

**MEMORANDUM**

District of Columbia
 Bowie
 College Park
 Frederick County
 Gaithersburg
 Greenbelt
 Montgomery County
 Prince George's County
 Rockville
 Takoma Park
 Alexandria
 Arlington County
 Fairfax
 Fairfax County
 Falls Church
 Loudoun County
 Manassas
 Manassas Park
 Prince William County

January 10, 2005

To: Transportation Planning Board

From: Ron Kirby *RSK*
 Director, Department
 Transportation Planning

RE: Steering Committee Actions

At its meeting of January 7, 2005, the TPB Steering Committee approved the following resolutions:

- ❖ TPB SR9-2005: Resolution on an Amendment to the FY 2004-2009 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to modify the funding for traffic monitoring cameras in Arlington County and to reallocate funding from one bike trail project to another trail project and to a park-and-ride project in Prince William County as requested by the Virginia Department of Transportation (VDOT).
- ❖ TPB SR10-2005: Resolution on an Amendment to the FY2005-2010 TIP that is exempt from the Air Quality Conformity Requirement to reallocate funding from one bike trail project to another trail project and to a park-and-ride project in Prince William County as requested by VDOT.
- ❖ TPB SR11-2005: Resolution on changes to the Federal Functional Classification System of Highway in Charles County in the State of Maryland.
- ❖ TPB SR12-2005: Resolution on an Amendment to the FY 2004-2009 TIP that is exempt from the Air Quality Conformity Requirement to add and change or to modify the funding of for several transit, MARC and TERM projects as requested by the Maryland Department of Transportation (MDOT).
- ❖ TPB SR13-2005: Resolution on and Amendment of the FY 2005-2010 TIP that is exempt from the Air Quality Conformity Requirement to add and change or to modify the funding for several transit, MARC and TERM projects as requested by MDOT.

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action."

TPB SR9- 2005
January 7, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2004-2009 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO MODIFY THE FUNDING FOR TRAFFIC MONITORING CAMERAS IN
ARLINGTON COUNTY AND TO REALLOCATE FUNDING FROM ONE BIKE TRAIL
PROJECT TO ANOTHER TRAIL PROJECT AND TO A PARK-AND-RIDE PROJECT
IN PRINCE WILLIAM COUNTY AS REQUESTED BY THE VIRGINIA DEPARTMENT
OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on December 17, 2003 the TPB adopted the 2003 Constrained Long-Range Transportation Plan (CLRP) and the FY 2004-2009 Transportation Improvement Program (TIP); and

WHEREAS, in the attached letter of December 28, 2004, VDOT on behalf of Arlington and Prince William Counties has requested an amendment to the FY 2004-2009 TIP to modify the CMAQ funding for a Traffic Monitoring Camera project in Arlington County, and to reallocate CMAQ funding from one Route 234 Bike Trail project to another Route 234 Multi-purpose Trail project and to a Park-and-Ride Lot project in the Route 234 Bypass Corridor in the vicinity of the I-66 Interchange in Prince William County, as described in the attached materials; and

WHEREAS, these funding modifications and projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the August 15, 1997 *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2004-2009 TIP to modify the CMAQ funding for a Traffic Monitoring Camera project in Arlington County, and to reallocate CMAQ funding from one Route 234 Bike Trail project to another Route 234 Multi-purpose Trail project and to a Park-and-Ride Lot project in the Route 234 Bypass Corridor in the vicinity of

the I-66 Interchange in Prince William County, as described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on January 7, 2005.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

PHILIP A. SHUCET
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

DENNIS C. MORRISON
DISTRICT ADMINISTRATOR

December 28, 2004

National Capital Region
Transportation Improvement Program Amendment

The Honorable Phil Mendelson
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, DC 20002-4201

Dear Chairman Mendelson:

On behalf of Arlington and Prince William Counties (per the attached), the Virginia Department of Transportation (VDOT) requests amendments (also attached) to the FY 2004-2009 and FY 2005-2010 Transportation Improvement Programs (TIP). Table 1 describes the individual projects included in the TIP amendments, including the reason(s) each project is included in this request, conformity status, and funding implications. Because the region has yet to receive federal approval (however, we believe approval is imminent) of the FY 2005-2010 TIP, we are amending both the FY 2004-2009 and FY 2005-2010 TIPs.

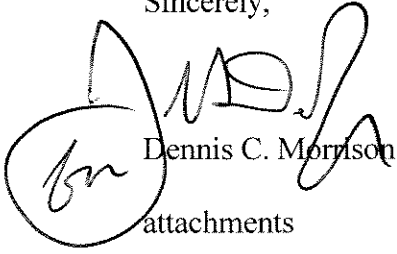
These amendments modify funding and phasing for an Arlington County ITS project, and reallocates CMAQ funds from one Route 234 trail project to another Route 234 trail project and to a proposed I-66 / Route 234 park-and-ride lot. None of these projects will adversely affect the conformity analyses performed for the FY-04 TIP or for the FY-05 TIP.

VDOT requests that these amendments be approved by the TPB Steering Committee at its meeting on January 7, 2005.

The Honorable Phil Mendelson
December 28, 2004
Page Two

Please call Jo Anne Sorenson at (703) 383-2461, if you need further information. Upon approval of this amendment, please furnish copies of the approval to Ms. Sorenson and to Ms. Marsha Fiol, Division Chief, for VDOT's Transportation and Mobility Planning Division. Thank you for your consideration of this request.

Sincerely,



Dennis C. Morrison

attachments

Langley, Joseph

From: Jose Thommana [Jthomm@arlingtonva.us]
Sent: Monday, December 20, 2004 9:16 AM
To: Langley, Joseph
Cc: Nicole Lewis; Tkac, Gregory M.; McGhee, David L.; Mannell, Robert B.; McDonald, Robert, P.E.; Miller, Douglas C.; Ruszczyk, Julie A.; Hodgson, Fred R; Terry Bellamy; Tracey Briscoe; Robert van Druff
Subject: RE: 58602 - Arlington County CCTV - Funding

Mr. Langley:

I mistakenly took 80% of the project amount in the memo I sent earlier, Arlington County will pay the additional amount over \$350,400 (80% of 438,000) using County funds.

I have attached a memo to that effect below. I will mail a signed hardcopy of the memo to Greg Tkac.

Thanks
Jose.

Memo

To: Greg Tkac, Virginia Department of Transportation
From: Jose Thommana, Arlington County
CC:
Date: December 20, 2004
Re: Bidder Selection RFP 156-04; CCTV Camera Installation

Arlington County staff received only one response to the Request for Proposal (RFP) for the installation of CCTV cameras in Arlington. Staff has reviewed the bid submitted in response to RFP and recommend selecting Midasco, Inc. as the successful bidder for this project.

Funding sources for this project will include \$350,400 funding from CMAQ funds and \$134,500 matching funds from Arlington County per the agreement with the Virginia Department of Transportation (VDOT) for Project TMC0-0000-101, PE-101, N-501.

If you need any additional information to move the process forward, please contact me at (703) 228-3723 or via e-mail at jthomm@arlingtonva.us.

12/28/2004

Dennis Leach, Director
Arlington County
Department of Transportation

Tracey Briscoe, Budget Analyst
Arlington County
Department of Transportation



COUNTY OF PRINCE WILLIAM

4379 Ridgewood Center Drive, Prince William, Virginia 22192-5308
(703) 792-6820 Metro 631-1703 Fax (703) 792-6828

DEPARTMENT OF
PUBLIC WORKS

Robert W. Wilson
Director

December 13, 2004

Mr. Dennis C. Morrison
Virginia Department of Transportation
Northern Virginia District
14685 Avion Parkway
Chantilly, Virginia 20151-1104

Dear Mr. Morrison:

Prince William County is requesting that your staff develop amendments to the FY05 regional Transportation Improvement Program (TIP) and the FY04 Constrained Long Range Plan (CLRP).

The requested amendments will require the transfer of \$705,000 in Congestion Mitigation and Air Quality (CMAQ) funds from the Route 234 Trail project (UPC 50009) to the Route 234 Trail between Lake Jackson and the Prince William County Parkway project (UPC 72726) and the I-66/Route 234 Park and Ride project (UPC 72803).

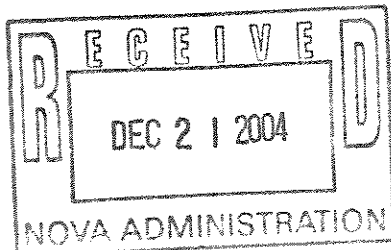
Prince William County asks that the Route 234 Trail project (between Lake Jackson and the Prince William Parkway) have \$215,000 of CMAQ funding transferred to it, and the remaining \$490,000 of CMAQ funds be transferred to the I-66 / Route 234 Park and Ride project. This transfer should supply adequate funding to complete both of these projects in the Route 234 corridor.

Since both of these projects are already included in the TIP and the changes are only funding shifts, we believe they are exempt and no environmental assessment is needed.

Please take the necessary steps to ensure that the TIP is amended so that we can continue the process of planning and constructing these crucial projects. Contact Mr. Rick Canizales of my staff at (703) 792-5985 if you have any questions regarding amending these projects in the TIP and CLRP.

Sincerely,

Tom Blaser
Transportation Division Chief



**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

PROPOSED TIP AMENDMENT - 1/07/05

FY 2004-2009

Changes to existing entries are noted in bold.

Agency Project ID	Facility, Location, Description	Phase	FY03 TIP Entry	Carry Over	Annual Element FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Source	Funding Shares Fed/st/lo
ARLINGTON COUNTY ITS													
58602	Facility: Traffic Monitoring Cameras From: Arlington County To: County-wide Jurisdiction: Arlington County	P.E. ROW Const	35 403 0	35 0 403	35 0 0	0 0 441	0 0 0	0 0 0	0 0 0	0 0 0	\$438 \$38 \$0	CMAQ Local	20% 80% 100%
PRINCE WILLIAM COUNTY BIKE AND PED													
50009	Facility: VA 234 Bike Trail From: US 1 to I-95 To: Montclair to the vicinity of Manassas Jurisdiction: Prince William County	P.E. ROW Const	150 0 1,350	150 0 1,161	150 0 1,161	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$1,314 \$0 \$0	CMAQ	20% 80%
72726 (new)	Facility: VA 234 Multi-Purpose Trail From: Lake Jackson Drive To: VA 234 Business Jurisdiction: Prince William County	P.E. ROW Const	0 0 0	0 0 0	0 0 0	110 0 539	0 0 0	0 0 0	0 0 0	0 0 0	\$269 \$360 \$20	CMAQ RSTP Local	20% 80% 100%
VDOT TRANSIT													
72803	Facility: Park-and-Ride Lot From: VA 234 Bypass Corridor To: Vicinity of I-66 Interchange Jurisdiction: Prince William County	P.E. ROW Const	0 0 0	0 0 0	0 0 0	250 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$250	CMAQ	20% 80%

Table 1

Background Information on NoVA Projects Proposed for Amendment into the FY-04 TIP

Presented to the TPB Steering Committee
January 7, 2005

Facility / Project:	Traffic-Monitoring Cameras
Jurisdiction:	Arlington County
Limits / Location:	Throughout Arlington County
Project Description:	Install 25 traffic-monitoring cameras, county wide, for enhanced incident management.
Agency Project ID:	58602
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No, existing project in TIP.
Reason(s) for Amendment:	1) Move construction phase from FY-04 to FY-05 (in order to secure FHWA authorization of funding) & 2) Add \$38 K in Arlington County funds to cover increased cost for construction.
Conformity Status:	Included in FY-04's conformity input.
Financial Implications:	Moves existing allocation to the following year and adds \$38 K in local funds to TIP.

Facility / Project:	VA 234 Bike Trail
Jurisdiction:	Prince William County
Limits / Location:	US 1 to I-95 & Montclair to the vicinity of Manassas
Project Description:	Construct a bike trail within the cited limits.
Agency Project ID:	50009
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No, existing project in TIP.
Reason(s) for Amendment:	Delete project from TIP / Reallocate funds to other projects.
Conformity Status:	Bike trails are not included in the conformity models.
Financial Implications:	The remaining CMAQ funds will be reallocated to another trail project on VA 234 and to a proposed park-and-ride lot in the vicinity of the I-66 / VA 234 Bypass Interchange.

Table 1
(Cont.)

Facility / Project:	VA 234 (Dumfries Road) Multi-Purpose Trail
Jurisdiction:	Prince William County
Limits / Location:	Lake Jackson VA 234 Business
Project Description:	Construct a Multi-Purpose Trail within the cited limits. Construction of this missing link will provide continuity between the 12-mile Multi-Purpose Trail along Dumfries Road with the 10-mile Multi-Purpose Trail along the Prince William Parkway.
Agency Project ID:	72726
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	Yes, included in TIP amendment package.
Reason(s) for Amendment:	Add project to TIP so that funding can be authorized.
Conformity Status:	Exempt from regional emissions analyses. Bicycle and pedestrian facilities are listed in Table 2 of 40 CFR §93.126, as examples of projects that "... are exempt from the requirement that a conformity determination be made."
Financial Implications:	Reallocates, to this project, \$215 K in FY-00 CMAQ (w/o match) previously allocated to UPC 50009, and adds \$360 K in FY-05 RSTP funds and \$20 K in local funds to the TIP.

Facility / Project:	Park-and-Ride Lot
Jurisdiction:	Prince William County
Limits / Location:	VA 234 Bypass Corridor in the vicinity of the I-66 Interchange
Project Description:	Design a 100 - 200 space park-and-ride lot.
Agency Project ID:	72803
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No, existing project in TIP.
Reason(s) for Amendment:	1) Move PE phase from FY-04 to FY-05 (in order to secure FHWA authorization of funding), 2) Update PE cost, and 3) Change source of PE funding from RSTP to CMAQ.
Conformity Status:	Exempt. "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action," is listed in Table 2 of 40 CFR §93.126 as an activity that is "... exempt from the requirement that a conformity determination be made."
Financial Implications:	Reallocates, to this project, \$200 K in FY-00 CMAQ (w/o match) previously allocated to UPC 50009.

Transportation Improvement Program (TIP)
Proposed Project or Action Description Form
FY 2004-2010

1. Agency: **VDOT**

Last Modified On: **12/28/2004**

2. Location and Jurisdiction

Facility: **VA 234 Multi-Purpose Trail**
From/At: **Lake Jackson Drive**
To: **VA 234 Business**
Jurisdiction: **Prince William County**

3. Description of project or action:

Construct a multi-purpose trail within the cited limits. Construction of this missing link will provide continuity between the 12 mile Multi-Purpose Trail along Dumfries Road with the 10 mile Multi-Purpose Trail along Prince William Parkway.

Primarily a bicycle/pedestrian project.

4. Project Status

New project.

5. Environmental Review

Proposed Categorical Exclusion (CE)

6. Funding and Schedule Information

Date of completion or implementation: **2007**

Source	FY	Amount (x \$1,000)	Phase	% Fed/State/Loc	
CMAQ	2005	250	PE	80	20

7. Cost and schedule remarks:

CMAQ (w/o match): \$215 K in FY-00 (transferred from UPC 50009, per Co. staff).

TPB SR10- 2005
January 7, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2005-2010 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO REALLOCATE FUNDING FROM ONE BIKE TRAIL PROJECT TO ANOTHER
TRAIL PROJECT AND TO A PARK-AND-RIDE PROJECT IN PRINCE WILLIAM
COUNTY AS REQUESTED BY THE VIRGINIA DEPARTMENT OF
TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on December 15, 2004 the TPB adopted the 2004 Constrained Long-Range Transportation Plan (CLRP) and the FY 2005-2010 Transportation Improvement Program (TIP); and

WHEREAS, in the attached letter of December 28, 2004, VDOT on behalf of Prince William County has requested an amendment to the FY 2005-2010 TIP to reallocate CMAQ funding from one Route 234 Bike Trail project to another Route 234 Multi-purpose Trail project and to a Park-and-Ride Lot project in the Route 234 Bypass Corridor in the vicinity of the I-66 Interchange in Prince William County, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the August 15, 1997 *Federal Register*,

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2005-2010 TIP to reallocate CMAQ funding from one Route 234 Bike Trail project to another Route 234 Multi-purpose Trail project and to a Park-and-Ride Lot project in the Route 234 Bypass Corridor in the vicinity of the I-66 Interchange in Prince William County, as described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on January 7, 2005.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

PHILIP A. SHUCET
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

DENNIS C. MORRISON
DISTRICT ADMINISTRATOR

December 28, 2004

National Capital Region
Transportation Improvement Program Amendment

The Honorable Phil Mendelson
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, DC 20002-4201

Dear Chairman Mendelson:

On behalf of Arlington and Prince William Counties (per the attached), the Virginia Department of Transportation (VDOT) requests amendments (also attached) to the FY 2004-2009 and FY 2005-2010 Transportation Improvement Programs (TIP). Table 1 describes the individual projects included in the TIP amendments, including the reason(s) each project is included in this request, conformity status, and funding implications. Because the region has yet to receive federal approval (however, we believe approval is imminent) of the FY 2005-2010 TIP, we are amending both the FY 2004-2009 and FY 2005-2010 TIPs.

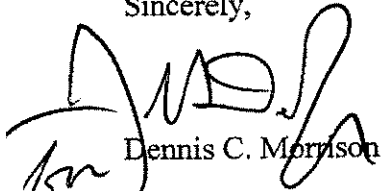
These amendments modify funding and phasing for an Arlington County ITS project, and reallocates CMAQ funds from one Route 234 trail project to another Route 234 trail project and to a proposed I-66 / Route 234 park-and-ride lot. None of these projects will adversely affect the conformity analyses performed for the FY-04 TIP or for the FY-05 TIP.

VDOT requests that these amendments be approved by the TPB Steering Committee at its meeting on January 7, 2005.

The Honorable Phil Mendelson
December 28, 2004
Page Two

Please call Jo Anne Sorenson at (703) 383-2461, if you need further information. Upon approval of this amendment, please furnish copies of the approval to Ms. Sorenson and to Ms. Marsha Fiol, Division Chief, for VDOT's Transportation and Mobility Planning Division. Thank you for your consideration of this request.

Sincerely,



Dennis C. Morrison

attachments



COUNTY OF PRINCE WILLIAM

4379 Ridgewood Center Drive, Prince William, Virginia 22192-5308
(703) 792-6820 Metro 631-1703 Fax (703) 792-6828

DEPARTMENT OF
PUBLIC WORKS

Robert W. Wilson
Director

December 13, 2004

Mr. Dennis C. Morrison
Virginia Department of Transportation
Northern Virginia District
14685 Avion Parkway
Chantilly, Virginia 20151-1104

Dear Mr. Morrison:

Prince William County is requesting that your staff develop amendments to the FY05 regional Transportation Improvement Program (TIP) and the FY04 Constrained Long Range Plan (CLRP).

The requested amendments will require the transfer of \$705,000 in Congestion Mitigation and Air Quality (CMAQ) funds from the Route 234 Trail project (UPC 50009) to the Route 234 Trail between Lake Jackson and the Prince William County Parkway project (UPC 72726) and the I-66/Route 234 Park and Ride project (UPC 72803).

Prince William County asks that the Route 234 Trail project (between Lake Jackson and the Prince William Parkway) have \$215,000 of CMAQ funding transferred to it, and the remaining \$490,000 of CMAQ funds be transferred to the I-66 / Route 234 Park and Ride project. This transfer should supply adequate funding to complete both of these projects in the Route 234 corridor.

Since both of these projects are already included in the TIP and the changes are only funding shifts, we believe they are exempt and no environmental assessment is needed.

Please take the necessary steps to ensure that the TIP is amended so that we can continue the process of planning and constructing these crucial projects. Contact Mr. Rick Canizales of my staff at (703) 792-5985 if you have any questions regarding amending these projects in the TIP and CLRP.

Sincerely,

Tom Blaser
Transportation Division Chief

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

PROPOSED TIP AMENDMENT - 1/07/05

FY 2005-2010

Changes to existing entries are noted in bold.

Agency Project ID	Facility, Location, Description	Phase	FY04 TIP Entry	Carry Over	Annual Element FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Source	Funding Shares Fed/st/lo
PRINCE WILLIAM COUNTY BIKE AND PED													
50009	Facility: VA 234 Bike Trail From: US 1 to I-95 To: Montclair to the vicinity of Manassas Jurisdiction: Prince William County	P.E. ROW Const	150 0 1,350	150 0 1,161	6 0 4,464	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$876 \$280 \$0	CMAQ Local	20% 100%
			Delete project / Reallocate CMAQ funds										
72726	Facility: VA 234 Multi-Purpose Trail From: Lake Jackson Drive To: VA 234 Business Jurisdiction: Prince William County	P.E. ROW Const	0 0 0	0 0 0	110 0 0	0 0 539	0 0 0	0 0 0	0 0 0	0 0 0	\$269 \$360 \$20	CMAQ RSTP Local	80% 80% 100%
VDOT TRANSIT													
72803	Facility: Park-and-Ride Lot From: VA 234 Bypass Corridor To: Vicinity of I-66 Interchange Jurisdiction: Prince William County	P.E. ROW Const	300 0 0	300 0 0	250 0 0	0 100 900	0 0 0	0 0 0	0 0 0	0 0 0	\$613 \$637	CMAQ RSTP	80% 80% 20%
			Construct a 100 - 200 space park-and-ride lot.										

Table 1

Background Information on NoVA Projects Proposed for Amendment into the FY-05 TIP

Presented to the TPB Steering Committee
January 7, 2005

Facility / Project:	Traffic-Monitoring Cameras
Jurisdiction:	Arlington County
Limits / Location:	Throughout Arlington County
Project Description:	Install 25 traffic-monitoring cameras, county wide, for enhanced incident management.
Agency Project ID:	58602
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No.
Reason(s) for Amendment:	1) Not included in FY-05 TIP amendment. Cost increase / use of local funds will be handled with a TIP adjustment, if FY-05 TIP receives Federal approval in the near term.
Conformity Status:	Mo
Financial Implications:	adds \$38 K in local funds to TIP.

Facility / Project:	VA 234 Bike Trail
Jurisdiction:	Prince William County
Limits / Location:	US 1 to I-95 & Montclair to the vicinity of Manassas
Project Description:	Construct a bike trail within the cited limits.
Agency Project ID:	50009
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No, existing project in TIP.
Reason(s) for Amendment:	Delete project from TIP / Reallocate funds to other projects.
Conformity Status:	Bike trails are not included in the conformity models.
Financial Implications:	The remaining CMAQ funds will be reallocated to another trail project on VA 234 and to a proposed park-and-ride lot in the vicinity of the I-66 / VA 234 Bypass Interchange.

Table 1
(Cont.)

Facility / Project:	VA 234 (Dumfries Road) Multi-Purpose Trail
Jurisdiction:	Prince William County
Limits / Location:	Lake Jackson VA 234 Business
Project Description:	Construct a Multi-Purpose Trail within the cited limits. Construction of this missing link will provide continuity between the 12-mile Multi-Purpose Trail along Dumfries Road with the 10-mile Multi-Purpose Trail along the Prince William Parkway.
Agency Project ID:	72726
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No, existing project in TIP.
Reason(s) for Amendment:	1) Update latest cost estimates, 2) Add CN phase to the TIP, and 3) Reallocate \$215 K in FY-00 CMAQ (w/o match), which had previously been allocated to UPC 50009, to this project.
Conformity Status:	Included in FY-05 conformity input.
Financial Implications:	Reallocates, to this project, \$215 K in FY-00 CMAQ (w/o match) previously allocated to UPC 50009 and adds \$20 K in local funds to the TIP.

Facility / Project:	Park-and-Ride Lot
Jurisdiction:	Prince William County
Limits / Location:	VA 234 Bypass Corridor in the vicinity of the I-66 Interchange
Project Description:	Construct a 100-200 space commuter (park-and-ride) lot in the Route 234 Bypass (PWC Parkway) corridor to serve the planned and funded High Occupancy Vehicle (HOV) improvements on I-66. This park-and-ride lot will also support the congestion mitigation plans for the next phase of the I-66 HOV extension from the Route 234 Bypass to Route 29 and for the construction of the proposed Gainesville Interchange project.
Agency Project ID:	72803
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No, existing project in TIP.
Reason(s) for Amendment:	1) Update project cost estimates & 2) Reallocate \$490 K in FY-00 CMAQ (w/o match), which had previously been allocated to UPC 50009, to this project.
Conformity Status:	Included in FY-04's conformity input.
Financial Implications:	Reallocates, to this project, \$490 K in FY-00 CMAQ (w/o match) previously allocated to UPC 50009.

TPB SR11- 2005
January 7, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON CHANGES TO
THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM OF HIGHWAYS IN
CHARLES COUNTY IN THE STATE OF MARYLAND**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Functional Classification System of Highways for the State of Maryland was approved by the TPB on December 16, 1992; and

WHEREAS, revisions to the Federal Functional Classification System of Highways must be done in coordination and cooperation with the MPO and affected Maryland counties and jurisdictions; and

WHEREAS, in the attached letter of December 28, 2004, the Maryland Department of Transportation (MDOT) has requested specific changes to the Federal Functional Classification System of Highways in Charles County based upon the 2000 Census and related adjustments of Urban Boundaries, as described in the attached correspondence; and

WHEREAS, in the attached letter of November 16, 2004, the Charles County Commissioners concurred with these changes and indicated that the Town of La Plata also concurred with them;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board concurs in the specific changes to the Federal Functional Classification System in Charles County, as requested by MDOT and described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on January 7, 2005.



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

December 28, 2004

The Honorable Phil Mendelson
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

Dear Chairman Mendelson:

The Maryland Department of Transportation (MDOT) requests your written concurrence on the changes to the Federal Functional Classification System that are described in the attached correspondence.

Please refer to the enclosed correspondence between the Maryland State Highway Administration and the County Commissioners of Charles County. MDOT requests that this item be placed on the TPB Steering Committee's January 7, 2005 agenda for consideration as appropriate.

We appreciate your cooperation in this matter. If you have any questions regarding this item, please call Ms. Fatimah Hasan at 410-865-1279.

Sincerely,

A handwritten signature in cursive script that reads "Ron Spalding".

Ron N. Spalding, Manager
Regional Planning & Programming
Office of Planning & Capital Programming

cc: Ms. Fatimah Hasan, Regional Planner, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Marsha J. Kaiser, Director, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Jim Thompson, Maryland State Highway Administration, Maryland Department of Transportation
TPB Members



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

December 3, 2004

The Honorable Robert J. Fuller
Acting President, County Commissioners of Charles County
PO Box 2150
La Plata, Maryland 20646

Dear Acting President Fuller:

Bob

Thank you for your prompt consideration and endorsement of changes to the Federal Functional Classification System for Charles County. We recognize the County's request that MD 231, from MD 5 Relocated to the Calvert County line, remain a Principal Arterial and not be reclassified as a Minor Arterial. The changes will be submitted to the Metropolitan Washington Council of Governments for concurrence and then to the Federal Highway Administration (FHWA) for approval. After FHWA approves the revised system, we will distribute new Charles County functional classification maps.

Thank you again for your timely response. If you have any questions regarding this matter, please contact Mr. James E. Thompson, Assistant Division Chief of Regional and Intermodal Planning, at 410-545-5675, 1-800-204-4828 or jthompson@sha.state.md.us. He will be pleased to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,

A handwritten signature in black ink that reads "Neil J. Pedersen".

Neil J. Pedersen
Administrator

cc: Mr. Ronald Kirby, Director, Metropolitan Washington Council of Governments
Mr. James E. Thompson, Assistant Division Chief of Regional and Intermodal Planning,
State Highway Administration
Mr. Gregory Welker, District Engineer, State Highway Administration

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

The Honorable Robert J. Fuller
Page Two

bcc: Ms. Marlyn D. Hill, Administrative Assistant, State Highway Administration
Mr. Vaughn Lewis, Regional Planner, State Highway Administration
Mr. Ronald Spalding, Manager of Regional Planning and Programming, Maryland
Department of Transportation
Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering,
State Highway Administration
Mr. William Walsek, Chief of Highway Information Services, State Highway
Administration (with letter and matrix)

JAY D. LEVY, PRESIDENT
WAYNE COOPER
ROBERT J. FULLER
WM. DANIEL MAYER
ALLAN R. SMITH



EUGENE T. LAUER
COUNTY ADMINISTRATOR

**County Commissioners
of Charles County**

P O BOX 2150
LA PLATA, MARYLAND 20646
(301) 645-0550, METRO 870-3000 TOLL FREE (877) 807-8790
TDD 1-800-735-2258 or 7-1-1, FAX: (301) 645-0560

November 16, 2004

Mr. Raja Veeramachaneni
Director of Office of Planning and Preliminary Engineering
Maryland State Highway Administration, MS C411
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Veeramachaneni:

Our staff has met with Mr. Jim Thompson of your staff to discuss the adjustments to the Federal Functional Classification System following the 2000 Census. The proposed changes were sent to the Town of La Plata for review and concurrence. The town has no objections to the proposed changes.

Charles County concurs with changes proposed by the Maryland State Highway Administration, dated August 2004, with the exception of MD 231 from MD 5 Rel to Calvert County. Maryland Route 231 should remain a Principal Arterial and not be reclassified as a Minor Arterial. This road is the only connection to Calvert County and traffic is projected to increase which may necessitate the expansion of MD 231 from two to four lanes in the future.

If you have any questions, please do not hesitate to contact Mr. David Umling, Planning Director, at 301-645-0598 or e-mail umlingd@charlescounty.org.

Very truly,

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND

Robert J. Fuller
Robert J. Fuller, Acting President

Enclosure:

August 5, 2004 SHA Functional Classification List

RJF/DU/llg/50,000

cc: Jason Groth, PGM
Brian Kagarise, PGM
Frank Jaklitsch, Calvert County Planning Director
Doug Miller, Town of La Plata

CHARLES COUNTY

15-Nov-04

Suggested changes

Base Mileage	URBAN				Collector	Local	Total
	Interstate	Fwy/Expy	Other	P A. M. Arterial			
Springhill-Newtown Rd. from US301 to Bel Alton-Newtown Rd.	0.0	0.0	23.8	35.1	17.5	241.8	327.7
Oak St./Glen Albin Road from MD6 to Springhill-Newtown Rd.					2.1	-2.1	
Mitchell Road from LaPlata FAU/L to US301					1.5	-1.5	
Rosewick Road from St Charles Parkway to Washington Ave				1.1	1.3	-1.3	
Rosewick Road Ext from Washington Ave to US301(CIP)				0.4	-1.1		
Piney Church/Renner Road from Billingsley Road to MD5					2.3	-2.3	
St Pauls Drive from St Charles Pkwy to Piney Church Road					0.7	-0.7	
Copley Ave from Smallwood Drive to Post Office Road					0.7	-0.7	
St Patricks Rd/Western Pkwy from Billingsley Rd.to MD228				2.8	-2.8		
Western Parkway from MD228 to US301 at MD5 (CIP)				2.7			
Smallwood Drive from St Patricks Road to St Charles Pkwy				1.5			
Acton Lane from Old Washington Road to Hamilton Rd					-1.5		
Hamilton Rd. from Western Parkway to Acton Lane					2.3	-2.3	
Billingsley Road from Cross County Connector to Middleton Road					1.0	-1.0	
Billingsley Road from Middleton Road to Cross County Connector				-0.4	0.4		
Billingsley Road from Mattawoman Creek to MD227				-4.0			
Cross County Connector from Billingsley Road to MD210(CIP)				-1.5	4.0		
Old Washington Road from Billingsley Road to US301				6.1			
McDaniel Road from Middleton to Smallwood Drive (CIP)				-5.3			
St Charles Parkway from Billingsley Road to De Marr Road				0.6			
MD488 from MD6 to LaPlata FAU/L			-1.0	1.0			
MD6 from MD488 to LaPlata FAU/L			1.3	-1.3			
Adjusted Totals	0.0	0.0	24.1	38.8	34.6	231.2	327.7
Percentage	0.0	0.0	7.4	11.8	10.6	70.6	100.3
Target	Prin. Art.	7.4	(5-10)	(10-15)	(5-10)	(65-80)	

Suggested changes	RURAL						Total
	Interstate	Other P.A.	M. Arterial	Maj. Coll.	Min. Coll.	Local	
Base Mileage	0.0	33.8	20.7	84.4	56.2	395.2	594.3
Mitchell Road from MD225 to LaPlata FAU/L					1.0	-1.0	
MD227 from River Road to Fenwick Road					2.2		
Fenwick Road from Roger Place to MD227				-2.2	-2.0	2.0	
St Charles Parkway from DeMarr Road to Rosewick Road (CIP)				2.1			
MD488 from LaPlata FAU/L to MD5			-5.0	5.0			
MD6 from LaPlata FAU/L to MD5			10.0	-10.0			
MD5REL from MD5 to MD5		2.3					
MD5 from MD5Rel to MD5Rel		-1.7				1.7	
MD231 from MD5 to MD5Rel					0.4		
Bryantown/Woodville Road from MD5 to Galliant Green Road				-0.4	4.2	-4.2	
Penns Hill Road from MD6 to MD234					5.3	-5.3	
Adjusted Totals	0.0	34.4	25.3	79.3	67.3	388.4	594.3
Percentage	0.0	5.8	4.3	13.3	11.3	65.4	100.1
Target	Prin. Art.	5.8	(4+8)	all Coll.	24.7	(65-75)	
	(2-4)				(20-25)		



Robert L. Ehrlich, Jr. *Governor*
Michael S. Steele, Lt. *Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

May 27, 2004

Mr. Zack Kreback
Acting Planning Director
for Charles County
P. O. Box 2150
La Plata, Maryland 20646

Dear Mr. Kreback:

The State Highway Administration (SHA) has completed our adjustment of the functional classification database for Charles County based on the recently developed new Urban Boundaries. Based on that adjustment, we find your county is over Federal guidelines for Rural Principal Arterials and in compliance for all other categories. We suggest adding more classified facilities in your expanding Waldorf Urbanized Area road system. Copies of the adjusted Federal Functional Classification maps are enclosed for your review and use.

Normally, once a decade after publication of the U.S. Census population data and related adjustment of Urban Boundaries, we participate in a joint review with county staff to update the functional classification of the entire roadway network. After reviewing the final maps with your Public Works Department, please contact Mr. James Thompson, Assistant Division Chief for Regional and Intermodal Planning, at 410-545-5675, 1-888-204-4828, or jthompson@sha.state.md.us, if you would like to meet with our staff to make any adjustments. Typical changes made are adding major new completed or funded roadways, correcting erroneous designations, and adjustments to meet Federal guidelines.

Thank you for your past cooperation. We look forward to completing this update expeditiously.

Sincerely,

Raja Vecramachaneni, Director
Office of Planning and
Preliminary Engineering

Enclosures: (Charles and Waldorf maps)

cc: Mr. David M. Jenkins, Executive Director for Tri County Council for Southern Maryland
Mr. Michael Mudd, Director of Department of Public Works for Charles County
(w/enclosures)
Mr. James E. Thompson, Assistant Division Chief of Regional and Intermodal Planning,
SHA
Mr. Greg Welker, District Engineer, SHA

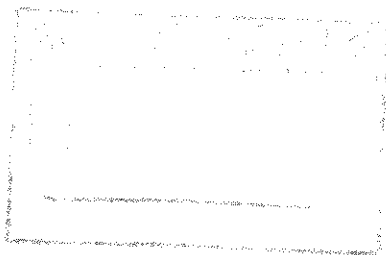
My telephone number/toll-free number is 410-545-5675 or 1-888-204-4828

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Zack Kreback
Page Two

bcc: Mr. Vaughn Lewis, Regional Planner, SHA
Mr. Dennis N. Simpson, Chief of Regional and Intermodal Planning, SHA
Mr. William Walsek, Chief of Highway Information Services, SHA



TPB SR12- 2005
January 7, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2004-2009 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO ADD AND CHANGE OR TO MODIFY THE FUNDING FOR SEVERAL TRANSIT,
MARC AND TERM PROJECTS AS REQUESTED BY THE MARYLAND
DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

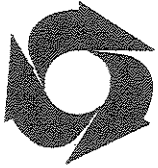
WHEREAS, on December 17, 2003 the TPB adopted the 2003 Constrained Long-Range Transportation Plan (CLRP) and the FY 2004-2009 Transportation Improvement Program (TIP); and

WHEREAS, in the attached letter of December 28, 2004, MDOT has requested an amendment to the FY 2004-2009 TIP to add two Transportation Emission Reduction Measure (TERM) projects, a MARC Preventive Maintenance project and a Job Access and Reverse Commute project; to change the project listings for the Bi-County Transitway project; and to modify the FTA or CMAQ funding for eight transit or MARC projects, as described in the attached materials; and

WHEREAS, these projects and funding modifications are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the August 15, 1997 *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2004-2009 TIP to add two Transportation Emission Reduction Measure (TERM) projects, one MARC Preventive Maintenance project and one Job Access and Reverse Commute project; to change the project listings for the Bi-County Transitway project; and to modify the FTA or CMAQ funding for eight transit or MARC projects, as described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on January 7, 2005.



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

December 28, 2004

The Honorable Phil Mendelson
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

Dear Chairman Mendelson:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2004-2009 and recently approved FY 2005-2010 Transportation Improvement Program (TIP) and Constrained Long Range Plan to make changes, additions, and deletions of projects. These are conformity-exempt transit projects, as indicated in the attached materials.

Please refer to MTA's December 22 memorandum that describes in more detail the amendments. MDOT requests that this item be placed on the TPB Steering Committee's January 7, 2005 agenda for consideration as appropriate.

We appreciate your cooperation in this matter. If you have any questions regarding this item, please call Ms. Fatimah Hasan at 410-865-1279.

Sincerely,

Ron N. Spalding, Manager
Regional Planning & Programming
Office of Planning & Capital Programming

cc: Ms. Fatimah Hasan, Regional Planner, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Marsha J. Kaiser, Director, Office of Planning and Capital Programming, Maryland Department of Transportation
TPB Members



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., Governor • Robert L. Flanagan, Secretary • Lisa L. Dickerson, Acting Administrator

MEMORANDUM

TO: Marsha J. Kaiser, Director
Office of Planning and Capital Programming

ATTN: Ron Spalding, Manager
Regional Planning and Programming

FROM: Leonard Howard, Chief
Regional Planning

A handwritten signature in black ink, appearing to read "L. Howard", with a date "12/22/04" written below it.

DATE: December 22, 2004

SUBJECT: Request to Amend the Washington Region
FY 2004 – 2009 TIP and FY 2005 – 2010 TIP

Attached for your consideration is a proposed amendment to the FY 2004 – 2009 and the FY 2005 – 2010 Washington Region Transportation Improvement Programs (TIPS).

The Maryland Transit Administration (MTA) requests your office's assistance in working with the Transportation Planning Board to secure approval of the attached TIP Amendments. Please reference the attached FY 2004 – 2009 and FY 2005 – 2010 summary sheets and TIP line item sheets.

The changes contained in this amendment to the FY 2004 – 2009 TIP and FY 2005 – 2010 TIP will not impact scheduling priorities or funding availability for other projects currently listed in the TIP.

As always, if you have any questions or need more information please contact me or BJ Berhanu. BJ may be reached at 410.767.3658.

Attachments

cc: B. Berhanu
T. Carter
G. Cichy

FY2004			
	Amendment Action	Project	Conformity Exempt
1	CHANGE TXT S	Bi-County Transitway - Bethesda to New Carrollton	Yes
2	DELETE	Bi-County Transitway - Silver Spring to New Carrollton	
3	OK	Corridor Cities Transitway (Metropolitan Grove to COMSAT)	
4	OK	Corridor Cities Transitway (Shady Grove to Metropolitan Grove)	
5	OK	CSX & Amtrak Efficiency Improvements	Yes
6	OK	Local Bus Replacement	
7	OK	MARC II Overhaul (Under MD Syst. Pres. In CLRP)	Yes
8	OK	MARC Storage Facility	
9	OK	MARC/VRE Run Through	
10	CHANGE TXT S	MARC Syst Preservation & Improvement	Yes
		MARC Syst Preservation & Improvement	Yes
11	ADD	MARC Preventative Maintenance	Yes
12	CHANGE S	Metrobus Procurement (WMATA)	Yes
13	CHANGE S	Point of Rocks MARC Station Parking Expansion	Yes
14	OK	Public Transit Systems	Yes
15	OK	Ridesharing	Yes
16	CHANGE S	Silver Spring Transit Center Phase II	Yes
		Silver Spring Transit Center Phase II	Yes
17	OK	Small Urban Systems - Vehicles & Equipment	Yes
18	CHANGE TXT S	Smart Card Reader Implementation - Montgomery Co.	Yes
19	CHANGE S	Southern MD Commuter Bus Initiative	Yes
		Southern MD Commuter Bus Initiative	Yes
20	OK	Southern Maryland Mass Trans. Analysis	
21	ADD/TERMS	Commuter Choice Marketing	Yes
22	ADD/TERMS	Telework Expansion	Yes
23	ADD	Job Access and Reverse Commute	Yes
24	CHANGE S	MAGLEV Rail System for Baltimore/Washington	Yes
		Delete - 1	
		Change - 8	
		Add - 4	
		OK - 11	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/St/Loc	Source Total	Environ. Review
MDOT/Maryland Transit Administration											
1	Facility: Bi-County Transitway From: Silver Spring To: New Carrollton Jurisdiction: Montgomery, Prince George's		2,910 a	D E L E T E					Section 5307 80/ 20/ Total: \$2,910	2,910	
Description:	Project planning for the Silver Spring to New Carrollton portion of the Bi-County Transitway as either light rail transit (LRT) or bus rapid transit (BRT). Project will include hiker-biker trail for full length as well as bike accommodation.										
2	Facility: Bi-County Transitway From: Bethesda To: Silver Spring - New Carrollton Jurisdiction: Montgomery, Prince George's		2,910 a OK	5901					Section 5307 80/ 20/ Total: \$2,910	2,910	DEIS Under preparation
Description:	Study to construct a 4.4 mile light rail transit (LRT) line or busway (Bus Rapid Transit - BRT) on the county-owned Georgetown Branch railroad right-of-way between Bethesda and Silver Spring. Project will include hiker-biker trail for full length as well as bike accommodation. <i>New Carrollton</i>										
3	Facility: Corridor Cities Transitway From: Shady Grove To: Metropolitan Grove Jurisdiction: Montgomery		438 a	O K					NHS 80/ 20/ Total: \$438	438	
Description:	Study on the Corridor Cities Transitway (CCT) as either light rail transit (LRT) or bus rapid transit (BRT) line from Shady Grove to Metropolitan Grove. The CCT will provide an essential connection between the Washington, DC metropolitan area and central and western Maryland. Project will include hiker-biker trail for full length as well as bike accommodation.										
4	Facility: Corridor Cities Transitway From: Metropolitan Grove To: COMSAT Jurisdiction: Montgomery		438 a	O K					NHS 80/ 20/ Total: \$438	438	
Description:	To be built as either light rail transit (LRT) or bus rapid transit (BRT) line along the corridor between Metropolitan Grove and COMSAT. Project will include hiker-biker trail for full length as well as bike accommodation.										
5	Facility: CSX & Amtrak Efficiency Improvements From: Areawide		6,250 c	6,250 c	6,250 c	6,250 c	6,250 c	6,250 c	Section 5309 FG 80/ 20/ Total: \$37,500	37,500	CE
Description:	MARC system track improvement project for efficient service as identified and recommended in the MARC Master Plan from the MARC Comprehensive Study.										
6	Facility: Local Bus Replacement From: Montgomery, Prince George's		3,331 c	3,350 c	3,370 c	3,486 c	3,340 c	3,340 c	State / 100/ Total: \$20,217	20,217	
Description:	The State of Maryland will allocate funds for the replacement of buses that have exceeded their useful life. The buses will replace older buses used by Prince George's County and Montgomery County in the delivery of local transit service.										

12/31/2003

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Facility: From: To: Jurisdiction:	Description:	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/SLoc	Source Total	Environ. Review
7 From: Washington, DC To: Baltimore Jurisdiction: Statewide	Maglev Rail System for Baltimore/Washingto <i>CHANGE \$</i> Development of a Magnetic Levitation (MAGLEV) Rail System between Baltimore and Washington.			1,500 a	1100					FRA MAGLEV D 66/ 34/ Total: \$1,500	1,500	
8 From: To: Jurisdiction:	MARC II Overhaul Areawide			1,086 c	99 c					Section 5309 FG 80/ 20/ Total: \$1,185	1,185	CE
9 From: To: Jurisdiction:	MARC Storage Facility Washington, DC Areawide			15,328 c	10,219 c					Section 5309 80/ 20/ Total: \$25,547	25,547	
10 From: To: Jurisdiction:	MARC/VRE Run-Through Services Statewide			100 a						State / 100/ Total: \$100	100	
11 From: To: Jurisdiction:	MARC Transit Syst Preserv/Imp/Prev-Maintena CHANGE TEXT # SEE 2 NEW LINE ITEMS			19,411 c	31,305 c	18,750	31,481 c	31,698 c	31,862 c	Section 5307 80/ 20/ Section 5309 FG 80/ 20/ Total: \$177,589	65,089	CE
12 From: To: Jurisdiction:	Metrobus Procurement CHANGE \$ Montgomery County, Prince George's County			3,636 c	3,636 c	3,636 c	3,636 c	3,636 c	3,636 c	CMAQ 80/ 20/ 0 Total: \$21,816	21,816	EA
13 From: To: Jurisdiction:	Point of Rocks MARC Station Parking Expan CHANGE \$ Frederick County,			1,250 c	668 c	1100				Section 5309 80/ 20/ Total: \$1,853	1,853	Under preparation

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/S/Loc	Source Total	Environ. Review
14 Facility: Public Transit Systems			3,700 c	3,700 c	3,800 c	3,800 c	3,900 c		Section 5309 80/ 10/ 10	18,900	CE
From:											
To:			O	K						\$18,900	
Jurisdiction: Frederick, Montgomery, Prince George's									Total:		
Description: Vehicles, equipment, and other projects in support of public transportation. Federal assistance from TEA-21, 49 U.S.C. Section 5309. Project selection based on application from local providers.			1,000 c	1,000 c	1,000 c	1,000 c	1,000 c	1,000 c	CMAQ	6,000	CE
15 Facility: Ridesharing - Statewide Program									80/ 20/		
From:											
To:			O	K					Total:	\$6,000	
Jurisdiction: Frederick, Montgomery, and Prince Georges											
Description: To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's and Montgomery Counties.											
16 Facility: Silver Spring Transit Center			6,250 c	24269					Section 5309 80/ 20/	6,250	
From:											
To:				CHANGE \$					Total:	\$6,250	
Jurisdiction: Montgomery											
Description: Previously known as Silver Spring Transit Center and MARC Station Relocation. Construction of an integrated MARC, WMATA, and a potential Bk-County Transitway station at the current Silver Spring Metrorail station. This will include increased bus capacity for Ride-On buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/intercity bus station building. This phase involves participation by Montgomery County.			900 c	1,828 c	2,062 c	2,188 c	2,298 c	2,298 c	Section 5307 80/ 10/ 10	11,574	CE
17 Facility: Small Urban Systems - Vehicles & Equipment											
From:											
To:			O	K					Total:	\$11,574	
Jurisdiction: Frederick County, Charles County											
Description: Vehicles, equipment and other projects in support of public transportation for citizens in Frederick and Charles Counties. Federal assistance from TEA-21, 49 U.S.C. Section 5307. Project selection based on applications from local providers.											
18 Facility: Smart Card Implementation			5,905 c	1438					Section 5307 80/ 20/	5,905	CE
From:											
To:				CHANGE TRT#					Total:	\$5,905	
Jurisdiction: Montgomery, Prince George's, Frederick, MA											
Description: Implementation of Smart Card Technology and fare collection equipment for MARC, Commuter Bus and Locally Operated Transit Systems. Smart Card would allow for quicker and seamless travel between different transit systems by allowing passengers to pay fares for any transit system throughout the state with the swipe of a card.			1,344 c	1,995 c					Section 5307 80/ 20/	3,339	
19 Facility: Southern Maryland Commuter Bus Initiative											
From:											
To:				CHANGE \$					Total:	\$3,339	
Jurisdiction: Southern Maryland											
Description: Planning, design and construction of the Southern Maryland Commuter Bus Initiative. Components of the initiative include construction of parking facilities in Charles, St. Mary's and Calvert Counties, acquisition of over the road coaches to provide the service and intersection improvements at key locations along the MD 5 corridor from Waldorf to Branch Avenue Metrorail Station just inside the Capital Beltway.											

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 03	Carry Over	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Source Fed/State/Local	Source Total	Environ. Review
20 Facility: Southern Maryland Mass Transportation Anal From: Branch Avenue Metrorail Station To: White Plains Area Jurisdiction: Southern Maryland	871 a		120 a O	120 a K	120 a				State / 100/ Total: \$360	360	DEIS Under Preparation
Description: Conduct studies to identify both short and long range transit alternatives and associated environmental impacts in Southern Maryland, as well as preserve right-of-way in the MD 5/US 301 corridor from the Branch Avenue Metrorail Station to the Waldorf area.											

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction
 Facility: **Bi-County Transitway**
 From/At: **Bethesda**
 To: **New Carrollton**
 Jurisdiction: **Montgomery, Prince George's**

2. Submitting Agency **MDOT/Maryland Transit Administr**
 Agency Project ID:
 Last Modified On: **12/21/2004**

3. Project Type and Description

Construction
 Transportation Emissions Reduction Measure (TERM)

Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:
Preparation of conceptual plans, Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final EIS. The Bi-County Transitway will provide high-capacity transit along a 14-mile corridor that extends from the western limit of Metrorail's Red Line in Bethesda to the New Carrollton Metro Station. It incorporates the former Georgetown Branch Purple line western segment (Bethesda to Silver Spring) and the Purple Line eastern segment (Silver Spring to New Carrollton) into one comprehensive study.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane	Completion
						From/To	Date
<input type="checkbox"/>							
<input type="checkbox"/>							
<input checked="" type="checkbox"/>			Bi-County Transitway	Bethesda	New Carrollton		2015

5. Purpose/contribution to regional goals

Providing light rail or busway between Silver Spring and New Carrollton will improve access and increase the availability of travel options in these two major commercial and employment areas. The system will increase the region's transit ridership, reduce congestion, aid in Maryland's effort to meet clean air standards, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility and (2) Regional multimodal interconnectivity.

6. Funding and Schedule Information

Cost (In Thousands): ~~\$10,000~~
 Source: **Federal, State** 371,000
 Date of completion or implementation **2015**
 Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No
 If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

Location and Jurisdiction

Facility: **Bi-County Transitway**
From/At: **Bethesda**
To: **New Carrollton**
Jurisdiction: **Montgomery, Prince George's**

Description of Project or Action

Preparation of conceptual plans, Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final EIS. The Bi-County Transitway will provide high-capacity transit along a 14-mile corridor that extends from the western limit of Metrorail's Red Line in Bethesda to the New Carrollton Metro Station. It incorporates the former Georgetown branch Purple line western segment (Bethesda to Silver Spring) and the Purple Line eastern segment (Silver Spring to New Carrollton) into one comprehensive study.

Project Status

As of previous TIP, proceeding as scheduled

Environmental Review

EIS **Under preparation**

Funding and Schedule Information

Rate of completion or implementation: **2015**

Source	FY	Amount	Phase	% Fed/State/Loc	
Section 5307	2005	\$5,901	P.E.	80	20

Start and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MARC System Preservation and Impro**
From/At:
To:
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Improvements, modifications, and rehabilitation for MARC system, rolling stock, facilities, yards, and stations.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>		MARC II Overhaul					
	<input checked="" type="checkbox"/>		MARC Syst Preservation & Improvement					

5. Purpose/contribution to regional goals

To perform transit system preservation, improvement and preventive maintenance work to improve safety, reliability, and passenger comfort. Facilities will be maintained to ensure system reliability, passenger safety and well-being. This project is compatible with the following TPB's adopted Vision policy goal: (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$300,000** Date of completion or implementation
Source: **Federal, State**
Cost and schedule remarks:
Ongoing

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **MARC Syst Preservation & Improvement**
From/At:
To:
Jurisdiction: **Areawide**

3. Description of Project or Action

Improvements, modifications and rehabilitation for MARC system, rolling stock, facilities, yards, and stations. This includes MARC and locally operated transit systems.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc	
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Section 5307					
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	2005	\$6,250	Construction	80	20
	2006	\$6,250	Construction	80	20
	2007	\$6,250	Construction	80	20
	2008	\$6,250	Construction	80	20
	2009	\$13,113	Construction	80	20
	2010	\$13,113	Construction	80	20

Section 5309 FG					
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	2005	\$12,500	Construction	80	20
	2006	\$12,500	Construction	80	20
	2007	\$12,500	Construction	80	20
	2008	\$12,500	Construction	80	20
	2009	\$12,500	Construction	80	20
	2010	\$12,500	Construction	80	20

Cost and schedule remarks:

Ongoing

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MARC Preventive Maintenance**
From/At:
To:
Jurisdiction:

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)

- Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	

- MARC Preventive Maintenance**

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands): _____ Date of completion or implementation _____
Source: _____
Cost and schedule remarks: _____

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **MARC Preventive Maintenance**

From/At:

To:

Jurisdiction:

3. Description of Project or Action

Funding to provide preventive maintenance on the MARC system to improve safety, reliability, and passenger comfort.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

3. Funding and Schedule Information

Date of completion or implementation:

Source FY Amount Phase % Fed/State/Loc

Source	FY	Amount	Phase	% Fed/State/Loc	
Section 5309 FG					
	2005	\$9,015	Construction	80	20
	2006	\$9,015	Construction	80	20
	2007	\$9,015	Construction	80	20
	2008	\$9,015	Construction	80	20
	2009	\$9,015	Construction	80	20
	2010	\$9,015	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Metrobus Procurement**
From/At:
To:
Jurisdiction: **Montgomery, Prince George's**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **17**
Last Modified On: **4/7/2003**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

The State of Maryland will allocate funds for the procurement of Metro buses. The buses will be used in Prince George's County and Montgomery County in the delivery of local transit service.

bicycle accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			Metrobus Procurement					

5. Purpose/contribution to regional goals

To improve air quality and service reliability by removing older buses from service and replacing them with new buses. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, and (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$100,000** Date of completion or implementation
Source: **Federal, State**
Cost and schedule remarks:
Ongoing annual program

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Metrobus Procurement**

From/At:

To:

Jurisdiction: **Montgomery County, Prince George's County,**

3. Description of Project or Action

The State of Maryland will allocate funds for the procurement of Metrobuses. The buses will be used in Prince George's and Montgomery counties in the delivery of local transit service.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc		
CMAQ	2005	\$3,030	Construction	80	20	0
	2006	\$3,030	Construction	80	20	0
	2007	\$3,030	Construction	80	20	0
	2008	\$3,030	Construction	80	20	0
	2009	\$3,030	Construction	80	20	0
	2010	\$3,030	Construction	80	20	0

Cost and schedule remarks:

Ongoing annual program

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Point of Rocks MARC Station Parking E**
 From/At:
 To:
 Jurisdiction: **Frederick County**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **16**
 Last Modified On: **12/23/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct expanded parking facilities at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Point of Rocks MARC Station Parking Expansion					2005

5. Purpose/contribution to regional goals

Expansion of the Point of Rocks MARC Station will promote access to the current rail system in place in the region to increase the availability of travel options. This may reduce congestion and aid in Maryland's efforts to meet clean air standards, help deter costly construction of additional highway lanes, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, and (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$5,000** Date of completion or implementation **2006**
 Source: **Federal, State**
 Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No
 If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/23/2004**

2. Location and Jurisdiction

Facility: **Point of Rocks MARC Station Parking Expansion**
From/At:
To:
Jurisdiction: **Frederick County**

3. Description of Project or Action

Construct expanded parking facilities at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FONSI Approved

6. Funding and Schedule Information

Date of completion or implementation: **2006**

Source	FY	Amount	Phase	% Fed/State/Loc	
Section 5309					
	2005	\$1,548	Construction	80	20
	2006	\$1,100	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Public Transit Systems**
From/At:
To:
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **12**
Last Modified On: **4/8/2003**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Vehicles, equipment, and other projects in support of public transportation. Federal assistance from TEA-21, 49 U.S.C. Section 5309. Project selection based on application from local providers.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>		Public Transit Systems					

5. Purpose/contribution to regional goals

Improve transit services to isolated communities and to other persons without convenient access to automobiles. This project expands and enhances transit services and increase the use of such services. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, and (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$8,095** Date of completion or implementation
Source: **Federal, State, Local**
Cost and schedule remarks:
Ongoing

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

Location and Jurisdiction

Facility: **Public Transit Systems**

From/At:

To:

Jurisdiction: **Frederick, Montgomery, Prince George's**

Description of Project or Action

Vehicles, equipment, and other projects in support of public transportation. Federal assistance from TEA-21, 49 U.S.C. Section 5309. Project selection based on application from local providers.

Project Status

In previous TIP, proceeding as scheduled

Environmental Review

CE

Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc		
Section 5309						
	2005	\$3,700	Construction	80	10	10
	2006	\$3,800	Construction	80	10	10
	2007	\$3,800	Construction	80	10	10
	2008	\$3,900	Construction	80	10	10

Cost and schedule remarks:

Date of completion or implementation is ongoing.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Silver Spring Transit Center**
From/At: **Phase II**
To:
Jurisdiction: **Montgomery**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **3/31/2003**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Previously known as Silver Spring Transit Center and MARC Station Relocation. Construction of an integrated MARC, WMATA, and a potential Bi-County Transitway station at the current Silver Spring Metrorail station. This will include increased bus capacity for Ride-On buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/Intercity bus station building. This phase involves participation by Montgomery County. No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Silver Spring Transit Center, Phase II					2007

5. Purpose/contribution to regional goals

The transit center will provide passengers with the ability to conveniently transfer from one mode to another. The increased ridership will support ongoing redevelopment of Silver Spring. This may reduce congestion and aid in Maryland's efforts to meet clean air standards, help deter costly construction of additional highway lanes, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted vision policy goals: (1) Accessibility and (2) Regional Multimodal interconnectivity.

6. Funding and Schedule Information

Cost (In Thousands): **\$33,300** Date of completion or implementation **2007**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency:

Last Modified On: 12/21/2004

2. Location and Jurisdiction

Facility: Silver Spring Transit Center, Phase II

From/At:

To:

Jurisdiction: Montgomery County

3. Description of Project or Action

Previously known as Silver Spring Transit Center and MARC Station Relocation. Construction of an integrated MARC, WMATA, and a potential Bi-County Transitway station at the current Silver Spring Metrorail station. This will include increased bus capacity for RideOn buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/Intercity bus station building. This phase involves participation by Montgomery County.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

EA Under preparation

6. Funding and Schedule Information

Date of completion or implementation: 2007

Source	FY	Amount	Phase	% Fed/State/Loc	
5309	2005	\$21,769	Construction	80	20
5309 FG	2005	\$2,500	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Small Urban Systems - Vehicles & Equi**
 From/At:
 To:
 Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **15**
 Last Modified On: **4/8/2003**

3. Project Type and Description

- Construction
- Transportation Emissions Reduction Measure (TERM)
- Study
- Illustrative Project
- Other Action/Strategy

Description of project or action:

Vehicles, equipment and other projects in support of public transportation for citizens in small urbanized areas. Federal assistance from TEA-21, 49 U.S.C. Section 5307. Project selection based on applications from local providers.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>		Small Urban Systems - Vehicles & Equipment					

5. Purpose/contribution to regional goals

Improves transit services to isolated communities and to other persons without convenient access to automobiles. This project expands and enhances transit services and increases the use of such services. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, and (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$20,000** Date of completion or implementation
 Source: **Federal, State, Local**
 Cost and schedule remarks:
Ongoing

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No
 If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Small Urban Systems - Vehicles & Equipment**

From/At:

To:

Jurisdiction: **Frederick County, Charles County**

3. Description of Project or Action

Vehicles, equipment and other projects in support of public transportation for citizens in Frederick and Charles Counties. Federal assistance from TEA-21, 49 U.S.C. Section 5307. Project selection based on applications from local providers.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc		
Section 5307						
	2005	\$1,828	Construction	80	10	10
	2006	\$2,063	Construction	80	10	10
	2007	\$2,188	Construction	80	10	10
	2008	\$2,298	Construction	80	10	10
	2009	\$2,298	Construction	80	10	10
	2010	\$2,298	Construction	80	10	10

Cost and schedule remarks:

Date of completion or implementation is ongoing.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Smart Card Reader Implementation**
From/At:
To:
Jurisdiction: **Montgomery County**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Procure Stand Alone Smart Card Reader to be attached to farebox units on local buses. This project consists of equipment including Data Reporting System hardware, engineering, software installation, and parts.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			Smart Card Reader Implementation					2005

5. Purpose/contribution to regional goals

Implementation of Smart Card Technology will provide uniform fare payment for all transit modes and operators across the region. Service integration is the goal of "Getting There: The Maryland Comprehensive Transit Plan." This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility (2) Regional multimodal interconnectivity (4) Maximum system effectiveness using technology.

6. Funding and Schedule Information

Cost (In Thousands): **\$16,130** Date of completion or implementation **2005**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Smart Card Reader Implementation**

From/At:

To:

Jurisdiction: **Montgomery County**

3. Description of Project or Action

Procure Stand Alone Smart Card Reader to be attached to farebox units on local buses. This project consists of equipment including Data Reporting System hardware, engineering, software installation, and parts.

4. Project Status

In previous TIP, proceeding as scheduled.

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation: **2005**

Source	FY	Amount	Phase	% Fed/State/Loc	
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Section 5307	2005	\$1,438	Construction	80	20
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Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Southern Maryland Commuter Bus Initi**
From/At:
To:
Jurisdiction: **Southern Maryland**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **5/25/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Design and construction of parking facilities in Charles, St. Mary's and Calvert Counties as part of the Southern Maryland Commuter Bus Initiative. Design and construction of a 300 space park and ride facility in La Plata, Charles County. Acquisition of over the road coaches to provide the service and intersection improvements at key locations along the MD 5 corridor from Waldorf to Branch Avenue Metrorail Station just inside the Capital Beltway.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			Southern Maryland Commuter Bus Initiative					2010

5. Purpose/contribution to regional goals

Providing commuter bus facilities in Southern Maryland will help reduce congestion. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility (2) Regional multimodal interconnectivity.

6. Funding and Schedule Information

Cost (In Thousands): **\$36,000** Date of completion or implementation **2010**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

Location and Jurisdiction

Facility: **Southern Maryland Commuter Bus Initiative**

From/At:

To:

Jurisdiction: **Southern Maryland**

Description of Project or Action

Design and construction of parking facilities in Charles, St. Mary's Components of the initiative include construction of parking facilities in Charles, St. Mary's and Calvert Counties, acquisition of over the road coaches to provide the service and intersection improvements at key locations along the MD 5 corridor from Waldorf to Branch Avenue Metrorail Station just inside the Capital Beltway.

Project Status

In previous TIP, proceeding as scheduled

Environmental Review

CE Under preparation

Funding and Schedule Information

Date of completion or implementation: **2010**

Source	FY	Amount	Phase	% Fed/State/Loc	
CMAQ	2005	\$1,200	Construction	80	20
Section 5309 FG	2005	\$2,074	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Commuter Choice Marketing**
 From/At:
 To:
 Jurisdiction: **Areawide**

2. Submitting Agency MDOT/Maryland Transit Administr

Agency Project ID:
 Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Provide tax incentives to Maryland-based businesses and employers to offer transportation benefits to employees. Including marketing, education, and promotion of all Maryland-based Travel Demand Management Initiatives.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Commuter Choice Marketing					
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input type="checkbox"/>							

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands): _____ Date of completion or implementation _____
 Source: **Federal, State,**
 Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No
 If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Commuter Choice Marketing**
From/At:
To:
Jurisdiction: **Statewide**

3. Description of Project or Action

Provide tax incentives to Maryland-based businesses and employers to offer transportation benefits to employees. This includes marketing, education, and promotion of all Maryland-based Travel demand Management Initiatives.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc	
CMAQ	2005	\$1,250	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Telework Expansion**
From/At:
To:
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Provide maximum encouragement for telecommuting from home in the short term and start developing regional centers on a small scale and expand as demand increases. This measure is associated with the Redskins stadium project.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Telework Expansion					
	<input type="checkbox"/>							
	<input type="checkbox"/>							

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands): _____ Date of completion or implementation _____
Source: **Federal, State,**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Telework Expansion**

From/At:

To:

Jurisdiction: **Areawide**

3. Description of Project or Action

Provide maximum encouragement for telecommuting from home in the short term and start developing regional centers on a small scale and expand as demand increases. This measure is associated with the Redskins Stadium project.

4. Project Status

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc	
--------	----	--------	-------	-----------------	--

CMAQ	2005	\$150	Construction	80	20
------	------	-------	--------------	----	----

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Job Access and Reverse Commute Pro**
From/At:
To:
Jurisdiction: **Montgomery, Prince George's**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

The Maryland Job Access and Reverse Commute program provides funding to develop transportation services for welfare recipients and low-income individuals to and from jobs, and to develop transportation services from urban centers to suburban employment opportunities.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>								
<input checked="" type="checkbox"/>			Job Access and Reverse Commute Program					
<input type="checkbox"/>								
<input type="checkbox"/>								

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands):

Date of completion or implementation

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Job Access and Reverse Commute Program**
From/At:
To:
Jurisdiction: **Montgomery and prince George's**

3. Description of Project or Action

The Job Access and Reverse Commute Program is a regional approach to assist welfare recipients and other low-income individuals access employment opportunities and increase collaboration among key agencies and organizations such as transportation providers and service agencies.

4. Project Status

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc	
Section 3037					
	2005	\$1,110	Construction	50	50

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Maglev Rail System for Baltimore/Wash**
From/At: **Washington, DC**
To: **Baltimore**
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **7**
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)

- Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

**Study to develop a Magnetic Levitation (Maglev) Rail System between Baltimore and Washington.
No bicycle/pedestrian accommodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>								
<input type="checkbox"/>								
<input checked="" type="checkbox"/>			Maglev Rail System for Baltimore/Washington	Washington, DC	Baltimore			2010

5. Purpose/contribution to regional goals

A Maglev system will promote access to the current rail system in place in the region to increase the availability of travel options in an area where new residential and major commercial and employment development is occurring. This may reduce congestion and aid in Maryland's efforts to meet clean air standards, help deter costly construction of additional highway lanes, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, (3) Preservation/safety, and (4) Maximum system effectiveness using technology.

6. Funding and Schedule Information

Cost (in Thousands): **\$10,000** Date of completion or implementation **2010**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

Location and Jurisdiction

Facility: **Maglev Rail System for Baltimore/Washington**
From/At: **Washington, DC**
To: **Baltimore**
Jurisdiction: **Areawide**

Description of Project or Action

Study to develop a Magnetic Levitation (Maglev) Rail System between Baltimore and Washington.

Project Status

Environmental Review

DEIS under Preparation

Funding and Schedule Information

Date of completion or implementation: **2010**

Source	FY	Amount	Phase	% Fed/State/Loc
FRA	2005	\$1,100	P.E.	100

Cost and schedule remarks:

TPB SR13- 2005
January 7, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2005-2010 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO ADD AND CHANGE OR TO MODIFY THE FUNDING FOR SEVERAL TRANSIT,
MARC AND TERM PROJECTS AS REQUESTED BY THE MARYLAND
DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on December 15, 2004 the TPB adopted the 2004 Constrained Long-Range Transportation Plan (CLRP) and the FY 2005-2010 Transportation Improvement Program (TIP); and

WHEREAS, in the attached letter of December 28, 2004, MDOT has requested an amendment to the FY 2005-2010 TIP to add two Transportation Emission Reduction Measure (TERM) projects, a MARC Preventive Maintenance project, a Job Access and Reverse Commute project and the study funding for a MAGLEV Rail System for Baltimore/Washington; to delete two MARC projects and the Mass Transit Analysis Study in Southern Maryland, to change the project listings for the Bi-County Transitway project; and to modify the FTA or CMAQ funding for nine transit or MARC projects, as described in the attached materials; and

WHEREAS, these projects and funding modifications are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the August 15, 1997 *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2005-2010 TIP to add two Transportation Emission Reduction Measure (TERM) projects, a MARC Preventive Maintenance project, a Job Access and Reverse Commute project and the study funding for a MAGLEV Rail System for Baltimore/Washington; to delete two MARC projects and the Mass Transit Analysis Study in Southern Maryland, to change the project listings for the Bi-

County Transitway project; and to modify the FTA or CMAQ funding for nine transit or MARC projects, as described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on January 7, 2005.



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

December 28, 2004

The Honorable Phil Mendelson
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

Dear Chairman Mendelson:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2004-2009 and recently approved FY 2005-2010 Transportation Improvement Program (TIP) and Constrained Long Range Plan to make changes, additions, and deletions of projects. These are conformity-exempt transit projects, as indicated in the attached materials.

Please refer to MTA's December 22 memorandum that describes in more detail the amendments. MDOT requests that this item be placed on the TPB Steering Committee's January 7, 2005 agenda for consideration as appropriate.

We appreciate your cooperation in this matter. If you have any questions regarding this item, please call Ms. Fatimah Hasan at 410-865-1279.

Sincerely,

Ron N. Spalding, Manager
Regional Planning & Programming
Office of Planning & Capital Programming

cc: Ms. Fatimah Hasan, Regional Planner, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Marsha J. Kaiser, Director, Office of Planning and Capital Programming, Maryland Department of Transportation
TPB Members



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., Governor • Robert L. Flanagan, Secretary • Lisa L. Dickerson, Acting Administrator

MEMORANDUM

TO: Marsha J. Kaiser, Director
Office of Planning and Capital Programming

ATTN: Ron Spalding, Manager
Regional Planning and Programming

FROM: Leonard Howard, Chief
Regional Planning *Special Report 12/22/04*

DATE: December 22, 2004

SUBJECT: Request to Amend the Washington Region
FY 2004 – 2009 TIP and FY 2005 – 2010 TIP

Attached for your consideration is a proposed amendment to the FY 2004 – 2009 and the FY 2005 – 2010 Washington Region Transportation Improvement Programs (TIPS).

The Maryland Transit Administration (MTA) requests your office's assistance in working with the Transportation Planning Board to secure approval of the attached TIP Amendments. Please reference the attached FY 2004 – 2009 and FY 2005 – 2010 summary sheets and TIP line item sheets.

The changes contained in this amendment to the FY 2004 – 2009 TIP and FY 2005 – 2010 TIP will not impact scheduling priorities or funding availability for other projects currently listed in the TIP.

As always, if you have any questions or need more information please contact me or BJ Berhanu. BJ may be reached at 410.767.3658.

Attachments

cc: B. Berhanu
T. Carter
G. Cichy

FY2005			
	Amendment Action	Project	Conformity Exempt
1	CHANGE TXT S	Bi-County Transitway - Bethesda to New Carrollton	Yes
2	DELETE	Bi-County Transitway - Silver Spring to New Carrollton	
3	OK	Corridor Cities Transitway (Metropolitan Grove to COMSAT)	
4	OK	Corridor Cities Transitway (Shady Grove to Metropolitan Grove)	
5	OK	CSX & Amtrak Efficiency Improvements	Yes
6	OK	Local Bus Replacement	
7	OK	MARC II Overhaul (Under MD Syst. Pres. In CLRP)	Yes
8	DELETE	MARC Storage Facility	
9	DELETE	MARC/VRE Run Through	
10	CHANGE TXT S	MARC Syst Preservation & Improvement	Yes
		MARC Syst Preservation & Improvement	Yes
11	ADD	MARC Preventative Maintenance	Yes
12	CHANGE S	Metrobus Procurement (WMATA)	Yes
13	CHANGE S	Point of Rocks MARC Station Parking Expansion	Yes
14	CHANGE S	Public Transit Systems	Yes
15	OK	Ridesharing	Yes
16	CHANGE S	Silver Spring Transit Center Phase II	Yes
		Silver Spring Transit Center Phase II	Yes
17	CHANGE S	Small Urban Systems - Vehicles & Equipment	Yes
18	CHANGE TXT S	Smart Card Reader Implementation - Montgomery Co.	Yes
19	CHANGE S	Southern MD Commuter Bus Initiative	Yes
		Southern MD Commuter Bus Initiative	Yes
20	DELETE	Southern Maryland Mass Trans. Analysis	
21	ADD/TERMS	Commuter Choice Marketing	Yes
22	ADD/TERMS	Telework Expansion	Yes
23	ADD	Job Access and Reverse Commute	Yes
24	ADD	MAGLEV Rail System for Baltimore/Washington	Yes
		Delete - 4	
		Change - 9	
		Add - 5	
		OK - 6	

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/SU/Loc	Source Total	Environ. Review
MDOT/Maryland Transit Administration											
1			2,910 a 5901						Section 5307 80/ 20/ Total: \$2,910	2,910	DEIS Under preparation
Facility: BI-County Transitway <i>CHANGE TXT #</i>											
From: Bethesda											
To: <i>Silver Spring, New Carrollton</i>											
Jurisdiction: Montgomery, Prince George's											
Description: Study to construct a 4.4 mile light rail transit (LRT) line or busway (Bus Rapid Transit -BRT) on the county-owned Georgetown Branch railroad right-of-way between Bethesda and Silver Spring. Project will include hiker-biker trail for full length as well as bike accommodation. <i>NW 2440 (TON)</i>											
2			2,910 a						Section 5307 80/ 20/ Total: \$2,910	2,910	
Facility: BI-County Transitway											
From: Silver Spring											
To: New Carrollton											
Jurisdiction: Montgomery, Prince George's											
Description: Project planning for the Silver Spring to New Carrollton portion of the BI-County Transitway as either light rail transit (LRT) or bus rapid transit (BRT). Project will include hiker-biker trail for full length as well as bike accommodation.											
3			438 a						NHS 80/ 20/ Total: \$438	438	
Facility: Corridor Cities Transitway											
From: Metropolitan Grove											
To: COMSAT											
Jurisdiction: Montgomery											
Description: To be built as either light rail transit (LRT) or bus rapid transit (BRT) line along the corridor between Metropolitan Grove and COMSAT. Project will include hiker-biker trail for full length as well as bike accommodation.											
4			438 a						NHS 80/ 20/ Total: \$438	438	
Facility: Corridor Cities Transitway											
From: Shady Grove											
To: Metropolitan Grove											
Jurisdiction: Montgomery											
Description: Study on the Corridor Cities Transitway (CCT) as either light rail transit (LRT) or bus rapid transit (BRT) line from Shady Grove to Metropolitan Grove. The CCT will provide an essential connection between the Washington, DC metropolitan area and central and western Maryland. Project will include hiker-biker trail for full length as well as bike accommodation.											
5			6,250 c	6,250 c	6,250 c	6,250 c	6,250 c	6,250 c	Section 5309 FG 80/ 20/ Total: \$37,500	37,500	ICE
Facility: CSX & Amtrak Efficiency Improvements											
From: Areawide											
Jurisdiction: Areawide											
Description: MARC system track improvement project for efficient service as identified and recommended in the MARC Master Plan from the MARC Comprehensive Study.											
6			3,331 c	3,350 c	3,370 c	3,486 c	3,340 c	3,340 c	State / 100/ Total: \$20,217	20,217	
Facility: Local Bus Replacement											
From: Montgomery, Prince George's											
Jurisdiction: Montgomery, Prince George's											
Description: The State of Maryland will allocate funds for the replacement of buses that have exceeded their useful life. The buses will replace older buses used by Prince George's County and Montgomery County in the delivery of local transit service.											

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
7 Facility: MARC II Overhaul			881 c	295 c					Section 5309 FG 80/ 20/	1,176	CE
From:											
To:											
Jurisdiction: Areawide										\$1,176	
Description: Perform overhaul of MARC cars. Overhaul includes upgrade of powered doors, trucks, couplers, HVAC system, emergency lighting and other necessary modifications.											
8 Facility: MARC Storage Facility			4,061 c						Section 5309 80/ 20/	4,061	
From: Washington, DC											
To:											
Jurisdiction: Areawide										\$4,061	
Description: Known as MARC Maintenance, Layover and Storage Facility in previous CLRP. Construction of MARC mid-day storage facility at the Wedge Yard within Washington Union Station Terminal. The facility will include a partially electrified storage yard and a building to accommodate mechanical and transportation personnel.											
9 Facility: MARC/VRE Run-Through Services			100 a						State / 100/	100	
From:											
To:											
Jurisdiction: Statewide										\$100	
Description: Analyzing the possibility of implementing the capability to operate MARC and VRE commuter trains through Union Station to selected stations.											
10 Facility: MD Transit Syst Presrv/Impr/Prev Maint			31,305 c	31,483 c	31,668 c	31,668 c	31,882 c	31,882 c	Section 5307 80/ 20/	77,348	CE
From: MARC CHANGE TEXT + \$			18,750	18,750	18,750	18,750	25,613	25,613			
To: (see 2 New Line Items)											
Jurisdiction: Areawide										112,500	
Description: Improvements, modifications, rehabilitation, and preventive maintenance for Maryland transit systems, rolling stock, facilities, yards, and stations. This includes MARC and locally operated transit systems.										\$189,848	
11 Facility: Metrobus Procurement			3,836 c	3,836 c	3,836 c	3,836 c	3,836 c	3,836 c	CMAQ 80/ 20/ 0	21,816	
From: CHANGE \$			3,030	3,030	3,030	3,030	3,030	3,030			
To: Montgomery County, Prince George's County											
Jurisdiction: Montgomery County, Prince George's County										\$21,816	
Description: The State of Maryland will allocate funds for the procurement of Metrobuses. The buses will be used in Prince George's County and Montgomery County in the delivery of local transit services.											
12 Facility: Point of Rocks MARC Station Parking Expan			1,250 c						Section 5309 80/ 20/	603	EA
From: CHANGE \$			1,548	1,100							Under preparation
To: Frederick County,											
Jurisdiction: Frederick County,										\$603	
Description: Construct expanded parking facilities at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.											
13 Facility: Public Transit Systems			3,700 c	3,700 c	3,800 c	3,800 c	3,900 c	3,900 c	Section 5309 80/ 10/ 10	18,900	CE
From: CHANGE \$			3,700	3,800	3,900	3,900	3,900	3,900			
To: Frederick, Montgomery, Prince George's											
Jurisdiction: Frederick, Montgomery, Prince George's										\$18,900	
Description: Vehicles, equipment, and other projects in support of public transportation. Federal assistance from TEA-21, 49 U.S.C. Section 5309. Project selection based on application from local providers.											

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Facility	From:	To:	Jurisdiction:	Description:	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
					Carry Over									
14	Facility: Ridesharing - Statewide Program	From:	Frederick, Montgomery and Prince Georges	To: To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince Georges and Montgomery Counties.		1,000 c	1,000 c	1,000 c	1,000 c	1,000 c	1,000 c	CMAQ 80/ 20/	6,000 CE	
						OK						Total:	\$6,000	
15	Facility: Silver Spring Transit Center	From:	Phase II	To: CHANGE \$	6,250 c									
			Montgomery	Previously known as Silver Spring Transit Center and MARC Station Relocation. Construction of an integrated MARC, WMATA, and a potential Bi-County Transitway station at the current Silver Spring Metrorail station. This will include increased bus capacity for Ride-On buses, intercity bus accommodations, a taxi queue, kiss-n-ride, bike-rider trail, and a MARC/intercity bus station building. This phase involves participation by Montgomery County.		1,828 c	2,062 c	2,188 c	2,298 c	2,298 c	2,298 c	Section 5307 80/ 10/ 10	11,574 CE	
			Frederick County, Charles County	CHANGE \$	1828	2063	2188	2298				Total:	\$11,574	
				Vehicles, equipment and other projects in support of public transportation for citizens in Frederick and Charles Counties. Federal assistance from TEA-21, 49 U.S.C. Section 5307. Project selection based on applications from local providers.		1,481 c						Section 5307 80/ 20/	1,421 CE	
17	Facility: Smart Card Implementation	From:	CHANGE TXT \$	To: Montgomery, Prince Georges's, Frederick, MA		1,438						Total:	\$1,421	
			Southern Maryland	Implementation of Smart Card Technology and fare collection equipment for MARC, Commuter Bus and Locally Operated Transit Systems. Smart Card would allow for quicker and seamless travel between different transit systems by allowing passengers to pay fares for any transit system throughout the state with the swipe of a card.		1,998 c						CMAQ 80/ 20/	1,200	
			Southern Maryland	CHANGE \$	3274							Section 5309 80/ 20/	795	
				Southern Maryland Commuter Bus Initiative								Total:	\$1,995	
19	Facility: Southern Maryland Mass Transportation Anal	From:	Branch Avenue Metrorail Station	To: White Plains Area	120 a	120 a	120 a	120 a	120 a	120 a	120 a	State / 100/	360 DEIS Under Preparation	
			Southern Maryland	Conduct studies to identify both short and long range transit alternatives and associated environmental impacts in Southern Maryland, as well as preserve right-of-way in the MD 5/US 301 corridor from the Branch Avenue Metrorail Station to the Waldorf area.		DE	LE	TE	TE			Total:	\$360	

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Location and Jurisdiction

Facility: **Bi-County Transitway**
 From/At: **Bethesda**
 To: **New Carrollton**
 Jurisdiction: **Montgomery, Prince George's**

2. Submitting Agency MDOT/Maryland Transit Administr

Agency Project ID:
 Last Modified On: **12/21/2004**

Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Preparation of conceptual plans, Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final EIS. The Bi-County Transitway will provide high-capacity transit along a 14-mile corridor that extends from the western limit of Metrorail's Red Line in Bethesda to the New Carrollton Metro Station. It incorporates the former Georgetown Branch Purple line western segment (Bethesda to Silver Spring) and the Purple Line eastern segment (Silver Spring to New Carrollton) into one comprehensive study.

Bicycle/pedestrian accommodations included

Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Bi-County Transitway	Bethesda	New Carrollton			2015

Purpose/contribution to regional goals

Providing light rail or busway between Silver Spring and New Carrollton will improve access and increase the availability of travel options in these two major commercial and employment areas. The system will increase the region's transit ridership, reduce congestion, aid in Maryland's effort to meet clean air standards, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility and (2) Regional multimodal interconnectivity.

Funding and Schedule Information

Cost (In Thousands): ~~\$10,000~~ **371,000** Date of completion or implementation **2015**
 Source: **Federal, State**
 Cost and schedule remarks:

CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

Agency: MDOT/Maryland Transit Administration

Last Modified On: 12/21/2004

Location and Jurisdiction

Location: Bi-County Transitway
County/At: Bethesda
City: New Carrollton
Jurisdiction: Montgomery, Prince George's

Description of Project or Action

Preparation of conceptual plans, Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final EIS. The Bi-County Transitway will provide high-capacity transit along a 14-mile corridor that extends from the western limit of Metrorail's Red Line in Bethesda to the New Carrollton Metro Station. It incorporates the former Georgetown Branch Purple line western segment (Bethesda to Silver Spring) and the Purple Line eastern segment (Silver Spring to New Carrollton) into one comprehensive study.

Project Status

previous TIP, proceeding as scheduled

Environmental Review

EIS Under preparation

Funding and Schedule Information

Date of completion or implementation: 2015

Source	FY	Amount	Phase	% Fed/State/Loc	
Section 5307	2005	\$5,901	P.E.	80	20

and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MARC System Preservation and Impro**
From/At:
To:
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Improvements, modifications, and rehabilitation for MARC system, rolling stock, facilities, yards, and stations.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			MARC II Overhaul					
<input checked="" type="checkbox"/>			MARC Syst Preservation & Improvement					

5. Purpose/contribution to regional goals

To perform transit system preservation, improvement and preventive maintenance work to improve safety, reliability, and passenger comfort. Facilities will be maintained to ensure system reliability, passenger safety and well-being. This project is compatible with the following TPB's adopted Vision policy goal: (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$300,000** Date of completion or implementation
Source: **Federal, State**
Cost and schedule remarks:
Ongoing

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **MARC Syst Preservation & Improvement**
From/At:
To:
Jurisdiction: **Areawide**

3. Description of Project or Action

Improvements, modifications and rehabilitation for MARC system, rolling stock, facilities, yards, and stations. This includes MARC and locally operated transit systems.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc	
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Section 5307					
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	2005	\$6,250	Construction	80	20
	2006	\$6,250	Construction	80	20
	2007	\$6,250	Construction	80	20
	2008	\$6,250	Construction	80	20
	2009	\$13,113	Construction	80	20
	2010	\$13,113	Construction	80	20

Section 5309 FG					
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	2005	\$12,500	Construction	80	20
	2006	\$12,500	Construction	80	20
	2007	\$12,500	Construction	80	20
	2008	\$12,500	Construction	80	20
	2009	\$12,500	Construction	80	20
	2010	\$12,500	Construction	80	20

Cost and schedule remarks:

Ongoing

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MARC Preventive Maintenance**
From/At:
To:
Jurisdiction:

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>								
<input checked="" type="checkbox"/>			MARC Preventive Maintenance					
<input type="checkbox"/>								

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands):
Source:
Cost and schedule remarks:
Date of completion or implementation

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **MARC Preventive Maintenance**

From/At:

To:

Jurisdiction:

3. Description of Project or Action

Funding to provide preventive maintenance on the MARC system to improve safety, reliability, and passenger comfort.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source FY Amount Phase % Fed/State/Loc

Source	FY	Amount	Phase	% Fed/State/Loc	
Section 5309 FG					
	2005	\$9,015	Construction	80	20
	2006	\$9,015	Construction	80	20
	2007	\$9,015	Construction	80	20
	2008	\$9,015	Construction	80	20
	2009	\$9,015	Construction	80	20
	2010	\$9,015	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Metrobus Procurement**

From/At:

To:

Jurisdiction: **Montgomery, Prince George's**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **17**

Last Modified On: **4/7/2003**

3. Project Type and Description

Construction

Transportation Emissions Reduction Measure (TERM)

Study

Illustrative Project

Other Action/Strategy

Description of project or action:

The State of Maryland will allocate funds for the procurement of Metro buses. The buses will be used in Prince George's County and Montgomery County in the delivery of local transit service.

bicycle accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			Metrobus Procurement					

5. Purpose/contribution to regional goals

To improve air quality and service reliability by removing older buses from service and replacing them with new buses. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, and (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$100,000**

Date of completion or implementation

Source: **Federal, State**

Cost and schedule remarks:

Ongoing annual program

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: 12/21/2004

2. Location and Jurisdiction

Facility: **Metrobus Procurement**

From/At:

To:

Jurisdiction: **Montgomery County, Prince George's County,**

3. Description of Project or Action

The State of Maryland will allocate funds for the procurement of Metrobuses. The buses will be used in Prince George's and Montgomery counties in the delivery of local transit service.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc		
CMAQ						
	2005	\$3,030	Construction	80	20	0
	2006	\$3,030	Construction	80	20	0
	2007	\$3,030	Construction	80	20	0
	2008	\$3,030	Construction	80	20	0
	2009	\$3,030	Construction	80	20	0
	2010	\$3,030	Construction	80	20	0

Cost and schedule remarks:

Ongoing annual program

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Point of Rocks MARC Station Parking E**
From/At:
To:
Jurisdiction: **Frederick County**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **16**
Last Modified On: **12/23/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct expanded parking facilities at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Point of Rocks MARC Station Parking Expansion					2005

5. Purpose/contribution to regional goals

Expansion of the Point of Rocks MARC Station will promote access to the current rail system in place in the region to increase the availability of travel options. This may reduce congestion and aid in Maryland's efforts to meet clean air standards, help deter costly construction of additional highway lanes, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, and (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$5,000** Date of completion or implementation **2006**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/23/2004**

1. Location and Jurisdiction

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

From/At:

To:

Jurisdiction: **Frederick County**

2. Description of Project or Action

Construct expanded parking facilities at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

3. Project Status

In previous TIP, proceeding as scheduled

4. Environmental Review

FONSI Approved

5. Funding and Schedule Information

Date of completion or implementation: **2006**

Source	FY	Amount	Phase	% Fed/State/Loc	
Section 5309					
	2005	\$1,548	Construction	80	20
	2006	\$1,100	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Public Transit Systems**
From/At:
To:
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **12**
Last Modified On: **4/8/2003**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Vehicles, equipment, and other projects in support of public transportation. Federal assistance from TEA-21, 49 U.S.C. Section 5309. Project selection based on application from local providers.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane	Completion
						From/To	Date
<input checked="" type="checkbox"/>			Public Transit Systems				

5. Purpose/contribution to regional goals

Improve transit services to isolated communities and to other persons without convenient access to automobiles. This project expands and enhances transit services and increase the use of such services. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, and (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$8,095** Date of completion or implementation
Source: **Federal, State, Local**
Cost and schedule remarks:
Ongoing

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

Location and Jurisdiction

Facility: **Public Transit Systems**
From/At:
To:
Jurisdiction: **Frederick, Montgomery, Prince George's**

Description of Project or Action

Vehicles, equipment, and other projects in support of public transportation. Federal assistance from TEA-21, 49 U.S.C. Section 5309. Project selection based on application from local providers.

Project Status

In previous TIP, proceeding as scheduled

Environmental Review

CE

Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc		
Section 5309						
	2005	\$3,700	Construction	80	10	10
	2006	\$3,800	Construction	80	10	10
	2007	\$3,800	Construction	80	10	10
	2008	\$3,900	Construction	80	10	10

Cost and schedule remarks:

ate of completion or implementation is ongoing.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Silver Spring Transit Center**
From/At: **Phase II**
To:
Jurisdiction: **Montgomery**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **3/31/2003**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Previously known as Silver Spring Transit Center and MARC Station Relocation. Construction of an integrated MARC, WMATA, and a potential Bi-County Transitway station at the current Silver Spring Metrorail station. This will include increased bus capacity for Ride-On buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/Intercity bus station building. This phase involves participation by Montgomery County. No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Silver Spring Transit Center, Phase II					2007

5. Purpose/contribution to regional goals

The transit center will provide passengers with the ability to conveniently transfer from one mode to another. The increased ridership will support ongoing redevelopment of Silver Spring. This may reduce congestion and aid in Maryland's efforts to meet clean air standards, help deter costly construction of additional highway lanes, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted vision policy goals: (1) Accessibility and (2) Regional Multimodal interconnectivity.

6. Funding and Schedule Information

Cost (In Thousands): **\$33,300** Date of completion or implementation **2007**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency:

Last Modified On: 12/21/2004

2. Location and Jurisdiction

Facility: Silver Spring Transit Center, Phase II
From/At:
To:
Jurisdiction: Montgomery County

3. Description of Project or Action

Previously known as Silver Spring Transit Center and MARC Station Relocation. Construction of an integrated MARC, WMATA, and a potential Bi-County Transitway station at the current Silver Spring Metrorail station. This will include increased bus capacity for RideOn buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/Intercity bus station building. This phase involves participation by Montgomery County.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

EA Under preparation

6. Funding and Schedule Information

Date of completion or implementation: 2007

Source	FY	Amount	Phase	% Fed/State/Loc	
5309					
	2005	\$21,769	Construction	80	20
5309 FG					
	2005	\$2,500	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Small Urban Systems - Vehicles & Equi**
 From/At:
 To:
 Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **15**
 Last Modified On: **4/8/2003**

3. Project Type and Description

- | | |
|---|--|
| <input type="checkbox"/> Construction
<input type="checkbox"/> Transportation Emissions Reduction Measure (TERM) | <input type="checkbox"/> Study
<input type="checkbox"/> Illustrative Project
<input checked="" type="checkbox"/> Other Action/Strategy |
|---|--|

Description of project or action:

Vehicles, equipment and other projects in support of public transportation for citizens in small urbanized areas. Federal assistance from TEA-21, 49 U.S.C. Section 5307. Project selection based on applications from local providers.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>		Small Urban Systems - Vehicles & Equipment					

5. Purpose/contribution to regional goals

Improves transit services to isolated communities and to other persons without convenient access to automobiles. This project expands and enhances transit services and increases the use of such services. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, and (3) Preservation/safety.

6. Funding and Schedule Information

Cost (In Thousands): **\$20,000** Date of completion or implementation
 Source: **Federal, State, Local**
 Cost and schedule remarks:
Ongoing

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
- If yes, does this project require a CMS Documentation form under the given criteria? Yes No
- If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Small Urban Systems - Vehicles & Equipment**

From/At:

To:

Jurisdiction: **Frederick County, Charles County**

3. Description of Project or Action

Vehicles, equipment and other projects in support of public transportation for citizens in Frederick and Charles Counties. Federal assistance from TEA-21, 49 U.S.C. Section 5307. Project selection based on applications from local providers.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc		
Section 5307						
	2005	\$1,828	Construction	80	10	10
	2006	\$2,063	Construction	80	10	10
	2007	\$2,188	Construction	80	10	10
	2008	\$2,298	Construction	80	10	10
	2009	\$2,298	Construction	80	10	10
	2010	\$2,298	Construction	80	10	10

Cost and schedule remarks:

late of completion or implementation is ongoing.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction
Facility: **Smart Card Reader Implementation**
From/At:
To:
Jurisdiction: **Montgomery County**

2. Submitting Agency **MDOT/Maryland Transit Administr**
Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

Construction
 Transportation Emissions Reduction Measure (TERM)

Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Procure Stand Alone Smart Card Reader to be attached to farebox units on local buses. This project consists of equipment including Data Reporting System hardware, engineering, software installation, and parts.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			Smart Card Reader Implementation					2005

5. Purpose/contribution to regional goals

Implementation of Smart Card Technology will provide uniform fare payment for all transit modes and operators across the region. Service integration is the goal of "Getting There: The Maryland Comprehensive Transit Plan." This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility (2) Regional multimodal interconnectivity (4) Maximum system effectiveness using technology.

6. Funding and Schedule Information

Cost (In Thousands): **\$16,130** Date of completion or implementation **2005**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Smart Card Reader Implementation**

From/At:

To:

Jurisdiction: **Montgomery County**

3. Description of Project or Action

Procure Stand Alone Smart Card Reader to be attached to farebox units on local buses. This project consists of equipment including Data Reporting System hardware, engineering, software installation, and parts.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

3. Funding and Schedule Information

Date of completion or implementation: **2005**

Source	FY	Amount	Phase	% Fed/State/Loc
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Section 5307				
	2005	\$1,438	Construction	80 20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Southern Maryland Commuter Bus Initiative**
 From/At:
 To:
 Jurisdiction: **Southern Maryland**

2. Submitting Agency **MDOT/Maryland Transit Administration**

Agency Project ID:
 Last Modified On: **5/25/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Design and construction of parking facilities in Charles, St. Mary's and Calvert Counties as part of the Southern Maryland Commuter Bus Initiative. Design and construction of a 300 space park and ride facility in La Plata, Charles County. Acquisition of over the road coaches to provide the service and intersection improvements at key locations along the MD 5 corridor from Waldorf to Branch Avenue Metrorail Station just inside the Capital Beltway.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			Southern Maryland Commuter Bus Initiative					2010

5. Purpose/contribution to regional goals

Providing commuter bus facilities in Southern Maryland will help reduce congestion. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility (2) Regional multimodal interconnectivity.

6. Funding and Schedule Information

Cost (In Thousands): **\$36,000** Date of completion or implementation **2010**
 Source: **Federal, State**
 Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

Location and Jurisdiction

Facility: **Southern Maryland Commuter Bus Initiative**
From/At:
To:
Jurisdiction: **Southern Maryland**

Description of Project or Action

Design and construction of parking facilities in Charles, St. Mary's Components of the initiative include construction of parking facilities in Charles, St. Mary's and Calvert Counties, acquisition of over the road coaches to provide the service and intersection improvements at key locations along the MD 5 corridor from Waldorf to Branch Avenue Metrorail Station just inside the Capital Beltway.

Project Status

In previous TIP, proceeding as scheduled

Environmental Review

CE Under preparation

Funding and Schedule Information

Date of completion or implementation: **2010**

Source	FY	Amount	Phase	% Fed/State/Loc	
CMAQ					
	2005	\$1,200	Construction	80	20
Section 5309 FG					
	2005	\$2,074	Construction	80	20

st and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction
Facility: **Commuter Choice Marketing**
From/At:
To:
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**
Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

Construction
 Transportation Emissions Reduction Measure (TERM)

Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:
Provide tax incentives to Maryland-based businesses and employers to offer transportation benefits to employees. Including marketing, education, and promotion of all Maryland-based Travel Demand Management Initiatives.
No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Commuter Choice Marketing					
	<input type="checkbox"/>							
	<input type="checkbox"/>							
	<input type="checkbox"/>							

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands):
Source: **Federal, State,**
Cost and schedule remarks:

Date of completion or implementation

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Commuter Choice Marketing**
From/At:
To:
Jurisdiction: **Statewide**

3. Description of Project or Action

Provide tax incentives to Maryland-based businesses and employers to offer transportation benefits to employees. This includes marketing, education, and promotion of all Maryland-based Travel demand Management Initiatives.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

3. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc	
CMAQ	2005	\$1,250	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Telework Expansion**
From/At:
To:
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Provide maximum encouragement for telecommuting from home in the short term and start developing regional centers on a small scale and expand as demand increases. This measure is associated with the Redskins stadium project.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>							
	<input checked="" type="checkbox"/>		Telework Expansion					
	<input type="checkbox"/>							
	<input type="checkbox"/>							

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands): _____ Date of completion or implementation _____
Source: **Federal, State,**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Telework Expansion**

From/At:

To:

Jurisdiction: **Areawide**

3. Description of Project or Action

Provide maximum encouragement for telecommuting from home in the short term and start developing regional centers on a small scale and expand as demand increases. This measure is associated with the Redskins Stadium project.

4. Project Status

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc	
CMAQ					
	2005	\$150	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Job Access and Reverse Commute Pro**
From/At:
To:
Jurisdiction: **Montgomery, Prince George's**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID:
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

The Maryland Job Access and Reverse Commute program provides funding to develop transportation services for welfare recipients and low-income individuals to and from jobs, and to develop transportation services from urban centers to suburban employment opportunities.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>								
<input checked="" type="checkbox"/>			Job Access and Reverse Commute Program					
<input type="checkbox"/>								
<input type="checkbox"/>								

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands):

Date of completion or implementation

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

2. Location and Jurisdiction

Facility: **Job Access and Reverse Commute Program**

From/At:

To:

Jurisdiction: **Montgomery and prince George's**

3. Description of Project or Action

The Job Access and Reverse Commute Program is a regional approach to assist welfare recipients and other low-income individuals access employment opportunities and increase collaboration among key agencies and organizations such as transportation providers and service agencies.

4. Project Status

5. Environmental Review

CE

6. Funding and Schedule Information

Date of completion or implementation:

Source	FY	Amount	Phase	% Fed/State/Loc	
Section 3037	2005	\$1,110	Construction	50	50

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Maglev Rail System for Baltimore/Wash**
From/At: **Washington, DC**
To: **Baltimore**
Jurisdiction: **Areawide**

2. Submitting Agency **MDOT/Maryland Transit Administr**

Agency Project ID: **7**
Last Modified On: **12/21/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

Study to develop a Magnetic Levitation (Maglev) Rail System between Baltimore and Washington.
No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane	Completion
						From To	Date
<input type="checkbox"/>							
<input type="checkbox"/>							
<input checked="" type="checkbox"/>			Maglev Rail System for Baltimore/Washington	Washington, DC	Baltimore		2010

5. Purpose/contribution to regional goals

A Maglev system will promote access to the current rail system in place in the region to increase the availability of travel options in an area where new residential and major commercial and employment development is occurring. This may reduce congestion and aid in Maryland's efforts to meet clean air standards, help deter costly construction of additional highway lanes, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility, (2) Regional multimodal interconnectivity, (3) Preservation/safety, and (4) Maximum system effectiveness using technology.

6. Funding and Schedule Information

Cost (In Thousands): **\$10,000** Date of completion or implementation **2010**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No
If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **12/21/2004**

Location and Jurisdiction

Facility: **Maglev Rail System for Baltimore/Washington**
From/At: **Washington, DC**
To: **Baltimore**
Jurisdiction: **Areawide**

Description of Project or Action

Study to develop a Magnetic Levitation (Maglev) Rail System between Baltimore and Washington.

Project Status

Environmental Review

DEIS under Preparation

Funding and Schedule Information

Date of completion or implementation: **2010**

Source	FY	Amount	Phase	% Fed/State/Loc
FRA	2005	\$1,100	P.E.	100

Cost and schedule remarks: