

**CONGESTION MANAGEMENT SYSTEM (CMS)
INTERAGENCY PROJECT REVIEW (IAR) SUMMARY
August 2, 2005**

State Highway Administration (SHA) Projects

Project/County	Purpose & Need (P&N)	Alternates Retained for Detailed Study (ARDS)	Selected Alternate and Conceptual Mitigation (SACM)	Status	Project Highlights
MD 3 (US 50 to MD 32) Anne Arundel County	Reviewed P&N 3/5/02 BRTB Action – No Action	Received ARDS package 3/19/03 BRTB Action – No Action	 BRTB Action - TBD	<ul style="list-style-type: none"> Location/Design Public Hearing on 5/20/2004 Recommended Alternate presented to SHA Administrator – 1/19/05. The recommended alternate was accepted by the Administrator for development of the SACM package 	Improvements along existing alignment in AA County. In PG County, MD 3 to be relocated to the east side of existing median Continuous Flow Intersection at MD 424
MD 24 (N of MD 924 to S of MD 7) Harford County	Reviewed P&N 11/7/00 BRTB Action – No Action	Reviewed ARDS 9/26/01 BRTB Action – No Action	Reviewed 10/20/04 BRTB – No Action	<ul style="list-style-type: none"> Environmental streamlining process underway. Next steps involve development of the final EIS. 	Major reconstruction of MD 24/I-95 interchange Major improvements to MD 24 – bridge over MD 924/Tollgate Road
MD 32 (MD 108 to I-70) Howard County	October 95 BRTB Action – No Action	December 96 BRTB Action – Resolution #99-9	April 27, 2005. Formal presentation on May 11, 2005 BRTB Action – Resolution #06-5 (7/26/05)	<ul style="list-style-type: none"> Formal presentation of SACM to environmental agencies on May 11, 2005. Final EIS - TBD 	4-lane, access controlled, divided highway with a 34-foot median. Interchanges at MD 144, Linden Church Road, Dayton Shop, Burntwoods Road, Rosemary Lane, and I-70.
MD 140 (Sullivan Rd. to Leidy Rd) Carroll County	Reviewed P&N 10/17/01 – no comment BRTB Action – No Action	July 03 BRTB Action – No Action	N/A – Project removed from formal concurrence process BRTB Action – No Action	<ul style="list-style-type: none"> Location/Design Public Hearing 10/26/04 Upcoming – Director’s Recommended Alternate Meeting 	Alternates under consideration include No-Build, TSM/TDM, SPUI, Half-bridge, and CFI
MD 295 from MD 100 to I-195 and Hanover Road from Coca Cola Drive to MD 170 Anne Arundel County	Reviewed P& N July 7/15/05 – comments provided to SHA. BRTB Action – Resolution #06-6 (7/26/05)	Alternates Public Workshop in winter 2005		<ul style="list-style-type: none"> Scoping for project in March 2005. P&N field review on 6/10/05. Alternates public workshop - winter 2005. 	Purpose of study is to improve existing capacity, safety, and operations on MD 295 and enhance access to BWI airport.

Maryland Transportation Authority (MdTA) Projects

Project/County	Purpose & Need (P & N)	Alternates Retained for Detailed Study (ARDS)	Selected Alternate and Conceptual Mitigation (SACM)	Status
I-95 Section 100 (I-95/I-895 Split to MD 43) Baltimore County	Review draft P&N 9/16/03 – no comment. BRTB Action – Resolution #01-13 (3/27/2001)	ARDS package on 2/18/04 IAR ❖ Alt. 1 – No-Build ❖ Alt. 3 – Managed Lanes ❖ Alt. 2 – General Purpose Lanes BRTB Action – No Action	Preferred Alternate/Conceptual Mitigation (PACM) – 1/18/05 BRTB letter w/comments – 2/22/05 MdTA Response – 4/18/05 BRTB Action – Resolution # 06-7 (7/26/05)	Project is transitioning from project planning to the final design phase. Construction is planned to take place from 2006 to 2010.
Section 200 (N of MD 43 to N of MD 22) Baltimore/Harford				Project Planning to begin 2005 Approximate Cost - \$600 M
Section 300 (N of MD 22 to N of MD 222) Harford/Cecil				Project Planning to begin 2007 Approximate Cost - \$350 M
Section 400 (N of MD 222 to Delaware State Line) Cecil				Project Planning to begin 2012 Approximate Cost - \$350 M

Maryland Transit Authority (MTA) Projects

Project/County	Goals	Alternates Retained for Detailed Study	Key Service Areas	Environmental Study Schedule
Red Line Study (Social Security Administration/Woodlawn to Patterson Park/Canton), Baltimore County, Baltimore City	<ul style="list-style-type: none"> ❖ Mobility & Accessibility ❖ Transit System Connectivity ❖ Community Revitalization & Economic and transit oriented development ❖ Faster transit option ❖ Address congestion and air quality issues ❖ Environmental Stewardship 	<ul style="list-style-type: none"> ❖ No Build ❖ Enhanced Bus Service / TSM ❖ Bus Rapid Transit ❖ Light Rail Transit 	<ul style="list-style-type: none"> ❖ Commuters from I-70 and I-695 ❖ SSA/Woodlawn ❖ Centers for Medicare and Medicaid services (CMS) ❖ West Baltimore MARC ❖ University of MD Medical Center (UMMC) ❖ Connection to existing Metro, Bus, Light Rail ❖ CBD ❖ Tourism and Stadium events ❖ Inner Harbor East ❖ Patterson Park and Canton 	<ul style="list-style-type: none"> ❖ Notice of Intent – 4/03 ❖ Alignment & Station Areas recommended for further Study – Spring 2005 ❖ Draft AA/DEIS – Spring 2004 to Winter 2006/2007 ❖ PE/FEIS – Winter 2006/2007 to Spring 2008 ❖ ROD – Spring 2008 ❖ Presented to environmental agencies at 4/20/05 IAR meeting