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FEDERAL PRIORITIES  
FISCAL YEAR 2011**

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**GOVERNOR MARTIN O'MALLEY  
LT. GOVERNOR ANTHONY BROWN**

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## Small Business Credit Recovery Program

### *Summary*

- Small businesses continue to struggle with substantially limited access to capital due to the prevalent use of more conservative banking practices.
- While it is not possible for states to fill the gap with direct lending, it is possible to unlock \$6.00 or more of bank lending for each \$1.00 of additional funding to state guaranty programs.
- The funding of a guaranty program is more effective than direct lending since the investment can be leveraged multiple times as a guaranty. Furthermore, the guaranty funds are only expended in the event of a default deficiency, and guaranty programs leverage multiples of bank loan dollars.
- The current small business lending crisis is not due to a lack of bank capital but a function of a real or perceived increase in the credit risk of such loans. In other words, many banks have sufficient capital; however, according to their stricter lending criteria, many of their creditworthy small business customers no longer qualify for a loan or a line of credit. The most effective way to mitigate this issue for otherwise creditworthy businesses is through guaranties that cover a perceived collateral shortfall.
- While the U.S. Small Business Administration (SBA) remains the primary assistance program, **34 states are reported to have some form of loan guaranty program.** However, in today's economic environment, it is likely they are all challenged in the availability of funding. While state programs traditionally filled in gaps or specialized areas, the recession has increased demand on their scarce resources. Strengthening these often more nimble grassroots programs would complement the Obama Administration's on-going effort through the SBA. An example of this complementary relationship is the Maryland Industrial Development Finance Authority (MIDFA) which historically focused on bonds and other transactions requiring larger guaranties than available through the SBA. To strengthen assistance to the small business community, MIDFA is initiating a small loan guaranty capability that has, during its pilot phase, approved insurance for 5 loans unlocking \$2,700,000 of bank lending.
- Properly funded, guaranty programs at the state and local level offer an efficient way to access private sector bank lending capacity for the benefit of the small business community.
- Recycling \$30 billion of TARP repayments to lend to community banks addresses a capital issue at some banks. However, it does not address the prevalent issue of credit risk. In other words, even though banks have more capital, they are unlikely to make more loans if their small business customer does not meet their stricter criteria. A targeted loan guaranty program gives banks the incentive to make loans to creditworthy businesses that have collateral deficiencies.
- ***Possible action item:*** To create a legislative provision that would re-obligate TARP funds to a program for which states may apply in order to capitalize their loan guarantee programs. This proposal would be targeted to the jobs measures that are being crafted in the Congress. Directing 10% of the \$30 billion TARP funds that are currently allocated to community banks to state guaranty programs would provide the necessary complement to significantly increase small business lending. Based on the leverage ratio of 6-to-1, \$3 billion in funding invested into states' loan guaranty programs could unlock as much as **\$18 billion** in small business lending.

**Agriculture, Rural Development, Food and Drug Administration, and  
Related Agencies Requests**

**US DEPARTMENT OF AGRICULTURE  
ANIMAL PLANT AND HEALTH INSPECTION SERVICE  
Avian Influenza Surveillance**

**FY 2011 Request:** \$0.1 million

**Legislative Vehicle:** FY 2011 Agriculture Appropriations Bill

**Specific Requested Action:** Direct \$0.1 million for Maryland monitoring of disease in migratory birds from the \$51.3 million nation-wide federal appropriation for monitoring avian influenza.

**Description of Project:** Government agencies, particularly state wildlife agencies, have been called upon to mount an early detection system to determine if and when the highly pathogenic avian influenza (HPAI) Asian H5N1 virus (hereafter called Asian H5N1) arrives here. Early detection of the Asian H5N1 virus in migratory birds is critical to disease preparedness and response from the commercial poultry industry and public health agencies. Avian influenza is widely endemic in wild populations of waterfowl and many other species of birds. The emergence and spread of the Asian H5N1 subtype in Asia over the past few years and its subsequent spread to Europe and Africa has elevated concerns about potential expansion of this virus to North America. Apprehensions among government agencies and the public are based on a range of possibilities that include sickness and mortality in wild bird populations, introduction of a disease that could devastate the poultry industry, and potential mutation of the virus into a form that could be highly infectious and pathogenic to humans - possibly the source of the next flu pandemic. Currently, public concern has been heightened by extensive media coverage about this virus in Asia, its spread to Europe, Africa and India, and the small number of documented human infections. This public concern also includes speculation that migratory birds are a primary vector for the disease and could be the vector that brings the virus to North America.

**Funding History:** DNR has worked with USDA-APHIS since 2006 to monitor migratory bird species for avian influenza.

**Program Authorization:** The Department of Defense Appropriations Act of 2006 [H.R. 2863], Public Law 109-148, Title II: Emergency Supplemental Appropriations to Address Pandemic Influenza.

**Maryland Impact:** This funding is critical to Maryland's ability to conduct surveillance and preparedness programs for the Asian H5N1 strain of avian influenza in Maryland. Maryland DNR's Wildlife and Heritage Service has been monitoring migratory birds for this disease since 2005. Samples are collected from live and hunter harvested waterfowl to determine if this disease is present in Maryland. It is possible that this disease may first be found in Maryland due to the preponderance of wintering waterfowl in the Chesapeake Bay region. Past surveillance, however, has indicated no presence of Asian H5N1 in Maryland. Survey work is conducted in Congressional districts 1, 3, and 5.

**US FOREST SERVICE  
CHESAPEAKE BAY PROGRAM  
Baltimore Washington Partners for Forest Stewardship**

**FY 2011 Request:** \$3.0 million

**Legislative Vehicle:** FY 2011 Agriculture Appropriations Bill

**Specific Requested Action:** Direct \$3.0 million to Maryland for implementation of the MOU between state and federal agencies (signed December 2005) to protect, restore and manage federally-owned forestland and the critical ecosystem services they provide to local and regional communities and our natural environment.

**Description of Project:** The Baltimore Washington Partners for Forest Stewardship include the Maryland Department of Natural Resources; USDA Beltsville Agricultural Research Center; US Army Fort George G. Meade; NASA/Goddard Space Flight Center; USFWS Patuxent Research Refuge; and the Center for Chesapeake Communities. This cooperative conservation partnership will improve wildlife habitat, reduce nutrient and sediment inputs, and promote coordinated land management and research at these facilities. The partnership is developing comprehensive and collaborative strategies for the restoration, conservation and stewardship of 40 square miles of contiguous landscape, of which 64 % is forested or wetlands. These unique ecological resources are among the last significant tracts of contiguous forest land in this highly urbanized region and are critical elements of Maryland's green infrastructure network. Current partnership goals include: Area-wide forest surveys and management plans; Increase of the tree canopy; Cooperative invasive species management strategies; Wildlife and wetland habitat restoration; Reclamation of paved surfaces to vegetated landscapes; Green roof and native landscape demonstration projects; Use of remote sensing technology to monitor reforestation and carbon sequestration; and Implementation of Best Management Practices for coordinated federal agency response to Maryland's Tributary Strategies.

Funding the partners' goals will result in new tree plantings and restoration of natural filters on federally owned land. In addition, impervious surface will be removed, stream restoration projects will be implemented and forests will be managed in a way to improve health and productivity, resulting in less nutrient and sediment pollution to the Bay.

**Funding History:** N/A

**Cite Program Authorization:**

**Maryland Impact:** Funding this initiative will provide on-the-ground conservation and restoration results needed to keep these forested lands intact and meet Bay water quality goals. The partnership falls within Prince George's and Anne Arundel counties and occurs within the 2<sup>nd</sup>, 3<sup>rd</sup> and 5<sup>th</sup> Congressional Districts. Funding the partners work helps Maryland reach the Governor's VII Strategic Policy Goal to accelerate Bay restoration efforts to reach a healthier Bay tipping point by the end of 2020. This project also supports the following national, regional and local initiatives: Implementation of the Presidents Chesapeake Bay Executive Order through integrated State and federal agency collaboration and land management; Chesapeake Bay Program and Agreement; Anacostia Watershed Forest Management and Protection Strategy; and Patuxent River Policy Plan. Fully funding the partners' goals could create at least 30 jobs.

**US DEPARTMENT OF AGRICULTURE  
CHRONIC WASTING DISEASE SURVEILLANCE  
Chronic Wasting Disease Monitoring in Maryland**

**FY 2011 Request:** \$0.075 million

**Legislative Vehicle:** FY 2011 Agriculture Appropriations Bill

**Specific Requested Action:** Designate directed spending of at least \$0.075 million for monitoring chronic wasting disease in white-tailed deer in Maryland.

**Description of Project:** Chronic wasting disease is a fatal neurological disease of cervids (i.e. – white-tailed deer) and has been present in North America for the last 30 years. Until 2005, it was absent from the eastern United States until found in New York and West Virginia. Monitoring efforts in West Virginia indicate the continued presence of this disease within 10 miles of Maryland.

**Funding History:** DNR has received funding for CWD surveillance since 2003.

**Cite Program Authorization:** Farm Security and Rural Investment Act of 2002, PL 107-171, Subtitle E, Animal Health Protection, Section 10401-10418.

**Maryland Impact:** This funding is critical to Maryland's ability to conduct surveillance for CWD in Maryland. Maryland DNR's Wildlife Service has been conducting CWD surveillance efforts since 2002, and all results have been negative to date. Monitoring programs will continue in the foreseeable future. Surveillance work is conducted statewide in all Congressional Districts.

**US DEPARTMENT OF AGRICULTURE  
NATURAL RESOURCES CONSERVATION SERVICE  
Cover Crop Funding, Maryland**

**FY 2011 Request:** \$8.0 million

**Legislative Vehicle:** FY 2011 Agriculture Appropriations Bill

**Specific Requested Action:** Provide \$8.0 million to Maryland to be administered by the Maryland Agricultural Water Quality Cost Share (MACS) program to support the planting of cover crops.

**Description of Project:**

Farmers plant cover crops in the fall as a means to reduce erosion and capture residual nutrients that may remain in the soil profile from the previous crop. Through the use of small grain crops such as rye, wheat and barley, cover crops are considered to be one of the most cost effective practices to reduce nutrient loads to the Chesapeake Bay. Maryland's Two-Year Milestones for Chesapeake Bay nutrient reductions rely heavily on cover crops as a means to achieve these goals. Cover crops are not considered to be cost effective to the farmer without some form of cost share or incentive payment. Historically, Maryland has funded cover crop implementation through General Fund operating funds in the MACS program and more recently through dedicated funding sources such as the Chesapeake Bay Restoration Fund (CBRF). Most recently funding has been supplemented by the Chesapeake Bay 2010 Trust Fund but revenues have fallen short of program needs.

Conservation program dollars currently authorized and expended through Farm Bill programs have been subject to established program rules. In the 2009/2010 cover crop program, Natural Resources Conservation Service (NRCS) provided program dollars for cover crops, but the administrative overlap with the State cost share program and variation in eligibility requirements led to inefficient delivery and minimal use of federal dollars for cover crops. By providing a block grant directly to the MDA MACS program, federal funding can be utilized most effectively to realize Maryland's Two-Year Milestone and Chesapeake Bay water quality goals.

**Funding History:**

Maryland receives an annual allocation of Environmental Quality Incentives Program (EQIP) funds based on NRCS budget and formula. In addition, the 2007 Farm Bill provided earmarked funding for Chesapeake Bay restoration activities, authorizing \$188 million for Chesapeake Bay states through 2012. \$23 million was available in 2009 and \$43 million is available in 2010 to be available through the Chesapeake Bay Watershed Initiative (CBWI). In FFY 2010, Maryland is expected to receive approximately \$11 million in combined EQIP and CBWI support.

**Program Authorization:**

Environmental Quality Incentives Program as authorized in the 2007 Farm Bill (Food, Conservation and Energy Act of 2008 (H.R.2419-110<sup>th</sup>)).

**Maryland Impact:**

Maryland's Two Year Milestones for Chesapeake Bay restoration lay out 27 practices to accelerate the reduction of 3.75 million pounds of nitrogen loading to the Bay. The reduction planned from cover crops is approximately one third of the total. Dedicated block grant funding from USDA will provide the resources needed to more closely meet this goal. Planting cover crops are valuable statewide but considered to be a higher priority on the Eastern Shore and Central/Western area of Maryland (Frederick/Carroll Counties).

**US DEPARTMENT OF AGRICULTURE  
AGRICULTURE AND FOOD SAFETY  
Poultry Health Diagnostic Laboratory Replacement, Maryland**

**FY 2011 Request:** \$5.0 million

**Legislative Vehicle:** FY 2011 Agriculture Appropriations Bill.

**Specific Requested Action:** Provide \$5.0 million for the replacement of the Maryland Department of Agriculture (MDA) Poultry Health Diagnostic Laboratory in Salisbury, MD.

**Description of Project:** This proposal involves constructing and equipping a replacement diagnostic laboratory facility for the existing antiquated facility in Salisbury. Construction is anticipated to be on the existing laboratory campus. The facility will need to be approximately 25,000 square feet of administrative, laboratory and storage space. Approximately \$4M will provide for the building and related construction; approximately \$1M will equip the facility.

The replacement facility will be designed and constructed to allow for growth of operations and flexibility to adapt to changing missions. The design elements will meet the US Green Building Council standards as defined in the Leadership in Energy and Environmental Design (LEEDS) protocols. These standards are recognized by the US Government Services Administration (GSA).

The Laboratory will focus on poultry health diagnostics for the commercial poultry industries, but will maintain basic service capacity for all species diagnostics. The State's fiscal constraints resulted in the recent closure of the only full time/full service livestock diagnostic laboratory on Delmarva. The new laboratory will restore the Department's capacity to serve the other animal industries. All species capability is essential to support infectious disease regulatory and emergency operations of the agency as well as to support local animal control and law enforcement investigations involving animals.

Specific capabilities of the facility will include 1) command and control of all regional MDA Animal Health operations in the nine Maryland counties of the Delmarva Peninsula, including field diagnostic, regulatory and emergency response activities, 2) laboratory administration, 3) the diagnostic disciplines of virology, bacteriology, molecular (DNA) diagnostics, parasitology, serology, immunology, necropsy (autopsy) with emphasis on poultry and 4) climate controlled storage for emergency response equipment needed to effectively manage animal health and related emergencies on Delmarva.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:**

This project is located in and directly impacts the Maryland First Congressional District, but more broadly impacts the entire state and region. It is consistent with the Governor's security goals, namely with the State Homeland Security Strategy Biosurveillance (for pathogens) component. Approximately 95% of all biosurveillance for H5N1 Asian and other avian influenza virus in Maryland is accomplished at the antiquated Salisbury facility. The replacement laboratory addresses significant food safety and public health implications in addition to economic considerations. The poultry industries rely on accurate, rapid and quality diagnostics from the MDA laboratory system. A state of the science laboratory located in the midst of the most concentrated commercial meat chicken (broiler) operations in the world is a necessity. Previous experience in Maryland and other locations indicates such capacity is essential. This project is also consistent with the Governor's sustainability goal, in that it helps ensure the viability and profitability of our animal agriculture.

## **Commerce, Justice, Science, and Related Agencies Requests**

**US DEPARTMENT OF JUSTICE  
COMMUNITY BASED JUVENILE ALTERNATIVE PROGRAMS  
Maryland Department of Juvenile Services Programs**

**FY 2011 Request:** \$2.45 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$2.45 million for increasing juvenile alternative to incarceration programs for violent youth under the supervision of the Maryland Department of Juvenile Services (DJS).

**Description of Project:** Although juvenile arrests have decreased in Maryland consistent with national trends, juvenile violent offenses in the top five densely populated jurisdictions is still a major concern. Tremendous opportunity exists to intervene in the lives of troubled youth by offering programs that encourage community involvement and community supervision. FY 2011 funding request for the Maryland Department of Juvenile Services (DJS) is to expand juvenile alternatives to incarceration programs for at-risk and violent youth in the top five jurisdictions with the highest juvenile population, namely Baltimore City, Anne Arundel County, Baltimore County, Montgomery County and Prince George's County.

**Cite Program Authorization:** Office of Justice Programs; Department of Health and Human Services Programs for evidence-based programs

**Maryland Impact:**

The Department of Juvenile Services request is consistent with Governor O'Malley's goals of reducing violent crime and reducing violent crimes against women and children. The suggested strategies described above focus on increasing juvenile alternative to incarceration programs for youth under the supervision of the Maryland Department of Juvenile Services (DJS). Strategies described are consistent with best practices in the field by offering intensive supervision of violent youth offenders coupled with service delivery options consistent with jurisdictional needs and gaps that currently exist.

**US DEPARTMENT OF JUSTICE  
OFFICE OF JUVENILE JUSTICE AND DELINQUENCY PREVENTION  
Facility Violence Reduction Programs, Maryland**

**FY 2011 Request:** \$1.0 million

Juvenile gang violence and gun violence is prevalent in Maryland now more than ever. FY 2011 funding request for the Maryland Department of Juvenile Services (DJS) is to increase programming hours targeted for high-risk offenders and gang-involved youth housed at juvenile residential facilities. Strategy would include increasing a broad range of activities to promote youth's sense of belonging and competency, and improving career development skills. The Department would rely on promising practices such as the Boys and Girls Club of America (BGCA) – Gang Prevention Through Targeted Outreach (GPTTO) and other facility based programs to be implemented in juvenile residential facilities covering Baltimore City, Baltimore County, and Prince George's County.

**Legislative Vehicle:** FY2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$1.0 million for facility-violence reduction programs for youth in the custody of the Maryland Department of Juvenile Services (DJS).

**Description of Project:** Proposed program(s) will expand violence and gang prevention programs offered in juvenile residential facilities.

Approaches used for gang-involvement youth are effective when there are targeted community efforts to improve gang intelligence, intensive community supervision and to include reentry component to improve career development skills. Strategy will include collaboration with local law enforcement and Department of Public Safety and Corrections to further expand curfew checks for DJS youth. Funding will allow jurisdictions to create an environment to share information on gang-involved youth and jointly supervise DJS youth as deemed appropriate. This partnership engages local law enforcement and DPSCS to initiate warrant efforts and expedite court processes for youth under the age of 22 statewide. The goal of this project is to reduce violent crime in Maryland by 10% per year.

**Funding History:** The need to expand promising practices targeted for gang involved youth far exceeds the funding availability with state general funds. FY 2011 earmark will allow DJS to expand promising practices such as the BGCA's GPTTO to additional jurisdictions. Comprehensive strategies to impact gang violence targets improvement in education and career development skills for gang involved youth.

**Cite Program Authorization:** Office of Justice Programs- Office of Juvenile Justice and Delinquency Prevention Programs (OJJDP)

**Maryland Impact:** The Department of Juvenile Services request is consistent with Governor O'Malley's goals of reducing violent crime and reducing violent crimes against women and children. The suggested strategies described above focus on increasing facility-based programming to reduce gang and gun violence.

**US DEPARTMENT OF JUSTICE  
CRIMINAL DIVISION  
Mortgage Fraud Enforcement, Maryland**

**FY 2011 Request:** \$0.5 million

**Legislative Vehicle:** FY2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$500,000 to allow the Office of Financial Regulation to detect and eradicate small-scale cases of mortgage fraud.

**Description of Project:** Mortgage fraud remains a major problem in Maryland which ranked #5 among states in reported fraud according to MARI, a national research organization. Enforcement resources are extremely scarce at the state and local levels. Last year, limited funds were provided to five states in the ARRA process through a special Byrne Recovery Act Grant. No funds were provided in Maryland to any organization (public or private). The Office of Financial Regulation applied as did the Office of the Attorney General and several public sector organizations.

Historically, Federal efforts in this area have been targeted at funding national programs through the FBI. For example, in 2009, the Maryland Congressional Delegation, helped to “secure \$45 million for the federal checkbook to uncover, prosecute, and punish those responsible for mortgage fraud. These funds were approved as part of the fiscal year 2009 supplemental funding bill and will be used by the Federal Bureau of Investigation (FBI) and the U.S. Attorneys Office to investigate and prosecute mortgage fraud, financial fraud and market manipulation.”

While these resources are helpful, distributing them to the FBI and USAO results in their being focused on the largest cases – which are primarily those involving fraud against (1) lenders or (2) systemic fraud against hundreds of consumers. Unfortunately, they do not directly address allegations from individual consumers which are received by state and local authorities by the hundreds. They also do not address the myriad of smaller scale schemes which proliferate. For example, states are riddled with an epidemic of loan modification scams – where perpetrators charge consumers \$1k-\$3k to “help secure a modification.” While the Federal HAMP program is aggressively warning consumers to avoid these operators, the Federal enforcement resources do NOT reach the state and local officials and organizations fighting the battle day-by-day. The Office of Financial Regulation has over 100 cases involving these “loan modification businesses” violating the law in Maryland alone. Resources to attack these problems need to be made available at the state and local because, while very few of these rise to the size that will garner the focus of the FBI, they involve real consumers being ripped off every day.

**Funding History:** N/A

**Cite Program Authorization:**

**Maryland Impact:** The Department of Labor, Licensing, and Regulation’s request is consistent with Governor O’Malley’s goal of reducing foreclosure events and curbing mortgage fraud.

**NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
OPERATIONS, RESEARCH, AND FACILITIES EDUCATION PROGRAM  
Chesapeake Bay Watershed Education and Training, Maryland**

**FY 2011 Request:** \$9.7 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$9.7 million to NOAA's Bay Watershed Education and Training Program (B-WET) and maintain appropriations bill language directing continued support for the Chesapeake Bay Region. Designate directed spending of \$3.5 million of the program's total for pass through to states within the Chesapeake Bay watershed.

**Description of Project:** NOAA B-WET is an environmental education program that promotes locally relevant, experiential learning in the K-12 environment. The primary delivery of B-WET is through competitive funding that promotes Meaningful Watershed Educational Experiences (MWEEs). In this context, a Meaningful Watershed Educational Experience is: investigative or project oriented; an integral part of the instructional program; part of a sustained activity; inclusive of the watershed as a system; and enhanced by NOAA products, services, or personnel, where appropriate. In FY 2008, the B-WET program reached over 125,000 students and 6,000 teachers, through 130 projects.

**Funding History:** NOAA has invested over \$40 million to support more than 530 projects in six regions of the country.

**Cite Program Authorization:**

**Maryland Impact:** Approximately 25% of the Chesapeake Bay Region allocation goes to Maryland schools. Examples of programs that receive funding include: providing classroom teachers with professional development opportunities; providing students with on-the-water experiences; and local, hands-on restoration projects. This program supports Governor O'Malley's Children in Nature Initiative and the national Leave No Child Inside Partnership Initiative.

**NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL MARINE FISHERIES SERVICE  
Fisheries Enforcement & Education, Maryland**

**FY 2011 Request:** \$0.6 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$0.6 million through the Cooperative Enforcement Program to the Maryland Natural Resources Police to continue funding a joint agreement to implement enforcement and education efforts to increase compliance with laws and regulations for federally managed fish caught in the Atlantic Ocean's Exclusive Economic Zone that return to Maryland.

**Description of Project:** The Joint Enforcement Agreement between the Maryland Natural Resources Police and the National Marine Fisheries Service, Office of Law Enforcement enables enforcement of federal and state fisheries law in the Exclusive Economic Zone offshore of the State of Maryland.

**Funding History:** In 2001, the Maryland Natural Resources Police entered into a Cooperative Agreement with NOAA to enforce Federal fisheries laws under a Joint Enforcement Agreement with the National Marine Fisheries Service.

**Program Authorization:** Magnuson-Stevens Act under 16 U.S.C. §1861(a) and Atlantic Coastal Fisheries Cooperative Management Act under 16 U.S.C. §5106(h)

**Maryland Impact:** Improved natural resources conservation and protection of Maryland's Atlantic fisheries through enforcement and education of Federal fisheries laws. NRP officers will focus on three major areas of enforcement: commercial, recreational, and charter vessels fishing in the Atlantic Ocean and returning to Maryland ports. NRP officers also work to educate the public on Federal fisheries conservation issues, laws and regulations and the reporting of fishing violations. All of Maryland's eight congressional districts are impacted by this project; however Maryland Congressional District One has the greatest direct impact as a result of this program.

**US DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
Cooperative Oxford Laboratory Facility, Maryland**

**FY 2011 Request:** \$20.0 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$20.0 million to the National Centers for Coastal Ocean Science to create additional laboratory space and analytical offices at the Cooperative Oxford Laboratory by renovating the current building to permanently support U.S. Coast Guard Station Oxford.

**Description of Project:** The Cooperative Oxford Laboratory (COL), a partnership between NOAA NOS/NMFS and the Department of Natural Resources, utilizes complementary assets of the COL and academic institutions to deliver scientific tools and advice that guide Chesapeake Bay management and restoration decisions through integrated ecosystem assessment linking land use to water quality and dependent biota such as blue crabs, oysters, and striped bass. Emerging animal and human health issues are also researched through COL. The COL partnership is a uniquely effective collaboration that ensures state-of-the-art scientific research targets needs identified by state and federal resource managers.

Developing missions of all partners requires additional space for science based restoration of Chesapeake Bay and homeland security. Current laboratory facilities are outdated and cannot support necessary biomolecular research. A master site development plan has identified the appropriate lab resources and office/dormitory needs for all partners.

A new lab building shell would cost approximately \$10,000,000. Full build-out of laboratories and renovation of existing space to support Coast Guard Station Oxford is estimated at \$20,000,000. U.S. Coast Guard Station Oxford is located at COL in a temporary trailer.

**Funding History:**

Fiscal Year	Federal Appropriation	Project Description
2006	\$2,000,000	site preparation
2007	\$1,000,000	geothermal energy installation

**Program Authorization:** NOAA NOS National Centers for Coastal Ocean Science

**Maryland Impact:** The COL is an integral part of management team addressing Chesapeake Bay management and restoration. Funded positions are located in Maryland. Maryland academic institutions are directly supported. Currently there are 50 federal and state positions located at COL. The U.S. Coast Guard Station Oxford has approximately 20 staff. This project supports the Governor's Strategic Policy Goal VII.

**US DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
Cooperative Oxford Laboratory Facility, Maryland**

**FY 2011 Request:** \$5.0 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$5.0 million to fully fund NOAA facility operations and personnel at the Cooperative Oxford Laboratory for FY 2011.

**Description of Project:** The Cooperative Oxford Laboratory (COL), a partnership between NOAA NOS/NMFS and the Department of Natural Resources, utilizes complementary assets of the COL and academic institutions to deliver scientific tools and advice that guide Chesapeake Bay management and restoration decisions through integrated ecosystem assessment linking land use to water quality and dependent biota such as blue crabs, oysters, and striped bass. The COL partnership is a uniquely effective collaboration that ensures state-of-the-art scientific research targets needs identified by state and federal resource managers.

U.S. Coast Guard Station Oxford is also located at the COL.

**Funding History:**

Fiscal Year	Federal Appropriation
2010	\$4,500,000
2009	\$5,000,000
2008	\$4,500,000

**Cite Program Authorization:**

NOAA National Centers for Coastal Ocean Science

**Maryland Impact:**

The COL is an integral part of management team addressing Chesapeake Bay management and restoration, statewide. The COL science facilities are integral to MDNR studies of fish disease and marine mammal and sea turtle interactions.

Maryland academic institutions are directly supported. Currently there are 50 federal and state positions located at COL. Requested funding would support five new staff and several graduate student fellowships. This project supports the Governor's Strategic Policy Goal VII.

**DEPARTMENT OF JUSTICE  
BYRNE-JAG PROGRAM  
Bomb Squad Equipment, Maryland**

**FY 2011 Request:** \$1.312 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$1.312 million for the purchase of a Bomb Squad Robot, Robot Response Vehicle, Vehicle Borne Improvised Explosive Device (VBIED), and Person Borne Improvised Explosive Device (PBIED).

**Description of the Program:** The Office of the State Fire Marshal developed a plan to decentralize certain Bomb Squad tools and equipment throughout the State of Maryland. The plan involves a strategy to regionalize certain Bomb Squad tools and equipment and also provides essential bomb technician equipment and response capability for each member of the OSFM Bomb Squad.

The OSFM Bomb Squad has partially achieved the goal of regionalizing equipment and personnel; however, gaps in capabilities have been identified within the metropolitan area where the OSFM Bomb Squad is the primary Law Enforcement Bomb Squad response asset. Currently, the most vulnerable area for adequate bomb squad response capability is the northeast corridor of the Baltimore metropolitan area, Harford and Cecil Counties. Included in this area are several mass transit infrastructure components, a known terrorism attack target. The OSFM has identified a gap in our capability and consequently, a DHS Type One Bomb Squad response capability cannot be achieved in a timely manner without enhancements. The enhancements within this initiative will target the identified service gap in this region and are consistent with other accelerated State projects that have already begun to facilitate the BRAC initiatives within Harford County, (Aberdeen Proving Grounds/Edgewood Arsenal). The OSFM is seeking funding to upgrade Bomb Squad equipment currently in the OSFM inventory some of which is deemed obsolete and not capable of meeting the current terrorism threat for (VBIED) and (PBIED) mitigation. Through the acquisition of the new Robot Response Vehicle, with on-board robot and robot work station consistent with other OSFM Bomb Squad Robot Response Vehicles, and other specifically identified DHS approved Bomb Squad equipment, the metropolitan Baltimore regional response capabilities of the OSFM Bomb Squad will be significantly enhanced to ensure a timely DHS Type One bomb squad response.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** The regional response capabilities in the metropolitan Baltimore area will be enhanced by substantially reducing the response time, improving the safety for the OSFM Bomb Squad technicians as well as other law enforcement personnel working with them, the public, and most specifically, those affected by the BRAC enhancement in Harford and Cecil Counties. In addition, technology/equipment enhancements will overcome the current equipment limitations and obsolescence, provide the required tools to meet emerging terrorism threats as defined by Federal agency intelligence reporting and provide timely statewide Type One Bomb Squad response. These enhancements target an identified gap in capabilities as outlined in the Governor's Homeland Security Core Goal #3 – Haz Mat/Explosive Device Response.

**US DEPARTMENT OF JUSTICE  
COMMUNITY ORIENTED POLICING SERVICES  
Computer Aided Dispatch/Records Management System, Maryland**

**FY 2011 Request:** \$10.0 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$10.0 million to facilitate the implementation of a Computer Aided Dispatch (CAD)/Records Management Systems (RMS) for the state law enforcement agencies of Maryland.

**Description of the Program:** The Maryland State Police, Maryland Transportation Authority Police, Maryland Natural Resources Police, and other critical state public safety agencies do not utilize the same CAD/RMS. As a result, these public safety agencies do not share resources when dispatching or collecting data during emergency management situations. This overlap of resources affects every level of each separate public safety agency. No State agency has a modern, effective CAD/RMS solution. The State is outpaced by its local partners with technology which hinders cooperation and interoperability.

To solve the problem the State has funded extensive research and development of a request for proposal (RFP) through the Governor's Office of Crime Control and Prevention (GOCCP). This research has identified commercial-off-the-shelf (COTS) solutions which would cost approximately 10 million dollars for the first year of implementation, with a 5 year total of 25 million dollars.

In the long term, funding will provide the State with the ability to share resources effectively, to collect data in a standardized format for improved analysis, to improve internal business processes, and to consolidate expensive state resources. Consolidating these processes will allow for better service to the public by providing a mechanism for identifying repeat offenders across agencies. Additionally the data can provide working law enforcement groups with the data to implement targeted enforcement initiatives.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** This system would allow coordination of state public safety resources for efficient, effective deployments during the state's emergency management responses. This project will cover a five year cycle the and the MSP estimates the number of jobs created to be approximately 25 state and contractual positions. This system will modernize crime fighting and information sharing by maximizing the use of the best available technology in accordance with Governor O'Malley's Strategic Policy Goal of reducing violent crime.

**US DEPARTMENT OF JUSTICE  
COMMUNITY ORIENTED POLICING SERVICES  
Field Biometric Identification, Maryland**

**FY 2011 Request:** \$1.6 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide funding to procure and implement a field grade handheld biometric (fingerprint) identification system for operational units of the Maryland State Police.

**Description of the Program:** The project will assist police officers to positively identify individuals while on traffic stops. The primary goal of this project is to increase police officer safety by reducing the duration of non-custodial detentions. The system will assist officers in establishing the identity of individuals failing to possess customary identification or possessing suspicious identification.

The objectives/deliverables of this project include:

1. Develop the computer integration software needed to assimilate existing biometric technology, in order to conduct fingerprint based queries using established mobile computer systems.
2. Install the system in MSP patrol units, training troopers, and operational usage.
3. Make available the developed integration software to all participating Maryland police departments using mobile computer systems supported by MSP.

The biometric technology assimilated into policing through this project will have a profound impact nationally, in apprehending individuals using false identities to escape justice.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** This project allows for the development of internal State resources which directly impacts the ability of the law enforcement officer to promote public safety. This project will cover one year and the MSP estimates the number of jobs created to be approximately five positions. This system will modernize crime fighting and information sharing by maximizing the use of the best available technology in accordance with Governor O'Malley's Strategic Policy Goal of reducing violent crime.

**US DEPARTMENT OF JUSTICE  
OFFICE OF JUSTICE PROGRAMS  
First Responder Radio Interoperability, Maryland**

**FY 2011 Request:** \$20.0 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Earmark \$20.0 million to achieve interoperability for routine and emergency communications between all State law enforcement agencies and, for regions in which they share public safety responsibility, with local law enforcement agencies and jurisdictions within the State.

**Description of the Program:** The Maryland State Police, Maryland Transportation Authority Police, Maryland Natural Resources Police, and other critical state public safety agencies do not utilize the same radio system that most local law enforcement jurisdictions use. As a result, these public safety agencies must carry additional radios programmed for the local jurisdiction in which they are working or they must rely on cellular phones for communication.

The State is addressing the need for a statewide wireless public safety communications system. In anticipation of the release of frequencies in the 700 MHz spectrum, which will enable the State to achieve an interoperable statewide radio system using Voice over Internet Protocol/Radio over Internet Protocol (VoIP/RoIP), the State has developed a Request for Proposal that will provide a phased approach to implement this interoperable communications system in the 700 MHz. Spectrum.

In the short term, funding will be used to start the phased build-out of this much needed statewide interoperable communications system.

In the long term, funding will provide the State with the ability to continue to implement its phased approach to construct a radio interoperability solution that will better protect its first responders and citizens. The past “band aid” approach has resulted in many little interoperable bridges, but no long term, resilient strategy. Ultimately, this funding must enable the State to be an equal partner with regional consortia, counties, municipalities, and State agencies that have already implemented, or are in the process of implementing systems to facilitate interoperable communications.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** Complete State radio interoperability between State and local first responders. This project will cover a five year cycle and the MSP estimates the number of jobs created to be approximately 150 state and contractual positions. This system will modernize crime fighting and information sharing by maximizing the use of the best available technology in accordance with Governor O’Malley’s Strategic Policy Goal of reducing violent crime.

**DEPARTMENT OF JUSTICE  
NATIONAL INSTITUTE OF JUSTICE  
Technology Update for Forensic Sciences Laboratories, Maryland**

**FY 2011 Request:** \$0.42 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$0.42 million for the acquisition of instrumentation with new state of the art technology for the analysis of controlled dangerous substances casework at each of the Forensic Sciences Laboratory locations.

**Description of Project:** The Maryland State Police Forensic Sciences Division (MSP-FSD) has three locations in which the analysis of controlled dangerous substances (CDS) occurs: Pikesville, Hagerstown and Berlin laboratories. Approximately 75% of the casework submitted to the MSP-FSD is CDS and the Division is constantly dealing with backlogs and the demands to meet court dates (2008 FSD Annual Report). MSP-FSD wishes to purchase three new GC-IR instruments which are essentially a combination of two different testing processes. The acquisition of these new instruments will address casework loads and improve the efficiency of testing for certain types of drugs.

The GC-IR (Gas Chromatography/Infrared Spectroscopy) will be used to analyze all types of CDS cases and at the same time will serve as a means to expedite the analysis of amphetamines, which are sometimes difficult to analyze utilizing the current GC-MS (Gas Chromatography/Mass Spectrometry) technology. This IR technology will be particularly helpful in the analysis of Ecstasy tablets, which constitute approximately 10% of the case submissions.

The identification based on infrared spectra is highly discriminating, sensitive and reduces the uncertainty in the identification of isomers. This new technology (GC-IR) falls within the SWGDRUG (Scientific Working Group which addresses the analysis of CDS) suggested analytical techniques, is capable of high through-put rates, can provide sub-micro gram sensitivity levels, is automated, has library capability and reviewable data.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** Acquisition of these instruments will add to arsenal of techniques that are used to analyze Controlled Dangerous Substances cases and will increase the efficiency of analysis for certain types of drugs. The completion of analysis and the timely generation of reports will mean that the Forensic Sciences Division is able to meet more court dates and is better able to support the prosecution of drug violators. This system will modernize crime fighting and information sharing by maximizing the use of the best available technology in accordance with Governor O'Malley's Strategic Policy Goal of reducing violent crime.

**US DEPARTMENT OF JUSTICE  
COMMUNITY ORIENTED POLICING SERVICES  
Maryland State Police In-Car Camera Project**

**FY 2011 Request:** \$2.3 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$2.3 million to facilitate the extension of the existing In-Car camera project to include all patrol vehicles and automate the transmission of data from vehicle to a centralized network storage device.

**Description of the Program:** The availability of In-car video recordings enables the immediate resolution of traffic enforcement integrity and Race based accusations, by providing an archival record of the contact between the officer/trooper and the motorists.

It provides supervisors with the ability to make an accurate assessment of the trooper's interpersonal skills while interacting with the public and it addresses trooper's officer survival methods as it pertains to training issues.

In the long-term, funding will provide the State with the ability to upgrade and update to new digital in-car cameras, to improve the capabilities of the Maryland State Police to copy tapes and DVD's, and to reduce the storage requirements of the video footage captured.

In the short term, MSP will implement the infrastructure hardware and software required to support the centralized data collection of video system data. In the long term, funding will provide the ability to extend the cameras from the 400 current systems to the total 988 patrol vehicles.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** By enhancing the In-Car Video systems law enforcement officers' court testimony will be enhanced by inclusion of video evidence. Additionally the evidence protects the officers and the citizens by providing oversight and training opportunities for each recorded event. This project will cover one year and the MSP estimates the number of jobs created to be approximately three positions. This system will modernize crime fighting and information sharing by maximizing the use of the best available technology in accordance with Governor O'Malley's Strategic Policy Goal of reducing violent crime.

**US DEPARTMENT OF JUSTICE  
COMMUNITY ORIENTED POLICING SERVICES  
Maryland State Police Information Technology Infrastructure Project**

**FY 2011 Request:** \$4.9 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$4.9 million to facilitate the internal resources necessary to support advanced projects, internal development, and critical support services to public safety law enforcement officers.

**Description of the Program:** The Maryland State Police suffers from a lack of law enforcement technology infrastructure which prevents MSP from maximizing the efficiencies of recently funded tools such as mobile data terminals (MDT). The need for enhanced data communications through new switch technologies is a prime example of these deficiencies. For MDTs to be useful to the officer on the street, data must be collected, returned, collated, and disseminated. The existing network infrastructure relies on slow network links, manual processes, and multiple single points of failure. Additionally, the data systems, servers, and workstations necessary to fully utilize this information must be provided to increase the effectiveness of the officer.

In the short term, MSP will increase staffing levels in those units that are tasked with implementing the technologies necessary to increase efficiencies and features which enhance capabilities and intelligence. Additionally MSP will replace out dated network hardware with modern, fault tolerant systems. Redundant servers will be procured to increase system availability, as well as provide increased storage to allow for growth. Additionally, development of a Disaster Recovery Plan will begin.

In the long term, funding will provide the ability to extend State ownership of high speed fiber networks to allow for increased consolidation of data which improves analysis, usefulness, and dissemination. The deployment of the disaster recovery plan will be a long term goal for this funding. This will allow the critical infrastructure to be available to the officer when needed, particularly in times of emergency.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:**

This project allows for the development of internal state resources which directly impacts the ability of the law enforcement officer to promote public safety. Over a five year cycle the MSP estimates the number of jobs created to be approximately four state and contractual positions. This system will modernize crime fighting and information sharing by maximizing the use of the best available technology in accordance with Governor O'Malley's Strategic Policy Goal of reducing violent crime.

**US DEPARTMENT OF JUSTICE  
COMMUNITY ORIENTED POLICING SERVICES  
Maryland State Police Live-Scan and Mug Shot System**

**FY 2011 Request:** \$1.9 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide \$1.9 million for the procurement of Live-Scan fingerprint – Palm print - Photo Capture systems, with the associated photo management system for State Police Barracks that book offenders without centralized booking facilities.

**Description of the Program:** The Department currently processes the arrest of offenders at 12 of its 22 barracks. During this process manual print cards are used because there is no other alternative. The other barracks rely on local centralized booking facilities. The manual print card process is unreliable and denies the officer the ability to accurately identify the subject. This means that the offender is released before the State ID and official criminal history can be returned. Additionally, there are State mandated processes, such as DNA collection, that are inhibited by processing offenders with manual print cards. The Department of Public Safety and Correctional Services has also added the Photo Line-up software by Data-Works for handing offender photographs.

The current estimate for Palm and Photo enabled Live-Scan machines/hardware is approximately \$50,000. The department is seeking funds for 15 units: 12 for barracks without access to a central booking facility, one for Licensing Division, one for Forensic Sciences Division, and one spare. The Department is also seeking funds to provide for implementation, maintenance, and integration of the hardware, and the photo management software associated with this process, which costs approximately \$1.1 million.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** Offenders will be accurately identified which will increase both the officer's safety and ensure proper and reasonable handling of offenders. These machines will reduce the amount of time utilized for the booking process, and increase the accuracy of warrants served to persons identified. This project will cover one year and the MSP estimates the number of jobs created to be approximately five positions. This system will modernize crime fighting and information sharing by maximizing the use of the best available technology in accordance with Governor O'Malley's Strategic Policy Goal of reducing violent crime.

**DEPARTMENT OF JUSTICE  
COPS PROGRAM  
700 MHz Radio Interoperability**

**FY 2011 Request:** \$3 million

**Legislative Vehicle:** Commerce, Justice, and Science Appropriations Requests

**Specific Requested Action:** Designate directed spending of \$3,000,000 to provide portable and in-car radios, and new consoles (dispatch stations) for the State's law enforcement agencies. This federal assistance will provide necessary interoperability equipment and capabilities to the Maryland State Police (MSP), Maryland Transportation Authority Police (MdTA), Department of Natural Resources Police (DNR) and other State Agencies.

**Description of Project:** The Federal Communications Commission (FCC) has mandated that all public safety users operating on certain channels must soon migrate to other more efficient channels. The current MSP, MdTA and DNR communication equipment is outdated and will not work on new FCC frequencies (700 MHz). The MSP is requesting \$3,000,000 to provide portable and in-car radios, and new consoles (dispatch stations) for the State's law enforcement agencies. This communications equipment will be utilized by State law enforcement, State Highway Administration, and will be interoperable with local (county and city) public safety radio systems insuring the state meets the National Emergency Communications Plan Goals 1 and 2 (required by 2011, 2013 respectively). The total cost of the project will not be known until the vendor selection and design phase is completed. A consultant's estimate places the project at approximately \$300M. MDoT, SHA, MSP, DoIT and PSIC grant monies (\$44.5M) are already allocated for Phase 1 of the project.

**Funding History:** In 2010 Maryland State Police received \$1,000,000 for the First Responder Radio Interoperability Project. (Senator Cardin)

**Cite Program Authorization:**

**Maryland Impact:** This funding will provide the state with the ability to procure key components of Maryland's first Statewide 700MHz Radio System as part of the Governor's statewide radio interoperability goal. Interoperable Communications is Governor O'Malley's first Homeland Security goal and is part of the Governor's 15 major goals for Maryland (Make Maryland a Leader in Homeland Security).

**Economic Impact:** It is of note that the interoperability project will have a significant impact on Maryland. The overall 700MHz radio system, for which the contract will be awarded in the first quarter of 2010, will be an enormous undertaking and will be providing jobs for engineers, construction companies and a number of other sectors. The overall project may provide work for up to 200 persons.

**DEPARTMENT OF JUSTICE  
BYRNE-JAG PROGRAM  
License Plate Reader Project**

**Maryland Transportation Authority Police Critical Infrastructure Fixed License Plate Reader Project**

**FY 2011 Request:** \$0.5 million

**Legislative Vehicle:** Commerce Justice, and Science, Homeland Security

**Specific Requested Action:** Designate directed spending of \$500,000 to complete the installation of license plate readers at all of the Baltimore area's critical bridge and tunnel highway infrastructure.

**Description of Project:** The MdTA Police, in partnership with the Department of Justice, installed license plate readers (LPRs) at the Bay Bridge for eastbound traffic as a pilot project. The readers provide vital assistance to law enforcement to find persons and vehicles of interest—stolen cars, individuals with warrants for their arrest, persons with connections to terrorism, missing children/AMBER alerts. The LPRs are capable of reading hundreds of plates per minute, and already “hits” (which occur when a license plate number read by LPR matches a license plate number of interest) have resulted in a number of arrests. Based upon the success of the pilot program the state of Maryland has provided \$350,000 in homeland security grants to the MdTA. The MdTA installed LPRs at the Fort McHenry Tunnel which will become operational in January 2010. The LPRs will scan all vehicles entering the Fort McHenry Tunnel.

The \$500,000 would allow the installation of license plate readers at the Baltimore Harbor Tunnel, the Francis Scott Key Bridge and the westbound on the Bay Bridge. **This would provide coverage to all the critical bridges and tunnels in the Baltimore-Central Maryland Region.** As noted above, in addition to their critical homeland security function, the LPRs would provide vital assistance to law enforcement during other events, such as AMBER alerts. In addition to the LPRs at the Bay Bridge, between state and local law enforcement agencies, more than 100 other LPRs are or will be deployed in Maryland; the State is working to network these LPRs to create a statewide public safety network. The Maryland Transportation Authority Police would provide access to the LPR network to the Maryland State Police and local law enforcement agencies. This would complement a similar LPR project in the National Capital Region.

**Funding History:** \$350,000 has been invested in License Plate Readers at the Ft. McHenry Tunnel.

**DEPARTMENT OF JUSTICE  
NATIONAL INSTITUTES OF JUSTICE  
Fiscal Year 2011 Maryland Appropriations Request**

**FY 2011 Request:** \$0.75 million

**Legislative Vehicle:** Commerce, Justice, Science Appropriations bill

**Specific Requested Action:** Designate directed spending of \$750,000 to equip a virtual training and exercise lab at the Maryland Emergency Management Agency (MEMA) for use by state and local first responders including fire fighters, police officers, emergency medical technicians and emergency managers.

**Description of Project:** The Maryland Emergency Management Agency (MEMA) is the central coordination point and provider for emergency management and homeland security related training and exercise services for Maryland. In recent years MEMA has “digitized” state and local emergency plans, making them available in electronic format on-line in a single secure central portal. MEMA has worked with the Department of Information Technology (DOIT) to develop pilot electronic Geographic Information System (GIS) based situational awareness/common operating picture tools for use by state and local first responders to keep them informed and leverage a variety of data streams (weather monitors, traffic data, CCTV) during emergency incidents. This project would leverage state of the art virtual training/”serious gaming” simulations to create a central training and exercise lab at MEMA for local first responders throughout the state, which would integrate Maryland’s GIS-based situational awareness systems and MEMA’s electronic emergency planning database to create a realistic simulated training environment for homeland security and emergency management simulations for state and local first responders including fire fighters, police officers, emergency medical technicians and emergency managers.

**Funding History:** In 2010 MEMA received \$1,500,000 to upgrade and replace obsolete information technology at the State Emergency Operations Center. The project as currently designed can be implemented for the FY11 request. Additional funding is anticipated in FY12 or FY13 as more options become available, or the games become more complex.

**Cite Program Authorization:**

**Maryland Impact:** This funding will provide Maryland with a cutting edge/state of the art emergency management/homeland security training and exercise “lab” for use by state and local first responders. The project would support Governor O’Malley’s 15 major goals for Maryland (Make Maryland a Leader in Homeland Security).

**Economic Impact:** This project would require retaining the services of a variety of outside technology providers and gaming/simulation/situational awareness experts.

**DEPARTMENT OF JUSTICE**  
**OFFICE OF JUSTICE PROGRAMS**  
The SEED School of Maryland Student Life Program

**FY 2011 Request:** \$0.85 million

**Legislative Vehicle:** FY 2011 Commerce, Justice, Science Appropriations Bill

**Specific Requested Action:** Provide funding to support the SEED School of Maryland's Student Life Program in the early years as it grows to scale and becomes sustainable.

**Description of the Program:** The SEED School of Maryland is a new statewide public boarding school that prepares disadvantaged, at-risk students to become first-generation college graduates. SEED Maryland opened in August 2008 and currently serves 160 students in grades six and seven. It ultimately will grow to educate and board 400 students in grades six through twelve. To be eligible for the program, a rising middle school student must be economically disadvantaged and demonstrate multiple risk factors, such as a single-parent household, a no-parent household, academic failure, chronic truancy, a history of suspension, a disability, or an incarcerated family member.

The SEED School is a unique public/private partnership between The SEED Foundation and the state of Maryland. The SEED Foundation has committed to construct the SEED School's campus in Southwest Baltimore through a \$50 million private investment. The state of Maryland through legislation has established a boarding appropriation to supplement day school funding that will sustain the school once the student population reaches 400 students. However, the School has a one-time, multi-year operating budget gap of \$4,551,610 in its early years while it grows to scale. The requested appropriation would fund 18.7 percent of this funding gap while the remaining balance will be raised privately.

**Funding History:** \$2 million Congressionally-directed capital appropriation sponsored by Senators Landrieu and DeWine in FY 2003.

**Program Authorization:**

**Maryland Impact:** The SEED School of Maryland supports two of Governor Martin O'Malley's 15 Strategic Policy Goals: one, "Reduce Violent Crime in Maryland by 10 percent a year;" and, two, "Improve Student Achievement and Skill Levels in Maryland by 25 percent by 2012." The SEED School restricts admission to students who face a significant risk of academic failure and other adverse outcomes and intervenes to prepare them for success in college and beyond. To be eligible, a rising middle school student must be economically disadvantaged and demonstrate multiple risk factors, such as a single-parent household, a no-parent household, academic failure, chronic truancy, a history of suspension, a disability, or an incarcerated family member. Among SEED Maryland students, a majority presents three of these risk factors or more, and 31 percent report an incarcerated family member.

Children who exhibit this risk profile face significantly increased prospects of dropping out of high school, involving with gangs, becoming pregnant, or entering foster care or juvenile detention – all of which pose significant public and societal costs. Moreover, the program provides a strong social return on investment in the long-term by reducing adverse outcomes and through increased economic activity and taxes on the significantly higher wages earned by college graduates over high school drop outs.

**DEPARTMENT OF JUSTICE  
COPS PROGRAM  
MEMEX INTELLIGENCE DATABASE EXPANSION**

**FY 2011 Request:** \$1 million

**Legislative Vehicle:** Commerce, Justice, Science and Related Agencies

**Specific Requested Action:** Designate direct spending of \$1,000,000 to build Maryland's first state-of-the-art law enforcement intelligence search capability and database integration capability through the expansion of the Maryland Coordination and Analysis Center's MEMEX Intelligence Software.

**Description of Project:** The Maryland Coordination and Analysis Center (MCAC) serves as Maryland's central intelligence hub. The Center consists of Federal, State, and local law enforcement and non-law enforcement personnel dedicated to supporting criminal investigations, distributing and sharing needed intelligence data to federal, state, and local agencies, and assisting all law enforcement agencies including the federal government with the country's shared counterterrorism efforts by sharing key information on suspicious activities in the state. The expansion of the MEMEX system to include federated search capability would allow the MCAC to access up to thirty criminal and intelligence databases through a single search, dramatically enhancing an analyst's ability to find and link key pieces of intelligence together and supporting state, local and federal case work/investigations.

**Funding History:** \$500,000 has already been invested in purchasing basic intelligence software from MEMEX allowing the MCAC to manage casework and intelligence data.

**Cite Program Authorization:**

**Maryland Impact:** This project is aimed at not only finally building an advanced intelligence search function at the MCAC but directly supports the Governor's second homeland security goal, Intelligence and Information Sharing (part of the Governor's goal, Make Maryland a Leader in Homeland Security) and also supports one of the Governor's three core themes, Security integration.

**State/Federal Sharing of the Project Funding:** Currently, the State of Maryland employs approximately 60% of the total manpower at the MCAC (20% Federal, 20% Local).

**Economic Impact:** This earmark will likely provide four to five jobs to information systems professionals.

## **Homeland Security Appropriations Request**

**US COAST GUARD  
STATE RECREATIONAL BOATING SAFETY GRANT PROGRAM  
Recreational Boating Safety, Maryland**

**FY 2011 Request**      \$3.5 million

**Legislative Vehicle:**    FY 2011 Department of Homeland Security Appropriations Bill

**Specific Requested Action:** Provide \$3.5 million from the State Recreational Boating Safety Grant Program to the Natural Resources Police for boating safety activities.

**Description of Project:** These grant funds provide the basis for the Department of Natural Resources' Natural Resources Police boating safety activities including enforcement of boating laws for over 200,000 registered Maryland boaters, a nationally recognized boating education program, and search and rescue efforts on Maryland's 1,726 square miles of tidal waters.

**Funding History:** The State Recreational Boating Safety (RBS) Grant Program offers non-competitive grants to qualifying states and trust territories. It is a formula grant that varies from year to year based on revenues. NRP expects to receive \$3,226,906 in FY 2010 from this program.

**Program Authorization:** 46 USC 131, Federal Boat Safety Act of 1971

**Maryland Impact:** The Natural Resources Police are mandated by law to provide enforcement of boating laws and search and rescue efforts statewide. If federal funding is not available to support this effort, no other state or local enforcement agencies are equipped to provide such services, which could significantly affect public safety and Maryland's billion dollar boating industry. The federal funding is critical to supporting NRP's 240 enforcement officers, boats and other support equipment with special emphasis on drug and alcohol monitoring patrols (including participation in Drug Enforcement Agency efforts); educational efforts targeted for youth, industry, marina owners/operators and the boating public at large to promote safe boating, and search and rescue operations and training for local rescue teams to facilitate cooperative efforts.

**Energy and Water Development Appropriations Requests**

**ARMY CORPS OF ENGINEERS**  
**Anacostia Watershed Restoration Plan Implementation**

**FY 2011 Request:** \$10.0 million

**Legislative Vehicle:** FY2011 Energy and Water Appropriations Bill

**Specific Requested Action:** Provide \$10.0 million to implement the Anacostia Watershed Restoration Plan and include bill language that would allow the U.S. Army Corps of Engineers to provide the funds as grants to states, municipalities, or non-profits, provided that the grant funding is matched by local governments and used to implement the Anacostia Watershed Restoration Plan.

**Description of Project:** Over the past two years, the Corps has work with state agencies and local governments to develop the Anacostia Watershed Restoration Plan which contains more than 2,000 potential restoration and stormwater control retrofit projects. Now that a comprehensive restoration plan has been completed, funding is needed to implement the plan. Since many of the proposed projects involve low impact development techniques, such as rain gardens, language is also need to allow the Corps to distribute the funds as grants to local governments who are already well versed at constructing these best management practices.

**Funding History:** Water Resources Development Act (WRDA) 2007 and subsequent Energy and Water Development appropriations provided over \$1.0 million for the development of the Anacostia Watershed Restoration Plan.

**Cite Program Authorization:** WRDA 2007 authorized \$20.0 million for environmental improvement projects in the Anacostia Watershed.

**Maryland Impact:** Funding the implementation of the Anacostia Watershed Restoration Plan helps Maryland reach the Governor's VII and I Strategic Policy Goals to accelerate Bay restoration efforts to reach a healthier Bay tipping point by the end of 2020, and create growth sector jobs in Maryland.

**ARMY CORPS OF ENGINEERS  
GENERAL INVESTIGATIONS  
Assateague Island Restoration Project**

**FY 2011 Request:** \$1.0 million

**Legislative Vehicle:** FY 2011 Energy and Water Appropriations Act

**Specific Requested Action:** Provide \$1.0 million for continuation of the long-term shoreline management project at Assateague Island.

**Description of the Project:** The Assateague Island Restoration Project (Assateague Project) was recommended by the Ocean City & Vicinity Water Resources Study for construction. The project includes initial restoration of the north end of Assateague Island by placing sand pumped from an ocean borrow site along approximately 6 miles of shoreline. Long-term shoreline management includes annual placement of sand dredged from certain sites in the back bays and ebb shoal to maintain the integrity of the beach.

This request will provide the funds needed to for continuation of long-term shoreline management. Long-term shoreline management will protect valuable habitat restored by the initial construction effort and maintain protection for the Sinepuxent Bay and communities along the western shore of the Coastal Bays.

**Funding History:** Initial restoration included two components: initial construction, which was completed at a cost of \$9.8 million during 2002, and a five-year monitoring program now complete. Long-term shoreline management includes annual renourishment efforts to be carried out by the Corps and initially cost-shared (50/50) with the National Park Service. Since FY 2007 the Corps has been responsible for 100% of the project. The Corps received \$750,000 in FY 2006, \$1,000,000 in FY 2007, \$1,722,000 in FY 2008, \$1,600,000 FY 2009. In FY 2010 the Baltimore District used \$500,000 of Construction General funds.

**Program Authorization:** Section 534 of the Water Resources Development Act of 1996; Section 111 of the River and Harbor Act of 1968.

**Maryland Impact:** Failure to fully fund the long-term shoreline management could result in the loss of Assateague State Park and potential breaching of north Assateague Island. Voted one of the top fifty state parks in the country a few years ago, this valuable State and national asset is literally being washed away due to the interruption to the sand supply caused by the federally maintained Ocean City Inlet. It would cost the State of Maryland over \$5,000,000 to build a park with similar amenities as Assateague State Park. However, the unique setting could never be duplicated. In 2002, the State of Maryland completed a dune restoration project (\$1,000,000) on the State Park property to coincide with the initial construction project completed by the Corps. Continuation of the long-term project will insure the survival of the State Park.

**ARMY CORPS OF ENGINEERS**  
**Assateague State Park Long Term Wastewater Treatment and**  
**Potable Water Supply Feasibility Study**

**FY 2011 Request:** \$0.15 million

**Legislative Vehicle:** FY 2011 Energy and Water Appropriations Act

**Specific Requested Action:** Provide \$0.15 million to the U.S. Army Corps of Engineers' Section 219 Environmental Infrastructure Assistance Program to complete a long-term wastewater treatment and potable water supply feasibility study for Assateague State Park.

**Description of the Project:** The Phase I study will be undertaken by the U.S. Army Corps of Engineers (Corps), in partnership with the Maryland Department of Natural Resources (DNR) and the National Park Service to develop alternatives for providing potable water and treating wastewater for the long term on the northern end of Assateague Island, including the National Seashore and Assateague State Park.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** Assateague State Park and the Assateague National Seashore are one of the most popular visitor destination sites in Maryland. More than 1,000,000 visitors annually camp, hike, and swim at these parks placing considerable pressure on the natural environment. In order to plan a viable solution for future wastewater treatment and potable water supply we proposed undertaking a multi-phased program to research potentially feasible solutions and recommend the best solution for design development and eventual construction.

**ARMY CORPS OF ENGINEERS**  
**ATLANTIC COAST OF MD (OCEAN CITY) SHORELINE PROTECTION PROJECT**

**FY 2011 Request:** \$3.4 million

**Legislative Vehicle:** Energy and Water Development; U.S. Army Corps of Engineers

**Specific Requested Action:** Designate directed spending of \$3.4 million for the planned 2010 periodic nourishment action and continuation of the monitoring and study efforts associated with the Atlantic Coast of Maryland (Ocean City) Shoreline Protection Project. Congress only appropriated one-half of the Corps funding in the periodic nourishment project undertaken in FY 2010 and need \$2.9 million to meet their share of the project costs and be in compliance with the Local Cooperation Agreement.

**Description of the Project:** The Atlantic Coast of Maryland (Ocean City) Shoreline Protection Project (Project) was planned, designed and constructed through a partnership of the U.S. Army Corps of Engineers, the State of Maryland, Worcester County and the Town of Ocean City. Initial construction was completed and accepted by the state in December 1994. Annual efforts include monitoring of the existing project to determine the level of protection provided to Ocean City and securing future borrow areas for periodic nourishment efforts.

As required by the Local Cooperation Agreement (LCA), dated March 30, 1990, between the State of Maryland, representing the local sponsors, and the Corps, cost sharing of the initial phase of construction was 65% Federal; 35% non-Federal. Following initial construction, the project moved into the Operations and Maintenance Phase, which includes periodic nourishment of the beach and dunes. According to the LCA, costs of periodic nourishment are shared at the rate of 53% Federal/ 47% non-Federal. Periodic nourishment projects were completed in 1998 and 2002 and 2006.

**Maryland Impact:** Failure to fund the periodic nourishment project could place the project and the Town of Ocean City in jeopardy due to the diminished condition of the beach and a lower level of protection. To date the Corps estimates that the project has prevented over \$230,000,000 of damages from occurring. It is also imperative to continue funding annual monitoring of the project and studies to identify future borrow sites and develop project efficiencies to reduce overall costs and maintain the high level of performance provided by the Project. Failure to fund would be contrary to the Project Cooperation Agreement in effect between the Corps and the State of Maryland.

**ARMY CORPS OF ENGINEERS  
GENERAL INVESTIGATIONS  
Chesapeake Bay Shoreline Erosion Study**

**FY 2011 Request:** \$0.1 million

**Legislative Vehicle:** FY 2011 Energy and Water Appropriations Act

**Specific Requested Action:** Provide \$0.1 million for the Corps of Engineer's Chesapeake Bay Shoreline Erosion Study (MD Coastal Management Feasibility Study). These funds will enable the Corps to complete the updated technical shoreline erosion control guidebook for engineers and contractors, and provide an opportunity to cooperatively advance projects consistent with the findings articulated in the draft management plan, *Chesapeake Bay Shoreline Erosion in Maryland, A Management Guide*.

**Description of Project:** Maryland is participating in a cooperative agreement with the Corps of Engineers to cost-share a feasibility study to address Chesapeake Bay water quality and its links to shoreline erosion, protection and restoration. This phase of the study will produce an updated technical shoreline erosion control guidebook for engineers and contractors, in order to familiarize industry professionals with various methods of shore protection, specific design considerations, and regulatory information. The guide will compliment previous products developed for this study, including the draft management planning document that details problems and solutions, compares alternative strategies and selects a recommended plan. The Corps team will also use this phase of the study to identify some potential partners to negotiate more specific agreements to advance some of the opportunities identified in the draft management guide.

**Funding History:** Since FY 2004, a total of \$1,584,000 has been appropriated to this project.

**Program Authorization:** Resolution of the United States Senate Committee on Environment and Public Works, dated May 23, 2001.

**Maryland Impact:** The tidal shoreline of the Chesapeake Bay is nearly 7,000 miles long, with over half of that contained within the State of Maryland. At present, measurements indicate that at least 70% of the shore is eroding. Study efforts have focused on identifying areas needing restoration throughout the Bay due to existing and projected shoreline erosion, loss of habitat, threatened infrastructure, and more. This funding will enhance opportunities to protect and restore the Bay's natural resources through critical restoration projects, particularly in the face of significant sea level rise and shoreline erosion impacts due to climate change.

**ARMY CORPS OF ENGINEERS  
NAVIGATION PROJECTS  
Maryland Navigation Projects**

**FY 2011 Request:** \$7.25 million

**Legislative Vehicle:** FY2011 Energy and Water Appropriations

**Specific Requested Action:** Provide \$7.25 million to support U.S. Army Corps of Engineers to maintenance dredge shallow water navigation channels in Maryland.

**Description of Project:** The U.S. Army Corps of Engineers maintains approved federal navigation channels/basins. The channels serve areas with large volumes of boat traffic and/or provide essential services to boaters including, but not limited, to fuel, marine sewage pumpouts, boat repair facilities, marinas, etc. Maintenance of the channels helps ensure the adequate channel depths/widths necessary to reduce the probability of boat collisions/groundings. Maintenance action is needed in the five Maryland waterways listed below.

Project Location	Amount
Lower Thorofare/Deal Island (Somerset County):	\$1.25 million
Pocomoke River (Worcester/Somerset County):	\$2.0 million
Fishing Creek (Calvert County):	\$1.25 million
Honga River (Dorchester County):	\$1.5 million
Chester River/Kent Narrows (Queen Anne's County):	\$1.25 million

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** The approved federal navigation channels in Maryland waterways are essential to both local commerce and safe navigation for 200,000± Maryland registered and 26,000± transient boaters in Maryland. The projects listed above would directly support approximately 60 jobs for approximately 6 months.

**ARMY CORPS OF ENGINEERS  
SMALL NAVIGATION PROJECTS  
Smith Island Rhodes Point Navigation Improvement**

**FY 2011 Request:** \$2.8 million

**Legislative Vehicle:** FY2011 Energy and Water Appropriations Act

**Specific Requested Action:** Provide \$2.8 to the U.S. Army Corps of Engineers' Section 107 Small Navigation Projects for the Rhodes Point navigation project on Smith Island.

**Description of the Project:** The project will be completed by the U.S. Army Corps of Engineers (Corps), in partnership with the Maryland Department of Natural Resources (DNR) and Somerset County. The design is complete and the project is on hold until all construction funds are made available. The project will enhance navigation to Rhodes Point, Smith Island, create tidal wetlands and protect valuable shoreline on Smith Island.

**Funding History:** A portion of the federal funds have previously been approved for the \$8.0 million project. The requested funding will supplement the original appropriation to meet increased project cost estimates.

**Cite Program Authorization:** Section 107 of the 1960 River and Harbor Act as amended

**Maryland Impact:** A fully funded project will provide safe navigation to and from the Chesapeake Bay into the Rhodes Point Harbor area and restore and protect salt marsh and shoreline at Smith Island

**ARMY CORPS OF ENGINEERS**  
**Submerged Aquatic Vegetation Restoration**

**FY 2011 Request:** \$0.045547 million

**Legislative Vehicle:** FY 2011 Energy and Water Development Appropriations  
Submerged Aquatic Vegetation (SAV) Restoration, NOAA/CSCOR Catalog of Domestic Assistance number  
11-478 Center for Sponsored Coastal Research, Coast Ocean Program.

**Specific Requested Action:** Designate directed spending via a grant to Maryland for \$45,547 to support  
Chesapeake Bay SAV habitat monitoring, assessment, and restoration.

**Description of Program:** These funds provide resources to assess SAV distribution and water quality  
conditions relative to established SAV goals and water clarity criteria, and measure progress toward our 2010  
goal of 114,000 acres of SAV in the Maryland's portion of the Chesapeake Bay.

**Funding History:** Maryland received a \$43,968 grant through this program last year.

**Cite Program Authorization:**

**Maryland Impact:** These funds enhance Maryland's our ability to meet the statewide objectives of the  
Clean Water Act; the Chesapeake Bay Agreements, specifically the two-year implementation milestones (water  
quality goals) agreed to at this year's Executive Council meeting; evaluate criteria attainment and standards;  
track progress to established goals; and provide better guidance for SAV restoration activities. Funding supports  
1 DNR employee's position.

**ARMY CORPS OF ENGINEERS OPERATION AND MAINTENANCE**  
**Baltimore Harbor and Channel, MD**

**FY 2011 Request:** \$25.0 million

**Legislative Vehicle:** FY 2011 Energy and Water Development Appropriations Bill

**Specific Requested Action:** Provide \$25.0 million for operation and maintenance dredging (O&M) of Baltimore District channels. Funding needs include an estimated: \$11.0 million for dredging Harbor Channels (including \$5.0 million in tipping fees for the Corps cost share in the construction and operation of the Cox Creek Dredged Material Confinement Facility); \$12.0 million for maintenance dredging of Bay Channels; and \$2.0 million for completion of a decision document for the Masonville Dredged Material Placement Area and other dredged material management planning. Maryland's funding request is usually higher than the Corps of Engineers funding amounts because the Corps' numbers reflect long-term budgeting process while the State specifies what actual funding is necessary to maintain each year's needs.

**Description of Project:** Channels serving the Port of Baltimore need to be dredged every year in order to maintain authorized depths and widths. Each year approximately 4-5 million cubic yards of material on average is removed from channels within the Baltimore District's jurisdiction, including the 35' deep connecting channels between Baltimore and Pooles Island (leading to the C & D Canal), the 42' and 50' deep channels in Baltimore Harbor, and the 50' channel leading from Baltimore southward down the Chesapeake Bay through Virginia waters to the Atlantic Ocean at Cape Henry. The closure of Hart Miller Island in December 2009 will require replacement dredged material placement capacity for the Harbor channels. An updated decision document completed by the Corps' Baltimore District recommends the Cox Creek site for the near term upon the closure of Hart Miller Island. The North Atlantic Division is currently reviewing the report with final approval by Corps HQ and execution of a tipping fee agreement anticipated during the second half of 2010.

**Funding History:** Energy and Water Appropriations: \$17.5 m, FY 2010; \$16.193 m, FY 2009; \$19.188 m, FY 2008; \$15.482 m, FY 2007; \$17.293 m, FY 2006; \$15.8 m, FY 2005; \$18.4 m, FY 2004

**Program Authorization:** Water Resources and Development Act

**Maryland Impact:** Vessels are becoming larger, and thus have deeper drafts. The Panama Canal is being renovated to accommodate ships up to 1200 feet in length, 160 feet in width, with drafts up to 50 feet. These ships will call on the US Gulf and East coasts. Given the highly competitive nature of maritime commerce, it is important that Port of Baltimore channels be maintained at their authorized depth on a year-round basis in order to retain and enhance the advantages of the Port of Baltimore. The increased accessibility of the Port of Baltimore for the larger ships will enhance economic expansion efforts. Additionally, Maryland's dredge material management program is an important part of Governor O'Malley's goal to reach the Healthier Bay Tipping Point by 2020.

**ARMY CORPS OF ENGINEERS  
GENERAL INVESTIGATIONS PROGRAM  
Chesapeake Bay Marshlands, MD (Blackwater Refuge)**

**FY 2011 Request:** \$0.5 million

**Legislative Vehicle:** FY 2011 Energy and Water Development Appropriations Bill

**Specific Requested Action:** Provide \$0.5 million in General Investigations Funds for the Eastern Shore, Chesapeake Bay Wetlands (Blackwater National Wildlife Refuge) Project. These funds would be used to initiate a Feasibility Study for this project. Maryland's funding request is usually higher than the Corps of Engineers funding amounts because the Corps' numbers reflect long-term budgeting process while the State specifies what actual funding is necessary to maintain each year's needs.

**Description of Project:** Eastern Shore – Chesapeake Bay Wetlands (Blackwater National Wildlife Refuge) Project: A cost-shared Feasibility Study between MDOT and the Baltimore District Corps of Engineers would determine the viability of using dredged material to raise bottom elevations to enable restoration of wetlands in the Blackwater National Wildlife Refuge. The Refuge is located approximately 10 miles south of Cambridge, MD. It is the largest and most significant wildlife refuge on Maryland's Eastern Shore and plays a key role in the overall ecology of the Chesapeake Bay. The Refuge provides critical winter habitat for thousands of migratory birds, including numerous species of swans, snow geese, and ducks. The Refuge also provides year-round habitat for a number of species, including the bald eagle, shore birds, otters and the endangered Delmarva Fox Squirrel, along with spawning habitat for blue crab, striped bass, shad and other aquatic wildlife. Blackwater Refuge has lost an estimated 8,000 of its 17,000 acres of tidal marsh, making it one of the hardest hit areas in the Chesapeake Bay. Recently the Corps of Engineers, along with government agencies and non-profit organizations, prepared a Project Management Plan using FY 2006 Section 206 funds. FY 2008 and FY 2009 funds were used for a federally funded recon study.

**Funding History:** Energy and Water Appropriations: \$0.048 m, FY 2009; \$0.197 m, FY 2008; \$0.425 m, FY 2007

**Program Authorization:** Water Resources and Development Act

**Maryland Impact:** There are approximately 135 miles of channels leading to the Port of Baltimore; each year approximately 4-5 million cubic yards of material must be removed from the channels to keep them at authorized depth and width. Currently, the State of Maryland has only two major dredged material placement sites in operation – Poplar Island and Hart-Miller Island (closing after 2009). The concept of using dredged material to provide the large quantities of sediment necessary to restore the Blackwater Refuge would significantly increase long-term dredged material disposal capacity, assure shippers that long-term capacity will be available, and restore valuable wetlands in support Governor O'Malley's goal to reach the Healthier Bay Tipping Point by 2020.

**ARMY CORPS OF ENGINEERS  
OPERATION AND MAINTENANCE  
Intercoastal Waterway, Delaware River to Chesapeake Bay, DE & MD**

**FY 2011 Request:** \$28.0 million

**Legislative Vehicle:** FY 2011 Energy and Water Development Appropriations Bill

**Specific Requested Action:** Provide \$28.0 million for operation and maintenance of the C&D Canal and approach channels. Funding needs include an estimated: \$11.0 million to prepare Pearce Creek to accept dredged material including placement of a liner; \$8.0 million for maintenance dredging; \$6.0 million for bridge maintenance and repair; and \$3.0 million for C&D Canal operations. The funds being requested for the Pearce Creek site will require report or legislative language to insure that funds are utilized for the purpose intended. Maryland's funding request is usually higher than the Corps of Engineers funding amounts because the Corps' numbers reflect long-term budgeting process while the State specifies what actual funding is necessary to maintain each year's needs.

**Description of Project:** Funds will be used for maintenance dredging under the jurisdiction of the Philadelphia District and for operation and maintenance of the C&D Canal, including several bridges over the canal. In FY 2010 the Philadelphia District plans to accomplish \$8.0 million of maintenance dredging in the C&D Canal approaches in the Bay to remove critical shoals with placement of the material in Site 92 (Poole's Island). FY 2010 work will also include maintenance and repair of four bridges over the C&D Canal and studies of groundwater in the vicinity of the Pearce Creek Dredged Material Placement Area in conjunction with the U.S. Geological Service.

The FY 2011 funding will be used to accomplish additional maintenance dredging of the C& D Canal and approaches during the first quarter of the Fiscal year, to maximize utilization of Site 92 before it closes by law in December 2010. Funds will also be used to continue the groundwater studies in the vicinity of Pearce Creek, for maintenance and repair of the SR1 Bridge, and to construct a liner at the Pearce Creek Dredged Material Placement Area. Since maintenance dredging competes with the bridge maintenance for O&M funding, adequate funding for the C&D project is essential for proper balance between the needs for navigation interests and the need for infrastructure repairs.

**Funding History:** Energy and Water Appropriations: \$26.98 m, FY 2010; \$13.71 m, FY 2009; \$13.082 m, FY 2008; \$12.0 m, FY 2007; \$12.0 m, FY 2006; \$14.3 m, FY 2005; \$15.0 m, FY 2004

**Program Authorization:** Water Resources and Development Act

**Maryland Impact:** The C&D Canal is an essential part of the Port of Baltimore's ship channel system, providing a shortcut for vessels traveling between Baltimore and points north. Maintaining the channels at proper depth and width is essential for the efficient operation of ships calling at the Port. Additionally, Maryland's dredge material management program is an important part of Governor O'Malley's goal to reach the Healthier Bay Tipping Point by 2020.

**ARMY CORPS OF ENGINEERS  
GENERAL INVESTIGATIONS PROGRAM  
Eastern Shore, Mid-Chesapeake Bay Island, MD**

**FY 2011 Request:** \$2.0 million

**Legislative Vehicle:** FY 2011 Energy and Water Development Appropriations Bill

**Specific Requested Action:** Provide \$2.0 million in General Investigations Funds for the Mid-Chesapeake Bay Island Restoration Project. Maryland's funding request is usually higher than the Corps of Engineers funding amounts because the Corps' numbers reflect long-term budgeting process while the State specifies what actual funding is necessary to maintain each year's needs.

**Description of Project:** James Island and Barren Island Restoration Project: a cost-shared Feasibility Study between MDOT and the Baltimore District Corps of Engineers (COE) determined the viability of the environmental restoration of the island remnants located approximately one mile north of Taylors' Island at the mouth of the little Choptank River in Dorchester County. Using dredged material, the approximately 2,100 acre restoration project will be developed into a facility with high value wetland (55%) and upland (45%) habitat components similar to the Poplar Island restoration project. The estimated capacity of the proposed project is 90 – 95 million cubic yards. The cost is approximately \$1.5 billion.

After evaluating public feedback and engineering, coastal, and environmental data, the plan formulation process indicated that large island restoration at James Island, coupled with shoreline protection at Barren Island, was the most beneficial option. The final Independent Peer Review of the Report was completed in early 2008, the final feasibility report was presented to the Corps Civil Works Review Board on July 17, 2008, and the Chief's Report was signed on August 24, 2009.

Maryland plans to enter into a Design Agreement with the U.S. Army COE to begin preconstruction engineering and design (PED) for the project. There is an urgent need for greater levels of Project funding in the Fiscal Year 2011 and subsequent budgets. The current estimate for PED is about \$6.8 million with an ultimate Federal share of about \$4.4 million. Federal appropriations of about \$2.0 million in each of the next two Fiscal Years would be required to complete PED on a schedule that would be compatible with restoring the rapidly eroding islands and meeting the maintenance dredging needs of the Port of Baltimore.

**Funding History:** Energy and Water Appropriations: \$0.314 m, FY 2010; \$0.167 m, FY 2009; \$0.405 m, FY 2008; \$0.3 m, FY 2007; \$0.904 m, FY 2005; \$0.8 m, FY 2004

**Program Authorization:** Water Resources and Development Act

**Maryland Impact:** Currently, the State of Maryland has only two major dredged material placement sites in operation – Poplar Island and Hart-Miller Island (closing after 2009). It is imperative that the Mid-Chesapeake Bay Island be adequately funded to provide long-term dredged material placement capacity and to assure shippers that long-term capacity will be available. In addition, the restoration of James and Barren Islands creates important wetland and upland habitat and is an important project in support of Governor O'Malley's goal to reach the Healthier Bay Tipping Point by 2020.

**ARMY CORPS OF ENGINEERS  
CONSTRUCTION PROGRAM  
Poplar Island, MD**

**FY 2011 Request:** \$22.0 million

**Legislative Vehicle:** FY 2011 Energy and Water Development Appropriations Bill

**Specific Requested Action:** Provide \$22.0 million in Construction, General funds for the Poplar Island Project (\$2.0 million for engineering and design, \$8.0 million for raising existing dikes, and \$12.0 million for dredged material placement/habitat construction). Maryland's funding request is usually higher than the Corps of Engineers funding amounts because the Corps' numbers reflect long-term budgeting process while the State specifies what actual funding is necessary to maintain each year's needs.

**Description of Project:** The Poplar Island project was authorized in the 1996 Water Resources Development Act (WRDA), and is being constructed under Section 204 of WRDA 1992 (Beneficial Uses of Dredged Material). Total project costs including the project expansion is \$677.0 million (excluding minor adjustments for betterments). Federal share of the project is \$507.6 million and the local share (\$169.4 million) is borne by the State of Maryland. A project modification expanding the Poplar Island Restoration Project is included in Section of 3087 in WRDA 2007 (Public Law 110-114). The expansion will add 575 acres (1/2 upland, 1/2 wetlands habitat) to the existing project. The Chief of Engineers Report recommended that preconstruction engineering and design (PED) activities for the modified project be continued under the original Poplar Island Restoration Project authority. The alignment of the Expanded Poplar Island Project is currently being addressed, and the final configuration is expected be determined during FY 2010.

The MPA share of vertical expansion will be satisfied by work-in-kind credits pursuant to Section 318 of WRDA 2000. MPA receives credits for in-kind services work at the Poplar Island Environmental Restoration Project pursuant to Section 318 of WRDA 2000. Currently, the State has \$14 million in unapplied credits. Consequently, the Corps needs to receive approximately \$5 million per year in additional appropriations to cover these in-kind-services credits in Fiscal Year's 2011 – 2013 before the commencement of the Poplar Expansion.

**Funding History:** Energy and Water Appropriations: \$8.078 m, FY 2010; \$9.412 m, FY 2009; \$13.387 m, FY 2008; \$13.1 m, FY 2007; \$13.4 m, FY 2006; \$15.13 m, FY 2005; \$14.1 m, FY 2004

**Program Authorization:** 1996 Water Resources and Development Act

**Maryland Impact:** There are approximately 135 miles of channels leading to the Port of Baltimore; each year approximately 4-5 million cubic yards of material must be removed from the channels to keep them at authorized depth and width. Currently, Maryland has only two major dredged material placement sites in operation – Poplar Island and Hart-Miller Island, and Hart-Miller will close at the end of 2009. It is imperative that Poplar Island be adequately funded; otherwise there will be insufficient dredged material placement capacity to allow timely dredging of the bay channels. In addition, the restoration of Poplar Island creates important wetland and upland island habitat and is an important project in support of Governor O'Malley's goal to reach the Healthier Bay Tipping Point by 2020.

**Labor, Health and Human Services, Education, and Related Agencies  
Appropriations Requests**

**DEPARTMENT OF HEALTH AND HUMAN SERVICES**  
**HRSA**  
**Maryland National Capitol Region Emergency Preparedness Partnership (Prince George's Hospital System)**

**FY 2011 Request:** \$2.5 million

**Legislative Vehicle:** FY 2011 Labor, Health and Human Services, Education Appropriations Act

**Specific Requested Action:** Provide \$2,500,000 to help ensure that the NCR and the immediate surrounding regions will have the requisite first responder capabilities, hospital beds, and ability to surge existing capacity to serve the District of Columbia from the Capitol eastward and the larger National Capital Region (NCR) and Southern Maryland.

**Description of Project:** Development of Public Health Response Teams and emergency preparedness messaging in various languages: The Partnership will establish regional mobile supply resources to support regional response teams to include but not limited to: supplies and equipment for Points of Dispensing (POD), pharmaceutical caches, medical supplies, and decontamination equipment and supplies. The Partnership will work with relevant stakeholders to develop public health emergency preparedness related messaging to address various special needs population. Workforce and Center of Excellence Development: Requested funding will provide education and training for staff to enhance response capabilities. This funding will also assist the planning, development, and execution of local and regional exercises. The on-going training will include, but will not be limited to: NIMS/HSEEP training, disease surveillance, mass dispensing and vaccinations, community and personal preparedness, pandemic influenza, risk communications, radiological, BDLS/ADLS/PALS & pediatric disaster, basic & advanced burn care, decontamination, CBRNE, cultural sensitivity, and exercise planning/execution/After Action Reports. Development of Surge Capacity Model including regional mobile surge capability: In order to assure the continued presence and enhancement of PGHC's trauma and acute care capabilities, and to create a model for providing emergency surge capacity without the costs of permanent surplus capacity, the hospital center will require a recapitalization of its infrastructure, equipment and technology. Evaluate and enhance partnership to ensure continued collaboration in the planning and implementation actions necessary to sustain progress. By building resources in Prince George's County, this project will strengthen emergency response across the whole national capital region, including the 8<sup>th</sup> Congressional District.

**Funding History:** \$2.5 million was appropriated in FY 2010 for this project.

**Cite Program Authorization:**

**Maryland Impact:** The project will strengthen the viability of a vital trauma service east of Washington D.C.'s downtown area. In addition, this project will ensure the availability of cost-effective surge capacity in either a small-scale or mass casualty event in the Capitol area. This multi-faceted partnership will benefit the entire region, drawing upon the resources and expertise of one of the region's largest trauma centers, DoD, and a major medical academic institution to enhance emergency preparedness.

**DEPARTMENT OF HEALTH AND HUMAN SERVICES  
CENTERS FOR DISEASE CONTROL & PREVENTION – NATIONAL CENTER FOR CHRONIC  
DISEASE PREVENTION AND HEALTH PROMOTION  
Cancer Prevention and Control Program, Maryland**

**FY 2011 Request:** \$5.9 million

**Legislative Vehicle:** FY 2011 Labor, Health and Human Services, Education Appropriations Act

**Specific Requested Action:** Provide \$5.9 million funds for Maryland Cancer Prevention and Control Programs, which include the Breast and Cervical Cancer Control Program, the Comprehensive Cancer Control Program, and the Maryland Cancer Registry. Of that amount, earmark \$5 million for the Maryland Breast and Cervical Cancer Program to provide breast and cervical cancer screening and case management services to uninsured Maryland women 40-64 years of age; and \$600,000 for the Maryland Cancer Registry to collect data on new cancer cases among Maryland residents. This funding is necessary to address the uninsured problem currently existing and will be an important bridge that needs to continue until all provisions of national health reform are in place to guarantee services to this population.

**Description of Project:** Although mortality due to cancer has been decreasing during the past decade, Maryland has the 20th highest cancer mortality rate in the nation and the fifth highest breast cancer mortality rate in the nation for the time period 2002-2006. The Breast and Cervical Cancer Program pays for mammograms, clinical breast exams and Pap tests for uninsured, income eligible women 40 to 64 years of age. The Comprehensive Cancer Control Program implements selected strategies to reduce cancer mortality in Maryland through the Maryland Comprehensive Cancer Control Plan. The Maryland Cancer Registry collects information on new cases of cancer among Maryland residents. This data is used for program planning, evaluation, and research.

**Funding History:** Maryland Breast and Cervical Cancer Control Program has received federal support since 1992; Comprehensive Cancer Control Program has received federal support since 2001; and Maryland Cancer Registry has received federal support since 1992.

**Cite Program Authorization:** *Maryland Breast and Cervical Cancer Control Program* -- Title 42. The Public Health and Welfare, Chapter 6a. The Public Health Service Preventive Health Measures with Respect to Breast and Cervical Cancers 42 U.S.C. § 300k; *Maryland Cancer Registry* -- Title 42. The Public Health and Welfare Chapter 6a. The Public Health Service, 42 U.S.C. § 280e (1998) National Program of Cancer Registries

**Maryland Impact:** Maintenance of funding levels is critical to the continuation of the same level of services to uninsured, income eligible Maryland residents under the Breast and Cervical Cancer Program and to collect data and maintain services under the Comprehensive Cancer Program and the Maryland Cancer Registry. Reduced funding means fewer women will receive breast and cervical cancer screening. While not directly related to the Governor's Strategic Goals, the priority of the Governor's Council on Cancer Control is to reduce cancer mortality in Maryland.

**DEPARTMENT OF HEALTH AND HUMAN SERVICES  
CENTERS FOR DISEASE CONTROL AND PREVENTION  
Public Health Emergency Preparedness Cooperative Agreement, Maryland**

**FY 2011 Request:** \$24.053489 million

**Legislative Vehicle:** FY 2011 Labor, Health and Human Services, Education Appropriations Act

**Specific Requested Action:** Provide \$24.053489 million to Maryland for maintenance funding (\$12.652389 million) and for special projects to enhance the Public Health Emergency Preparedness capacities and capabilities (\$11.4011 million).

**Description of Project:** The maintenance funding will be used to: Sustain essential state and local public health preparedness and security capabilities, including rapid distribution and administration of medical countermeasures, disease situational awareness, disease containment, and risk communications; Integrate public health and private medical capabilities with other first responder systems; Address the public health and medical needs of at risk individuals in the event of a public health emergency; Assure coordination among state and local preparedness activities in keeping with the National Response Framework; Maintain vital public health and medical services to allow federal, state, and local operations in the event of a public health emergency; and Revise and test an effective plan to respond to pandemic influenza.

**Funding History:** Since the beginning of the Preparedness and Response program in Maryland (Bioterrorism (BT) Program, as it was formally known) the total funding allocated to the State has been steadily decreasing. Total CDC funding has decreased approximately 35% since its inception back in 2001; while supplemental pandemic influenza funding (PHER) was vital to the immediate response to the 2009 H1N1 pandemic, sporadic, disease-specific funding does not ensure that a stable response system including staffing, equipment, or training will be available for all-hazards types of emergencies.

**Cite Program Authorization:** Pandemic and All-Hazards Preparedness Act (PAHPA) of 2006, through the U.S. Department of Health and Human Services (HHS), Centers for Disease Control and Prevention (CDC).

**Maryland Impact:** A statewide Bio-Surveillance system, improved laboratory capabilities, improved capacity for the efficient distribution and dosage monitoring of vaccines and antibiotic/antiviral measures and increased stockpiling of antibiotic medications are necessary to treat and reduce the severity of the impact of a pandemic or a bio-terrorist event, such as an anthrax release in Maryland. The goals of preparedness and response in the case of any infectious disease are to: (1) stop, slow or limit the spread of the disease in Maryland; (2) mitigate the disease, suffering and death; and (3) sustain infrastructure to the State. These proposed systems and stockpiles are needed to appropriately identify and track the progress of such events as well as to mitigate the resultant morbidity and mortality rates that could occur.

**CORPORATION FOR NATIONAL AND COMMUNITY SERVICE  
AMERICORPS PROGRAM  
Maryland Conservation Corps**

**FY 2011 Request:** \$0.692333 million

**Legislative Vehicle:** FY2011 Labor, Health and Human Services, Education Appropriations Act

**Specific Requested Action:** Provide \$0.692333 million annually to Maryland for the Maryland Conservation Corps to fund the year of service for 50 corps members to learn environmental ethics, perform conservation projects, and provide environmental education to thousands of Maryland citizens.

**Description of Program:** The Maryland Conservation Corps (MCC) is an award-winning AmeriCorps program that engages young adults in extensive natural resource management and park conservation projects. Managed by the Maryland Park Service since 1984, MCC provides members with opportunities for skill development and personal growth through a supportive, team-based environment, emphasizing the satisfaction of completing projects that benefit Maryland's natural resources.

**Funding History:** The Corporation of National and Community Service - AmeriCorps has funded programs within the Maryland Park Service for the last 25 years.

**Program Authorization:** National and Community Service Act of 1990, as amended; Edward M. Kennedy Serve America Act, 42 Stat. 12561, 45 U.S.C 2520-2550

**Maryland Impact:** The MCC program has supported the conservation and restoration needs of communities throughout the Chesapeake Bay Watershed since 1984. In the pending grant period, project areas of focus will include: supporting and mobilizing disadvantaged and minority youth in conservation service through the CJC; supporting and mobilizing volunteers and youth to support conservation service projects; and leading conservation and recreation projects with volunteers on public lands. The ultimate goal of these projects is to ensure that the next generation enjoys the benefits and inspirations of a cleaner, healthier and more productive environment and Chesapeake Bay.

**CORPORATION OF NATIONAL AND COMMUNITY SERVICE  
AMERICORPS  
Maryland Conservation Corps Recovery Crews**

**FY 2011 Request:** \$0.299431 million

**Legislative Vehicle:** FY2011 Labor, Health and Human Services, Education Appropriations Act

**Specific Requested Action:** Provide \$0.299431 million to Maryland for the Maryland Conservation Corps Recovery crews that will provide training in green jobs and job training to 48 youth from the Department of Juvenile Services.

**Description of Program:** The Maryland Conservation Corps Recover crews complete environmental restoration projects on public lands, specifically with a goal of achieving better sustainability and energy efficiency in state park facilities and trails. Current full-time MCC members will work with ARRA members to provide mentorship and support for skills training and project leadership.

**Funding History:** The Maryland Park Service has received funding through AmeriCorps for over 25 years. This ARRA grant will be a continuation of that service and provide an opportunity for additional youth.

**Program Authorization:** American Recovery and Reinvestment Act of 2009, Public Law 111-5 (“Recovery Act”); National and Community Service Act of 1990, as amended; Edward M. Kennedy Serve America Act, 42 Stat. 12561, 45 U.S.C 2520-2550.

**Maryland Impact:** In partnership with the Department of Juvenile Services (DJS), the Maryland Conservation Corps (MCC) will enroll 48 young adults aged 17-25 from Juvenile Youth Centers in Western Maryland to participate in 900 hours of conservation service projects. This is in support of Governor O'Malley's goals to provide at-risk youth with opportunities for community service and job skill development. Federal funds for this program also provide the necessary materials to ensure that members are engaged in meaningful, substantive work for the duration of their service, such as sustainable trail design, construction and maintenance, and most importantly the rehabilitation of state park cabins.

**Interior, Environment, and Related Agencies Appropriations Requests**

**DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
C & O Canal National Historical Park, Angler's Access Project, Maryland**

**FY 2011 Request:** \$ 2.4 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$2.4 million to repair the towpath breach near Angler's Access in Montgomery County.

**Description of Project:** The repair of the breach in the canal and towpath near Angler's access will restore water and trail access to the national historical park. This breach was caused when the remnants of Tropical Storm Hannah passed over the park and the clay liner of the canal failed. This failure washed out a 125' wide gash in the towpath. Funding will be combined with current year funding to allow for reconstruction of the earthen canal prism and towpath using modern sustainable techniques which comply with historical requirements.

More than 500,000 visitors access the park across this portion of the towpath. Returning water flow to the 7 miles of canal that are now dry will eliminate concerns of mosquito breeding habitat that now exist during warm weather months as well as restore fishing and wetland habitats. In addition, the thousands of visitors who are hiking and biking the towpath and Great Allegheny Passage between Washington, D.C. and Pittsburgh, Pennsylvania will not have to use a detour nor ride past stagnant water. In the short-term 10 to 20 jobs will be supported by the restoration project. Long-term, park visitors will return to the park and continue to contribute towards the \$50 million annual economic benefit.

**Funding History:**

<b>Year</b>	<b>2009</b>	<b>2010</b>	<b>Total</b>
2009	102,000	600,000	\$702,000

**Cite Program Authorization:** Budget Code is within the National Park Service Budget

**Maryland Impact:** This is consistent with Goal 1: Create, Save or Place Residents into 250,000 Growth Sector Jobs in Maryland by End 2012. Currently, the C&O Canal National Historical Park is the largest and most visited national park in the state of Maryland with more than 3.8 million visitors during 2009. Many of the visitors are Marylanders who count on the park for their high quality of life. Others rely on the more than \$50 million in economic impact that the park generates. The park is used as a venue for thousands of curriculum-based education programs as well as a venue for people of all ages to learn about history, nature and recreation.

**US DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
Star-Spangled Banner National Historic Trail, Maryland**

**FY 2011 Request:** \$4.55 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$4.55 million for implementation of the Comprehensive Management Plan for the Star-Spangled Banner National Historic Trail (SSBNHT).

**Description of Project:** The SSBNHT was created by the President in Congress in May 2008 after 10 years of work by Team Maryland. Now that the Trail has become a reality, a Comprehensive Management Plan (CMP) will be completed by the National Park Service (NPS) in early 2011. The Plan will outline and prioritize the actions and investments needed over the next decade. The funds requested for FY 2011 would include operating, planning, capital, archeological and cooperative grant projects recommended in the CMP.

**Funding History:** NPS completed a “Star-Spangled Banner National Historic Trail Feasibility Study and Environmental Impact Statement” in March 2004.

**Cite Program Authorization:** National Trails System Act

**Maryland Impact:** This is consistent with Goal 1: Create, Save or Place Residents into 250,000 Growth Sector Jobs in Maryland by End 2012. Implementation of the SSBNHT Plan is critical to Maryland’s preparation and legacy for the bicentennial of the War of 1812 and the writing of the Star-Spangled Banner—just a few years away. Federal appropriations for implementation and support for Trail operation, management and activities will leverage non-federal funds and will have profound positive impact in Maryland. Investment in trail projects will allow Maryland to gain immediate momentum in the marketplace as the Trail will be branded and promoted by both NPS and the Maryland Office of Tourism Development. The Trail (and a companion Star-Spangled Banner Scenic Byway) will be among the most important legacy projects of the bicentennial.

**DEPARTMENT OF THE INTERIOR  
ENVIRONMENTAL PROTECTION AGENCY  
Chesapeake Bay Monitoring – Tidal Waters, Maryland**

**FY 2011 Request:** \$1.621724 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$1.621724 million to implement §117(e) of the Clean Water Act (\$1.084096 million) and to implement §117(d) of the Clean Water Act to support Chesapeake Bay water quality and habitat monitoring (\$0.537628 million).

**Description of Program:** The grants provided to states through the U.S. EPA enable comprehensive, long-term water and habitat quality monitoring program for tidal portions of the Chesapeake Bay. The funding enables Maryland to assess the health of the Chesapeake Bay, evaluate criteria attainment and standards, characterize water, habitat, and living resources, evaluate trends, and enhance our understanding of estuarine processes and their response to environmental management actions. The monitoring is necessary to evaluate progress on the commitments of the *Chesapeake 2000 Agreement*, track progress of the state's tributaries strategies, and identify areas conducive for bay grass and oyster restoration projects.

**Funding History:** In federal fiscal year 2008, Maryland received \$ 981,905 in §117 (e) and \$ 172,610 in § 117(d) grant funds. This is a joint (50:50) federal and state funded program that began in 1984 and represents the primary and core manner in the government assesses the health of Chesapeake Bay.

**Program Authorization:** Clean Water Act § 117(e)(1)(A) & §117(d)

**Maryland Impact:** Without these funds, Maryland's ability to evaluate progress towards the Chesapeake Bay Agreement's restoration goals will be virtually eliminated, particularly the two year implementation milestones (water quality goals) agreed to at this year's Executive Council meeting. Without funding for this program, Maryland would lose the ability to determine the status and trends of key water quality, habitat and living resource indicators of the health of the Bay, to track progress of management strategies to reduce nutrients and sediments as defined by the Tributary Strategies, to provide critical water quality information to managers and the public, to develop water quality and watershed models, to produce "State of the Bay" type reports and to attract research funding that assists in Bay management decisions. Current Chesapeake Bay Monitoring 117(e) and 117(d) grant funding supports 10 DNR staff along with various University of Maryland Center for Estuarine Science staff conducting water quality analysis and ecosystem assessment studies.

**US DEPARTMENT OF THE INTERIOR  
CLEAN VESSEL ACT PROGRAM (CVA)  
Clean Vessel Act, Maryland**

**FY 2011 Request:** \$0.654 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$0.654 million for Maryland's Clean Vessel Act program.

**Description of Program:** The CVA provides funding to states for boat sewage related initiatives. In Maryland, 374 marinas have used a combination of CVA funds (75%) and state Waterway Improvement Funds (25%) for the purchase and installation of marine sewage pumpout facilities (which empty boat holding tanks and portable toilets) and many marinas have more than one unit. Supplemental grant funding is also available to help marinas offset operations and maintenance expenses and to replace/upgrade existing systems.

**Funding History:** Maryland received \$654,000 in CVA funding for FFY 2008 and expects to receive its FFY 2009 award in February 2010.

**Program Authorization:** The Clean Vessel Act (CVA) was reauthorized in 2005 for six years as part of the national transportation bill (SAFETEA). The national CVA program is administered by the U.S. Fish and Wildlife Service.

**Maryland Impact:** CVA funding helps Maryland reach the Governor's VII Strategic Policy Goal to accelerate Bay restoration efforts to reach a healthier Bay tipping point by the end of 2020. Additionally, the Chesapeake Bay Agreement, *Chesapeake 2000*, signed by Maryland's Governor includes a goal for our state to increase the number of pumpout facilities by 50% by the year 2010. Maryland law requires many marinas (particularly those with 50 or more slips) to have a pumpout. It is estimated that, each year, approximately two million gallons of raw boat sewage is being properly disposed of at pumpouts as opposed to being dumped in Maryland's waters.

**US DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE  
Federal Aid in Sport Fish Restoration Act – Boating Access, Maryland**

**FY 2011 Request:** \$0.410215 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

U.S. Department of the Interior, Fish and Wildlife Service

**Specific Requested Action:** Provide \$0.410215 million to support Maryland's efforts to restore, conserve, manage, and enhance recreational opportunities for fishermen and boaters in Maryland waters.

**Description of Program:** The Sport Fish Restoration program is funded by revenues collected from the manufacturers of fishing rods, reels, creels, lures, flies and artificial baits, who pay an excise tax on these items to the U.S. Treasury. Funds are also received from import duties on sport fishing equipment, pleasure boats and yachts as well as a tax from motorboat fuel sales. Each state's share is based 60 percent on its licensed anglers (fishermen) and 40 percent on its land and water area. No state may receive more than 5 percent or less than 1 percent of each year's total apportionment.

**Funding History:** Maryland received \$380,000 of the \$270 million national total in Sport Fish Restoration Boating Access funds in FY 2010.

**Program Authorization:** The Federal Aid in Sport Fish Restoration Act, commonly referred to as the Dingell-Johnson Act, passed on August 9, 1950, was modeled after the Pittman-Robertson Act to create a parallel program for management, conservation, and restoration of fishery resources. An amendment in 1984 (Wallop-Breaux Amendment) added new provisions to the Act by extending the excise tax to previously untaxed items of sport fishing equipment.

**Maryland Impact:** The longstanding popularity of recreational fishing in Maryland creates an ongoing need to provide additional public motorboat access points and to renovate, restore, and maintain the existing approximately 300 public boat launching sites within the state. Furnishing the public with new and improved boating access facilities supports the multi-million dollar boating and recreational fishing industry and ensures opportunities for safe public access to Maryland's waterways. The funding supports up to 16 construction and engineering/design jobs for approximately six months.

**US DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
Forest Stewardship Program (FSP), Maryland**

**FY 2011 Request:** \$0.5 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Earmark \$0.5 million to Maryland from the \$45 million annual nation-wide federal appropriation for the Forest Stewardship Program (FSP). Severe fire seasons in recent years have forced the USDA – Forest Service to transfer funds from other programs to pay for fire suppression costs in excess of budgeted amounts.

**Description of Program:** The Forest Stewardship Program provides technical assistance to private forest landowners, local governments and other entities through state forestry agencies. This assistance is intended to help forest landowners manage their forest land to meet their land management objectives. Forests are the best land use to reduce pollutants and meet air and water quality goals. Managed forest land provides a multitude of benefits for the environment as well as society. Among these benefits are improved air and water quality, habitat for wildlife, including rare, threatened and endangered species; raw material for natural resourced based industries; recreational opportunities; and providing landowners with a periodic revenue stream.

**Funding History:** The Forest Stewardship Program has received funding every year. In recent years, the highest appropriation has been \$49,500,000 nationally in 2003 and a low of \$27,000,000 in 2009. Maryland's portion will vary depending on the allocation methodology and our success in applying for competitive funds for specific targeted projects. Maryland's share has ranged from \$180,000 to \$270,000 annually. Additional FSP dollars have been granted to other agencies and non-governmental organizations.

**Cite Program Authorization:** The Cooperative Forestry Assistance Act of 1978, P.L. 95-313, 92 Stat.365, 16 U.S.C., 2101 et seq.

**Maryland Impact:** Maryland has more than 130,000 forest landowners. Helping them manage their forest land is crucial to achieving no net loss of forests. Loss of funding would cripple Maryland's progress in meeting our Chesapeake Bay Agreements goals and the 2007 Forest Conservation Initiative and could result in the layoff of several personnel. The Forest Stewardship Program ties directly to Goal VII of the Governor's Strategic Policy Goals. Improved forest management will improve water quality in Maryland streams and the Chesapeake Bay. It will also address Goal X (Renewable Energy) by providing sustainable quantities of wood fiber and Goal XI (Reduce Greenhouse Gas Emissions) through climate change mitigation activities.

**ENVIRONMENTAL PROTECTION AGENCY  
GEOGRAPHIC PROGRAMS  
Highlands Action Program Maryland**

**FY 2011 Request:** \$4.5 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$4.5 million over the next four years (FY 2011 through FY 2014) to the Geographic Programs ('Other Geographic Programs' subsection) from EPA for the Highlands Action Program, \$1.125 million of which will go to Maryland Department of Natural Resources to support restoration, protection, and stewardship work.

**Description of Program:** The Highlands Action Program is a state, local, and federal effort to protect and restore the ecological assets, economic vitality and long-term sustainability of the Appalachian Mountains area. A HAP charter was signed by all four Governors in the highlands region. HAP also directly supports implements conclusions of a draft report to Congress by the National Academy of Public Administration, which states that the most efficient way for EPA to deliver environmental services is through geographic-based programs that involve strong, multi-disciplinary partnerships.

**Funding History:** HAP received \$3.0 million in FY 2005 funding to initiate program start-up and get projects underway in each state - MD, VA, VW and PA. Funds to complete or further on-going projects were received in FY 2010 (\$500k in HAP liaison salary money from USFWS; \$2 million in project implementation money for the Potomac Highlands through EPA Region III).

**Program Authorization:** Clean Water Act, §104 (b)3; Permanent authorization of HAP is currently being pursued as part of the new Bay restoration bills - under Senate 1816, the Chesapeake Clean Water and Ecosystem Restoration Act of 2009 and H.R. 3852.

**Maryland Impact:** The HAP helps Maryland meet its Chesapeake Bay Agreement commitments. The program also aims to increase sustainable economic opportunities in western Maryland while preserving and improving the quality of life for its residents. Additional funds are critical to maintain program continuity for this historically underserved area. If a gap in funding occurs, the partnerships and momentum of the program will be lost and render future attempts at integrated revitalization of environmental and economic conditions will be much less likely to succeed. Funding directly maintains 1 position at the DNR and supports green jobs within the local community.

**DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
Land and Water Conservation Fund, Maryland**

**FY 2011 Request:** \$0.5 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$0.5 million from the \$23.0 million nation-wide federal appropriation to the Land and Water Conservation Fund.

**Description of Program:** The Land and Water Conservation Fund provides cost-share funding to state agencies for the acquisition, development and planning of outdoor recreation opportunities. Grants have supported purchase and protection of 3 million acres of recreation lands and over 29,000 projects to develop basic recreation facilities in every State and territory of the nation.

**Funding History:** N/A

**Cite Program Authorization:**

**Maryland Impact:** The Maryland Department of Natural Resources utilizes this funding for state land acquisition and park development, as well as for locally sponsored projects that provide close-to-home recreation opportunities. This funding is available to all Maryland jurisdictions via an open selection process. In the past year, Land and Water Conservation Fund Grants helped to fund development of the future Harriet Tubman State Park in Dorchester County.

**U.S. DEPARTMENT OF THE INTERIOR  
Maryland Nutria Partnership**

**FY 2011 Request:** \$1.0 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$1.0 million for the Maryland Nutria Partnership.

**Description of Project:** The Maryland Nutria Partnership is a state-federal task force that is eliminating nutria, an invasive rodent, from Chesapeake Bay marshes.

**Funding History:** DNR has been a partner in the program since the partnership was established in 1998. Since the eradication phase began in 2002, the project has been funded by the USFWS Partners for Fish and Wildlife (PFW) Program and the National Wildlife Refuge System at an average of \$1.1 million per year.

<b>Fiscal Year</b>	<b>FWS ES-PFW (Congress)</b>	<b>FWS ES-PFW (Base)</b>	<b>FWS Refuges</b>	<b>Total FWS Direct Funding</b>
2000	\$200,000	0	\$300,000	<b>\$500,000</b>
2001	\$200,000	0	\$300,000	<b>\$500,000</b>
2002	\$749,000	0	\$299,300	<b>\$1,048,300</b>
2003	\$694,457	0	\$268,000	<b>\$962,457</b>
2004	\$652,000	0	\$304,000	<b>\$956,000</b>
2005	\$684,000	0	\$287,489	<b>\$971,489</b>
2006	\$492,644	\$663,997	\$295,940	<b>\$1,452,581</b>
2007	\$490,535	\$693,185	\$297,000	<b>\$1,480,720</b>
2008	\$491,910	\$693,000	\$297,355	<b>\$1,482,265</b>
2009	0	\$1,183,720	\$297,000	<b>\$1,480,720</b>

**Cite Program Authorization:** P.L. 108-16 – Nutria Eradication and Control Act of 2003. The program’s reauthorization is pending via S. 1519, the Nutria Eradication and Control Act of 2009.

**Maryland Impact:** Invasive nutria could severely damage Chesapeake Bay marshes and cause unprecedented ecological and economic damages if left unchecked. This partnership has long been successful in areas in and around Blackwater National Wildlife Refuge and related state property in Dorchester County. These activities occur within Congressional District 1.

**ENVIRONMENTAL PROTECTION AGENCY**  
**Oyster Bar Mapping, Maryland**

**FY 2011 Request:** \$3.0 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill, U.S. Environmental Protection Agency

**Specific Requested Action:** Provide \$3.0 million for side-scan sonar mapping of Maryland oyster bars to determine habitat quality and update data that are more than three decades old.

**Description of Project:** This project will use remote sensing equipment such as side-scan sonar to accurately map Maryland's oyster bars. Oyster restoration projects costing millions per year will benefit from accurate oyster bar maps that will help site the projects in the best areas. Complex computer models and oyster stock assessment, both used in planning oyster restoration efforts and managing the resource, will be strengthened by having accurate oyster bar maps. Legal issues regarding public and private oyster bottoms will be better resolved with accurate maps.

Updated maps are critically needed to facilitate effective and cost-efficient oyster bar habitat rehabilitation efforts. New maps will also better define legal bar boundaries which are needed to manage the public and private oyster bottoms of the state. New maps will also assist the design of an improved oyster population monitoring and stock assessment survey. This survey is estimated to cost \$3 million annually for 5 years.

**Funding History:** N/A

**Cite Program Authorization:**

**Maryland Impact:** Funding the oyster bar maps helps Maryland reach the Governor's VII and I Strategic Policy Goals to accelerate Bay restoration efforts to reach a healthier Bay tipping point by the end of 2020, and create growth sector jobs in Maryland. The project is supported by the vision of the Oyster Advisory Commission. The project would help fill a data gap identified by the Programmatic Environmental Impact Statement to evaluate oyster restoration alternatives for Chesapeake Bay (completed in June 2009). The work would also support implementation of Maryland's 10 Point Oyster Management Plan as well as Governor O'Malley's Oyster Restoration and Aquaculture Development Plan. This project will use remote sensing equipment such as side-scan sonar to accurately map Maryland's oyster bars. Maryland's oyster bars were last surveyed between 1978 and 1983. Due to a significant loss of oyster habitat since that time, the results of that survey are of little value for siting oyster projects or defining legal oyster bars. Results of bottom mapping can be used to more effectively and efficiently focus oyster bar rehabilitation efforts, many of which are performed by watermen under contract. This project has the potential to create more jobs for Maryland watermen.

**ENVIRONMENTAL PROTECTION AGENCY**  
**Oyster Monitoring and Stock Assessment, Maryland**

**FY 2011 Request:** \$2.0 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$2.0 million to DNR for oyster population monitoring and stock assessment, which are needed to collect and analyze data to support oyster restoration planning and implementation, and manage for a sustainable wild oyster fishery.

**Description of Project:** A comprehensive oyster stock assessment is needed to establish biological reference points (targets and thresholds) to more effectively manage the Bay's oyster resource and wild fishery. The program will involve taking samples at sites around the Bay based on a statistically designed sampling protocol that will generate data on population status and trends. Monitoring the natural population and project sites will provide data to evaluate progress and to improve restoration by helping to understand oyster population distribution as it relates to water quality, food availability, disease and other population limiting factors.

The project would create a stock assessment and management framework akin to that in place for blue crabs and striped bass, which has been a very successful management tool.

**Funding History:** N/A

**Cite Program Authorization:**

**Maryland Impact:** Funding an oyster stock assessment helps Maryland reach the Governor's VII and I Strategic Policy Goals to accelerate Bay restoration efforts to reach a healthier Bay tipping point by the end of 2020, and create growth sector jobs in Maryland. The project is supported by the vision of the Oyster Advisory Commission. The project would help fill a data gap identified by the Programmatic Environmental Impact Statement to evaluate oyster restoration alternatives for Chesapeake Bay (completed in June 2009). The work would also support implementation of Maryland's 10 Point Oyster Management Plan as well as Governor O'Malley's Oyster Restoration and Aquaculture Development Plan.

The restoration of native oysters to the Bay, and sustainability of Maryland's wild oyster fishery will have significant socio-economic benefits to the region, including the creation of new jobs.

**DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE  
Boating Infrastructure, Maryland**

**FY 2011 Request:** \$0.1 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Continued funding of Tier One state project earmark of \$0.1 million and Tier Two, competitive based projects.

**Description of Program:** The federal Boating Infrastructure Program funds construction, maintenance, and renovation of facilities for non-trailerable recreational boats (boats greater than 26 feet in length). In many parts of the country, the numbers of places to tie up, moor, or anchor a cruising boat, especially during a storm, is limited.

**Funding History:** Maryland received \$0.1 million of the \$12.5 million national total in BIG funding for FY 2010.

**Cite Program Authorization:** Sport Fishing and Boating Safety Act of 1998 (16 U.S.C. 777g). Under the Act, the U.S. Fish and Wildlife Service conducts the Boating Infrastructure Grant (BIG) Program.

**Maryland Impact:** The Tier One project enables improvements at Somers Cove Marina in Crisfield (Somerset County, CD 1) to accommodate the navigation during low tide of boats 26 feet and longer. The project will support at least 5 jobs for approximately 6 months. One-time dredging will be allowed to provide access between open water and a tie-up facility.

**DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
State Fire Assistance, Maryland**

**FY 2011 Request:** \$0.5 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$0.5 million to Maryland from the \$115.0 million annual nation-wide federal appropriation for the State Fire Assistance Program (SFA).

**Description of Project:** The State Fire Assistance Program provides funding for the suppression and investigation of wildfires and training and equipping of personnel for fire suppression duties. Thus the program is responsible for the safety of the citizenry and protection of natural resources from wildfires. The program also provides hazard mitigation grants the Department has used to fund its' Firewise Program. This program provides information and technical assistance to communities to help them become less susceptible to damage from wildfires.

**Funding History:** The State Fire Assistance Program has received funding every year. In recent years, the highest appropriation has been \$90,000,000 nationally in 2009 and a low of \$57,100,000 in 2007. Maryland's portion will vary depending on the allocation methodology and our success in applying for competitive funds for specific targeted projects. Maryland's share (MD DNR – Forest Service) has ranged from \$225,000 to \$550,000. Additional SFA dollars have been granted to other agencies and non-governmental organizations.

**Cite Program Authorization:** The Cooperative Forestry Assistance Act of 1978, P.L. 95-313, 92 Stat.365, 16 U.S.C., 2101 et seq.

**Maryland Impact:** Maryland Forest Service personnel respond to an average of 600 fires per year that burn 5,000 acres of natural resources. Volunteer and paid fire departments respond to many more. Loss of funding would damage our ability to respond to wildfires with adequate trained resources to suppress the fire and could result in the layoff of several personnel. Loss of funding would also jeopardize our implementation of the Firewise Program. The State Fire Assistance Program ties directly to Goal VII (Chesapeake Bay Restoration), Goal X (Renewable Energy) and Goal XI (Greenhouse Gas Emissions) by protecting the natural resources that provide the environmental and economic benefits sought by these three goals.

**DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE  
STATE AND TRIBAL WILDLIFE GRANTS  
State Wildlife Grant, Maryland**

**FY 2011 Request:** \$1.0 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Designate directed spending of at least \$1.0 million of the total \$90.0 million nation-wide federal appropriation for the State Wildlife Grants Program with a non-federal match requirement of no more than 35%.

**Description of Program:** The State Wildlife Grant Program provides cost-share funding to state wildlife agencies for efforts to develop and implement programs for the benefit of species of concern as identified in the state wildlife action plans.

**Funding History:** DNR has received State Wildlife Grant funding since the inception of the program in 2002.

**Cite Program Authorization:** Department of the Interior and Related Agencies Appropriations Act of 2002; Public Law 107-63, Title I.

**Maryland Impact:** Maryland has utilized funding from the State Wildlife Grants Program for a variety of projects ranging from technical assistance for land use planning and management to county governments to statewide assessment of endangered and threatened species populations. This funding is critical to Maryland's ability to conduct research and management activities on species of concern and funds approximately 10% of the budget of DNR's Wildlife and Heritage Service and nearly 40% of Maryland's endangered species program. These wildlife management activities occur in all Congressional Districts across Maryland.

**DEPARTMENT OF AGRICULTURE  
URBAN AND COMMUNITY FORESTRY PROGRAM  
Urban and Community Forestry Program, Maryland**

**FY 2011 Request:** \$0.5 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$0.5 million from the \$36.0 million federal appropriation for the Urban and Community Forestry Program (UCF).

**Description of Project:** The Urban and Community Forestry Program provides technical assistance to communities, volunteer and non-profit organizations, local governments and other entities. This assistance is intended to help make our urban and suburban communities more livable through tree planting and maintenance programs, insect and disease awareness programs, urban stream buffer establishment for a healthier Chesapeake Bay to name just a few.

**Funding History:** The Urban and Community Forestry Program has received funding every year. In recent years, the highest appropriation has been \$36,200,000 nationally in 2003 and a low of \$26,800,000 in 2007. Maryland's portion will vary depending on the allocation methodology and our success in applying for competitive funds for specific targeted projects. Maryland's share has ranged from \$200,000 to \$290,000. Additional UCF dollars have been granted to other agencies and non-governmental organizations.

**Cite Program Authorization:** The Cooperative Forestry Assistance Act of 1978, P.L. 95-313, 92 Stat.365, 16 U.S.C., 2101 et seq.

**Maryland Impact:** Maryland has a larger percentage than most states of urban/suburban land that is the emphasis area of this program. Maryland has one of the finest programs in the country. Loss of funding would cripple local and state urban forestry efforts and could result in the layoff of several personnel. The Urban and Community Forestry Program ties directly to Goal X (Reduce Greenhouse Gas Emissions) and Goal VII (Chesapeake Bay Restoration) through climate change mitigation activities and urban tree planting programs. The Marylanders Plant Trees program is a terrific example of how the UCF program can involve a lot of people and make a difference in our community and our environment.

**DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
Volunteer Fire Assistance Program, Maryland**

**FY 2011 Request:** \$0.15 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Designate directed spending of at least \$0.15 million to Maryland from the \$15.0 million nation-wide federal appropriation for the Volunteer Fire Assistance Program (VFA).

**Description of Program:** The Volunteer Fire Assistance Program provides funding for volunteer fire departments across the state for training and equipping purposes. The volunteer fire departments apply to the Maryland Forest Service for grants to fund projects that will improve their wildfire response capability. Upon receipt of a grant, the fire department spends their own money to fulfill the terms of the grant and is then reimbursed through the program fifty percent of their costs up to a certain amount.

**Funding History:** The Volunteer Fire Assistance Program has received funding every year. In recent years, the highest appropriation has been \$15,000,000 nationally in 2009 and a low of \$13,100,000 in 2004. Maryland's portion will vary depending on the allocation methodology. Maryland's share (MD DNR – Forest Service) has ranged from \$95,000 to \$115,000.

**Program Authorization:** The Cooperative Forestry Assistance Act of 1978, P.L. 95-313, 92 Stat.365, 16 U.S.C., 2101 et seq.

**Maryland Impact:** Maryland has more than 300 fire departments that provide some level of wildfire suppression assistance. Volunteer and paid fire departments often respond to wildfires before the Maryland Forest Service and suppress those fires without our assistance. Loss of funding would damage our ability to train and equip volunteer fire departments to respond to wildfires with adequate trained resources to suppress the fire. Delayed or inadequate fire suppression response will result in larger fires and a greater loss of natural resources and a greater risk of damage to residences and businesses. The Volunteer Fire Assistance Program ties directly to following Governor's Strategic Policy Goals - Goal VII (Chesapeake Bay Restoration), Goal X (Renewable Energy) and Goal XI (Greenhouse Gas Emissions) by protecting the natural resources that provide the environmental and economic benefits sought by these three goals.

**FISH AND WILDLIFE SERVICE  
PITTMAN ROBERTSON WILDLIFE RESTORATION ACT  
Wildlife Restoration Grant, Maryland**

**FY 2011 Request:** \$3.0 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Provide \$3.0 million to Maryland from the \$300.0 million nation-wide federal appropriation for the Pittman Robertson Wildlife Restoration Act.

**Description of Project:** The Pittman Robertson Wildlife Restoration Act provides cost-share funding to state wildlife agencies for efforts to develop and implement wildlife management programs including education of hunters and archers in the skills, knowledge and attitudes necessary to be a responsible hunter or archer. This funding source has been the backbone of wildlife conservation efforts throughout the United States.

**Funding History:** WHS has participated in this annual grant program since its inception in 1937.

**Cite Program Authorization:** Pittman-Robertson Act of 1937

**Maryland Impact:** Maryland DNR's Wildlife Service and Natural Resources Police utilize this funding for wildlife management and conservation efforts across the state. Wildlife research, habitat management, technical guidance and hunter education programs are primarily funded with these monies.

Maryland DNR's Natural Resources Police will be able to continue its hunter safety education program designed to reduce hunting accidents and fatalities statewide. The program coordinates approximately 750 volunteer instructors who teach the Maryland Hunter Education course. The 10-hour course provides instruction on the principles of safe hunting practices, hunter ethics and wildlife management to first time hunters.

These wildlife management activities occur in all Congressional Districts across Maryland.

**DEPARTMENT OF THE INTERIOR  
UNITED STATES GEOLOGICAL SURVEY (USGS)  
Comprehensive Assessment of Water Resources, Maryland**

**FY 2011 Request:** \$14.23725 million

**Legislative Vehicle:** FY 2011 Interior Appropriation

**Specific Requested Action:** Provide \$14.23725 million in the U.S. Geological Survey budget for providing support to Maryland to manage growing water demands for finite fresh water resources through study and modeling of response of Maryland’s hydrologic/ecologic systems to water withdrawals.

**Description of the Projects:** These projects will implement recommendations of the Governor’s Advisory Committee on the Management and Protection of the State’s Water Resources Final Report issued July 1, 2008. The projects are needed to better understand the sustainability of the State’s ground water uses and the impacts of various levels of use on the State’s fresh water ecosystems. The State is divided into two main project areas, the Maryland Coastal Plain and the fractured-rock aquifers of central and western Maryland. A \$500,000 STAG grant for the studies was awarded to the Department for FFY 2010.

**Coastal Plain.** The Coastal Plain project consists of three phases. Phase I funding has been secured by the Maryland Department of the Environment. This funding request is for Phases II and III, which consist of testing and developing the ground water flow model, conducting field studies to determine certain hydrologic system properties, compiling water quality information into a GIS Aquifer Information System and developing tools to manage and optimize the resource. Phase II has just begun. The total estimated budget for Phase II and III is \$11,775,000\*, and the unfunded cost to complete both Phase II and Phase III is \$ 10,260,000.

**Fractured Rock.** The fractured rock aquifer project will study the availability of water in the fractured rock areas of the state by watershed and aquifer type. The project will examine the impacts of ground water withdrawals on stream flows and aquatic ecology in Maryland’s western regions. The project will provide the MDE with improved tools for considering the combined impacts of both surface and ground water use within the same watershed for planning and permit decisions. Work on this project has begun. The total estimated budget for the project is about \$5,712,000\* with unfunded costs of \$3,977,250.

A year-by-year estimate of the total project budget is shown in the table below.

**Funding History:** N/A

**Program Authorization:** N/A

**Maryland Impact:** The Governor’s Advisory Committee has projected that the need for increased water withdrawals in Maryland will grow by as much as 233 million gallons per day by year 2030. This represents a sixteen percent increase of fresh water use over the amount used in 2000. This increased demand is for a growing population which is being accelerated by BRAC impacts to Maryland and increase in demand due to new power plants to support a growing demand in electricity. In addition, agricultural irrigation needs are projected to increase by threefold by 2030. Conducting the above studies will give Maryland the needed tools to better manage the State’s resources to ensure the sustainability of the State’s water resources and while maintaining the ecological integrity of the aquatic ecosystem.

Proposed Project Budgets (in thousands of dollars)	2010	2011	2012	2013	2014	2015	totals
Coastal Plain Aquifer Study (Phase I and II)	1,375	2,350	2,850	2,400	1,800	1,000	11,775
Fractured Rock Aquifer Study	986	1,397	1,164	1,114	1,051		5,712

\* Projected out year costs are estimated and subject to revision.

**DEPARTMENT OF INTERIOR  
NATIONAL PARK SERVICE  
Chesapeake Bay Gateways and Watertrails Network, Maryland**

**FY2011 Request:** \$3.0 million

**Legislative Vehicle:** FY 2011 Interior Appropriations Bill

**Specific Requested Action:** Earmark \$3.0 million to continue the Chesapeake Bay Gateways and Watertrails Network (CBGWN).

**Description of Project:** The CBGWN is a partnership system of local, state, federal, and non-governmental parks, refuges, maritime museums, historic sites, and water trails around the Bay watershed that are working together to accelerate bay restoration efforts (Strategic Policy Goal #7). The CBGWN, identified as one of Congressman Sarbanes’ areas of interest, is coordinated by the National Park Service (NPS) in cooperation with the Chesapeake Bay Program and is currently authorized through 2008. The CBGWN provides essential infrastructure for the developing Captain John Smith Chesapeake National Historic Trail. The collaboration between these two initiatives provides a great opportunity to improve public understanding of 400 years of environmental change on the Chesapeake Bay and to inspire bay restoration efforts.

Funding for CBGWN supports both matching grants to participating Gateways sites for development of high-quality interpretation, access, or conservation and restoration projects and a series of initiatives that support the entire Network. Permanently authorizing the CBGWN, moving the program from statutory aid to “operations of the National Park System, and fully funding the program at its authorized \$3 million a year level is essential for full implementation of the Captain John Smith Chesapeake National Historic Trail.

**Funding History:**

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
594,000	798,300	1.2M	1,987,000	2,469,000	2,465,269	1,476,000	739,000	1,674,000	1M	1M

**Cite Program Authorization:** Budget Code PL105-312, Sections 501-02, within the National Park Service Budget Code 14-1036-0-1-303

**Maryland Impact:** Currently, 96 Maryland sites participate in the CBGN, many of which are located along the Captain John Smith Chesapeake National Historic Trail. Since FY2000, the total amount of grant funds awarded to Maryland Gateways has totaled \$6,015,279 million for 167 projects which leveraged \$8,890,132 in non federal matching funds. Many other sites benefited from free technical assistance provided by Program staff and from listing on the Gateways website and in associated program materials. By district, grant award and matching funds are as follows:

	District 1	District 2	District 3	District 4	District 5	District 6	District 7	District 8
Grant Award	\$2,457,128	\$256,585	\$1,037,171	\$55,280	\$1,524,933	\$186,747	\$469,355	\$28,080
Matching \$	\$3,805,497	\$291,055	\$1,429,290	\$101,040	\$2,089,166	\$266,659	\$858,902	\$48,523

**Military Construction, Veterans Affairs, and Related Agencies  
Appropriations Requests**

**U.S. ARMY**  
**MILITARY CONSTRUCTION**  
**Command Sgt. Maj. Jerome. M. Grollman (Dundalk) Readiness Center, Maryland**

**FY 2011 Request:** \$16.0 million

**Legislative Vehicle:** FY 2011 Military Construction Appropriations Bill

**Specific Requested Action:**

Earmark \$16.0 million for renovations to the Dundalk Readiness Center; renovation of this aging facility will dramatically improve the readiness of the unit as well as improve morale and retention of the Soldiers based there.

**Description of Project:**

The Dundalk Readiness Center, which was built in 1960, is in dire need of repair. The facility, which is home to more than 300 Soldiers, has a leaking roof, an inadequate electrical system, insufficient ventilation, insufficient parking, deteriorating classrooms and an inadequate kitchen. Completion of the renovation will cost approximately \$21 million. The renovation of this aging facility will dramatically improve the readiness of the unit as well as improve morale and retention of the Soldiers based there.

**Funding History:** Design funds have been expended for this project, state share is in the capital construction program.

**Cite Program Authorization:**

**Maryland Impact:** This project is located in the 2<sup>nd</sup> Congressional district. The Dundalk Renovation is one of Congressman Ruppberger's priorities. This project provides a readiness center, of permanent type construction, to serve the peace time missions of the assigned unit and space for all personnel to perform the necessary task that will improve the unit's readiness posture.

This facility is required to house all elements of the Headquarter, Headquarter Command Company (HHC) and Company C 1-175<sup>th</sup> Infantry Line Company (INF BN). The armory will provide the necessary administrative, training and storage areas required to achieve proficiency in mandated training tasks. An eight +/- acre state owned site is the location for the project.

**U.S. ARMY**  
**MILITARY CONSTRUCTION**  
**Brig. Gen. (MD) Louis G. Smith Readiness Center (Easton) Renovation, Maryland**

**FY 2011 Request:** \$13.8 million

**Legislative Vehicle:** FY 2011 Military Construction Appropriations Bill

**Specific Requested Action:**

Earmark \$13.8 million for renovations to the Easton Readiness Center; renovation of this aging facility will dramatically improve the readiness of the unit as well as improve morale and retention of the Soldiers based there.

**Description of Project:**

The Easton Readiness Center, which was built in 1974, is in dire need of repair. The facility, which is home to approximately almost 100 Soldiers, has no facilities for female Soldiers, an inadequate administrative area, inadequate storage areas, inadequate training areas, and inadequate classrooms. Completion of the renovation will cost more than \$13.7 million. The renovation of this aging facility will dramatically improve the readiness of the unit as well as improve morale and retention of the Soldiers based there.

**Funding History:** Project is in the FYDEP.

**Cite Program Authorization:**

**Maryland Impact:** This project is located in the 1<sup>st</sup> Congressional district. Military construction is one of Congressman Kratovil's priorities. This project provides a readiness center, of permanent type construction, to serve the peace time missions of the assigned unit and space for all personnel to perform the necessary task that will improve the unit's readiness posture.

This facility is required to house all elements of the 1 – 158<sup>th</sup> Command and the 729 Brigade Support Company. The armory will provide the necessary administrative, training and storage areas required to achieve proficiency in mandated training tasks.

**U.S. ARMY**  
**MILITARY CONSTRUCTION**  
**Air National Guard Operations & Training Facility, Maryland**

**FY 2011 Request:** \$8.0 million

**Legislative Vehicle:** FY 2011 Military Construction Appropriations Bill

**Specific Requested Action:**

Earmark \$8.0 million for a Military Construction program to be used to build an operations and training facility at Warfield Airbase to improve the readiness of the Wing and its support units as well as improve the morale and retention of the Airmen in Maryland. The funds will be dispersed within a year.

**Description of Project:**

Air National Guard Operations & Training Facility:

The Operations and Training Facility of the 175th Wing of the Maryland Air National Guard is currently housed in a 1960's vintage building that was constructed on the very edge of the Warfield Air National Guard Base's controlled perimeter. Besides the security concerns, the current facility has a leaking roof, is energy inefficient, has an inadequate electrical system, has no fire suppression system, requires extensive maintenance, and is poorly configured for current missions. The proposed new facility will house the 175th Wing's Mission Support Group and Medical Group and will support the operations of a combined Air Wing. The project is expected to cost approximately \$8 million. The construction of this facility will dramatically improve the readiness of the Wing and its support units as well as improve the morale and retention of the Airmen based there.

**Funding History:** Project is included in the FYDEP.

**Cite Program Authorization:**

**Maryland Impact:** This project is located in the 2<sup>nd</sup> Congressional District. The 175 Wing Operations and Training Facility is a 1960's vintage building that was constructed on the edge of the base's controlled perimeter. This facility is aging, energy inefficient, maintenance intensive, and poorly configured for current missions and office requirements. After 40 years, this building is also beyond building systems modernization and upgrade. The roof has numerous leaks, HVAC and electrical systems do not meet ASHRAE or NEC requirements, there is no fire suppression and the floor plan is extremely inefficient. The facility is not a quality work and training place.

**DEPARTMENT OF DEFENSE  
MILITARY CONSTRUCTION (MILCON)  
Defense Access Roads (DAR) Improvements in Maryland**

**FY 2011 Request:** \$81.1 million

**Legislative Vehicle:** FY 2011 Military Construction Appropriations Bill

**Specific Requested Action:** Provide \$81.1 million in Defense Access Roads (DAR) funds for the three (3) projects listed below.

**Description of Project:** Much of the funding needed to fully implement critical Base Realignment and Closure (BRAC)-related intersection improvements in Maryland is unavailable. Additional funding sources, such as the Department of Defense's (DoD) DAR program, will be necessary to implement these key improvements. DAR funding will benefit Maryland's military installations directly by providing adequate roadway access for the influx of traffic anticipated by the BRAC implementation deadline of September 2011.

- **Defense Access Roads Improvements in Harford County (\$21.1 million):** Funds will be used for otherwise unfunded portions of improvements at three priority intersections directly outside Aberdeen Proving Ground (APG) gate access points along MD 22 and MD 715: (1) MD 22 @ MD 132B (Old Post Road); (2) MD 22 @ MD 462 (Paradise Road); and (3) MD 715 @ US 40 and Old Philadelphia Road. APG has submitted a request for certification for DAR funds for these projects, and anticipates certification prior to the start of FY 2011.
- **Defense Access Roads Improvements in Anne Arundel County (\$39 million):** Funds will be used for otherwise unfunded portions of improvements at three priority intersections directly outside Fort George G. Meade (FGGM) gate access points along MD 175 (Annapolis Road): (1) MD 175 @ Rockenbach Road/Ridge Road [MD 713]; (2) MD 175 @ Mapes Road/Charter Oaks Boulevard; and (3) MD 175 @ Reece Road. FGGM has submitted a request for certification for DAR funds for these projects, and anticipates certification prior to the start of FY 2011.
- **Defense Access Roads Improvements in Montgomery County (\$21 million):** Funds will be used for the National Naval Medical Center (NNMC) "access road beginning at the intersection of Rockville Pike and South Wood Road extending as necessary to allow for construction of pedestrian access (at grade, bridge or tunnel between the east and west sides of Rockville Pike at South Wood Road)." This traffic mitigation measure was certified as important to national defense on September 29, 2009 by the Department of Defense.

**Funding History:** N/A

**Program Authorization:** Department of Defense - Defense Access Roads Program

**Maryland Impact:** These BRAC-related intersection improvement projects will address safety and environmental concerns, relieve congestion, and provide direct support for BRAC-related activities. In addition to addressing congestion, the improvements are expected to upgrade the roadways that access APG, FGGM, and NNMC, which will enhance the local communities' appeal, and will accommodate economic development.

**US DEPARTMENT OF VETERANS AFFAIRS  
STATE VETERANS CEMETERY GRANT PROGRAM  
Eastern Shore and Rocky Gap State Veterans Cemetery Columbaria, Maryland**

**FY 2011 Request:** \$0.736 million

**Legislative Vehicle:** FY 2011 Military Construction Appropriations Bill

**Specific Requested Action:** Earmark \$0.736 million for the Eastern Shore and Rocky Gap State Veterans Cemetery Columbaria installations.

**Description of Project:** The Maryland Department of Veterans Affairs (MDVA) plans to construct columbaria's at Eastern Shore and Rocky Gap veteran's cemeteries.

**Funding History:** The Maryland legislature has authorized \$60,000 for design, in the Maryland Budget Bill (HB 100) of 2010, as a general fund capital appropriation for: \$35,000 for the Eastern Shore and \$25,000 for Rocky Gap. In the same enrolled bill the legislature authorized the use of a federal fund appropriation of \$676,000 for the construction. These two cemeteries were ranked 49 and 50 respectfully on the FY 2009 Priority List.

**Cite Program Authorization:** Public Law 105-368, went into affect 1999, authorizes the VA to provide up to 100% of the development cost for an approved project.

**Maryland Impact:** Construction projects that provides construction labor and services to the community. Congressional District 6 & 1.

**US DEPARTMENT OF VETERANS AFFAIRS  
STATE VETERANS CEMETERY GRANT PROGRAM  
Garrison Forest State Veterans Cemetery, Maryland**

**FY 2011 Request:** \$2.020 million

**Legislative Vehicle:** FY 2011 Military Construction Appropriations Bill

**Specific Requested Action:**

Earmark \$2.020 million for the Garrison Forest State Veterans Cemetery addition and alterations to administrative/maintenance Complex.

**Description of Project:**

The Maryland Department of Veterans Affairs (MDVA) plans to construct new administration and maintenance complexes at Garrison Forest Veterans Cemetery. This project involves: demolishing the existing Administration Building and the Maintenance area, constructing a 4,800 gross square footage (GSF) Maintenance and Service Building. A 1,300 GSF Bulk Material Storage Building and relocating the existing fuel dispensing unit to a create a new Maintenance Complex, constructing a new 4,200 GSF Administration Building and replacing the metal roofing material on the Administration Complexes Committal Service Shelter. and preparing the vacated maintenance site to accommodate the future Phase V Plaza and columbaria.

**Funding History:** Submitted for approval by the State July 2006 \$210,000 planning funds and jointly approved January 2007. The A/E design contract was approved by Maryland Board of Public Works January 30, 2008. The Maryland legislature authorized the used of 1,800,000 in federal funds for construction. The schematic phase documents were submitted June 2008. The estimated cost was essentially within the construction budget estimate. At that time, the US VA Cemetery Administration decided to implement a major program change. The project was placed on hold a waiting the US VA Cemetery Administration final determination.

**Cite Program Authorization:** Public Law 105-368, went into affect 1999, authorizes the VA to provide up to 100% of the development cost for an approved project.

**Maryland Impact:** Construction project that provides construction labor and services to the community. Congressional District 7.

**Transportation, Housing and Urban Development, and Related Agencies  
Appropriations Requests**

**FEDERAL HIGHWAY ADMINISTRATION  
SURFACE TRANSPORTATION PRIORITIES (STP)  
Harriet Tubman Underground Railroad State Park, Maryland**

**FY 2011 Request:** \$11.0 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Specific Requested Action:**

Earmark \$11.0 million for the construction of interpretive facilities at the Harriet Tubman Underground Railroad State Park.

**Description of Project:**

The Harriet Tubman Underground Railroad State Park is located adjacent to the Blackwater National Wildlife Refuge in Dorchester County and is ensconced in the region of Harriet Tubman's birth and early life. Until the Park was established in 2007, there was no one location that offered the place, space or opportunity to interpret the early life and legacy of Harriet Tubman in a significant manner. The Park is approximately 17 acres and currently has no modern improvements. Funding the project will allow for site improvements including a 16,000 GSF Visitor/Interpretive Center, access roads, parking for buses and 75 cars, a memorial garden, exterior informational kiosk and exhibits, walking paths and bicycle facilities, and well and wastewater treatment. The improvements will be responsive to the landscape and incorporate sustainability, energy efficiency, and low impact site design.

**Funding History:** N/A

**Program Authorization:**

**Maryland Impact:** This is consistent with Goal 1: Create, Save or Place Residents into 250,000 Growth Sector Jobs in Maryland by End 2012. Visitation to the Park is anticipated to grow to over 200,000 annually. These visitors make a positive economic impact via small businesses and tour services in District 1, an economically disadvantaged area. Visitors will include domestic and international travelers including family units; niche markets, such as African-American heritage tourists and cultural heritage tourists; organized group tours; teachers/students; and local residents. These visitors make a positive economic impact via expenditures at small businesses and tour services in District 1, an economically disadvantaged area. The results of the increased visitation will be the creation of new jobs and businesses and increases in tax revenues collected.

**U.S. DEPARTMENT OF AGRICULTURE  
OFFICE OF GRANTS MANAGEMENT  
The Emergency Food Assistance Program (TEFAP), Maryland**

**FY 2011 Request:** \$0.5 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Specific Requested Action:**

Earmark \$0.5 million to the Department of Human Resource's The Emergency Food Assistance Program (TEFAP) that provides U.S. Department of Agriculture surplus foods to emergency food pantries, soup kitchens and shelters.

**Description of Project:** This TEFAP program is in each of the 24 jurisdictions. The food commodities, as well as the transportation, storage and oversight associated with the distribution to needy families are funded through this program.

**Funding History:** DHR received \$673,538 for FY 2008, \$930,755 for FY 2009 and \$311,008 in FY 2009 ARRA funding.

**Program Authorization:** Food, Conservation and Energy Act of 2008

**Maryland Impact:** This action relates to the Governor's XII goal: End Childhood Hunger in Maryland by 2015. Directly addresses needs that our Department can not currently meet on its own. The Department conducts a survey of desired quantities three times a year. In each jurisdiction, food pantries and soup kitchens have indicated an increase in the number of households that they could have helped but were unable to serve because the available TEFAP commodities were insufficient to meet the need. These additional funds would help meet that need in all jurisdictions. Although the TEFAP ARRA funds assisted in sustaining current administration and warehouse costs, it is still not enough to meet the projected needs as communicated by the TEFAP providers and is one-time funding. \$311,003 TEFAP ARRA administrative funds: Anne Arundel County Food Bank, Baltimore City, Baltimore County DSS, Somerset and Wicomico (Shore Up), and Washington County.

**U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
EMERGENCY AND TRANSITIONAL HOUSING SERVICES PROGRAM (ETHS)  
Homeless Services Programs, Maryland**

**FY 2011 Request:** \$3.0 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Specific Requested Action:** Provide \$3.0 million to continue Department of Human Resource's Homeless Services Programs that provide emergency shelters and housing counselors to work with families and individuals at-risk of becoming homeless.

**Description of Project:** The Emergency and Transitional Housing Services Program (ETHS) is the largest homeless services program serving all 24 Maryland jurisdictions. The ETHS program provides funds for shelter and support services, start-up monies for new shelters and transitional housing programs, and limited rent and mortgage assistance. A family unit is eligible for services if the family is homeless or in imminent danger of becoming homeless.

The Homeless Women Crisis Shelter Home Program provides temporary shelter, meals, counseling, and information and referral to homeless women. This program is in 13 jurisdictions: Anne Arundel, Baltimore, Calvert, Carroll, Cecil, Garrett, Harford, Montgomery, Prince George's, St. Mary's, Wicomico, and Worcester Counties as well as Baltimore City.

The Service Linked Housing Program provides funding for resident advocates who are employed by providers to link low-income residents of permanent housing to services and to help them remain in their housing. This program is in 13 jurisdictions: Allegany, Anne Arundel, Baltimore, Caroline, Carroll, Frederick, Garrett, Harford, Howard, Montgomery, Prince George's, and Washington Counties as well as Baltimore City.

**Funding History:** DHR has not received Federal Funding for these programs.

**Cite Program Authorization:**

**Maryland Impact:** While the project does not directly tie into the Governor's 15 goals, it does support the following: Directly addresses needs that our Department can not currently meet on its' own. Due to recent fiscal cuts, programs will be adversely affected due to budget reductions. It is anticipated that the funding support will assist in sustaining approximately 17 to 24 jobs. These positions provide housing counseling services that assist low-income families who are homeless or in imminent danger of becoming homeless to access local, public and private resources available to them for payment of their first and last month's rent, security deposit, utility payment, or donation of furniture. Other positions are local resident advocates that help link low-income residents of permanent housing to community services that help those residents maintain their permanent housing. Supports one of Congressman Sarbanes (MD-03) priorities for FY11 Appropriations which specifically focuses on more resources for housing counselor groups in the Baltimore area.

**FEDERAL HIGHWAY ADMINISTRATION  
PUBLIC LANDS HIGHWAYS (PLH)  
Base Realignment and Closure (BRAC)-Related Improvements**

**FY 2011 Request:** Five projects totaling \$25.0 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Description of Project (*Funding History*):** Maryland's flexible BRAC Intersection Improvement Program allows priority intersections to continue advancing through the project development process. The projects listed below include improvements to address traffic congestion along the area's major urban transportation corridors and enhance local communities' appeal to meet economic development opportunities.

- **BRAC-Related Improvements in Harford County (\$5 million):** Funds will be used to continue priority intersection improvements in the vicinity of Aberdeen Proving Grounds (APG) to support expected BRAC-related employment growth. Of all military installations in Maryland, APG is expected to gain the largest population growth as a result of BRAC.

*(Transportation Appropriations: \$2.88 m, FY 2010; \$3.0875 m, FY 2009; \$2.215 m, FY 2008.*

*SAFETEA-LU Authorization: \$8.0 m)*

- **BRAC-Related Improvements in Anne Arundel County (\$5 million):** Funds will be used to continue priority intersection improvements in the vicinity of Ft. George G. Meade (FGGM) to support BRAC-related growth. In addition to addressing congestion, the improvements are expected to upgrade the roadways in this area, which will enhance the local communities' appeal, and will accommodate economic development.

*(Transportation Appropriations: \$2.75 m, FY 2010; \$3.064 m, FY 2009; \$0.49 m, FY 2008)*

- **BRAC-Related Improvements in Montgomery County (\$5 million):** Funds will be used for priority intersection improvements along the MD 355 corridor to improve safety, operations, and access to the National Naval Medical Center (NNMC), and for associated BRAC-related activities.

*(Transportation Appropriations: \$4.4 m, FY 2010; \$3.0875 m, FY 2009; \$1.97 m, FY 2008)*

- **BRAC-Related Improvements in Prince George's County (\$5 million):** Funds will be used for priority intersection improvements in the vicinity of Andrews Air Force Base (AAFB) to improve safety, operations and access within the BRAC timeframe.

*(Transportation Appropriations: \$2.5 m, FY 2010; \$1.57 m, FY 2009; \$2.45 FY 2008;*

*\$2.0 m FY 2006; \$3.75 m, FY 2005; \$4.0 m, FY 2004. SAFETEA-LU Authorization:*

*\$15.0 m)*

- **US 15 @ Monocacy Boulevard (\$5 million):** Funds will be used for right-of-way for the US 15 @ Monocacy Boulevard interchange project.

*(Transportation Appropriations: \$0.285 m, FY 2009; \$0.245 m, FY 2008)*

**Program Authorization:** SAFETEA-LU

**Maryland Impact:** Continued 100 percent PLH federal assistance and additional federal (see C-1) as well as local and private partnerships may allow for projects to advance to construction in the BRAC timeframe. Additionally, they support Governor O'Malley's goal to create, save or place residents into 250,000 growth sector jobs in Maryland by the end 2012.

**FTA BUS AND BUS FACILITIES PROGRAM**  
**Bus and Bus Facilities Projects**

**FY 2011 Request:** Eight Projects totaling \$27.78 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Specific Requested Action:** Provide a total of \$27.78 million of Section 5309 Bus and Bus Facilities discretionary funds for a program of improvements throughout Maryland to enhance transit services for commuters.

**Description of Projects:**

1<sup>st</sup> District

- Town of Ocean City Transit Operations & Maintenance Facility - \$1.0 million

2<sup>nd</sup> District

- Aberdeen Intermodal Transit Center Improvements - \$3.55 million

3<sup>rd</sup> District

- Baltimore Region Bus Emissions Reduction Retrofit - \$5.0 million

4<sup>th</sup> District

- Prince George's County Hybrid Bus Replacement - \$2.03 million

5<sup>th</sup> District

- Southern Maryland Commuter Bus Initiative, Bus Discretionary - \$5.0 million

6<sup>th</sup> District

- Carroll County Maintenance Facility, Bus Discretionary - \$0.7 million

7<sup>th</sup> District

- Baltimore Region Hybrid Bus, Bus Discretionary - \$5.0 million

8<sup>th</sup> District

- Ride On Hybrid Bus Replacement - \$5.5 million

**Funding History:**

- **Maryland Statewide Bus and Bus Facilities (including LOTS) –**  
Transportation Appropriations: \$1.9 m, FY 2009; \$0.735 m, FY 2008; \$0.44 m, FY 2006;  
\$3.887 m, FY 2005; \$7.28 m, FY 2004  
SAFETEA-LU Authorization: \$25.0 m
- **Southern Maryland Commuter Bus Initiative, Bus Discretionary –**  
Transportation Appropriations: \$1.25 m, FY 2010; \$0.95 m, FY 2009; \$1.274 m, FY 2008;  
\$2.0 m, FY 2006; \$4.86 m, FY 2005; \$4.4 m, FY 2004  
SAFETEA-LU Authorization: \$12.0 m

**Program Authorization:**

SAFETEA-LU

**Maryland Impact:**

Federal funding is critical to ensure that modern, reliable equipment and facilities are available to serve public transit riders. Section 5309 Bus and Bus Facilities monies make up the major share of funding available to MTA and are essential to the continued success of Maryland's transit services. MTA continues its efforts to enhance public transit service throughout the State in support of Governor O'Malley's goals to double transit ridership and reduce statewide greenhouse gas emissions by 25 percent by 2020.

**FEDERAL RAILROAD ADMINISTRATION  
CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND  
INTERCITY PASSENGER RAIL SERVICE PROGRAM  
BWI Thurgood Marshall Airport Rail Station**

**FY 2011 Request:** \$5.0 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Specific Requested Action:**

Earmark \$5.0 million to complete the design of the BWI Thurgood Marshall Airport Rail Station, Maryland replacement project.

**Description of Project:**

The BWI Thurgood Marshall Airport Rail Station was the first intercity rail station in the nation built to serve an international gateway airport, BWI Thurgood Marshall. It is the second busiest Amtrak station in Maryland with 587,645 boardings in FY 2007 and one of the top 20 stations in Amtrak's national system.

The station is the fourth highest ridership station of MARC's 42 stations. In addition, 880,000 passengers use MARC trains which serve BWI. These are both airport travelers and commuters. MTA has financially supported the total rebuilding and extension of platforms and the addition of elevators on both sides of the station.

The rail stations ticketing, waiting, and concessions areas are unchanged since 1980 and are now functionally outdated and too small to handle both existing and projected passenger boarding levels, and are thus in need of replacement. The facility's existing footprint and geometry are unable to accommodate a future four-track railroad served by an island platform. The absence of a platform on the middle track represents the single biggest congestion point south of Wilmington, DE.

Recently, USDOT awarded \$9.4 million in ARRA High Speed Rail funds to complete the preliminary engineering and NEPA documentation costs associated with adding a fourth track and replacing the station building and platforms. The FY 2011 request would be used to complete the design work needed prior to beginning construction.

**Funding History:**

FY 2010 - \$9.4 million in ARRA Rail funds

**Program Authorization:**

American Recovery and Reinvestment Act (ARRA)

**Maryland Impact:**

Replacement of the BWI Thurgood Marshall Airport Rail Station is critical to improved passenger mobility in both the State and the region. As the Base Realignment and Closure (BRAC) process moves forward, rail passenger volume in the Baltimore-Washington area is expected to increase. Because of its proximity to BWI Thurgood Marshall International Airport, this facility will continue to serve a dual function as both a commuter station and a transfer point for long-distance travelers. This is another project in support of Governor O'Malley's goals to double transit ridership and reduce statewide greenhouse gas emissions by 25 percent by 2020.

**FEDERAL HIGHWAY ADMINISTRATION  
INTERSTATE MAINTENANCE (IM)  
I-70, I-81, I-695 Improvements**

**FY 2011 Request:** Three projects totaling \$11.0 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Specific Requested Action:** Provide \$11.0 million in Interstate Maintenance funds for three (3) Maryland projects: I-81 Improvements; I-695 (Baltimore Beltway) Southwest, Baltimore County; and I-70 Improvements, Frederick.

**Description of Project:**

- **I-81 Improvements - \$5.0M** - Funds will be used for additional safety improvements to I-81 @ I-70 (Phase 2). Project will upgrade Ramps 6 and 8 and widen the Hopewell Road bridge. SAFETEA-LU provided \$0.8 million in High Priority Program funds; an earmark of \$1.0 million was received in the FY 2005 transportation appropriations bill and an earmark of \$0.095 million was received in the FY 2008 transportation appropriations bill. Funds were used for the Phase 1 safety improvements.
- **I-695 (Baltimore Beltway) Southwest, Baltimore County - \$1.0M** - Funds will be used to continue design on I-695 (Baltimore Beltway) Southwest. Project includes the replacement of structurally deficient bridges including the I-695 Inner Loop bridge over MD 372 and the MD 144 bridge over I-695. In addition, the project will improve safety and mobility by adding an additional travel lane in each direction.
- **I-70 Improvements: Frederick - \$5.0M** - Funds will be used to re-evaluate and design Phase 4 (Mt. Phillip Road to I-270) of the I-70 Improvement Project to match the projected traffic volumes, new design criteria and environmental mitigation needs in Frederick. This is one of the phases of the multi-phase project to upgrade the final three miles of I-70 to Interstate standards.

**Funding History:**

- **I-81** – Transportation Appropriations: \$0.095 m, FY 2009; \$1.0 m, FY 2005  
SAFETAE-LU Authorization: \$0.8 m
- **I-695** – SAFETEA-LU Authorization: \$3.44 m
- **I-70** – Transportation Appropriations: \$0.712 m, FY 2009; \$1.0 m, FY 2006;  
\$5.0 m, FY 2005; \$4.025 m, FY 2004  
SAFETEA-LU Authorization: \$15.0 m

**Program Authorization:** SAFETEA-LU

**Maryland Impact:** These projects will address safety concerns and relieve congestion on these heavily traveled roadways. Additionally, they support Governor O'Malley's goal to create, save or place residents into 250,000 growth sector jobs in Maryland by the end 2012.

**FTA NEW STARTS PROGRAM**  
**Maryland's New Starts Projects**  
**Baltimore Red Line, Purple Line, and Corridor Cities Transitway**

**FY 2011 Request:** Three projects totaling \$31.75 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Specific Requested Action:** Provide a total of \$31.75 million in Section 5309 New Starts Program funding for Preliminary Engineering /Final Environmental Impact Statement (PE/FEIS) for Maryland's three (3) New Starts projects: the Baltimore Red Line; the Purple Line; and the Corridor Cities Transitway (CCT).

**Description of Project:**

- **Red Line - \$14.5 million** - The Locally Preferred Alternative (LPA) was selected in August 2009. The Red Line is proposed as a 14-mile light rail line and currently moving through the first steps in the Federal Transit Administration (FTA) New Starts process as the MTA prepares various documents required to request FTA approval to enter Preliminary Engineering. Coordination has begun with FTA on the next steps of this review of the New Starts submissions, which could take over six months. Preliminary engineering phase activities will include further technical analyses, a strategic public information plan, completion of a Final Environmental Impact Statement and coordination with stakeholders to refine project design elements.
- **Purple Line - \$12.25 million** – The LPA (16-mile light rail line) was selected in August 2009. MTA has initiated the Federal Transit Administration's (FTA) New Starts application and evaluation process. If FTA approves the project for entry into Preliminary Engineering/Final Environmental Impact Statement (PE/FEIS), additional funding above and beyond this request will be required. State matching funds for the PE/FEIS phase, which is anticipated to take two years to complete, are available. If funds are available, the project could be ready for construction in 2013.
- **Corridor Cities Transitway (CCT) - \$5.0 million** - The federally required combined Alternatives Analysis and Environmental Analysis (AA/EA) was released in May 2009 and public hearings were held in June. Selection of the LPA and an application for New Starts funding will occur in early 2010. If FTA approves entry into PE, additional funding will be required. State matching funds are available. If funds are available, the project could be ready for construction in 2015.

**Funding History:**

- **Red Line** – Transportation Appropriations: \$3.0 m, FY 2010; \$2.0 m, FY 2006  
SAFETEA-LU Authorization: \$2.985 m
- **Purple Line** – Transportation Appropriations: \$3.0 m, FY 2010

**Program Authorization:** SAFETEA-LU

**Maryland Impact:** These projects would improve public transit in the most densely populated areas of the state. They will thus alleviate congestion, improve regional mobility, improve air quality, and offer expanded public transportation alternatives in support of Governor O'Malley's goals to double transit ridership and reduce statewide greenhouse gas emissions by 25 percent by 2020. While the projects have been on similar planning tracks, each project is at a different stage and as such requires a different level of federal investment in the coming fiscal year.

**FEDERAL HIGHWAY ADMINISTRATION  
SURFACE TRANSPORTATION PROJECTS (STP)**

**FY 2011 Request:** 22 projects totaling \$56.55 M      **Legislative Vehicle:** FY 2011 Transportation Bill

**Specific Requested Action:** Provide a total of \$56.55 million of Surface Transportation Project (STP) funds for a program of improvements throughout Maryland to address safety and system preservation needs on various roadways throughout the State.

**Description of Project (*Funding History*):**

1<sup>st</sup> District

- US 113 - \$2.0 million (*Transportation Appropriations: \$0.95 m, FY 2010; \$0.2375 m, FY 2009; \$2.0 m, FY 2006; \$3.5 m, FY 2005; \$1.5 m, FY 2004. SAFETEA-LU Authorization: \$15.2 m*)
- MD 404 - \$2.5 million (*Transportation Appropriations: \$0.95 m, FY 2010; \$2.0 m, FY 2006; \$3.0 m, FY 2005; \$1.0 m, FY 2004. SAFETEA-LU Authorization: \$16.6 m*)
- MD 301/MD 304, Queen Anne's County - \$7.0 million
- Virtual Weigh Station, MD 213 - \$0.35 million

2<sup>nd</sup> District

- US 40, Pulaski Highway - \$2.0 million

3<sup>rd</sup> District

- West Nursery Road Bridge over MD 295 - \$0.5 million

4<sup>th</sup> District

- MD 5 Branch Ave Metro Phase II - \$5.0 million (*SAFETEA-LU Authorization: \$5.0 m*)
- MD 210 at Kerby/Livingston - \$1.1 million

5<sup>th</sup> District

- MD5/MD 373/Brandywine - \$5.0 million (*Transportation Appropriations: \$2.5 m, FY 2006. SAFETEA-LU Authorization: \$16.0 m*)
- MD 2/4, MD 765 to Stoakley - \$3.0 million
- MD 261 Bridge over Fishing Creek - \$0.5 million
- MD 4, MD2/4 to MD 235 Including TJ Bridge - \$3.0 million (*Transportation Appropriations: \$0.75 m, FY 2010*)
- US 301, Charles County - \$3.0 million (*Transportation Appropriations: \$0.75 m, FY 2010; \$0.71 m, FY 2009; \$0.98 m, FY 2008*)
- Virtual Weigh Station, US 301 - \$0.35 million

6<sup>th</sup> District

- Virtual Weigh Station, MD 45 / MD 439 Corridor - \$0.35 million

7<sup>th</sup> District

- State Center Intersection Improvements, Baltimore - \$4.2 million (*Transportation Appropriations: \$0.8 m, FY 2010*)
- MD 32 - \$4.0 million (*SAFETEA-LU Authorization: \$3.04 m*)
- US 29 - \$3.1 million (*SAFETEA-LU Authorization: \$5.44 m*)
- I-70, Howard County - \$2.1 million

8<sup>th</sup> District

- I-270 at Watkins Mill - \$5.0 million

Multiple Districts:

- Dynamic Messaging Signs (Statewide), Phase 3 - \$2.1 million
- ITS Initiatives in DC Region, MATOC (Districts 4, 5, & 8) - \$0.4 million

**Program Authorization:** SAFETEA-LU

**Maryland Impact:** These projects will address safety and system preservation needs on various roadways throughout the State. Additionally, they support Governor O'Malley's goal to create, save or place residents into 250,000 growth sector jobs in Maryland by the end 2012.

**FEDERAL TRANSIT ADMINISTRATION**  
**WMATA Capital and Preventative Maintenance Projects**

**FY 2011 Request:** \$150.0 million

**Legislative Vehicle:** FY 2011 Transportation Appropriations Bill

**Specific Requested Action:**

Earmark \$150.0 million in funds from the Federal Transit Administration (FTA) for capital grants to Washington Metropolitan Area Transit Authority (WMATA).

**Description of Project:**

Congress authorized \$1.5 billion over 10 years for WMATA capital and preventative maintenance projects (P.L. 110-432). In order to secure the funding provided under this authorization, a multi-jurisdictional compact was enacted by MD, VA, and DC, and approved by Congress in 2009. It is important for Congress to continue appropriating the federal funds in FY 2011 to help WMATA and the region begin to realize the full benefits of the improved federal commitment to the transit system.

**Funding History:**

\$150.0 m, FY 2010 Transportation Appropriations

**Program Authorization:**

Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

**Maryland Impact:**

WMATA is the major transit provider in the National Capital Region, and Maryland supports the system through ridership and dedicated funding. MDOT provides Maryland's share through grants to the Washington Suburban Transit District from the State's Transportation Trust Fund. In the revised MDOT Consolidated Transportation Program, state FY 2009 –2015 edition, MDOT has allocated up to \$50.0 million per year for state FY 2011 through state FY 2015 as dedicated funding to match any federal funds appropriated to WMATA. Supporting WMATA is an important piece of MDOT's efforts to reach Governor O'Malley's goals to double transit ridership and reduce statewide greenhouse gas emissions by 25 percent by 2020.