



KATHERINE A. KLAUSMEIER
County Executive

April 27, 2026

The Honorable Kathryn B. Thomson
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

**RE: FY 2027–FY 2032 Consolidated Transportation Program – Baltimore County
Priorities**

Dear Secretary Thomson:

On behalf of the residents of Baltimore County, we appreciate the leadership and staff from the Maryland Department of Transportation for their continued consideration of our transportation priorities and the detailed response provided following our FY 2026–2031 Consolidated Transportation Program (CTP) submission. We value the transparency reflected in MDOT’s response and the Department’s continued engagement with local jurisdictions.

Baltimore County’s transportation priorities are guided by a commitment to safety, accessibility, and connectivity, with a strong emphasis on protecting vulnerable road users and reducing fatalities and serious injuries through data-driven investments along high-risk corridors. We are advancing a balanced approach that prioritizes state of good repair, expands equitable access to transportation options, and supports long-term economic growth through a connected, multimodal system.

Our longstanding top priority remains the I-795 (Northwest Expressway) at Dolfield Boulevard interchange. This project is critical to regional mobility, supporting continued growth in Owings Mills and improving access to the Metro Centre Transit-Oriented Development. While we appreciate MDOT’s continued investment in design and right-of-way acquisition, construction funding has not yet been identified. We strongly urge MDOT to advance this project into full construction funding in the upcoming CTP cycle.

We remain appreciative of the coordinated response to the Francis Scott Key Bridge collapse and the rapid reopening of the Port of Baltimore. However, the long-term impacts of the bridge loss continue to place significant strain on Baltimore County’s transportation network. Increased truck traffic has accelerated pavement deterioration and introduced new safety concerns on both County and State roadways not designed for these volumes. In alignment with our state of good repair priorities, we respectfully request targeted State investment in designated freight corridors, including Broening Highway and surrounding roadways, to restore pavement

conditions and maintain safe operations throughout the reconstruction period. The County is currently working with MDOT SHA and MDTA to submit for federal funding in the amount of \$4M to support this effort. We also continue to support maintaining toll-free turnaround options as an alternative to constructing a new interchange at the Broening Highway exit, as this approach would encourage truck traffic to remain on State designated routes and reduce impacts on local communities.

Baltimore County continues to prioritize strategic capacity improvements that support economic development and freight mobility. We appreciate MDOT’s support for planning efforts related to the I-695 and Broening Highway interchange; however, given Tradepoint Atlantic’s role as the region’s largest job center and a critical component of port resiliency, we encourage MDOT to expedite the transition from planning to implementation. We also request continued support for capacity improvements along key corridors such as Philadelphia Road (MD 7) and the MD 43 connection to support growth in the White Marsh area. In addition, we strongly support efforts to accelerate development of the Sparrows Point Container Terminal to strengthen the long-term competitiveness and redundancy of the Port of Baltimore.

Baltimore County has made significant investments in expanding its Locally Operated Transit Services (LOTS) program to improve mobility for transit-dependent and underserved populations; however, current State funding levels remain significantly below those of peer jurisdictions and does not account for Baltimore County’s entire population of over 800,000 people. Baltimore County is currently the only county whose population is not fully reflected in the MTA funding formula, with only 57,000 residents, approximately the population of Towson, being counted. To meet growing demand and improve access to employment centers, we request increased and sustained operating and capital funding to support expansion of fixed-route service, micro transit, and last-mile connections. These investments are essential to strengthening connections to major employment centers, including Tradepoint Atlantic, and supporting broader Transit-Oriented Development opportunities across the County, including Owings Mills, Lutherville, Milford Mill, and Old Court.

We also request MDOT’s commitment to fully fund and complete the Eastern Baltimore County Access Study in a timely manner. This study is critical to addressing long-standing east-west transit gaps and mitigating traffic impacts associated with the Key Bridge loss. In addition, we request continued support for feasibility-level analysis and planning efforts along key corridors, including Philadelphia Road (MD 7) and MD 43, as well as the Wilkens Avenue (MD 372) and Kenwood Avenue interchange area, to advance data-driven solutions into implementation. We continue to support advancement of the Red Line project as a long-term regional mobility solution.

Improving safety along high crash corridors remains a top County priority. Several corridors continue to experience disproportionately high crash rates, including MD 26 (Liberty Road), US 40 (Pulaski Highway), US 1 (Belair Road), MD 140 (Reisterstown Road), and MD

150 (Eastern Boulevard). These corridors have documented safety challenges, particularly for pedestrians. We request accelerated investment and implementation of proven safety strategies, including enhanced pedestrian crossings, lighting, traffic calming, and Complete Streets improvements. We also urge MDOT to advance pre-construction and construction funding for the US 1 (Belair Road) corridor project, given its documented safety concerns and prior funding efforts.

We appreciate the attention MDOT-SHA has given to Liberty Road including the March 2026 public workshop for pedestrian safety along MD 26 from Washington Ave to Owings Mills Blvd. This corridor contains the intersection of Rolling Road and MD 26. Baltimore County has a 3-phase project on Rolling Road from Windsor Mill Road to MD 26 to improve pedestrian safety by adding sidewalks and widening the road. The 2nd phase is completing construction from 6 Point Court to Orchard Road. The final phase, Phase III from Orchard Ave to MD 26 requires funding for design. Baltimore County requests financial assistance in finishing the 3rd phase of this pedestrian safety project.

Baltimore County continues to advance a comprehensive multimodal strategy through bicycle, pedestrian, and Complete Streets initiatives. We request continued State support to advance projects currently in design, including the Patapsco Regional Greenway and the Complete Streets project along Old Court Road. We also strongly encourage continued support to move the MD 588 (Kenwood Avenue) sidewalk project through full design and into construction to address critical safety needs for students and residents. In addition, we support continued advancement of Pedestrian Safety Action Plan corridors throughout the County.

In support of near-term safety and operational improvements, Baltimore County also prioritizes cost-effective, quick-build strategies such as lighting enhancements, wayfinding signage, sidewalk gap closures, crosswalk installations, and transit stop improvements. These smaller-scale investments provide immediate benefits while supporting broader system goals.

Several County priorities remain in study or early development phases. We request MDOT's partnership in advancing the following projects into design and construction: Windsor Mill Road corridor improvements; Wilkens Avenue (MD 372) and Kenwood Avenue intersection improvements; Philadelphia Road (MD 7) and MD 43 capacity enhancements; Reisterstown Road (MD 140) corridor improvements; and Eastern Boulevard (MD 150) safety improvements. Advancing these projects is essential to improving safety, supporting economic development, and maintaining system performance.

The County is seeking financial support for key improvements in the Middle River community along MD 43 (Philadelphia Road) and US 40 (Pulaski Highway), including additional through and turn lanes at Perry Hall Boulevard, Honeygo Boulevard, and Innovations Street; enhanced pedestrian crossings with warning signage and signals at Perry Hall Boulevard, Campbell Boulevard, and Middle River Road; and the installation of ADA-compliant pedestrian

ramps, signals, and crosswalks at Perry Hall Boulevard, Honeygo Boulevard and Mercantile Road, as well as Campbell Boulevard and Middle River Road. These projects aim to improve traffic operations, accessibility, and pedestrian safety along these high-demand corridors.

Finally, Baltimore County continues to prioritize coordinated transportation and land use planning to support housing and economic development. Key focus areas include redevelopment of Security Square Mall and continued investment in Tradepoint Atlantic, both of which rely on a strong and connected transportation network to support job growth, mobility, and long-term community vitality.

Baltimore County remains committed to working collaboratively with MDOT to advance shared transportation goals centered on safety, equity, and economic development. We respectfully request that the Department prioritize construction funding, accelerate project delivery timelines, and increase investment in transit, safety, and system preservation initiatives to meet the growing needs of our residents and businesses.

We appreciate your continued partnership and look forward to working together to deliver meaningful transportation improvements across Baltimore County.

Sincerely,



Katherine Klausmeier
Baltimore County Executive

Cc: Honorable Wes Moore, Governor
Honorable Bill Ferguson, President of the Senate\
Honorable Joseline Pena-Melnyk, Speaker of the House
Honorable Chairs and Members of the Baltimore County Senate and House Delegation
Honorable Chair and Members of the Baltimore County Council
D’Andrea L Walker, County Administrative Officer
Amanda S. Conn, Chief of Staff
Tucker J. Cavanagh, Deputy Administrative Officer
Lauren T. Buckler, Director, Department of Public Works and Transportation
Anthony N. Russell, Deputy Director, Department of Public Works and Transportation
Angelica J. Daniel, Transportation Chief, Department of Public Works and Transportation
Steve Lafferty, Director, Department of Planning
Johnathan Sachs, Director, Department of Economic and Workforce Development

MDOT Priority Letter Submission Form

Submitted by Angelica Daniel on Apr 27th, 2026 at 3:28 pm

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

Local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

Submit Letters in the same way as they have in the past.

Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement. MDOT may follow up with you to clarify categorization.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

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Section 2. Local Government Priorities

1. What are the jurisdiction's goals related to transportation policies and spending?

Baltimore County's transportation policies and investments are guided by a commitment to safety, accessibility, and connectivity, with a strong emphasis on protecting vulnerable road users, including pedestrians, bicyclists, transit users, and individuals with disabilities. The County prioritizes reducing fatalities and serious injuries along high-risk corridors through targeted, data-driven interventions such as improved crosswalks, sidewalks, traffic calming, and intersection upgrades.

A key focus is expanding equitable access to transportation options. Through continued investment in Locally Operated Transit Services (LOTS), the County is improving mobility for transit dependent and underserved populations. These efforts are paired with enhancements to transit stops and first- and last-mile connections to ensure safe, reliable access to jobs, services, and regional transit networks.

The County is also advancing a multi-modal and connected transportation system by implementing Complete Streets policies, expanding bicycle and pedestrian infrastructure, and strengthening connections to major employment centers. These investments support both daily mobility and broader economic development goals.

In response to the collapse and ongoing reconstruction of the Francis Scott Key Bridge, the County is prioritizing investments that address increased truck traffic and strain on local roadways. This includes advocating for roadway repairs, resiliency improvements, and strategies to keep freight traffic on appropriate routes to reduce impacts on local communities, while supporting long-term regional mobility and port operations. Recognizing the need for immediate safety improvements, Baltimore County emphasizes low-cost, quick-build strategies such as speed management, traffic calming, signal optimization, and targeted pedestrian upgrades. Together, these efforts reflect a balanced approach that delivers near-term safety benefits while advancing long-term, sustainable transportation solutions for all users.

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A.

2. What are the jurisdiction's priority projects for system preservation/state of good repair?

Baltimore County's priority projects for system preservation and maintaining a state of good repair focus on addressing aging infrastructure, mitigating accelerated wear from changing traffic patterns, and ensuring the long-term safety and functionality of its transportation network. A significant emphasis is placed on roadway rehabilitation in response to the collapse and ongoing reconstruction of the Francis Scott Key Bridge, which has diverted substantial truck traffic onto local and state roads not designed for such volumes. As a result, the County is prioritizing resurfacing and strengthening key freight corridors, including routes such as Broening Highway, and is seeking support to restore pavement conditions and prevent further deterioration.

In addition to roadway repairs, the County highlights the importance of a proactive and systematic approach to bridge preservation.

Recognizing the critical role of bridge infrastructure, the County supports increased investment in preventive maintenance strategies to address existing deficiencies, extend asset life cycles, and improve overall system resilience. Corridor-based improvements along major arterials, such as MD 26 -Liberty Road, US 40 - Pulaski Highway, US 1 Belair Road, and MD 140 - Eastern Boulevard also reflect state of good repair priorities, as these roadways require upgrades to address both safety concerns and infrastructure condition.

The County is also advancing intersection and signal improvements to modernize outdated infrastructure, enhance traffic operations, and reduce long-term wear on the system. Investments in pedestrian infrastructure, including sidewalk retrofits, gap closures, and accessibility upgrades, are also integral to maintaining a complete and functional transportation network. Collectively, these efforts demonstrate Baltimore County's commitment to preserving its existing assets, improving system performance, and ensuring a safe and reliable transportation network for all users.

3. What are the jurisdiction's priority projects for new capacity or capacity expansion projects?

Baltimore County's priority projects for new capacity and capacity expansion focus on addressing congestion, supporting economic growth, and improving the efficiency of key freight and commuter corridors. A top priority is the I-795 (Northwest Expressway) at Dolfield Boulevard interchange, which has been a longstanding County priority. This project is intended to relieve congestion associated with continued development in the Owings Mills area, improve access to the Metro Centre transit-oriented development, and enhance connectivity for both vehicles and vulnerable road users. The County is strongly advocating for full construction funding to advance this project beyond design and right-of-way acquisition.

Another critical capacity expansion project is the development of a full interchange at I-695 and Broening Highway (Exit 44) to support the continued growth of Tradepoint Atlantic, the region's largest job center and a major freight hub. This project would improve regional freight movement, reduce truck traffic on local residential streets, and enhance access to port-related industrial uses, particularly in light of increased demand following the Key Bridge collapse.

Another critical capacity expansion project is the development of a full interchange at I-695 and Broening Highway (Exit 44) to support the continued growth of Tradepoint Atlantic, the region's largest job center and a major freight hub. This project would improve regional freight movement, reduce truck traffic on local residential streets, and enhance access to port-related industrial uses, particularly in light of increased demand following the Key Bridge collapse. If the interchange is ultimately deemed not feasible, an alternative would be to permanently eliminate tolls for turnaround movements at the toll facility to help improve circulation.

Other capacity focused investments include roadway widening and interchange improvements along key corridors such as Philadelphia Road (MD-7) and the MD-43 connection.

In addition to roadway projects, the County is prioritizing the expansion of transit capacity to provide viable alternatives to driving and improve regional mobility. The County is investing in the growth of its Locally Operated Transit Services (LOTS), including fixed-route expansion, micro-transit, and circulator services to improve first and last mile connectivity and increase overall system capacity.

Overall, the County's approach to capacity expansion prioritizes strategic investments that not only alleviate congestion but also support major employment centers, and enhance regional connectivity while balancing impacts to surrounding communities.

4. What are the jurisdiction's priority projects for feasibility studies?

Baltimore County's priority projects for feasibility studies focus on evaluating improvements that address congestion, safety, and long-term capacity needs in high-growth and high-demand corridors. The County is seeking additional analysis and planning support for several key locations to determine the most effective and implementable solutions.

A primary area of focus is along the Philadelphia Road (MD 7) corridor and its connection to MD 43, where the County is requesting further study of roadway widening, elevation improvements, and the addition of an eastbound on-ramp to MD 43. These evaluations are intended to assess how best to increase capacity, improve traffic flow, and support continued development in the White Marsh growth area.

The County is also prioritizing feasibility-level evaluation of intersection improvements at Wilkens Avenue (MD 372) and Kenwood Avenue near the I-695 interchange (Exit 12). With increased traffic from nearby institutional and commercial growth, this study would examine options to improve roadway operations, reduce congestion, and enhance safety at this critical interchange area.

These feasibility studies reflect Baltimore County's proactive approach to identifying data-driven, cost-effective solutions that can guide future capital investments, enhance system performance, and support sustainable growth.

5. What are the jurisdiction's priority projects for safety projects?

Baltimore County's priority safety projects are strongly focused on high crash corridors where there is a demonstrated need to reduce fatalities and serious injuries, particularly for vulnerable road users such as pedestrians and bicyclists. The County is advancing targeted, corridor-based improvements that address longstanding safety concerns through a combination of engineering, traffic operations, and multimodal enhancements.

A significant emphasis is placed on Liberty Road (MD 26), which has consistently been identified as one of the most crash-prone roadways in the County and has experienced the highest number of pedestrian fatalities in recent years. The County is prioritizing a comprehensive set of safety improvements along this corridor, including enhanced pedestrian crossings, sidewalks, crosswalk lighting, and transit stop amenities to support safer pedestrian movement and access.

As MDOT-SHA continues work on the pedestrian safety along MD 26 from Washington Ave to Owings Mills Blvd, Baltimore County requests coordination with the Rolling Road pedestrian safety project. This corridor contains the intersection of Rolling Road and MD 26. Baltimore County has a 3-phase project on Rolling Road from Windsor Mill Road to MD 26 to improve pedestrian safety by adding sidewalks and widening the road. The 2nd phase is completing construction from 6 Point Court to Orchard Road. The final phase, Phase III from Orchard Ave to MD 26 requires funding for design. Baltimore County requests financial assistance in finishing the 3rd phase of this pedestrian safety project. Similarly, Pulaski Highway (US 40) remains a critical focus due to its history of pedestrian fatalities and the challenges associated with high-speed, multi-lane arterial roadways. The County is working collaboratively with the State to implement safety measures that reduce both pedestrian and vehicular crashes, with an emphasis on improving conditions along this major east-west corridor.

On Belair Road (US 1), a major safety improvement project along a segment that experiences pedestrian crash rates significantly higher than the statewide average. This corridor serves as a vital community and economic link, and planned improvements aim to address barriers to safe access, reduce crash risks, and improve overall mobility for all users within a constrained right-of-way.

Reisterstown Road (MD 140) is also identified as a priority safety corridor requiring further study and redesign. The County supports investments that will enhance safety for vulnerable users along this roadway, which has been highlighted as part of the State's Pedestrian Safety Action Plan corridors.

In eastern Baltimore County, Eastern Boulevard (MD 150) is another key safety priority, with studies identifying issues such as speeding, inadequate pedestrian facilities, and high crash rates. Proposed improvements include installation of medians, center turn lanes, signal upgrades, and pedestrian enhancements to create a safer and more accessible corridor for all users.

Across these corridors, Baltimore County's safety strategy emphasizes proven, effective interventions such as traffic calming, speed management, improved pedestrian infrastructure, and roadway reconfigurations. These projects reflect a data-driven and equity focused approach to improving safety outcomes, particularly in areas with historically high crash rates and for populations most at risk.

6. What are the jurisdiction's priority projects for bike/pedestrian and/or complete streets projects?

Baltimore County's priority projects for bicycle, pedestrian, and Complete Streets initiatives reflect a strong commitment to expanding multimodal access, improving safety, and enhancing connectivity across the transportation network.

Baltimore County is pleased that the MD 588 (Kenwood Avenue) sidewalk project is underway and appreciates the progress made to date. The County strongly advocates for continued support and funding to ensure the project advances through final design and into full construction, ultimately delivering safe and accessible pedestrian infrastructure for the community.

Baltimore County also supports the Pedestrian Safety Action Plan (PSAP) corridors: MD 150, MD 700, MD 140 and MD 26 within the County and recognizes their importance in addressing high risk locations for pedestrian crashes. The County supports the continued advancement of these studies and the implementation of recommended improvements, including targeted engineering, safety, and operational strategies.

Advancing these efforts is critical to reducing fatalities and serious injuries, particularly for vulnerable road users, and to creating safer, more accessible transportation corridors throughout Baltimore County.

A key in County led initiative is the Complete Streets project along Old Court Road, where feasibility studies and concept designs have been completed and the project is advancing into design. This effort represents a broader strategy to redesign roadways to safely accommodate pedestrians, bicyclists, transit users, and motorists, setting a precedent for future Complete Streets projects throughout the County.

The Patapsco Regional Greenway represents a significant investment in multimodal infrastructure, providing a continuous shared-use path that will expand pedestrian and bicycle access, connect communities to parks and transit, and offer a safe alternative to roadway travel. We ask for continued financial support to complete design and construction efforts on this task.

In addition, we continue to advocate for intersection improvements at Old Court Road and Park Heights Avenue/Stevenson Road in Pikesville, where existing conditions present operational and safety challenges. Proposed geometric and design enhancements at this location aim to reduce conflict points, improve traffic flow, and enhance safety for all users, including pedestrians.

7. What are the jurisdiction's priority projects for Transit-Oriented Development projects?

Baltimore County's priority Transit-Oriented Development (TOD) efforts focus on leveraging existing and planned transit assets to support sustainable growth, improve access to jobs, and create vibrant, walkable communities. A key priority is continued advancement of development opportunities around the Metro Centre at Owings Mills, supported by critical infrastructure investments such as the I-795 at Dolfield Boulevard interchange, which enhances access to this established TOD hub.

Building on this momentum, the County is actively evaluating additional TOD opportunities across its transit network. This includes the potential for TOD at the Lutherville Station, as well as ongoing efforts to complete assessments of station areas at Milford Mill and Old Court to identify redevelopment potential and infrastructure needs. The County also recognizes the long-term opportunity to expand TOD initiatives to other locations, including Hunt Valley and, in the future, Halethorpe, to further strengthen connections between transit, housing, and employment centers.

To fully realize these opportunities, Baltimore County is seeking continued State support to advance planning, infrastructure, and implementation efforts that will broaden and accelerate TOD development. These investments are essential to creating transit-supportive environments, increasing ridership, and ensuring that future growth is aligned with accessible, multimodal transportation options.

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

Baltimore County is in support of cost effective interventions that can be implemented quickly to improve safety and accessibility. Key priorities include lighting enhancements along Main Street in Reisterstown, wayfinding signage on State roads in Towson, Essex, and Randallstown, and targeted pedestrian improvements such as filling sidewalk gaps and installing marked crosswalks. In addition, the County is in support of a crosswalk on Charles Street at Stevenson Lane to access Lake Roland Park. The County also seeks additional bus stop shelters and amenities along major transit corridors, particularly near Towson Town Center and the Owings Mills Metro area, to enhance rider safety and comfort. Lastly, The County requests financial support for several critical transportation improvements aimed at enhancing safety and mobility along key corridors. These include the construction of additional through and turn lanes at MD 43 and Perry Hall Boulevard, Honeygo Boulevard, and Innovations Street; the installation of additional pedestrian crossing warning signage and pedestrian signals at MD 43 and Perry Hall Boulevard, MD 43 and Campbell Boulevard, and US 40 at Middle River; and the implementation of ADA-compliant pedestrian ramps, signals, and crosswalks at MD 43 and Perry Hall Boulevard, Honeygo Boulevard and Mercantile Road, as well as US 40 at Campbell Boulevard and Middle River. These improvements are essential to support increasing traffic demands while improving accessibility and pedestrian safety.

9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

Baltimore County's other transportation priorities focus on advancing critical community based infrastructure improvements that enhance safety, connectivity, and overall mobility. A key project is the Windsor Mill Road corridor improvement project, which is fully designed and currently in the land acquisition phase. The County is seeking continued State support and funding to move this important project forward for current and future phases, as it will address longstanding safety concerns, improve roadway conditions, and enhance access for residents and local communities.

An additional priority is to increase Locally Operated Transit System (LOTS) funding to better align with Baltimore County's full population, rather than being limited to the areas currently served by the Towson Circulator. Expanding LOTS funding would provide the necessary resources to broaden transit service countywide and support implementation of recommendations identified in our recent feasibility study. In particular, Owings Mills has been identified as the next priority location for circulator service expansion, and enhanced funding would be critical to advancing this effort and improving access to transit for residents in this growing area.

In a separate but equally important effort, there is a strong need to advance transit priority improvements along the corridor connecting Essex to Tradepoint Atlantic (TPA). As one of the most significant job centers in Baltimore County and a major hub for freight and logistics, TPA continues to drive economic growth and employment opportunities in the region. Prioritizing reliable and efficient transit connections to TPA will be essential to supporting workforce access, reducing roadway congestion, and ensuring the County's transportation network keeps pace with ongoing economic development.

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation project priorities?

Baltimore County's top five overall transportation priorities reflect a strategic focus on resilience, safety, and connectivity. First and foremost is the reconstruction of the Francis Scott Key Bridge, which is critical to restoring regional mobility, supporting freight movement, and ensuring the long-term economic stability of the Port of Baltimore and surrounding communities. The County also emphasizes the need to address the ongoing impacts of displaced traffic on local roadways during the reconstruction period.

Second, the County's longstanding top priority remains the I-795 (Northwest Expressway) at Dolfield Boulevard interchange, which is essential for alleviating congestion, supporting growth in the Owings Mills area, and improving access to the Metro Centre transit-oriented development. Third, Baltimore County prioritizes pedestrian safety improvements along high-crash State corridors, including MD 26 (Liberty Road), US 40 (Pulaski Highway), US 1 (Belair Road), MD 140 (Reisterstown Road), and MD 150 (Eastern Boulevard). These efforts focus on reducing fatalities and serious injuries through targeted safety interventions such as enhanced crossings, sidewalks, traffic calming, and signal upgrades.

Fourth, the County is seeking increased and sustained funding for its Locally Operated Transit Services (LOTS) to expand transit service, improve reliability, and better connect residents, particularly transit-dependent populations, to employment centers and regional transit systems. In addition, including Baltimore County's full population in the LOTS funding formula, rather than only a portion, would ensure that funding levels more accurately reflect the County's transit needs and better support continued investment in service expansion.

Finally, the County is advancing multi-modal improvements that enhance regional connectivity, including Complete Streets initiatives, bicycle and pedestrian infrastructure, and transit corridor enhancements. These investments aim to create a more balanced and accessible transportation system that supports all modes of travel and strengthens connections across the region.

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

Baltimore County's priorities for housing and economic development focus on revitalizing key commercial corridors and leveraging strategic locations to support long-term growth and community reinvestment. A primary focus area is the Security Square Mall redevelopment, where the County anticipates significant transformation into a mixed-use destination that could include housing, employment opportunities, and community-serving uses. This area is strategically positioned along major transportation corridors and near planned transit investments, making it well suited for redevelopment that integrates land use and transportation. The County views this site as a critical opportunity to stimulate economic activity, expand housing options, and improve access to jobs and services, while supporting broader goals of creating more connected, vibrant, and sustainable communities.

Baltimore County prioritizes continued investment in and support for Tradepoint Atlantic as a major economic development and employment hub. As the largest job center in the region, Tradepoint Atlantic is expected to generate significant job growth and economic activity, particularly with the expansion of port-related and industrial uses. The County is focused on ensuring that transportation infrastructure keeps pace with this growth by supporting roadway capacity improvements, freight access enhancements, and expanded transit service to and from the site. Strengthening connections to Tradepoint Atlantic is critical to improving access for workers, supporting efficient goods movement, and reinforcing the site's role as a key driver of the regional economy.

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.



[CTP - FY27-32.pdf \(0.34 MB\)](#)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Angelica Daniel

I agree to be legally bound by this document.