779
CO	2008	L-5307	1,342
CO	2008	L-5309	2,255
CO	2008	L-5309MPG	1,375
CO	2008	CMAQ	1,240
CO	2009	CMAQ	1,240
CO	2009	L-5307	967
CO	2009	L-5311	1,069
CO	2009	L-5309MPG	1,375
CO	2009	L-5309	2,135

CO	2010	L-5307	1,773
CO	2010	L-5309	2,055
CO	2010	L-5309MPG	1,375
CO	2010	L-5311	676
CO	2010	CMAQ	1,240
CO	2011	CMAQ	1,240
CO	2011	L-5309MPG	1,375
CO	2011	L-5307	1,775
CO	2011	L-5311	500
CO	2011	L-5309	2,055
CO	2012	L-5311	1,503
CO	2012	L-5309MPG	1,375
CO	2012	CMAQ	1,240
CO	2012	L-5309	2,051



**STATUS:** This is an annual funding program. A detailed list of FY 2007 Non-Profit Agencies receiving vehicles is provided in Line 48.

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

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems FY 2007 and Prior – Line 48

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
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	25,612	10,782	2,868	1,754	1,634	2,398	2,178	3,998	14,830	0
<b>Total</b>	<b>25,612</b>	<b>10,782</b>	<b>2,868</b>	<b>1,754</b>	<b>1,634</b>	<b>2,398</b>	<b>2,178</b>	<b>3,998</b>	<b>14,830</b>	<b>0</b>
Federal-Aid	20,836	8,972	2,295	1,403	1,307	1,918	1,742	3,199	11,864	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	L-5310	1,032
CO	1999	L-5310	1,125
CO	2000	L-5310	1,100
CO	2001	L-5310	1,295
CO	2002	L-5310	1,200
CO	2003	L-5310	1,259
CO	2004	L-5310	1,500
CO	2005	L-5310	1,600
CO	2006	L-5310	1,900
CO	2007	L-5310	1,900
CO	2008	L-5310	1,600
CO	2009	L-5310	1,664
CO	2010	L-5310	1,300
CO	2011	L-5310	1,300
CO	2012	L-5310	1,061

0210



**STATUS:** The FY 2007 grants for the County's capital bus program, related AVL equipment and sound annunciators are currently under review.

**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacement. The current program funds approximately 10 buses for replacement of existing Ride On vehicles. Additional funding is for sound system annunciators that communicate next stop information, as well as related AVL system upgrades in FY 2007.

**JUSTIFICATION:** These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metrorail system that is realizing record 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 2006 - 11 CTP:** Cost increased \$2.2 million mainly due to the addition of FY 2012.

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			YEAR 2007	YEAR 2008	...2009....	...2010....		
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	47,844	23,169	9,746	3,969	2,740	2,740	2,740	2,740	24,675	0
<b>Total</b>	<b>47,844</b>	<b>23,169</b>	<b>9,746</b>	<b>3,969</b>	<b>2,740</b>	<b>2,740</b>	<b>2,740</b>	<b>2,740</b>	<b>24,675</b>	<b>0</b>
Federal-Aid	4,796	0	3,819	977	0	0	0	0	4,796	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	M-5307	932
CO	2004	M-5307	932
CO	2005	M-5307	932
CO	2006	M-5307	2,000



**STATUS:** The FY 2007 grant for the County's capital bus program is currently under development.

**PROJECT:** Prince George's County Local Bus Program

**DESCRIPTION:** Annual funding for 3 - 5 buses per year to replace existing vehicles in the County's "The Bus" fleet. Funding assists the County in its overall bus replacement fleet strategy.

**JUSTIFICATION:** Buses will replace older, unreliable units in the existing "The Bus" fleet throughout Prince George's County.

**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 2006 - 11 CTP:** None.

<b>POTENTIAL FUNDING SOURCE:</b>											
	<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				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2006			FOR PLANNING PURPOSES ONLY						
			2007	2008	....2009....	....2010....	....2011....	....2012....			
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	7,199	3,467	632	620	620	620	620	620	3,732	0	
<b>Total</b>	<b>7,199</b>	<b>3,467</b>	<b>632</b>	<b>620</b>	<b>620</b>	<b>620</b>	<b>620</b>	<b>620</b>	<b>3,732</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**STATUS:** Alternatives Analysis underway. Preparation of Draft Environmental Impact Statement underway.

**PROJECT:** Baltimore Corridor Transit - Red Line

**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 Canton/Patterson Park 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 from the Woodlawn area to Canton/Patterson Park. 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

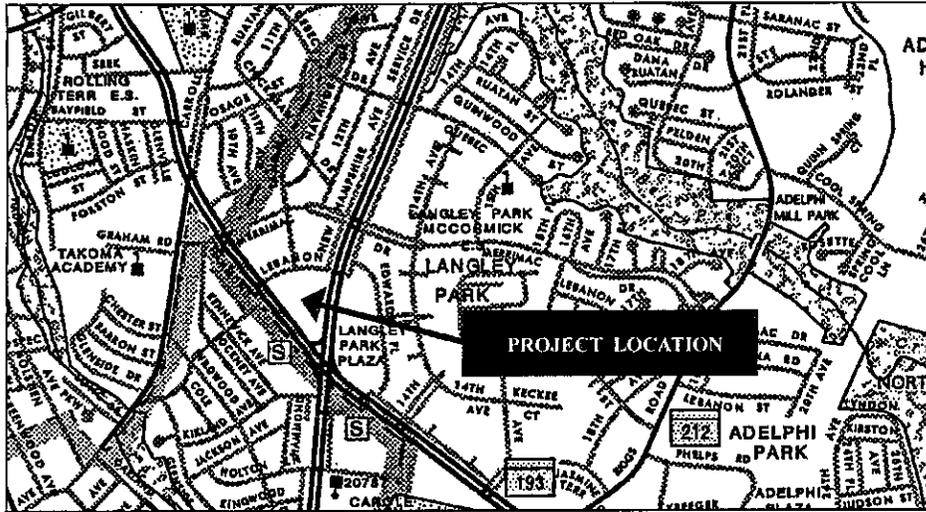
Baltimore Corridor Transit Study - Green Line - Line 37

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	29,302	16,071	6,000	7,231	0	0	0	0	13,231	0
Engineering	83,400	0	0	7,400	25,000	25,000	26,000	0	83,400	0
Right-of-way	77,500	0	0	12,900	20,000	23,000	21,600	0	77,500	0
Construction	49,414	0	0	0	0	0	49,414	0	49,414	0
<b>Total</b>	<b>239,616</b>	<b>16,071</b>	<b>6,000</b>	<b>27,531</b>	<b>45,000</b>	<b>48,000</b>	<b>97,014</b>	<b>0</b>	<b>223,545</b>	<b>0</b>
Federal-Aid	107,895	3,155	3,400	1,500	0	3,000	96,840	0	104,740	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	1900	5307	470
PP	2001	5307	1,200
PE	2006	R5309NS	1,960
PP	2006	R-5339AA	1,485
PE	2007	R5309NS	1,440
PP	2007	R-5339AA	1,500
PE	2010	R5309NS	3,000
PE	2011	R5309NS	96,840

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



**PROJECT:** Takoma/Langley Park Transit Center

**DESCRIPTION:** The project is a joint effort between MTA and SHA. It will include pedestrian safety, roadway and intersection improvements, new sidewalks and crosswalks and the provision of shelter for patrons awaiting buses. Site of the Transit Center will be the northwest corner of the University Boulevard and New Hampshire Avenue intersection in Langley Park. This area, known as the Crossroads, is the busiest non-Metrorail hub in the region with 11 bus routes and 61 buses passing through the area in peak hours.

**JUSTIFICATION:** The project is located at a future station site of the proposed Bi-County Transitway. The Crossroads area has been the site of many pedestrian accidents. A major goal of the project is to improve pedestrian safety.

**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

**STATUS:** Project planning is currently underway. Construction of the intersection and roadway improvements by SHA is underway.

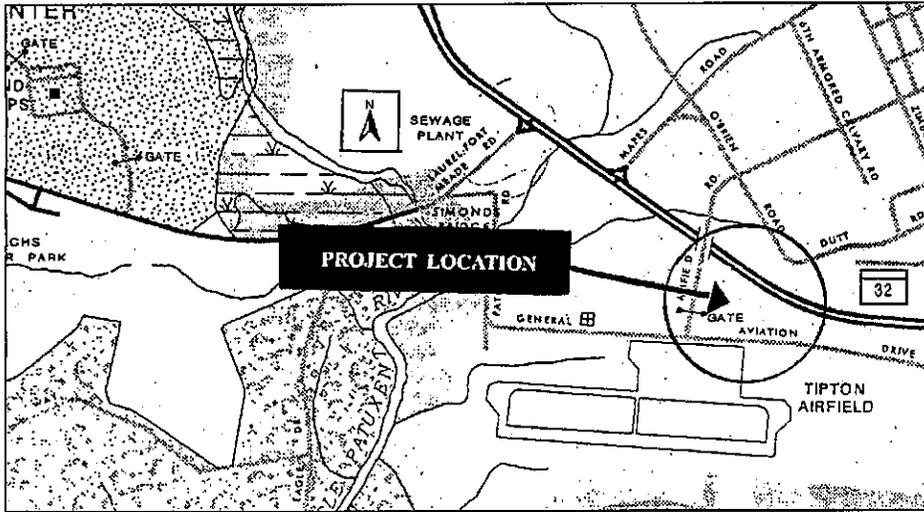
**ASSOCIATED IMPROVEMENTS:**

Bi-County Transitway Study -- Line 36  
SHA -

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....			
Planning	903	304	599	0	0	0	0	0	599	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,720	0	3,720	0	0	0	0	0	3,720	0	
Construction	7,687	0	4,500	1,187	2,000	0	0	0	7,687	0	
<b>Total</b>	<b>12,310</b>	<b>304</b>	<b>8,819</b>	<b>1,187</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,006</b>	<b>0</b>	
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 WMATA (\$7.31 million).



**PROJECT:** Central Maryland Maintenance Facility

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

**JUSTIFICATION:** The project will reduce operating costs associated with the maintenance support function.

**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.

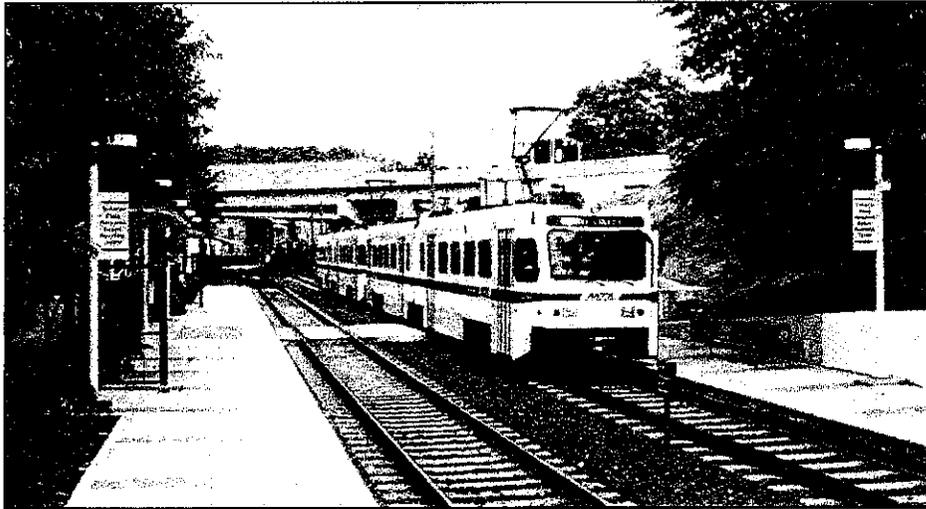
**STATUS:** Howard County has lead responsibility for this project. Project planning is underway.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Added to the Development and Evaluation Program.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,100	274	503	1,323	0	0	0	0	1,826	0
Engineering	3,030	30	0	1,000	2,000	0	0	0	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
<b>Total</b>	<b>5,130</b>	<b>304</b>	<b>503</b>	<b>2,323</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,826</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2005	B-5309	486
PP	2006	B-5309	1,199
PP	2007	B-5309	1,223
PP	2008	B-5309	1,287

Costs shown include a \$4.8 million FTA earmark to Howard County, along with matching funds from Howard and Anne Arundel Counties. MDOT is contributing \$800k towards the planning and design.



**STATUS:** Project has been abandoned due to right of way issues, funding has been transferred to other critical needs.

**PROJECT:** Cold Spring Light Rail Station Park and Ride

**DESCRIPTION:** Construct a new 300-space park and ride surface lot at the existing Cold Spring Light Rail Station. The station currently has no parking.

**JUSTIFICATION:** New parking will increase ridership by providing convenient access to the system.

**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 2006 - 11 CTP:** Project discontinued.

PHASE	TOTAL		CURRENT		BUDGET		PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2006	YEAR 2007	YEAR 2008	....2009....	....2010....	....2011....	....2012....	YEAR TOTAL	TO COMPLETE		
Planning	403	403	0	0	0	0	0	0	0	0	0	
Engineering	443	442	1	0	0	0	0	0	0	1	0	
Right-of-way	36	36	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>882</b>	<b>881</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	
Federal-Aid	455	455	0	0	0	0	0	0	0	0	0	

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1996	5307	404
CO	1997	5307	51



**STATUS:** MTA advisory services underway.

**PROJECT:** Southern Maryland Mass Transportation Analysis

**DESCRIPTION:** Alternatives planning for mass transit improvements including preparation of a Corridor Transit Service Staging Plan for the MD 5/US 301 corridor from the Branch Avenue Metro station to the White Plains area. This work implements the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report.

**JUSTIFICATION:** Planned service expansion to address increasing development in this area.

**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

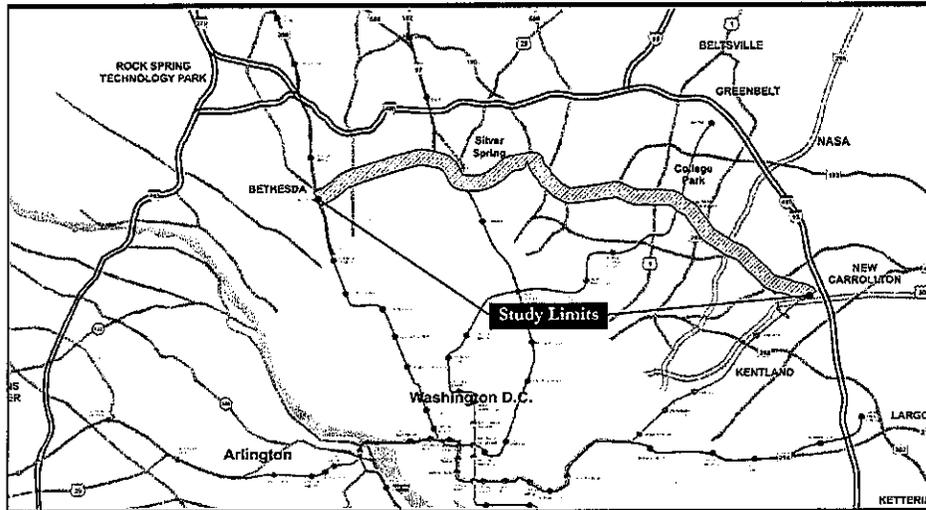
**ASSOCIATED IMPROVEMENTS:**

- 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

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2007	2008	.....2009.....	.....2010.....			.....2011.....
Planning	968	932	36	0	0	0	0	0	0	36	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>968</b>	<b>932</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>
Federal-Aid	730	696	34	0	0	0	0	0	0	34	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	M-5307	274
CO	1999	R5-5309NS	422
CO	2005	B-5309CB	34



**PROJECT:** Bi-County Transitway Study

**DESCRIPTION:** Study of a 14-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering/Final Environmental Impact Statement.

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

**ASSOCIATED IMPROVEMENTS:**

Silver Spring Transit Center and MARC Station Relocation -- Line 7  
Takoma/Langley Park Transit Center -- Line 32

**STATUS:** The Alternatives Analysis and DEIS phase is ongoing for the entire 14-mile corridor. Public meetings on the alternatives retained for detailed study were all held in June 2006.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	30,845	14,931	8,887	7,027	0	0	0	0	15,914	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
<b>Total</b>	<b>30,845</b>	<b>14,931</b>	<b>8,887</b>	<b>7,027</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,914</b>	<b>0</b>
Federal-Aid	20,752	7,811	7,319	5,622	0	0	0	0	12,941	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2000	CMAQ	1,536
CO	2000	M-5307	1,242
CO	2001	M-5307	1,620
CO	2002	M-5307	1,309
CO	2003	M-5307	1,626
CO	2004	M-5307	3,887
CO	2005	M-5307	834
CO	2007	M-5307	4,770
CO	2008	M-5307	3,928

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



**PROJECT:** Baltimore Corridor Transit Study - Green Line

**DESCRIPTION:** The Green Line Transit Corridor Study will address potential alignment and modal alternatives to provide service extension from the Johns Hopkins University Medical Campus to the vicinity of Morgan State University/Good Samaritan Hospital in Northeast Baltimore City. 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.

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

**ASSOCIATED IMPROVEMENTS:**

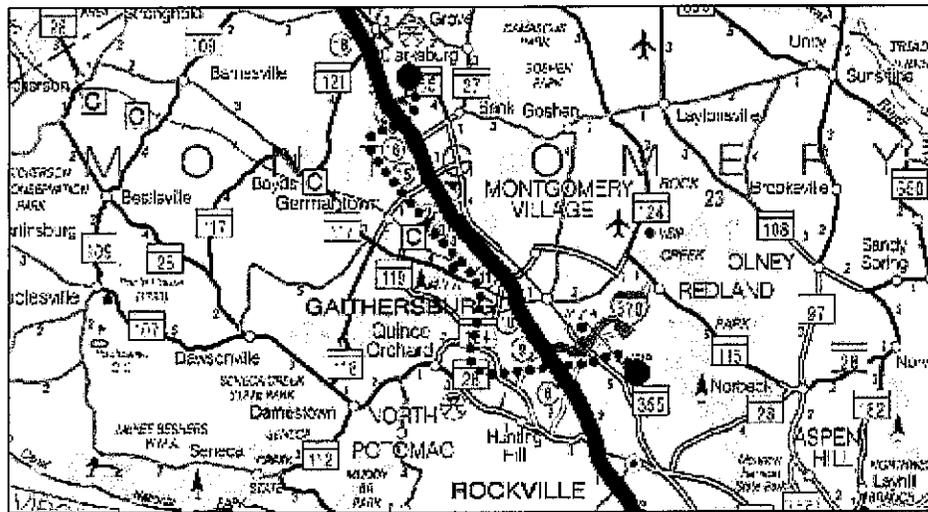
Baltimore Corridor Transit Study - Red Line - Line 31

**STATUS:** Consultant selection process recently completed. Alternatives analysis underway.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None

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 2006			2007	2008	....2009....	....2010....		
Planning	12,945	654	2,000	4,291	3,500	2,500	0	0	12,291	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
<b>Total</b>	<b>12,945</b>	<b>654</b>	<b>2,000</b>	<b>4,291</b>	<b>3,500</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>12,291</b>	<b>0</b>
Federal-Aid	6,357	0	1,564	2,793	0	2,000	0	0	6,357	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	1,564
CO	2008	5307	2,793
CO	2010	R5309NS	2,000



**STATUS:** Work has begun on a new environmental assessment document as required by FTA and FHWA. Transit ridership estimates are currently being computed to consider project revisions such as express toll lanes on I-270 and the phasing of the Corridor Cities Transitway.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

**PROJECT:** I-270 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.

**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

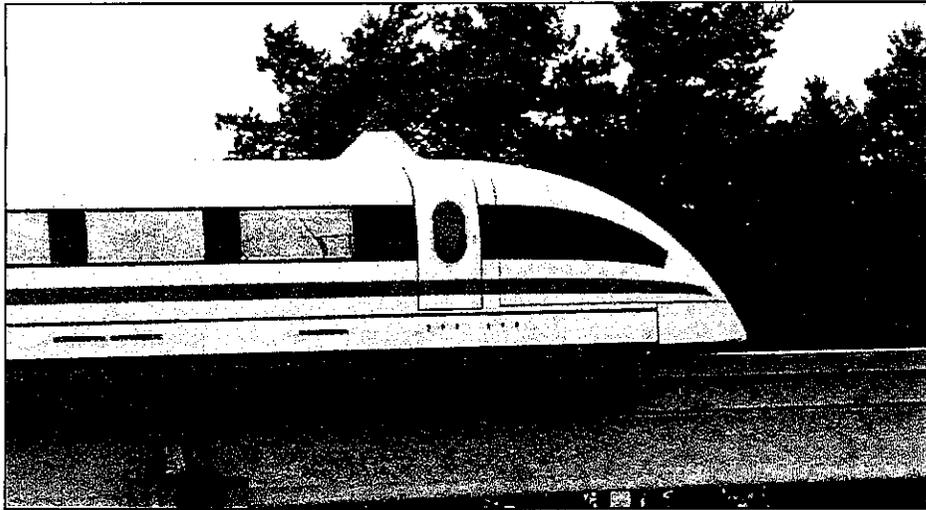
**ASSOCIATED IMPROVEMENTS:**

- 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

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	7,333	1,833	2,000	3,500	0	0	0	0	5,500	0
Engineering	3,667	0	0	0	3,667	0	0	0	3,667	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
<b>Total</b>	<b>11,000</b>	<b>1,833</b>	<b>2,000</b>	<b>3,500</b>	<b>3,667</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,167</b>	<b>0</b>
Federal-Aid	766	0	766	0	0	0	0	0	766	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	766

The estimated cost is for the entire project in Montgomery and Frederick Counties and is carried 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.

**STATUS:** Draft Environmental Impact Statement (DEIS) is complete. Work has begun to initiate the Final Environmental Impact Statement (FEIS).

**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 2006 - 11 CTP:** Consultant is also archiving project materials. Expect completion of activities by Spring 2007.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	17,095	15,994	1,101	0	0	0	0	0	1,101	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
<b>Total</b>	<b>17,095</b>	<b>15,994</b>	<b>1,101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101</b>	<b>0</b>
Federal-Aid	13,162	12,099	1,063	0	0	0	0	0	1,063	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1999	FRA	1,300
CO	2000	FRA	1,960
CO	2001	FRA	7,130
CO	2002	FRA	1,175
CO	2003	FRA	497
CO	2005	FRA	1,100

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



**STATUS:** Feasibility study completed, Transit Oriented Development proposal submitted to MDOT for 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.

**JUSTIFICATION:** Daily boardings currently average 2,063. Upon completion of an 700-space surface lot, the station will have a parking capacity of 1,985 spaces. A continued increase in ridership is anticipated due to local growth.

**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

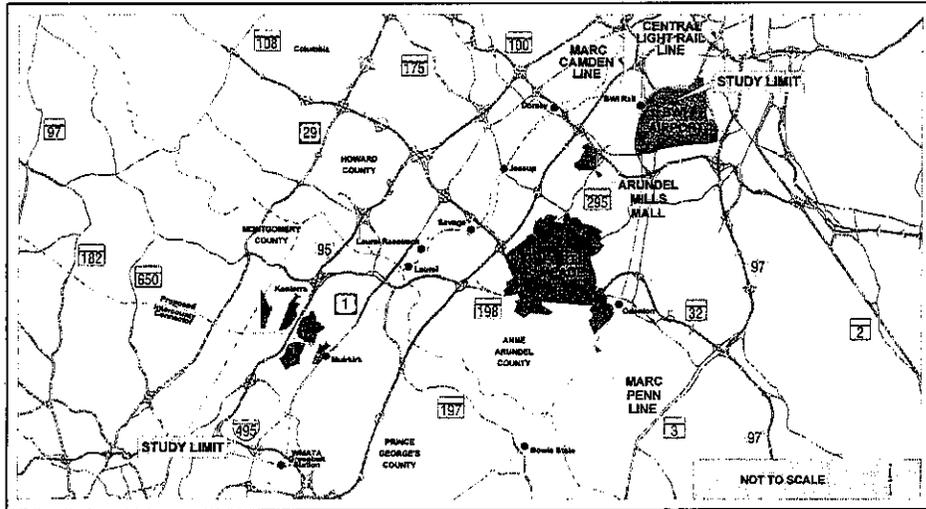
**ASSOCIATED IMPROVEMENTS:**

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	600	14	484	102	0	0	0	0	586	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
<b>Total</b>	<b>600</b>	<b>14</b>	<b>484</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>586</b>	<b>0</b>
Federal-Aid	341	0	300	41	0	0	0	0	341	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	M-5307	341

**USAGE:** An average of 2,063 patrons per day use the Odenton MARC Station.



**STATUS:** Workshops and the alignment feasibility study underway.

**PROJECT:** WMATA Green Line Extension

**DESCRIPTION:** Develop a feasibility study and environmental inventory review for a possible 20-mile extension of the Metrorail Green Line from its current terminus at Greenbelt to Laurel and continuing north to BWI Thurgood Marshall Airport. The corridor extends along a portion of the MARC Camden Line. (BRAC Related)

**JUSTIFICATION:** General Assembly has requested a preliminary study to analyze an extension of the WMATA Green Line from Greenbelt to BWI Thurgood Marshall Airport.

**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 2006 - 11 CTP:** Added to the Development and Evaluation 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....			
Planning	2,000	0	808	1,192	0	0	0	0	2,000	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	
<b>Total</b>	<b>2,000</b>	<b>0</b>	<b>808</b>	<b>1,192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	