

Attachment 3

MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2021-2026 CTP

Significant project changes consist of additions to, or deletions from, the Construction Program or the Development and Evaluation Program; and changes in the construction year.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
<u>New Construction Program Projects</u>	
Maryland Port Administration	
Fairfield Masonville Stormwater Mgmt. Phase I	6.4
Masonville Dredged Material Containment Facility Expansion	318.4
Maryland Transit Administration	
Bus Facilities Preservation and Improvements	25.5
Light Rail Systems Overhauls and Replacements	66.9
Light Rail Trackwork Overhauls and Replacement	137.7
Metro Systems Overhauls and Replacements	16.9
MARC Odenton Station Renovation	2.6
MARC Laurel Platform Replacement	1.8
Purple Line Advance Payment	375.0
Zero Emission Bus Procurement	210.0
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	22.8
MD 695 Francis Scott Key Bridge - Renovate Campus Buildings	11.6

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration	
I-70 Bridge rehabilitation over I-81 and Winchester & Western Railroad and Bridge replacement over US 11	38.5
Bridge replacement on I-70 over Crystal Falls Drive	26.2
Bridge deck overlays at I-95/I-695 Interchange	25.3
The Secretary's Office	
Transportation Infrastructure Along the Blue Line Corridor	8.7
<u>Projects Moved From D&E Program to Construction Program</u>	
Maryland Aviation Administration	
Concourse A/B Enabling - Central Utility Plant Upgrades	11.1
Maryland Transit Administration	
Eastern Bus Facility	<u>189.3</u>
Total	1,494.6

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
<u>New D&E Program Projects</u>	
Maryland Transit Administration	
Frederick Douglass Tunnel	.2
State Highway Administration	
I-270, Eisenhower Memorial Highway - Full Delivery Stream Restoration	12.1
I-270, Eisenhower Memorial Highway - Planning and preliminary design activities along I-270 and I-495	128.6
I-495/I-95 Capital Beltway - Interchange upgrades at Arena Drive Interchange	.0
MD 90, Ocean City Expressway - Study of MD 90 from US 50 to MD 528	.5
Total	141.3

Attachment 4

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MDOT RELEASES DRAFT SIX-YEAR CAPITAL BUDGET FOR FY 2022 – FY 2027

FOR IMMEDIATE RELEASE:
September 1, 2021



Contact:
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*Revenue increases support investments
in transportation systems across
Maryland*

HANOVER, MD – The Maryland Department of Transportation (MDOT) today released its Draft FY 2022 – FY 2027 Consolidated Transportation Program (CTP), which details MDOT's \$16.4 billion six-year capital budget. The Draft CTP reflects a \$1.2 billion increase compared to the \$15.2 billion Final FY 2021 – FY 2026 CTP

released in January. With a focus on system preservation, major projects and planning and engineering, this \$16.4 billion budget is on par with the record \$16.4 billion transportation investment in the FY 2019 – FY 2024 CTP.

“As promised, we crafted this budget to invest in preserving our aging infrastructure, delivering projects to support Maryland's economic recovery, and creating a shelf of projects for the next generation,” said Transportation Secretary Greg Slater. “This approach to infrastructure investment allows us to maintain a state of good repair and be ready to quickly move projects into construction with any new federal transportation funding.”

The Draft CTP outlines investments in each of MDOT's transportation business units funded by the Transportation Trust Fund, including: Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), Maryland Transit Administration (MTA), Motor Vehicle Administration (MVA), State Highway Administration (SHA) and The Secretary's Office (TSO).

MDOT will hold meetings with each of Maryland's 23 counties and Baltimore City from September 20 through November 10 to discuss the Draft CTP with local officials and the public. The local jurisdictions hosting each meeting will determine if the meetings will be in person, virtual or offer both options. For the date and location of the meetings, here is the [CTP Tour schedule](#).

Statewide improvements

More than half of the \$16.4 billion is budgeted for preserving aging infrastructure. This funding is critical to bring roads, bridges, rail, port and airport facilities, and other infrastructure into a state of good repair.

Major projects continue to move forward with funding in the Draft CTP as well, including the Purple Line, American Legion Bridge, Howard Street Tunnel, the A/B Connector at Baltimore/Washington International Thurgood Marshall Airport, the I-695/I-70 “Triple Bridges” and I-695 Traffic Relief Plan. These major projects contribute directly to the region's economic recovery.

Planning and engineering for future projects comprises another significant portion of the Draft CTP. Those projects cover every region and mode of travel across the state, including:

- SHA – A full interchange at I-495/I-95 at the Greenbelt Metro Station and improvements to MD 197 in Prince George's County, US 15 in Frederick County, MD 90 in Ocean City, US 219 North in Garrett County;
- MTA – Study of two new transit corridors in the Baltimore region and the MARC Penn-Camden Connector;
- MTA – Redevelopment of the Eastern Bus Facility, including charging for an expanded electric vehicle fleet;
- MAA – Expansion of electric shuttle bus fleet; and
- MPA – Continuous dredge replacement to accommodate the supersized ships that use the Port of Baltimore.

While future federal transportation funding is still being determined, previous federal funding has been critical to the economic vitality of MDOT throughout the COVID-19 pandemic. The largest drivers of the revenue increase in the Draft CTP include COVID relief funds totaling \$841 million and revenue growth totaling \$488 million.

SHA budget

The Draft CTP budgets \$7.3 billion to SHA. Maintaining Maryland's highway system in a state of good repair is SHA's highest priority. Through improvements involving area-wide pavement resurfacing, signing, new signalization and bridge-deck replacements and repairs, SHA continues to deliver projects focused on preserving Maryland's existing system.

Key new system preservation projects include deck repairs for a series of bridges at the I-695/I-95 interchange, the replacement of I-70 bridges over Crystal Falls Drive and rehabilitation of a series of bridges at and east of I-81 both in Washington County.

MTA budget

This CTP includes \$6.8 billion for transit. MTA continues to make significant capital investments in state of good repair projects to ensure the transit system remains a safe and reliable transportation option for the region.

Some of the key projects in the Draft CTP include: New dedicated bus lanes; bus stops and transit hubs, including ADA; improvements; wayfinding; and bike and shared mobility. The Draft CTP also includes: renovations at the Odenton and Laurel MARC stations; light rail systems and trackwork overhauls and replacements; Metro interlocks, systems and station upgrades; redevelopment of the Eastern Bus Facility to support the electric vehicle fleet and updates of other bus facilities; additional funding for zero-emission bus procurements and associated infrastructure; fare collection system and equipment replacement; and elevator and escalator rehabilitation.

MTA's Statewide Transit Plan continues to move forward, along with the first phase of the Central Maryland Regional Transit Plan. The regional plan includes the study of two new transit corridors: an east-west transit route between Bayview through downtown Baltimore to greater Ellicott City in Howard County, and a north-south transit route between Towson in Baltimore County and downtown Baltimore.

In addition, MTA is fulfilling its funding commitments to the Washington Metropolitan Area Transit Authority by providing \$2.7 billion in this CTP.

MPA budget

The Draft CTP includes \$1.1 billion for the MPA. The Port of Baltimore will benefit from planning, engineering and construction investments in a project to reconstruct the Howard Street Tunnel in Baltimore. The project will allow double-stacked containers to travel to and from the Port of Baltimore, boosting business and eliminating a critical freight bottleneck on the East Coast.

Investments in the dredging of the shipping channels leading to the Port of Baltimore will allow for heavy cargo vessels to access the port – and for the dredged sediment to be repurposed in a variety of ways across the state.

The Draft CTP also includes funds for the reconstruction of Berth 3 at Dundalk Marine Terminal to better accommodate larger and heavier pieces of farm and construction machinery. In addition, the Draft CTP includes funds for MPA to continue expanding the Cox Creek, Masonville and Poplar Island dredged material containment facilities, as well as begin the mid-Chesapeake Bay Island ecosystem restoration project.

MAA budget

This CTP includes \$885.2 million for MAA. MAA's capital program remains focused on improving facilities and services for customers while creating opportunities for domestic and international air service. System preservation and resiliency are major focal points for MAA's budget.

MAA is moving forward with a major, multi-year terminal improvement to the center of operations for Southwest Airlines, the largest airline partner at BWI Marshall. The Concourse A/B Connector and Baggage Handling System Project will transform a major portion of the airport, creating an enhanced travel experience for passengers and supporting future growth of Southwest.

Along with the A/B Connector project, MAA also is moving forward on major site preparation and utility work that will support construction of a major aircraft maintenance facility.

MVA budget

The MVA is budgeted to receive \$112.7 million. The Draft CTP includes funding for a major renovation at the Glen Burnie MVA headquarters.

MVA offers more transactions online than ever before, and those services will be enhanced with the final rollout of MVA's IT modernization project known as Customer Connect in December. Phase 1 was completed in July 2020. Phase 2 will include driver services, driver enforcement, investigations, and financial services.

At full deployment, Customer Connect will consolidate existing IT systems at MVA into a single portal. For customers, this means greater access to their information online and a more secure product.

MVA's Highway Safety Office continues to push its overarching safety campaign called Be the Driver, which focuses on a driver's responsibility behind the wheel.

TSO budget

For TSO, the Draft CTP budgets \$135.3 million. TSO added funding to support some key grants and programs that support MDOT, including \$25 million for a new five-year transportation planning contract and \$10 million for IT preservation program funding. The budget also includes an \$8.7 million grant to Prince George's County for improvements along the WMATA Metro Blue Line corridor.

MDTA budget

The MDTA budget totals \$2.78 billion. Like tolling agencies around the nation, the Maryland Transportation Authority (MDTA) also experienced impacts to its financial outlook as a result of lower traffic volumes during the COVID-19 pandemic. Staff regularly looks for cost saving opportunities within its operating and capital budgets, which are both funded solely from toll revenues at the agency's eight facilities. This has allowed system preservation work to continue around the state.

Work is underway on key projects across the state, including the Nice/Middleton Bridge in Southern Maryland and I-95 Express Toll Lanes northeast of Baltimore. While MDTA implemented all-electronic tolling statewide in 2020, construction for highway-speed all-electronic tolling on new gantries - and removal or partial removal of existing toll plazas - is underway at the Fort McHenry Tunnel, JFK Memorial Highway and the Nice/Middleton Bridge. A study is underway for the I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements, which will allow MDTA to bring highway speed all-electronic tolling to the Harbor Tunnel.

Travel trends

While travel on Maryland's transportation system dropped to historic lows early in the pandemic, volumes have reached – and even surpassed – pre-pandemic levels in 2021.

In the second week of August, traffic on Maryland highways was down just 7.9% compared to the same period in 2019. During the peak of last year's stay-at-home order, traffic volumes dropped more than 50%. By contrast, statewide truck volumes during the second week of August were up 8.2% compared to the same period in 2019.

At Maryland's toll facilities, transactions were down just 2.2% in the second week of August, compared to same period in 2019. During the peak of the stay-at-home order last year, transactions on Maryland's toll roads and bridges dropped 58%.

BWI Thurgood Marshall Airport passenger travel was down 26.5% during the second week of August compared to same period in 2019. Travel at BWI was down more than 95% during the height of the pandemic.

At the Port of Baltimore, cruises are set to begin September 12. At Seagirt Marine Terminal, container volumes were up 10% in June 2021 compared to June 2019.

Transit ridership for the MTA was down 50% during the second week of August compared to the same time in 2019, an improvement over the 77% drop seen during the peak of the stay-at-home order.

To monitor travel trends in Maryland, [check out the link](#).

For full details on the FY 2022 – FY 2027, check out the CTP online at ctp.maryland.gov.

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MTB September Transit Agenda Item - Route 1 Corridor Small Area Transit Plan (Developed by MTA)

The US 1 Corridor Small Area Plan is one of five Small Area Plans meant to complement the Regional Transit Plan for Central Maryland (RTP), completed in 2020. The RTP identified specific areas in the Central Maryland region that have a demonstrated need for small, localized, or express transit network improvements.

The US 1 corridor study area is in suburban Howard County. While the area is diverse in its land-use, including office parks, light-industrial areas, and multi-family housing, it is primarily automobile-oriented and challenging to serve effectively with traditional fixed-route service only.

Current transit services operating in the study area include the Camden Line, a MARC commuter rail service with two stations in the study area; MTA Route 320, a peak-period commuter service connecting the study area with downtown Baltimore; and RTA Routes 409 and 501, providing hourly service.

The current transit services in the US 1 corridor study area are either explicitly intended for commuters, or effectively function as commuter services due to limited stops and limited service frequency. These characteristics, along with an improving but still challenging pedestrian environment, are the main barriers to broader transit adoption in the study area.

The US 1 Corridor Small Area Plan identifies opportunities to improve transit service in the study area. Key recommendations detailed in this plan include the following:

- An extension of Route 409 service from its current eastern terminus of Elkridge Corners to Lansdowne Station in Baltimore County.
- A phased expansion of service frequency on Route 409, beginning with the reduction of Saturday headways from 120 minutes to 60 minutes, followed by 30-minute peak-period service on weekdays as ridership grows.
- The introduction of app-based demand response service known as microtransit, to expand local transit coverage and complement the regional transit network through first and last mile connections.

Overall, the recommendations described in the plan are aimed at making transit service more accessible and appealing to area residents and visitors alike. The plan is not cost-constrained but is rather intended to serve as a blueprint for service improvement as funding becomes available.

The document is organized into two main sections, corresponding to the two main phases of the study. The Overview of Existing Conditions section includes a market and service analysis and is focused on identifying the strengths and weaknesses of the existing transit network, in the context of the market for transit service in the study area. The Key Findings and Recommendations section presents a series of fixed-route and microtransit opportunities aimed at more effectively serving the study area. A set of case studies is also presented in this section to illustrate how other communities are utilizing microtransit service in similar environments to increase ridership and service productivity. These case studies, along with the findings of the market and service analyses help inform the final set of service improvement recommendations included at the end of the Key Findings and Recommendations section.

The purpose of sharing the plan at the September MTB meeting is to get feedback from the members prior to finalizing the plan to share with other stakeholders.

Development Project Report for the Howard County Multimodal Transportation Board September 28, 2021

The Development Project Report for the Howard County Multimodal Transportation Board for plans going through the county review process.

The report is composed of:

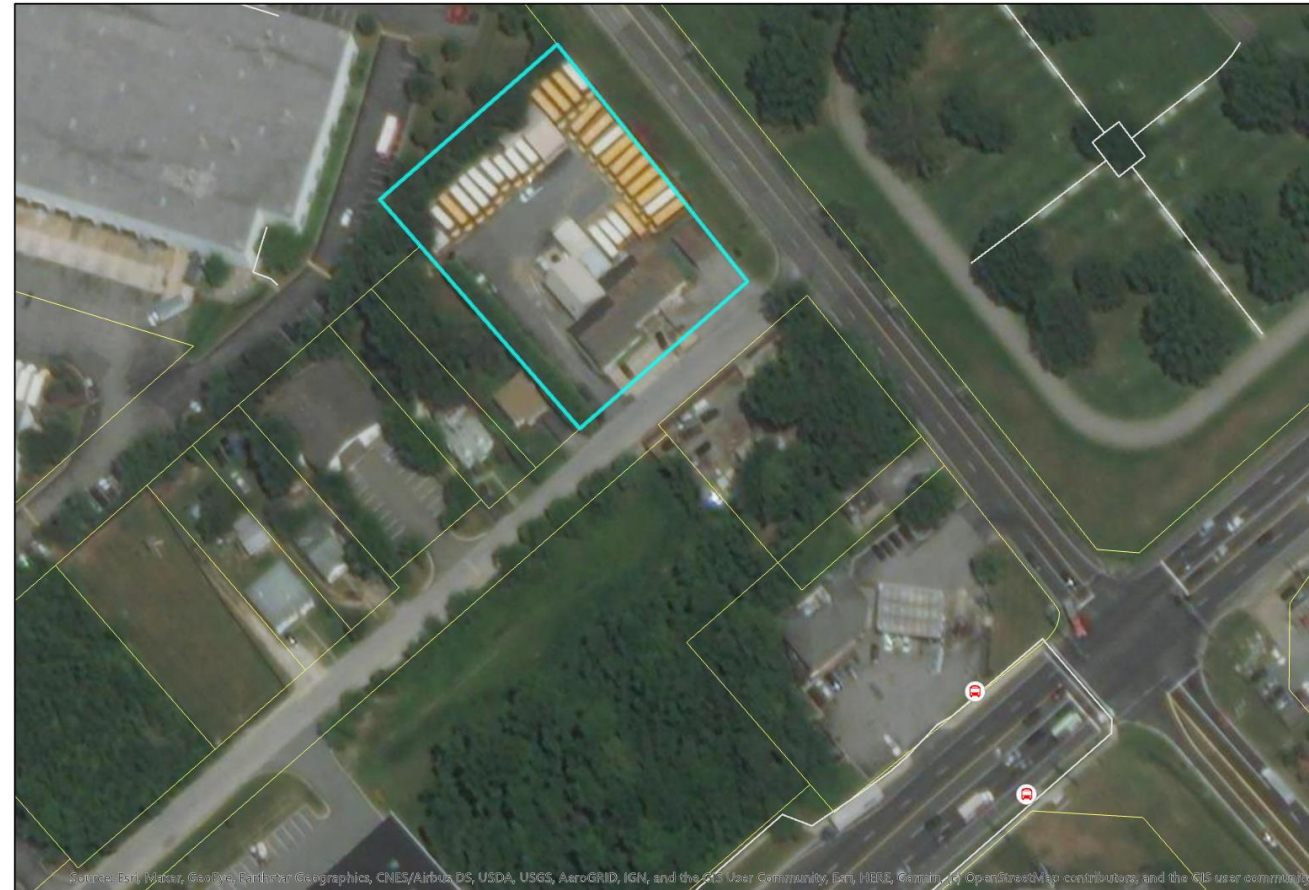
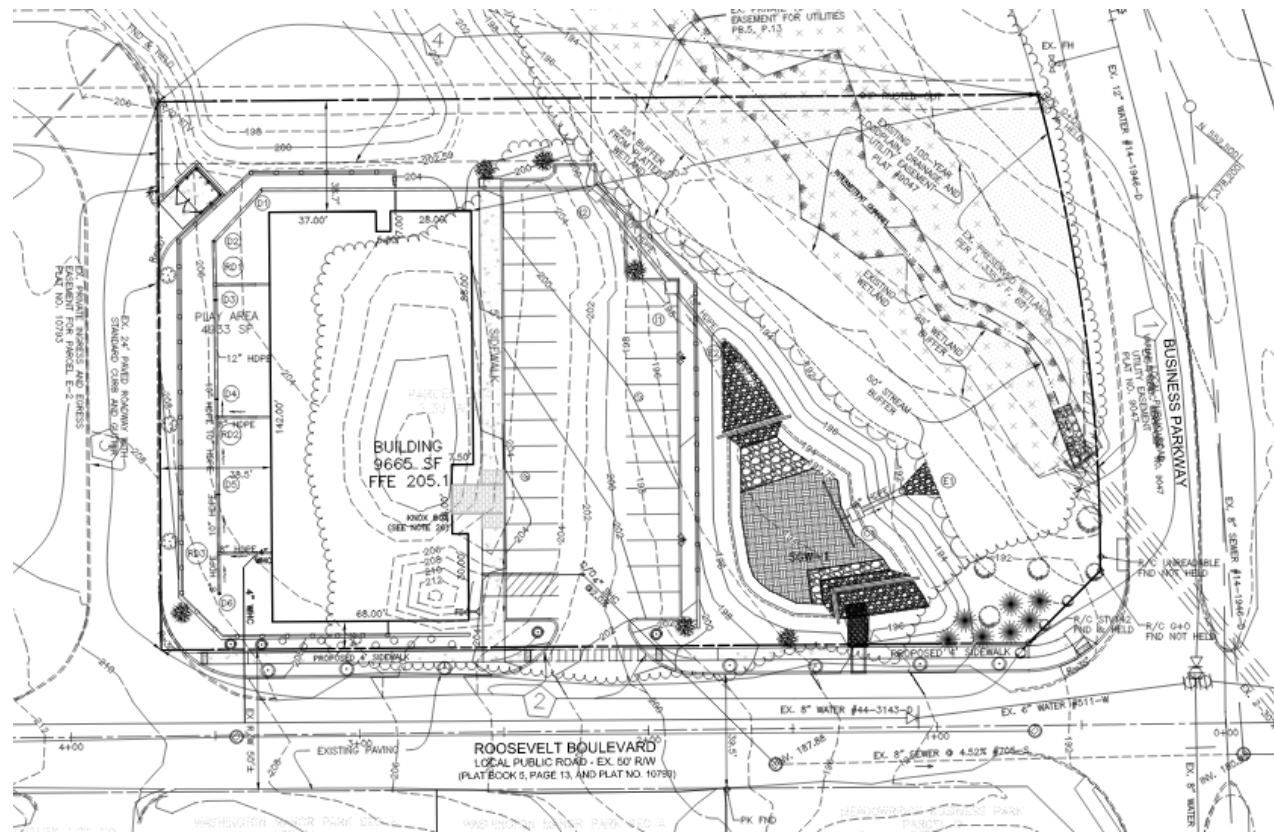
1. Upcoming development related public meetings for projects with transportation impacts.
2. A selection of plans submitted since the last MTB on 8/24/2021 to about one week before the regularly planned MTB meeting on 9/28/2021. This selection is based on staff assessment of plans that might be of interest to the MTB based on transportation impact, size and location.
3. Updates on already previously submitted development projects.

Upcoming Public Meetings

Project	Meeting Date	Meeting Type	Notes
ZB 1118M Erickson at Limestone Valley	September 29	Zoning Board	Deliberations Day 2
BA 775-D – CBI Homes, Inc.	September 30	Board of Appeals	Appeal of Hearing Examiner Decision of school facilities surcharge in excess of 1.32 per sq. Ft. (3683 Folly Quarter Road, Ellicott City)
BA 21-010C - KDC Solar HR Streetlights, LLC	October 7	Board of Appeals	Appeal of the Hearing Examiner Decision and Order dated June 30, 2021 regarding due process and Zoning Ordinance requirements.
ZB 1126M - Howard County Dept. of Public Works	October 13	Zoning Board	To change the zoning of the former Howard County Courthouse properties totaling approx. 6.19 acres from HO (Historic Office) to HC (Historic Commercial) (8360 Court Avenue, 1 Park Ave. & 3716 Court Place)
BA 781-D - AGS Borrower Lakeview, LLC	October 14	Board of Appeals	Appeal of a Planning Board decision letter dated 1/25/21, where the Planning Board denied SDP-20-042 Lakeview Retail - 13.933 acres (9841 & 9861 Broken Land Parkway, Columbia). Appeal of Hearing Examiner denial dated 5/27/21

Newly Submitted Development Plans

Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Maple Lawn School	SDP-21-050	9,665 sf	Commercial daycare facility at 7400 Roosevelt Boulevard near Business Parkway	OOT is currently reviewing.	Yes	Yes	TBD



Plan Review Updates on Previous Plans presented to the MTB
Items in red text are changes/updates since the prior report

Month entered for MTB	Plan Name	Plan Number	Roads/Streets	Number of Units/Sq. Ft.	Description	Comments	Bike/Ped	Transit	Plan Status / Next Steps
Aug-21	Corridor Square Parcel B	SDP-21-051	MD 103 /Meadowridge	20 units	Residential and commercial.	Please provide accessible ped signal improvements to/from the US 1 NB stop including curb ramps and crossing ped improvements.			Resubmit
June-21	Woodmere Retail	SDP-21-045	9881 Broken Land Parkway	5,000 sq ft	Retail infill on parking lot.	The 10' multi use path along Broken Land Parkway conforms with BikeHoward recommendations. The internal path between building footprints is also good. However, there is no pedestrian connection from the new path to the site. Additionally, DPW suggests that crosswalks make sense on the south and east legs of the intersection, which would connect to existing sidewalk on Cradlerock Way. We would also like to see bike parking on the side. We would like some clarification that the ramps on the plan are indeed ramps and not stairs. In addition, the placement of handicap parking and accessible ramps should be revised to create a shorter distance between them.	Yes	Yes	Resubmitted, made necessary pedestrian changes through the site and approved.
June-21	Paddock Pointe – Phase 4	SDP-21-037	12201 Laurel Park Blvd, Laurel 20723	368 apartments		OOT would like to see the addition of bicycle parking and pedestrian design improvements.	Yes	No	Resubmit
May-21	Enclave at Hines Farm	SDP-21-038	Approximate Address: 10752 Scaggsville Rd, Laurel, MD 20723	63 age restricted, 34 SFD/29 townhomes		Connect the new street to Tipton Drive and Jandy Avenue to create a new through street. Extend sidewalk frontage along entirety of project on Scaggsville Road until the intersection at Jandy Avenue. Bike plan calls for the addition of sharrows.	Yes	No	Resubmit.
Apr-21	G&R Maple Lawn	ZB-1127M	Northside of Scaggsville Road near Murphy Road	505	This is a rezoning request to increase the approved number of housing units by 473 in one portion of Maple Lawn.	<p>Bike lanes on the full project frontage, including extending the bike lanes to Maple Lawn Blvd.</p> <p>The entrance road into the community does not appear to have direct driveway access and the traffic study did not reference a proposed classification, the design speed of the road should reflect the county's complete streets policy.</p> <p>The importance of the proposed connection to Federal Street is referenced several times. This connection will provide both redundancy and access; completing this connection is critical to overall operations.</p> <p>The entrance road from MD 216 into the site should include a 10 foot wide shared use pathway. The pathway element should continue along the proposed internal road network to the intersection with Federal Street.</p> <p>The proposed pathway connection to the school site does not provide a high quality connection to and through the school campus, as well as the other phases of Maple Lawn. To ensure this phase integrates with other phases of Maple Lawn, especially the commercial sections, the petitioner should develop, in coordination with the Howard County School System, a visible, lit and well-designed gateway pedestrian and cyclist connection to West Market Place.</p> <p>The petitioner references providing public transit facilities in the business and other districts. Howard County is planning to implement an extension of the Flash transit line from Montgomery County to Downtown Columbia, via Maple Lawn Boulevard and Johns Hopkins Road. This route will require several new stops, including potential stops on Maple Lawn Boulevard at MD 216 and Johns Hopkins Road. The petitioner should coordinate with OOT to locate stops, and</p>	Yes	Yes	DPZ staff report in progress.

						contribute funding, to construct bus stops. The petitioner references a Transportation Demand Management Plan. Reviewed by zoning board.			
Mar-21	Roslyn Rise	SDP-21-030		163	This is a plan to replace a townhome development with a 2 building, 163 unit condo development.	OOT requests bike parking in both buildings and questions the redundancy of the two sidewalks leading to Trumpeter.	Yes	Yes	Approved
Feb-21	Wellington Farms Phase 1 Section 1 Address/Link: Project 10400-10472 Graeoch Rd, Laurel, MD	F-21-025			This is the road plan for a section of phase 1 of the 395 single family attached and detached development .	Following feedback from DPW related to the capacity at the intersection of Graeoch/Aurora Way. OOT, DPW and DPZ have requested the applicant provide a ped refuge island at the intersection. At this phase of the project, a traffic signal is not warranted by the MUTICD. Additionally, the applicant will widen to the proposed pathway on Leisher to 10 feet.	Yes	No	No update.
February 21	Bethany Glen ARAH	SP-21-002	9844-9898 Longview Dr Ellicott City, MD 21042	154 units of age restricted housing.	Applicant is proposing 154 units of age restricted housing in two areas, north and south of I 70.	OOT has requested the sidewalk segment extend to the firehouse to Postwick Road, sidewalk on internal roads as OOT requested the project extend a sidewalk around the cul de sac to access the future park/rec. facility and also add bike parking for the admin portion of the building. well bike lanes on MD 99.	No	Resubmit.	Applicant pushed back on the request to provide sidewalks on both sides of the road network in the development citing the zoning case material presented to the public which showed sidewalks on one side only. Approval would require a design waiver. The request for bike lanes on MD 99 could be partially fulfilled, however, since it is a state road, state policy does not support mandating a full bike lane if other improvements are not being made. No update.
Dec-20	Dorsey Overlook	SDP-20-074	MD 108 at Columbia Road	Site plan for 82 unit apartment.		OOT commented on coordinating with DWP on signal improvements at Columbia Road/Old Annapolis Road.	Ped access from 108/Columbia road intersection	Transit on Old Annapolis Road.	Approved.
October-20	Roberts Property (Elms at Elkridge	SP-21-001	US 1 near Duckett's Lane	359 multifamily and attached single family houses, 7,300 sq. ft commercial.	The applicant is proposing to build a mix of townhouses and apartments on the former site of an automobile junkyard. This project was based on rezoning case no. ZB-1116M. The applicant is proposing new signals at Duckett's Lane and Troy Hill, along with a sidewalk/shared use path along US 1 to the south and north.	Provide ped connections to Belmont station, confirm viability of sidewalk/pathway connection to the north and south, bus stop pad.	Yes	Yes	Resubmit, OOT is working with applicant to extend the shared use path to Loudon Ave.
October-20	Oakland Ridge Industrial Park	SDP-21-003		Commercial Building	The applicant is proposing to demolish an existing commercial building and replace	The applicant has been asked to provide ADA access from the sidewalk to the building.	Yes	Close to existing transit stop	Resubmit. No update.
Jul-20	Keim Property	SDP-20-048	MD 99 at Toby Lane	4 units	This is the site plan for 4 single family houses.	The applicant will be providing a fee in lieu to the sidewalk project on MD99 at Raleigh Tavern.	Yes	No existing transit	Holding until waiver. DPW denying waiver, will provide frontage. No update
Jun-20	Bethany Glen	BA-17-018C	MD 99, Bethany Lane, & Longview Dr.	154 SFA and SFD units	This is a conditional use zoning request, OOT is coordinating comments with DRP.	Will be asking for full frontage improvements along MD 99, as well as addressing potential pedestrian and potential speeding on one road.	Yes	No existing transit	Zoning Case. No update.
Apr-20	Lakeview Retail	SDP-20-042	Broken Land Parkway near Cradle Rock Drive	~8500 sq. ft	This project is a for a 8500 sq. ft one story two bay commercial building with a fast turn over restaurant and coffee shop. The project will have a drive through.	OOT is requesting the applicant provide sidewalk/pathway along the frontage to Cradlerock Rock drive and connect to an existing bus stop.	Yes	Yes	OOT will be requesting resubmission. Met with applicant, tentative solution is to provide

									side path, sidewalk on adjacent property to Cradle Rock. Project went to HC planning board, denied. Currently awaiting Board of Appeals.

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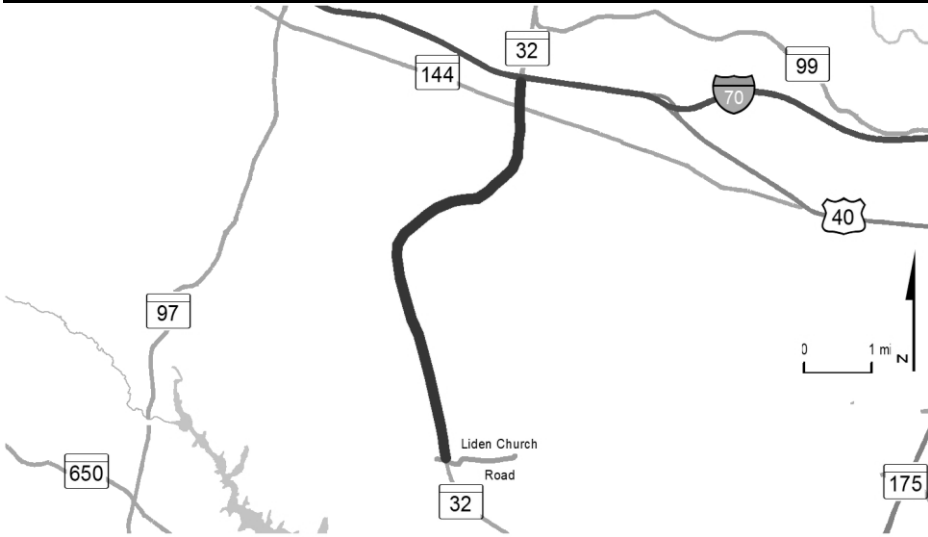
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Plans removed from table									
Emerson	SDP-21-017								
Columbia EZ Storage	SDP-20-077								
United Way Daycare	SDP-21-023								
Elms at Elkridge	SDP-21-001								
Chapelgate Woods	F-21-011								
Talbott Springs ES	SDP-20-051								
Bethany Glen	SDP-19-005								
Westmount Phase IV	F-21-032								

Attachment 5



HOWARD COUNTY



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion and safety as a result of increasing traffic volumes on the existing two-lane roadway.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32 Planning Study I-70 to MD 26 (Line 5)

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 in Howard County. **STATUS:** Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0
Engineering	8,548	8,548	183	0	0	0	0	0	0	0	0
Right-of-way	10,271	9,980	500	291	0	0	0	0	0	291	0
Utilities	4,612	619	617	2,396	1,597	0	0	0	0	3,993	0
Construction	99,759	71,289	33,756	28,470	0	0	0	0	0	28,470	0
Total	126,847	94,093	35,056	31,157	1,597	0	0	0	0	32,754	0
Federal-Aid	110,533	79,325	34,947	30,213	995	0	0	0	0	31,208	0
Special	16,314	14,768	109	944	602	0	0	0	0	1,546	0
Other										0	

Classification:

STATE - Principal Arterial

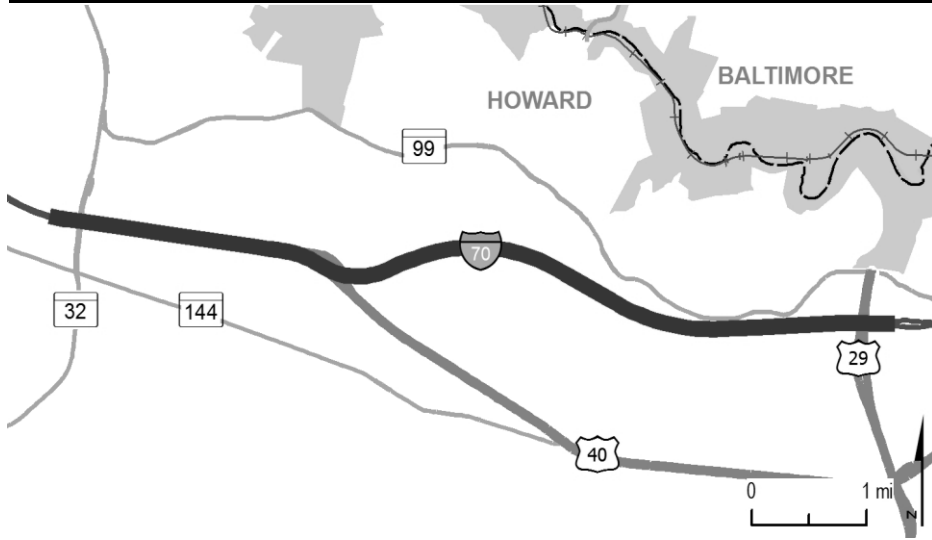
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 25,200

PROJECTED (2041) 41,100



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will ease increasing congestion and improve safety along this segment of I-70.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021			2022	2023	...2024...	...2025...		
Planning	858	858	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	858	858	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 83,000 - 85,400

PROJECTED (2041) 110,500 - 113,700



PROJECT: I-95, Active Traffic Management

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100.

PURPOSE & NEED SUMMARY STATEMENT: This project will address capacity and safety concerns along I-95.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,259	1,259	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,259	1,259	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

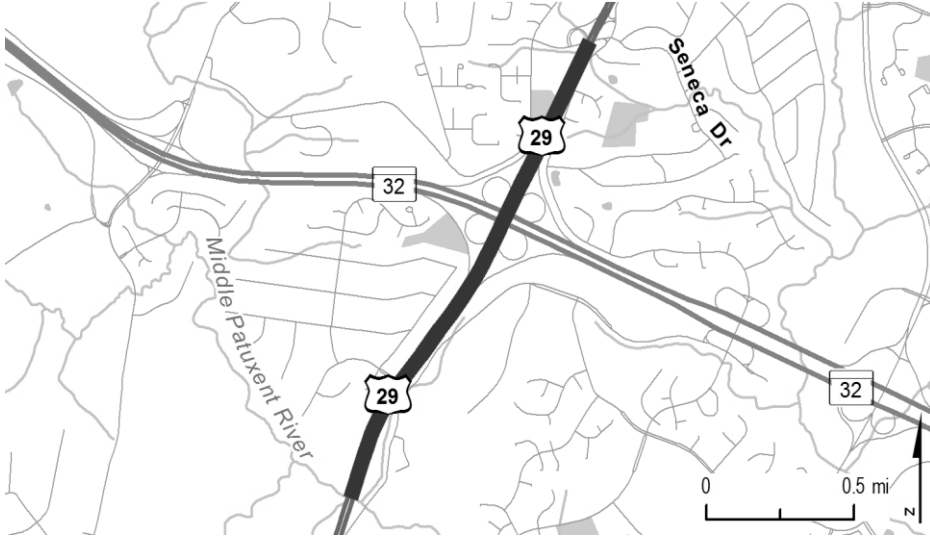
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 210,200 - 218,000

PROJECTED (2041) 221,600 - 233,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	681	681	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	681	681	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	681	681	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

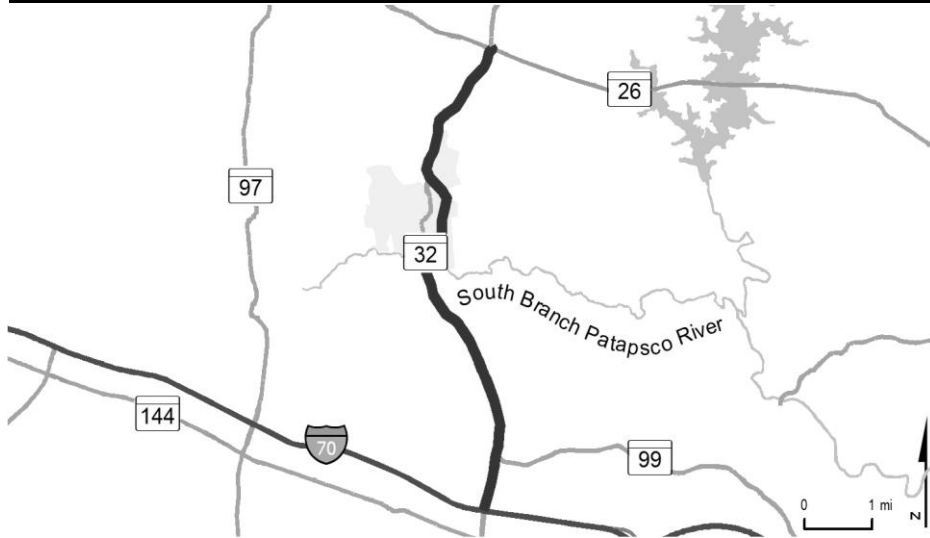
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 47,150

PROJECTED (2041) 66,025



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Road connects high growth area of Carroll County with growing job markets in Howard County.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 26, Liberty Reservoir to MD 32 (Carroll County Line 3)
 MD 32, Linden Church Road to I-70 (Howard County Line 1)

STATUS: Study complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	703	703	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	703	703	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	703	703	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

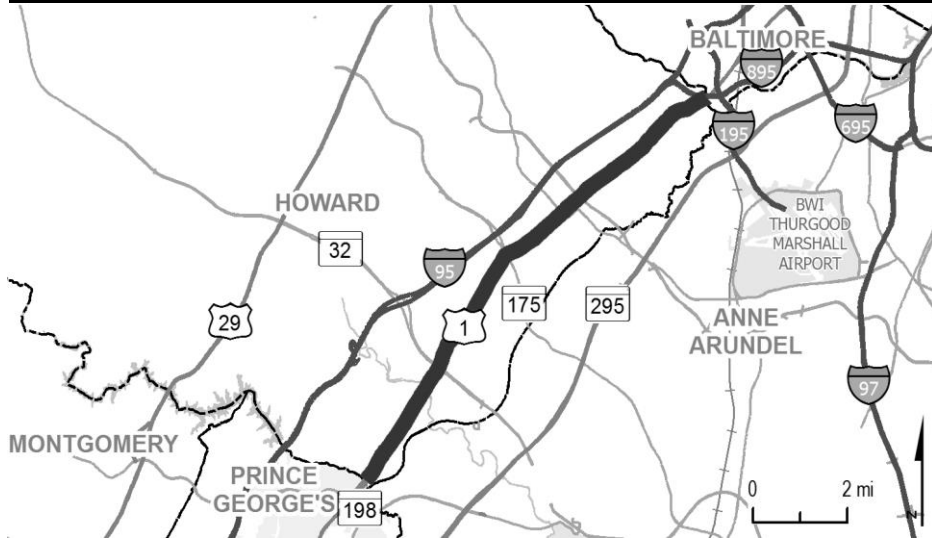
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 22,300 - 28700

PROJECTED (2041) 36,100 - 40,300



PROJECT: US 1, Washington Boulevard - Corridor Study

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 (11.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: Improvements identified as a result of this study provide a blueprint for future State, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	1,043	1,043	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,043	1,043	0	0	0	0	0	0	0	0	0
Federal-Aid	835	835	0	0	0	0	0	0	0	0	0
Special	209	209	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 20,200 - 44,000

PROJECTED (2041) 37,200 - 62,900

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Howard County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Environmental Preservation				
HO1811	IS95	LANDSCAPE-PRINCE GEORGE'S/HOWARD COUNTY LINE TO HOWARD/BALTIMORE COUNTY LINE - PHASE 2	\$ 1,051	Under Construction
Intersection Capacity Improvements				
HO2271	MD103	MONTGOMERY ROAD-GEOMETRIC IMPROVEMENTS-US 29 TO LONG GATE SHOPPING CENTER ENTRANCE	\$ 13,384	FY 2022
Resurface/Rehabilitate				
HO1301	MD32	PATUXENT PARKWAY-SAFETY AND RESURFACE-AT DORSEY RUN ROAD INTERCHANGE.	\$ 3,028	Under Construction
XX1271	-	VARIOUS-PATCHING-AREAWIDE CONCRETE PATCHING AND OVERLAY	\$ 759	Under Construction
XY6131	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 15,683	Under Construction
XY7131	-	TC-VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 12,380	Under Construction
Safety/Spot Improvement				
HO2151	US1	WASHINGTON BOULEVARD-SAFETY AND SPOT IMPROVEMENT-AT FOUR LOCATION BETWEEN PG COUNTY LINE AND DOCTOR PATEL DRIVE	\$ 2,700	FY 2022
Transportation Alternatives Program				
HO105C	-	DOBBIN AND MCGAW ROAD BIKEPED IMPROVEMENTS	\$ 220	Design Underway
HO4901	-	PATUXENT BRANCH TRAIL - PAVING FROM OLD GUILFORD ROAD TO VOLLMERHAUSEN ROAD	\$ 842	FY 2023
HONEW1	-	OELLA PATAPSCO RIVER BIKE PED BRIDGE	\$ 132	FY 2023