

Figure 5.2 Project Information Form (PIF) Illustration

4 Maryland Transit Administration -- Line 27

1 PROJECT: CCTV Improvements

CONSTRUCTION PROGRAM

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

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

SMART GROWTH STATUS:
 Project Not Location Specific or Location Not Determined
 Project Within PFA
 Project Outside PFA; Subject to Exception
 Grandfathered
 Exception Approved by BPWMDOT

ASSOCIATED IMPROVEMENTS: None.

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

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

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR			2010...	2011...	2012...	2013...		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1	1	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	22,800	4,670	3,416	4,100	3,831	0	6,763	0	16,130	
Total	22,801	4,671	3,416	4,100	3,831	0	6,763	0	16,130	
Federal-Aid	13,096	3,097	2,849	2,535	2,708	0	1,907	0	9,099	

3

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

2

PAGE MTA-27

Another example of visualization methods employed by MDOT is the maps provided by SHA at each county meeting during the Annual Consultation Process. A map is created for each District showing the location of each project, using different symbols to illustrate different types of projects, and includes a short description of each project. These are highly useful since the public can easily see where and how projects impact their daily lives.

(j) Grouped Projects: MDOT has the option to group projects that are not regionally significant. Most projects are not grouped together and have their own PIF page as described in Figure 5.2, however, some System Preservation Projects within the larger urban areas are grouped together by funding category. Projects located within smaller regions may be itemized at the discretion of the SHA district engineer.

(k) Consistency with State Long-Range Transportation Plan and MPO Long-Range Transportation Plans: The multimodal goals and objectives in the 2004 Maryland Transportation Plan (MTP): A Blue Print for Maryland's Transportation Future provided policy guidance for the 2008 - 2012 STIP development. Currently, MDOT is updating its