

# Planning Advisory Board

8-Jan-25

## Legislation

AN ORDINANCE concerning: Capital Budget and Program – Forest Dr/MD 665 Int Imp and R & B Project Plan capital projects – Fund Transfer

## Purpose

This bill would enable the County to invest funds to keep the I-97 improvement from being delayed by the State. The lower I-97 corridor is a major congestion chokepoint that impacts thousands of residents.

The State's project scope is to widen I-97 to 6 lanes from MD 32 to US 50 (7 miles), including ramp modifications at US 50/ US 301. This will provide additional capacity and improve safety and operations in this heavily traveled corridor.

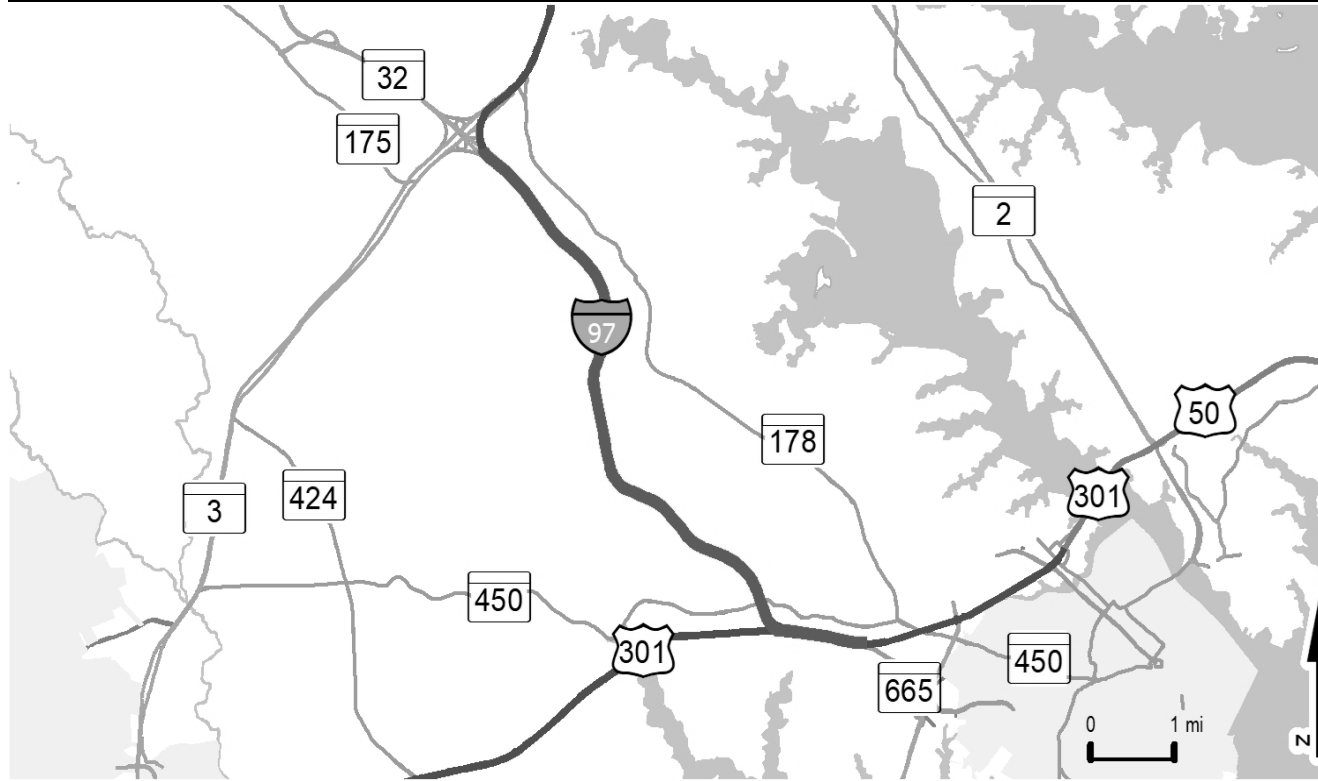
## Funds Transfer

### Roads & Bridges Class

Parent Proj #	Name	Funding Source Detail	FY25 Council Approved	Supplemental Request	FY25 Approved w Supplemental Request	Comment
H587400	Forest Dr/MD 665 Int Imp	General County Bonds	1,342,000	(400,000)	942,000	Reduces General County Bonds
<b>H587400 Total</b>			<b>\$ 1,691,000</b>	<b>\$ (400,000)</b>	<b>\$ 942,000</b>	

Parent Proj #	Name	Funding Source Detail	FY25 Council Approved	Supplemental Request	FY25 Approved w Supplemental Request	Comment
H545900	R & B Project Plan	General Fund PayGo	100,000	0	100,000	
		General County Bonds	0	400,000	400,000	Adds General County Bonds
<b>H545900 Total</b>			<b>\$ 100,000</b>	<b>\$ 400,000</b>	<b>\$ 500,000</b>	

**Total Supplemental Request - Grant & Miscellaneous Funding** \$ -



**PROJECT:** I-97, US 50 to MD 32

**DESCRIPTION:** Widen I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US 50/ US 301.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.

**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

**STATUS:** Project going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$1.1 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	310	310	1	0	0	0	0	0	0	0	0
Engineering	2,303	1,545	800	758	0	0	0	0	0	758	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
<b>Total</b>	<b>2,612</b>	<b>1,854</b>	<b>801</b>	<b>758</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>758</b>	<b>0</b>
Federal-Aid	1,430	748	720	682	0	0	0	0	0	682	0
Special	1,182	1,106	81	76	0	0	0	0	0	76	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 94,100 - 113,400 (2024)

PROJECTED 112,400 - 135,300 (2044)