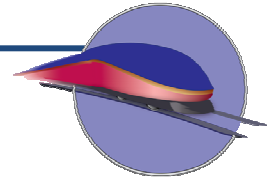


Project Name: BWI Improvements Date of Submission: 8/24/09 Version Number: 1b

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 1b-PE/NEPA



Welcome to the Track 1b – Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1b-PE/NEPA are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application as well as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.fra.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1b project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your PE/NEPA Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: Caitlin Hughes Rayman		POC Title: Assistant Secretary for Transportation Policy		
Street Address: 7201 Corporate Center Drive	City: Hanover	State: MD	Zip Code: 21076	Telephone Number: (410) 865-1092
Fax: (410) 865-1113		Email: crayman@mdot.state.md.us		
(2) Name of lead State or organization applying: MD Dept of Transportation				
(3) Name(s) of additional States and/or organizations applying in this group (if applicable): NEC Southern Segment States (NY, NJ, PA, DE, MD, D.C.) as supported by the NEC Southern Segment Pre-Application.				
(4) Is this PE/NEPA Project related to additional applications for HSIPR funding (under this track or other tracks)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Maybe If “Yes” or “Maybe” provide the following information:				
Other Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application

BWI Improvements (construction)	MDOT	Track 1A – subsequent round	\$ 185M	Will apply
			\$	
			\$	
			\$	

Project Name: BWI Improvements Date of Submission: 8/24/09 Version Number: 1b

B. Project Overview

(1) PE/NEPA Project Name: MD-Northeast-BWI Improvements

(2) Indicate the activity(ies) for which you are applying:

Preliminary Engineering (PE) NEPA site-specific

(3) What are the anticipated start and end dates for this PE/NEPA Project? (mm/yyyy)

Start Date: 3/2010 **End Date:** 2/2012

(4) PE/NEPA Project Narrative. *Please limit response to 4,000 characters.*

Describe the PE/NEPA activities that would be completed with HSIPR Track 1 funding through this application. Include the design studies and the resulting project documents for PE activities. For NEPA activities, address the technical and field studies that would be completed and documents that would be prepared, including:

- Project component studies
- PE/NEPA tasks / milestones
- Preparation of documents

Describe the agency and public involvement approach including key activities and objectives (including permitting actions). Address the coordination plan with affected railroads and right-of-way owners.

The BWI Rail Station is the most successful intercity rail-air intermodal station in the U.S. due to its close proximity to Maryland's BWI Marshall Airport. As a result, ridership has far exceeded the operating capacity at the existing station. This project will address the need for a new station building and pedestrian bridge to replace the current undersized facilities, as well as a fourth track, further modification of the two existing platforms, and the addition of a new, third platform. Presently 70% of the trains passing through the BWI Station can not use track 2 because there is no platform that services the track. According to Amtrak's 2030 master plan, the addition of a platform so that all three existing tracks can be accessed is the highest value, most cost-effective capacity improvement that can be made in the Northeast Corridor south of Wilmington. This project is also identified in the Maryland Transit Administration's (MTA) MARC Growth and Investment Plan for commuter rail services.

The PE will address planned track improvements that will significantly increase rail capacity and reduce running time in the Corridor by eliminating diverging moves for Amtrak trains. Planned improvements will also reduce significant time delays for MTA MARC commuter rail trains serving the station as well as freight rail traffic operating in the corridor. PE for the planned station building will address improved passenger support amenities, including improved ticketing, waiting area, concessions, restrooms, and track access from parking garages. The project will also be designed to reflect green or LEED building standards.

The PE will also address a broad range of issues concerning the addition of a fourth track, including track shifts, platform relocation, and new station building, stair towers and pedestrian bridge.

Due to the complexity of this project, Preliminary Engineering activities will involve several key elements. A field investigation and assessment will take place, including a site field assessment, sampling and testing support, and a survey with field edits. Plan sheets will be developed using existing Amtrak base mapping. Alignment alternatives will be developed and prepared. Structures alternatives will be developed, as well as type, size, and location drawings encompassing at one undergrade bridge (Patapsco River) and one overhead bridge (Reese Road).

The Preliminary Engineering estimate will address environmental, hydrology, and mitigation support, track drainage, electric traction, communication, and signals. An AA/DEIS will be prepared to document the various alternatives and environmental considerations. Consultants and staff will regularly interface with the railroad operator, as well as stakeholders involved in the project.

NEPA tasks will be equally comprehensive and will likely involve the creation of a complete DEIS. NEPA activities will examine a variety of long-term impacts, including land use, zoning, and public policy; demographics and socioeconomic; environmental

justice; visual and aesthetic quality; air quality; noise and vibration; ecology and water resources; parklands; soils and geology; contaminated materials, safety and security; economic impacts; energy; utilities; and indirect and cumulative effects. NEPA activities will also address potential construction impacts, as well as archeological and historic impacts.

The Maryland Department of Transportation maintains a good working relationships with Amtrak. MDOT staff will work closely with Amtrak to ensure cohesiveness with existing plans.

MTA/MDOT has been coordinating with Amtrak on this project for several years and has developed PE/NEPA work for some elements of the project that are almost complete and would contribute to the work sought in this application.

(5) Status of Activities: In the following table, please indicate the status of planning studies/documentation supporting your planned investment. Indicate the status and key dates for each applicable activity as noted in Appendix 2 of the HSIPR Guidance.

	Select <u>One</u> of the Following:				Provide Dates for all activities:	
	N/A	No study exists	Study Initiated	Study Completed	Actual or Anticipated Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Activities/Documents						
Environmental Studies						
Final NEPA Document (Categorical Exclusion (CE) documentation, Environmental Assessment (EA), or Environmental Impact Statement (EIS))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Historic and Cultural Resource Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Biological Surveys and Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Wetlands Delineation and Hydrology Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Community Impact Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Traffic Impact Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Air Emission Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Noise and Vibration Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Preliminary Engineering						
Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Travel Demand Forecasting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Operations Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Operations & Maintenance Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
System Safety Program Plan and Collision/derailment Hazard Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Engineering Studies - specify in space below:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Design Drawings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other: Series of PE/NEPA work toward the platform and building that would contribute to the newer design PE/NEPA and 4 th track.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1999/2008	

(6) Planned Investment. Please limit response to 4,000 characters.

Provide an overview of the main features of the planned investment that is the subject of the PE/NEPA Project including a brief description of:

- The location of the planned investment, including name of rail line(s), State(s), and relevant jurisdiction(s) (*upload map if applicable*).
- Identification of existing service(s) that would benefit from the project, the cities/stations that would be served, and the state(s) where the service operates.
- How the planned investment was identified through a planning process and how it is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The existing and planned intercity passenger rail service(s).
- The project's independent utility.
- The specific improvements contemplated.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the planned investment.

The Maryland Transit Administration (MTA), a modal agency under the Maryland Department of Transportation (MDOT), will conduct PE/NEPA work for the construction of nine miles of track from Grove Interlocking (north of Odenton) to Winans Interlocking (Halethorpe). When complete, fourteen miles of four tracks will extend from West Baltimore to Grove Interlocking in conjunction with existing track infrastructure. All projected track work will take place in Maryland. The project has been identified in both the Amtrak Master Plan as well as MTA's MARC Growth and Investment Plan for commuter rail service projects. MDOT/MTA committed funding from the ARRA transit formula for this project as well.

Along this corridor, Amtrak is the only provider of intercity passenger rail service. Norfolk Southern provides local freight service. Both passenger and freight services will benefit from this project. Additional track allows the expansion of both Amtrak and MARC commuter rail service. This project is necessitated by a 44% planned increase in number of trains on Amtrak.

Green building standards can control energy costs to operate the new station. In addition to preliminary engineering for the new fourth track, the study will also address preliminary engineering for modification of the two existing platforms and an additional platform at BWI Rail Station so Acela and intercity trains can use any of the four tracks for a station stop. The station also exhibits great independent utility for regional Amtrak uses, airport users and commuters.

Specific improvements to be addressed in the study are new track construction, track shifts, catenary shifts, platform rehabilitation,

undergrade and overhead structural modifications, new interlockings and signal construction. See Attachment A, Track 4 Limits.

(7) Indicate the expected service objectives (check all that apply):

- | | |
|--|--|
| <input checked="" type="checkbox"/> Additional Service Frequencies | <input checked="" type="checkbox"/> Improved On-Time performance on Existing Route |
| <input checked="" type="checkbox"/> Service Quality Improvements | <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times |
| <input type="checkbox"/> Other (Please Describe): | |

(8) Indicate the type of expected capital investments to be included in the planned investment (check all that apply):

- | | |
|--|--|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Acquisition |
| <input checked="" type="checkbox"/> Track Rehabilitation | <input type="checkbox"/> Support Facilities (Yards, Shops, Admin. Buildings) |
| <input checked="" type="checkbox"/> Major Interlockings | <input checked="" type="checkbox"/> Grade Crossing Improvements |
| <input checked="" type="checkbox"/> Station(s) | <input checked="" type="checkbox"/> Electric Traction |
| <input checked="" type="checkbox"/> Communication, Signaling and Control | <input type="checkbox"/> Other (Please Describe): |
| <input type="checkbox"/> Rolling Stock Refurbishments | |

(9) Total Cost of PE/NEPA Project: (Year of Expenditure (YOE) Dollars*) \$ 9.4 million

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)** \$ 9.4 million

Indicate the percentage of total cost to be covered by matching funds: 0% Maryland is contributing toward the elevators and passenger bridge with ARRA/MTA funding. See additional information.

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

** This is the amount for which the applicant is applying.

(10) Right-of-Way Owner(s): Provide the status of agreements with railroad(s) that own the right-of-way. If appropriate, "owner(s)" may also include operator(s) under track age rights or lease agreements. *If more than two railroads, please detail in "Additional Information" in Section F of this application.*

Railroad owner 1 (Name): Amtrak

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray): Master Agreement in place

Railroad owner 2 (Name): Norfolk Southern & CSX
Master Agreement in place

Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):

(11) Intercity Passenger Rail Operator: If applicable, provide the status of agreement(s) with partner(s) that will operate the benefiting planned High-Speed Rail/Intercity Passenger Rail services after completion of the planned investment (e.g., Amtrak). *Click on the appropriate option from the dropdown menu shaded in gray:*

Name of Operating Partner: Amtrak

Status of Agreement: No agreement, but partner supports project.

(12) Benefits to Other Types of Rail Service: If benefits to non-intercity passenger rail services are foreseen from the planned investment, please briefly describe those agreements and provide details on their status if applicable. *Please limit response to 1,000 characters.*

Along this corridor, Amtrak and MARC are the only providers of passenger service. Norfolk Southern provides local freight service. Both passenger and freight services will benefit from this project.

Project Name: BWI Improvements Date of Submission: 8/24/09 Version Number: 1

C. Eligibility Information

(1) **Select applicant type**, as defined in Appendix 1.1 of the HSIPR Guidance (*check the appropriate box from the list*):

- State
 Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

- Group of States
 Interstate Compact
 Public Agency established by one or more States
 Amtrak in cooperation with one or more States

D. Public Return on Investment

(1) **Transportation Project Benefits.** *Please limit response to 2,000 characters.*

Describe the transportation benefits that are anticipated to result from the planned investment for which you are conducting PE/NEPA, including the extent to which the planned investment may be expected to:

- Lead to benefits for Intercity Passenger Rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Provide benefits to other modes of transportation, including benefits to Commuter Rail Services, Freight Rail Service, and Highway and Air Congestion Reduction and Delay or Avoidance of Planned Investments

Under this proposal, the preliminary engineering design for the new platforms and track at the BWI Rail Station will provide a design that will yield increased throughput capacity and service reliability for a large percentage of the intercity and commuter rail operations on the Northeast Corridor (NEC). The preliminary design is intended to provide for four tracks extending from West Baltimore to the Grove Interlocking. It is expected that plans will call for platforms to be modified so that Amtrak Acela and Intercity trains and MARC commuter trains can use any of the four tracks for a station stop. Currently, only the two outside tracks have functional platforms. This project will provide a blueprint to upgrade these two platforms to enable service for all trains, including the Acela, and add platform access for the other two tracks. The planned configuration will allow trains to realize time savings because diverging moves at Grove and Bridge Interlocking will be eliminated and delays associated with service deviations and maintenance operations will be greatly reduced. The new track and platforms will allow northbound Acela trains to avoid switching tracks to access the northbound BWI Station platform, saving as much as five minutes of travel time currently required when trains must be diverted from the middle Track 2 to Track 1 for platform access.

The existing station building has a very small waiting area and limited concession area. Ticket lines often extend out the door of the building. The new station will be more than twice as large as the existing one and will provide an expanded waiting area, additional ticketing locations, and an expanded concession area. Wider pedestrian walkways between the station building and platforms will eliminate the extreme congestion currently experienced by rail passengers (many of whom have heavy luggage) moving between the station building and the platforms.

The BWI Improvements are a key component of the NEC Strategic Plan. When implemented, the entire NEC investment will shave up to 19 percent from current travel times between Washington, D.C and New York City for high-speed trains. For example, the average trip time on Acela will drop from 2:47 trip to 2:15 by 2030. This 32-minute time reduction could save high-speed riders up to 2.5 million hours of delay, or the equivalent of up to \$60 million in travel time savings per year. These improvements will also benefit the NEC Regional service by cutting 9 minutes off current travel time. This will reduce delay for NEC Regional passengers by up to 1.5 million annual hours or the equivalent of up to \$38 million in travel time savings per year.

(2) Environmental Project Benefits Narrative. *Please limit response to 1,000 characters.*

Describe the intended contribution of the planned investment for which you are conducting PE/NEPA towards improved environmental quality, energy efficiency and reduction in the dependence on oil.

Because the ultimate project will provide significantly greater passenger capacity at a key intermodal center on the Northeast Corridor, it will provide multiple environmental benefits, particularly those benefits associated with a shift of large numbers of individuals from highway/passenger car use to rail. Because rail, on a passenger-mile basis, is much more efficient than highway travel, the project will result in significant emissions reductions and lower energy demand.

The much increased rail capacity and service reliability of rail service will induce even more potential customers to switch from cars and trucks to rail, reducing on-road vehicle emissions. Pollutants reduced will include CO, NO_x, VOCs, PM, and CO₂. The CO₂ reductions, in particular, will help Maryland achieve its statewide GHG reduction targets.

Finally, green design features based on LEED principles will be incorporated into the design for the new station building, to ensure that the new facility will maximize energy efficiency and complement the surrounding natural environment.

(3) Livable Communities Project Benefits Narrative. *Please limit response to 3,000 characters.*

Describe the anticipated benefits of the planned investment for which you are conducting PE/NEPA for fostering and promoting Livable Communities, and include information on the following:

- Integration with existing high density, livable development (including relevant details on livable development (e.g., central business districts with walking and public transportation distribution networks with transit oriented development)).
- Development of intermodal stations with direct transfers to other transportation modes (both intercity passenger transport and local transit).

This facility is directly connected to a regional bike/ped system and is served by transit (local bus routes and a regional bus connecting the county with Washington D.C.) providing intermodal connectivity. Improvements facilitated by this project will foster livable communities by making available to citizens in the region a much improved rail station and rail service to local destinations and to a major regional airport while improving individual mobility and promoting a healthy, safe, and walkable lifestyle that is less auto-dependent. The improved station capacity, rail capacity, speed of operations, and reliability of service ultimately resulting from this project will significantly increase the number of people who can commute to work or travel to regional destinations without a car, and in general will improve the ability of people to live and work in the dense suburban developments along the corridor. By focusing transportation investment dollars on this corridor, the State of Maryland and its railroad partners will be making an important and tangible investment in the State's nationally-recognized Smart Growth initiative.

The site of this project, Central Maryland, is in one of the fastest growing suburban regions of the Northeast Corridor. The BWI Station is the most important intercity rail hub serving this burgeoning area. Improvements to the station and to track capacity, in concert with local Smart Growth planning, will help nurture a regional culture of lower automobile dependence and more reliance on rail transportation alternatives. Finally, the facility is directly linked by a pedestrian bridge to the Maryland Department of Transportation headquarters building providing access for state employees, visitors, contractors and partners from along the NEC. The State has contributed to a significant amount of infrastructure to promote inter-modalism including the parking garages, pedestrian bridge and other infrastructure elements and has plans to further contribute through the use of ARRA formula funding.

(4) Economic Recovery Benefits. *Please limit response to 2,000 characters.*

Estimate the benefit that the PE/NEPA Project and the planned investment for which you are conducting PE/NEPA will make towards economic recovery and reinvestment, including information on the following:

- How both the PE/NEPA Project and the planned investment will result in the creation and preservation of jobs (including number of onsite and other direct jobs (on a 2080 work-hour per year, full-time equivalent basis). Include a timeline for the anticipated job creation, specifying which jobs would be created for the PE/NEPA studies and an estimate for the planned investment (consider the construction period and operating period).
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits) and describe, if applicable, how the project was identified as a solution to a wider economic challenge.
- If applicable, how the project will help to avoid reductions in State-provided essential services.

This project will support jobs during three phases: preliminary engineering and environmental planning (PE/NEPA) construction; and continued operation. During the PE/NEPA phase, the project will support an estimated 23 full-time jobs over the 5-year phase. The construction phase will create approximately 352 jobs over the 5-year building period. Because this project is part of the larger set of NEC improvements between Washington, D.C. and New York City, its long-term economic benefits are directly related to growth on the NEC. For example, Amtrak's NEC Master Plan forecasts 106 percent growth in ridership by 2030. Assuming Amtrak's direct purchases and employment in Maryland follow the same per-rider ratios as today, the economic impact could also be 106 percent above today's levels, translating into:

- Maryland employment growth of 2,267 for a new 2030 total of 4,406 Maryland-based employees with total wages of \$309 million; and
- Maryland expenses for goods and services growth of \$28.5 million for a new total of more than \$55 million.

This project will provide long term economic benefits well into the foreseeable future. The area in the vicinity of the BWI Rail Station has a large, fast-growing technology, manufacturing, and retail base. The improved station and rail service will further enhance and attract the human and capital resources to support the existing human and economic base and permit it to grow. As part of a series of planned NEC rail system improvements, the improved speed and reliability of the corridor ultimately resulting from the BWI Rail Station improvements will nourish business activities that thrive on free flows of people and ideas. These "knowledge" economy jobs in media, law, consulting, education, health, and science already flourish in clusters along the Northeast Corridor. Having a faster and more reliable world-class high-speed rail system brings these minds literally closer together to foment ideas and incubate economic activity.

Project Name: BWI Improvements Date of Submission: 8/24/09 Version Number: 1

E. Project Success Factors

(1) Project Management Approach and Applicant Qualifications. *Please limit response to 3,000 characters.*

Describe qualifications of the applicant and its key partners for undertaking the PE/NEPA Project, include the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential planning project cost overruns.
- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

The Maryland Department of Transportation (MDOT) and Maryland Transit Administration (MTA) have managed numerous large-scale engineering design and construction projects. For example, MTA has implemented two large Full Funding Grant Agreement (FFGA) rail projects funded by FTA. The first is the Light Rail Double Track Project, a \$154 million project completed in 2006 which included the design and construction to double track eight sections of previous single track alignment. The design for the addition of the second track included civil engineering of bridges, overhead catenary, conduit duct-banks, and railroad track layouts. Electrical engineering was employed for design of low voltage and high voltage power distribution, including new power substations. Information technology staff developed a train control system and power management system. Construction was completed within schedule and budget.

The second FFGA rail project involved the MARC Frederick Extension, a \$56 million project completed in 2000. The project scope included the extension of MARC commuter service by 13.3 miles along existing right-of-way which includes 9.9 miles of the CSXT “Old Main Line” Subdivision and 3.4 miles along the Frederick Branch Line. Project elements included realignment of the Point of Rocks Wye, improvements to the CSXT Old Main subdivision signal and grade crossing, realignment of the Frederick Junction Wye, reconstruction of the Frederick Branch (and purchase from CSXT), and downtown station construction. Construction was completed within schedule and budget.

From a financial standpoint, MTA projects are funded by the Maryland Transportation Trust Fund through a six-year capital program (that is not constrained by modal stovepipes) issued by MDOT with capital funds programmed on an annual fiscal basis. The MTA reconciles the project budget with MDOT on a quarterly basis to ensure sufficient cash flow is maintained to progress projects. MTA will work toward the project budget, however funds can be transferred between fiscal years if necessary if an infusion of additional funds is needed should a shortfall arise. Additionally, MDOT has the authority to transfer funds from and between different modal agencies as necessary to maintain project cash flows and schedules. For this project, no State dollar match will be programmed unless there is a cost overrun beyond the grant amount. See Attached B, Potential Project Risks and Risk Allocation.

(2) Funding Sources: In the following table, please provide the requested information about your funding sources *(if applicable)*

N/A

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE \$)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source

(3) Project Implementation Narrative. *Please limit response to 1,000 characters.*

Provide a preliminary self-assessment of PE/NEPA Project uncertainties and mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk). Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

Project uncertainties are anticipated in two areas involving the PE/NEPA.

- Discovery of findings during PE/NEPA may reveal issues that require regulatory agencies to review and approve / comment. Such additional reviews may impact the project schedule and result in cost overruns. Reviews may involve a wide variety of environmental issues including, but not limited to, historical, hazardous waste, drainage, etc. The mitigation strategy is such that MTA will have project staff ready to respond in a timely manner so as to minimize the impact of such issues.
- As with any project, the public may voice opposition to the project or specific elements thereof. This could result in an impact to the project schedule and result in cost overruns. The mitigation strategy is such that MTA will plan public hearings to explain the scope and significant public benefits of the project. All public comments will be documented and addressed.

(4) Timeliness of Project Completion. *Please limit response to 1,000 characters.*

Describe the extent to which the PE/NEPA Project will lead to future project and/or Service Development Program applications for Tracks 1 FD/Construction and Track 2 Programs.

This PE/NEPA project will be followed by an application for FD/Construction to construct the fourth track and associated station and platform construction to realize the benefits for both commuter and freight rail service and significantly reduce emissions along the corridor.

¹ **Reference Notes:** The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.



Project Name: BWI Improvements Date of Submission: 8/24/09 Version Number: 1

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). *This section is optional.*

The following ARRA funded project contributes to the BWI Improvements.

MARC BWI Station Renovation Description (elevators, electrical):

Replacement of the two 25 year old elevators with reliability issues at either end of the overhead passenger bridge that provides access to the southbound platform, plus providing an additional elevator on each side of the pedestrian bridge. Existing elevator shafts can accommodate the additional two elevators, and paths from the elevators to the overhead bridge will be constructed. The project also includes electrical upgrades and installation of a new generator. This project will provide reliable elevator access to the overhead pedestrian bridge which is particularly important for Amtrak and MARC mobility impaired passengers, and the many passengers who travel with luggage at this airport station, who may not be able to use the stairway. This project is in conjunction with Amtrak and they or their contractors will perform the work.

The ARRA dollar value is \$3,000,000. The total value of the project is \$4,000,000. And it is in the MD-56-0001 Grant (5309 Fixed Guideway).

Project Name: MD-Northeast-BWI Improvements Date of Submission: 8/24/09 Version Number: 1

G. Summary of Application Materials

Program Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documentation	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

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