



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE

3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013 Voice/Relay

Calvin Ball
Howard County Executive
cball@howardcountymd.gov

www.howardcountymd.gov
FAX 410-313-3051

April 1, 2026

Secretary Katie Thomson
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Thomson,

Thank you for the opportunity to submit Howard County's transportation priorities for the FY 2027–2032 Consolidated Transportation Program (CTP). This year, we are using MDOT's new questionnaire-based approach, which supports the updated process for guiding and selecting transportation projects for the CTP. During the 2026 Session of the Maryland General Assembly, I testified in support of this revised approach and look forward to continued improvements in future CTP cycles.

Howard County's transportation priorities are guided by the County's goals of improving safety, reducing congestion, expanding multimodal transportation options, and strengthening regional mobility connections across the greater Baltimore–Washington region. To support these goals, Howard County encourages MDOT to focus funding on several key policy priorities.

First, the County requests continued investment in safety improvements on state roadways, particularly projects that enhance safety for vulnerable users such as pedestrians and cyclists. Second, the County supports targeted investments to reduce congestion and improve mobility along key regional corridors and growth areas, including the US 1 and US 29 corridors, Downtown Columbia, and Columbia Gateway. Finally, Howard County strongly supports sustained investment in public transit and regional connectivity, including advancing transit corridors identified in the Regional Transit Plan for Central Maryland, supporting MARC and commuter bus services, and sustaining locally operated transit systems including the Regional Transportation Agency of Central Maryland.

Our full submission to MDOT includes key details on our transportation priorities for capacity, safety, feasibility, multimodal, and transit projects, among others. However, we specifically wanted to highlight Howard County's top five transportation priority projects reflected in our submission:

1. **MD 175 – Columbia Gateway Access Planning and Design** – Howard County seeks funding for planning and design of transportation access points to enhance connectivity for all transportation modes into the Columbia Gateway area. This priority aligns with our Gateway Master Plan, which was adopted by the Howard County Council in Fall 2025.
2. **MD 175 at Dobbin Road** – Howard County is requesting construction funding to ensure completion of Howard County's ongoing Dobbin Road corridor improvements. This represents one of Howard County's largest upcoming multimodal transportation projects.



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3. **Regional Transit Plan Corridor/US 29 at Rivers Edge Road** – Howard County is requesting support for two complementary projects to advance regional transit planning for the US29 corridor. These projects include a funding request for feasibility and design to expand US 29 Northbound between Johns Hopkins Road and Seneca Drive to three lanes to address safety and congestion, as well as funding to advance critical intersection improvements at Rivers Edge Road.
4. **US 1 Improvements at Greenfield Road in Elkridge** – Howard County is seeking state funding to study the feasibility of design alternatives for multimodal improvements to the area around US 1 and Greenfield Road in preparation for the construction of the Elkridge Community Center, as well as in response to general safety concerns for vulnerable road users in this area. This priority is supported by the recently released Elkridge Bicycle & Pedestrian Priority Area plan developed in conjunction with MDOT.
5. **RTA System Expansion Projects** – Howard County seeks capital and operational funding to support system expansion projects as articulated in our submission. This includes funding for local transit routes that connect to our regional transit network, including the Halethorpe MARC Station and the BWI MARC/Amtrak Station.

Further details on each of these projects are included in the materials submitted to MDOT. Together, they represent our continued focus on safety, connectivity, and access for all modes of transportation in Howard County.

Thank you for considering Howard County's transportation needs and priorities. We look forward to continuing our close partnership and strong collaboration with MDOT as we address the transportation priorities for all who live, work, play, grow, and thrive in Howard County.

Sincerely,

Calvin Ball
Howard County Executive

This letter is endorsed by the following elected leaders representing Howard County:

Councilmember Opel Jones
Chair, Howard County Council

Senator Clarence Lam
Senate Chair, Howard County Delegation

Delegate Natalie Ziegler
House Chair, Howard County Delegation



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4. **US 1 Improvements at Greenfield Road in Elkridge** – Howard County is seeking state funding to study the feasibility of design alternatives for multimodal improvements to the area around US 1 and Greenfield Road in preparation for the construction of the Elkridge Community Center, as well as in response to general safety concerns for vulnerable road users in this area. This priority is supported by the recently released Elkridge Bicycle & Pedestrian Priority Area plan developed in conjunction with MDOT.
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Further details on each of these projects are included in the materials submitted to MDOT. Together, they represent our continued focus on safety, connectivity, and access for all modes of transportation in Howard County.

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FY 2027-2032 Howard County Transportation Priorities
Submission Information

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

Howard County's transportation priorities are guided by the County's goals of improving safety, reducing congestion, expanding multimodal transportation options, and strengthening regional mobility connections across the greater Baltimore–Washington region. These priorities reflect input from County staff, elected and appointed officials, public engagement, and the County's ongoing efforts to implement its transportation plans while responding to changing travel patterns and regional transportation demands.

To support these goals, Howard County encourages the Maryland Department of Transportation to focus spending on several key priorities. First, the County requests continued investment in safety improvements on state roadways, particularly projects that enhance safety for vulnerable users such as pedestrians and cyclists. This includes advancing projects through initiatives such as the Complete Streets Policy, the County's functional plans which are supported by ongoing coordination efforts with MDOT, including the Pedestrian Safety Action Plan.

Second, the County supports targeted investments to reduce congestion and improve mobility along key regional corridors, particularly the US 1 and US 29 corridors, which serve as critical transportation and economic connections for residents, workers, and businesses throughout the region. Investments in operational improvements, roadway upgrades, and traffic management strategies will be essential to maintaining reliable travel and supporting continued growth in the County and surrounding jurisdictions.

Finally, Howard County strongly supports sustained investment in public transit and regional connectivity, including advancing transit corridors identified in the Regional Transit Plan for Central Maryland, supporting MARC and commuter bus services, and sustaining locally operated transit systems such as the Regional Transportation Agency of Central Maryland. These investments will help ensure that transit can provide reliable and equitable service to residents, including those who depend on transit to access jobs, education, and essential services. The projects outlined in this submission reflect these goals and represent Howard County's highest transportation spending priorities for the FY2027–2032 Consolidated Transportation Program.

FY 2027-2032 Howard County Transportation Priorities
Submission Information

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

1. **Litter pickup** – MDOT SHA is requested to prioritize removal of trash and debris along all SHA roadways in Howard County on a more frequent basis. Litter continues to be a persistent problem, especially at all ramps off US 29, MD 32, MD 100, US 1, and I 95.
2. **Mowing / Vegetation management** – MDOT SHA is requested to increase the frequency of roadside mowing and to help control weeds along SHA rights-of-way. Some of the guardrail locations along MD 32, MD 100, US 29, MD 175, US 1 and US 40 are especially in need of increased frequency to help prevent overgrowth that could block visibility of signage and help reduce pest habitats.

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

1. **US 29 near Rivers Edge Road** – The County seeks construction funding to expand US 29 Northbound between Johns Hopkins Road and Seneca Drive to three lanes. This capacity enhancement would provide congestion relief, improve measured safety concerns, and facilitate future transit capacity enhancements for the expansion of Bus Rapid Transit along the corridor. As part of this request, the County is also urging MDOT to start the process to remove the traffic signal at Rivers Edge Road, a known safety and congestion challenge.
2. **Marriottsville Road Bridge at I-70** – The County seeks construction, engineering, and design funding to support future and current capacity enhancement the County is constructing on Marriottsville Road south of I-70. This supports the local residential and commercial growth planned for the area, while responding to safety concerns for all modes.
3. **Regional Transit Plan Corridor (US 1)** – The County seeks construction funding along this corridor, serving Halethorpe, Savage, and Laurel, per the Regional Transit Plan for Central Maryland's designation as an emerging growth area to invest in transit service and infrastructure. Our current local transit enhancements planned for the corridor include the expansion of RTA service into Landsdowne & Halethorpe, Baltimore County, as well as bus stop amenities and accessibility to increase ridership. Additionally, this capitalizes on safety improvements to the corridor through SHA's PSAP program, and the implementation of the Safe Streets and Roads for All quick-build grant.
4. **MD 175 & US 29 - Capacity Improvements** – These improvements were identified in the Downtown Columbia Traffic Study, and the County requests the State advance improvements along the MD 175 / Little Patuxent Parkway corridor between Columbia Road and Thunder Hill Road, including the US 29 northbound off-ramp, to address congestion, improve safety, and support multimodal access in the Downtown Columbia area. These roadway improvements should also incorporate pedestrian and bicycle facilities consistent with the County's BikeHoward and WalkHoward plans, including a shared use pathway and sidewalk improvements, to support safe and complete multimodal access.

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

1. **MD 175 - Columbia Gateway Access Planning and Design** – The County seeks funding for planning and design of existing access points to enhance access for all transportation modes into the Columbia Gateway Drive area, including a multimodal access point at MD 108/MD 175 as well as direct access to Columbia Gateway Drive. This area is a focus of HoCo By Design and the Gateway Master Plan.
2. **Regional Transit Plan Corridor (US 29)** – The County seeks planning and feasibility study work to implement supportive policy and planning for this corridor, serving Ellicott City and Downtown Columbia, per the Regional Transit Plan for Central Maryland. The request complements Montgomery County's efforts to design and construct the Median Lane BRT concept to improve transit travel time reliability between Tech Road and Downtown Silver Spring, as it aligns with Howard County's goals while also supporting SHA's goals for the corridor. The County has recently requested that MDOT repurpose \$750,000 in federal grant funding for planning to contribute to this effort.
3. **US 1 (US 1 at Greenfield Road)** – The County seeks funding to study the feasibility of design alternatives for multimodal improvements to the area around US 1 and Greenfield Road in preparation for the construction of the Elkridge Community Center, as well as in response to general safety concerns for vulnerable road users in this area. This priority is supported by the recently released Elkridge Bicycle & Pedestrian Priority Area plan developed in conjunction with MDOT. It also is supported by the policies and goals of the county's Strategic Road Safety Plan as US 1 is part of a High Injury Network. The study is estimated to cost around \$100,000.
4. **RTA Management & Operations Facility Upgrades** – The County seeks funding to study facility consolidation improvements for our transit service operator's management and operations facility. The study would help understand space needs, facility engineering for HVAC systems, and general upgrades at the Central Maryland Regional Transit Facility. This will improve operational and budgetary efficiency for the Regional Transit Agency of Central Maryland system, support expansion and efficient delivery of local transit services. This request is supported by Transit Development Plan.

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

1. **Safe Streets and Roads for All (SS4A) - US 1 Corridor** – The County is currently implementing programmatic safety improvements at over twenty sites throughout the US 1 corridor. This is supported by a federal quick-build planning and implementation grant through US DOT's Safe Streets and Roads for All program. Given the conflict of local land uses, historical focus on vehicular traffic while ignoring multimodal road users, and the State's emphasis of this corridor as a regional thoroughfare, US 1 has shown itself to be one of the County's most dangerous roadways. Furthermore, this program aligns with improvements being made through SHA's PSAP program, but also the recent Vulnerable Road User study being conducted in a section of the corridor. The grant, and local matching funds, come to a total of \$844,000 and the county is requesting MDOT support county led projects on US 1 and proactively address safety challenges on the corridor.
2. **Pedestrian Safety Action Plan (PSAP) - US 1 Corridor** – The County seeks MDOT's continued investment in the funding of design and construction of the US 1 PSAP corridor between Gorman Road and the City of Laurel. This project supplements Howard County's implementation of our SS4A quick-build program along the corridor, while also providing multimodal connections for local residents where they currently do not exist. This project is supported by local planning efforts like the Strategic Road Safety Plan, US 1 Safety Evaluation, while the design would align with an ongoing update of the US 1 Design Manual.
3. **Safety Studies on Various High-Injury Network Corridors** – The County requests that MDOT fund planning and construction of projects on SHA-owned roadways identified as unsafe through our Strategic Road Safety Plan. The SRSP has identified a High-Injury Network of both state and county-owned roadways that helps prioritize our comprehensive and strategic approach to lowering fatalities and serious-injuries in the county. Our next step is to proceed with safety studies of various corridors to identify specific projects.

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

1. **MD 175 (Dobbin Road Segment 3 Crosswalk to Dobbin Road Segment 4 Crosswalk)** – This is a missing piece in the improvements the County has been making along the Dobbin Road Corridor over the past several years. The County is proceeding with final design and construction of the final segment west of MD 175 (Segment 1 and 2) and making improvements to the Oakland Mills Road intersection, along with similar multimodal improvements to the Dobbin/Snowden River Parkway intersection. The County is requesting MDOT advance construction of the project.
2. **MD 108 (Waterloo Elementary School and Old Montgomery Rd)** – Provide a sidewalk on MD 108 in front of Waterloo Elementary School and pedestrian crosswalks at the signalized intersection of MD 108 and Old Montgomery Road. This provides a key connection with a County project to add sidewalk and bike lanes to Old Montgomery Road and completes the bike and pedestrian network in this area.
3. **US 1 (Brumbaugh Street to Railroad Avenue)** – This project is to construct improvements under the CSX bridge in Elkridge to facilitate bike and pedestrian access to either side of it. There are currently no bicycle or pedestrian facilities that bridge this gap. This is supported by the County's US 1 Safety Evaluation and the federal Safe Streets and Roads for All grant implementation throughout the US 1 corridor.
4. **US 40 (St Johns Lane to Ridge Road)** – This project would provide pedestrian and bicycle accommodations in the form of a shared use pathway running in the median of US 40 to avoid interactions with the high-speed ramps for US 29. The lack of pedestrian crosswalk across US 40 at Ridge Road would also be addressed.
5. **MD 108/Ten Oaks Road (Guilford Road to Trotter Road/Pinch Point 6)** – The County seeks funding for multimodal and streetscape improvements consistent with the Clarksville-River Hill Streetscape Plan. Projects will improve the transportation system, increase safety, accessibility, and mobility, improve treatment of storm water runoff and will implement the community-based vision for street, pedestrian and bike circulation and public open space design. The project aligns with MDOT's adopted Complete Streets Policy on June 1, 2024, which resulted in increased opportunities for accommodating vulnerable roadway users within state ROW. This project is also coupled with the Pinch Point 6 project. The County has completed the 65% design and Ten Oaks Road is pending for repaving in the next three years. Completing the final design and construction should be undertaken by MDOT as part of mitigation related to MD 32 dualization.
6. **US 1 (MD 175 to Montevideo Road)** – Reconstruct US 1 with pedestrian, transit, and streetscape improvements to improve multimodal access. This coincides with Howard County's and SHA's Compete Streets policies, while the design would align with an update to the County's US 1 Design Manual currently in progress. This would also build off the implementation of the federal Safe Streets and Roads for All grant implementation throughout the US 1 corridor, emphasizing multimodal access along a corridor that supports regional travel demand.
7. **Bike and Pedestrian Access to Rivers Edge Community (To Clarks Hunt Community and Johns Hopkins Applied Physics Lab)** – This priority project coincides with our capacity enhancement projects along the US 29 corridor, but also the priority to remove the signalized intersection at US 29 and Rivers Edge Road. The lack of connectivity to the Rivers Edge Community goes beyond the vehicular access to US 29. MDOT proceeded with initial concept and design work for this project and MDOT should continue to fund and advance that work.

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

1. **Dorsey MARC Station Access Improvements (US 1 Corridor)** – Dorsey MARC station is the County's number one underutilized site for TOD; however, the MARC Camden line remains a significant asset for regional travel to job centers in Baltimore and Washington, DC. We intend to advance local policies that support growth, transformation and redevelopment in TOD areas by creating opportunities to expand our zoning districts, regulations and design guidelines, per our general plan, HoCo By Design and the Route 1 Corridor Plan. The County will be applying for a Transit-Oriented Development (TOD) Capital Grant and Revolving Loan Fund to support planning and initial design efforts for multimodal access improvements to the site, not limited to a bridge over the CSX rail tracks. This priority aligns with an update to the County's Route 1 Design Manual currently in progress, as well as coinciding with the implementation of our federal Safe Streets and Roads for All grant implementation throughout the US 1 corridor. While the Dorsey MARC is already a state-designated TOD Area, the County is also planning to seek a Sustainable Communities designation through the Maryland Department of Housing and Community Development and Sustainable Growth Subcabinet to build on existing plans and expand funding opportunities in support of transformative, compact, mixed-use and mixed-income development.
2. **Downtown Columbia TOD designation** – The County seeks a designation of Downtown Columbia as a Transit-Oriented Development district under MDOT's requirements. Downtown Columbia is one of the County's major growth areas and our hub for local transit service. We have future projects in the planning and implementation stages to increase additional transit access in this area through extension of Montgomery County's Flash BRT service in the fall 2026, and a transit center that would also serve MDOT's Commuter Bus routes along with the County's RTA local transit system. This designation is supported by the Downtown Columbia Plan and our general plan, HoCo By Design.
3. **Savage MARC Station** – Savage MARC station remains the County's most successful site for seeing TOD come to fruition. Like Dorsey MARC Station, the MARC Camden line remains a significant asset for regional travel to job centers in Baltimore and Washington, DC and we intend to continue advancing local policies that support growth, transformation and redevelopment in TOD areas by creating opportunities to expand our zoning districts, regulations and design guidelines, per our general plan, HoCo By Design and the Route 1 Corridor Plan. We request that MDOT continue to implement improvements to the Camden MARC line as described in MTA's MARC Growth and Transformation Plan.
4. **Paddock Point / North Laurel TOD designation** – The County seeks a designation of Paddock Point/North Laurel as a Transit-Oriented Development district under MDOT's requirements. The "Paddock Pointe" development at Laurel Park Station has constructed 220 residential units since 2020, with a further 880 units and 777,000 square feet of commercial development in the pipeline. This is a significant growth area for the county as well as strategically located near two existing MARC stations.

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)?

1. **MD 99 (US 29 to Marriottsville Road)** – The County seeks funding to design and construct pedestrian safety and sidewalk improvements in Howard County's pedestrian master and corridor plans along with the results of our recent collaborative efforts with SHA district engineers to identify and coordinate the delivery of sidewalk projects. This includes projects at MD 108 and the west leg of Red Branch Road, MD 99 from St. Johns Lane to Maple Rock Road, US 40 from North Chatham Road to St. Johns Lane, projects identified in the MD 99 Investigation, along with supporting the state-county workgroup focused on connections across grade separated interchanges. These projects are supported by the Maryland Route 99 Investigation study, as well as the County-State working group with MDOT participation.
2. **MD 108 at Ten Mills Road Intersection Improvements** – This project will improve the MD 108 and Ten Mills Road intersection by adding a single left-turn lane to better accommodate future traffic demand. As part of the project, the traffic signals will be replaced and optimized to improve intersection operations and safety. The design will also incorporate bicycle compatibility through the intersection to support safer travel for cyclists. These improvements are intended to enhance overall intersection performance while supporting pedestrian, bicycle, and other sustainable transportation options, consistent with the goals of the County's General Plan. This project would improve safety and operation along MD 108 at the Ten Mills Road intersection.
3. **Expansion of HoCo RapidRide Microtransit**– The County seeks funding to expand our new microtransit service, HoCo RapidRide, to Downtown Columbia. An app-based, on-demand transportation that can help connect travelers to existing transit service at lower cost than a fixed-route shuttle or bus service. This is supported by the Transportation Demand Management Plan and HoCo By Design. The County is intending to seek various funding sources for this project, including competitive grants. Capital costs would be around \$1,000,000.
4. **Downtown Columbia** – To advance the vision for Downtown Columbia, the County requests funding for design and construction improvements on Windstream Drive at The Mall in Columbia and at the Little Patuxent Parkway–Sterrett Place intersection. These projects will enhance multimodal connectivity and address safety needs. The request is paired with potential state support for a dockless bike and scooter share program, which would help reduce emissions and support regional TDM goals. The projects align with the Pedestrian Improvement Action Plan for Downtown Columbia, the Transportation Demand Management Plan, and the County's Strategic Road Safety Plan.

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

1. **RTA System Expansion Projects** – Howard County seeks capital and operational funding to support system expansion projects identified in the Transit Development Plan. The continuation of bus purchases and LOTs funding would help support service expansion and increased frequency as articulated in the TDP. The expansion projects are:
 - Extend Route 409 to Lansdowne (via Halethorpe MARC Station)
 - Extend Route 501 to BWI MARC/Amtrak Station
 - New Route - Columbia and Elkridge
 - New Route - Columbia/Laurel to Ft. Meade
 - New Route - Laurel to Bowie
 - New Route - Columbia to Maple Lawn/Johns Hopkins APL
2. **Noise Walls** – The County requests MDOT evaluate, plan, and design the future construction of noise walls at Dumhart Road at the southwest corner of I-95, MD 216 interchange, and on MD 32 from MD 108 to I-95 to address ongoing resident concerns.
3. **SHA TSMO - I-70 / US 29 (System I Corridor)** – The County requests that MDOT continue to fund and implement the TSMO project improvements to leverage technology investments and minimize impacts from new highway lanes. I-70 provides support for regional commuting capacity but it impacts the County's local roadway network significantly as congestion forces commuters to use these roadways as alternative routes between Baltimore, Frederick, and destinations further west.
5. **SHA TSMO - US 1 Corridor (System II Corridor)** – The County requests that MDOT continue to fund and implement the TSMO signal upgrades for US 1 as described in the System II Corridor upgrades in the TSMO Master Plan. The improvements to traffic signals discussed in the master plan supports Howard County's efforts to balance the use of US 1 as a regional commuting route, freight corridor, and the local/regional north-south transit corridor for our residents. This project would coincide with the safety improvements through implementing our SS4A federal grant, as well as the identification as a "potential transit corridor" in the TSMO Master Plan and in the Regional Transit Plan for Central Maryland
6. **MTA Fleet Purchases (BMORE BUS Plan)** – Capital purchase of new buses to support the implementation of the Columbia and Frederick Regional Bus Routes as described in MTA's BMORE BUS Plan. This is supported by the County's general plan, HoCo By Design, where the policies support expanded, regional transit to connect to regional job centers. Additionally, it supports the County's Transportation Demand Management policies to shift commuting trips from single-occupancy vehicles to alternative means, as well as lowering vehicle miles traveled overall. The Columbia route would cost \$16.5M in capital costs, while the Frederick route would cost \$23M.

FY 2027-2032 Howard County Transportation Priorities
Submission Information

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

1. **MD 175 - Columbia Gateway Access Planning and Design** – The County seeks funding for MDOT to advance the planning and design of existing access points to enhance access for all transportation modes into the Columbia Gateway Drive area, including a multimodal access point at MD 108/MD 175 as well as direct access to Columbia Gateway Drive. This area is a focus of HoCo By Design and the Gateway Master Plan.
2. **MD 175 (Dobbin Road Segment 3 Crosswalk to Dobbin Road Segment 4 Crosswalk)** – This is a missing piece in the improvements the County has been making along the Dobbin Road Corridor over the past several years. The County is proceeding with final design and construction of the final segment west of MD 175 (Segment 1 and 2) and making improvements to the Oakland Mills Road intersection, along with similar multimodal improvements to the Dobbin/Snowden River Parkway intersection. The County is requesting MDOT advance construction of the project.
3. **Regional Transit Plan Corridor/US 29 at Rivers Edge Road** – The County is combining two complementary projects to advance regional transit planning for this corridor to serve Ellicott City and Downtown Columbia, per the Regional Transit Plan for Central Maryland, along with construction funding to expand US 29 Northbound between Johns Hopkins Road and Seneca Drive to three lanes. This capacity enhancement would provide congestion relief, improve measured safety concerns, and facilitate future transit capacity enhancements for the expansion of Bus Rapid Transit along the corridor. The County has recently requested that MDOT repurpose \$750k in federal grant funding for planning to contribute to this effort.
4. **US 1 Improvements at Greenfield Road in Elkridge** – The County seeks funding to study the feasibility of design alternatives for multimodal improvements to the area around US 1 and Greenfield Road in preparation for the construction of the Elkridge Community Center, as well as in response to general safety concerns for vulnerable road users in this area. This priority is supported by the recently released Elkridge Bicycle & Pedestrian Priority Area plan developed in conjunction with MDOT. It also is supported by the policies and goals of the county's Strategic Road Safety Plan as US 1 is part of a High Injury Network. The study is estimated to cost around \$100,000.
5. **RTA System Expansion Projects** – Howard County seeks capital and operational funding to support system expansion projects identified in the Transit Development Plan. The continuation of bus purchases and LOTs funding would help support service expansion and increased frequency as articulated in the TDP. The expansion projects are:
 - Extend Route 409 to Lansdowne (via Halethorpe MARC Station)
 - Extend Route 501 to BWI MARC/Amtrak Station
 - New Route - Columbia and Elkridge
 - New Route - Columbia/Laurel to Ft. Meade
 - New Route - Laurel to Bowie
 - New Route - Columbia to Maple Lawn/Johns Hopkins APL

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

1. **Downtown Columbia** - *The Downtown Columbia Master Plan envisions adding 4.3 million square feet of office, 1.25 million square feet of retail, 6,244 housing units, and 640 hotel rooms. As of 2025, about 20% of retail, 30% of residential, and 18% of commercial space has been delivered. Implementing the plan's transportation needs will be critical to realizing the plan's redevelopment vision.*
2. **Gateway** - *The Gateway Master Plan outlines a long-term transformation into an innovation district with 1–1.8 million square feet of commercial and innovation office space, 4,711–8,126 new jobs, 4,500–6,600 multifamily units, 1,200–1,800 missing middle units, and 72,000–240,000 square feet of retail. The County seeks to partner with MDOT on an MD 175–Columbia Gateway study to support this redevelopment.*
3. **Village Activity Centers** - *HoCo By Design identifies Village Centers as key locations for mixed-use redevelopment to offer the opportunity to serve broader economic, civic, community, entertainment, and housing needs in the community and to reposition themselves in response to changing market conditions and consumer trends.*
4. **Transit Activity Centers** - *HoCo By Design designates areas around the County's three MARC stations; Annapolis Junction, Dorsey, and Laurel Park for compact, mixed-use, transit-oriented development. The County is updating the Route 1 Design Manual in preparation for these opportunities.*
5. **Route 40 Corridor Activity Centers** - *The County has identified the Chatham, Enchanted Forest, and Normandy centers as candidates for mixed-use redevelopment. HoCo By Design recommends future comprehensive rezoning, supported by an updated Route 40 design manual.*
6. **Infill and Redevelopment** - *Growth will also occur through infill, redevelopment, and re-subdivision, enabling more diverse housing types such as duplexes, multiplexes, and cottage courts. Continued County and State transportation investments will be needed to maintain multimodal connectivity to employment centers.*

MDOT Priority Letter Submission Form

Submitted by Connor Jett on Apr 1st, 2026 at 10:06 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

First Name		Last Name	
Connor		Jett	
Title/Role		Government Entity	
Planner		Howard County Office of Transportation	
Email		Phone	
cmjett@howardcountymd.gov		410-313-4361	
Address Line 1			
3430 Court House Drive			
Address Line 2			
City	State	Zip Code	
Ellicott City	Maryland	21043	

Section 2. Local Government Priorities

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

Howard County’s transportation priorities are guided by the County’s goals of improving safety, reducing congestion, expanding multimodal transportation options, and strengthening regional mobility connections across the greater Baltimore–Washington region. These priorities reflect input from County staff, elected and appointed officials, public engagement, and the County’s ongoing efforts to implement its transportation plans while responding to changing travel patterns and regional transportation demands.

To support these goals, Howard County encourages the Maryland Department of Transportation to focus spending on several key priorities. First, the County requests continued investment in safety improvements on state roadways, particularly projects that enhance safety for vulnerable users such as pedestrians and cyclists. This includes advancing projects through initiatives such as the Complete Streets Policy, the County’s functional plans which are supported by ongoing coordination efforts with MDOT, including the Pedestrian Safety Action Plan.

Second, the County supports targeted investments to reduce congestion and improve mobility along key regional corridors, particularly the US 1 and US 29 corridors, which serve as critical transportation and economic connections for residents, workers, and businesses throughout the region. Investments in operational improvements, roadway upgrades, and traffic management strategies will be essential to maintaining reliable travel and supporting continued growth in the County and surrounding jurisdictions.

Finally, Howard County strongly supports sustained investment in public transit and regional connectivity, including advancing transit corridors identified in the Regional Transit Plan for Central Maryland, supporting MARC and commuter bus services, and sustaining locally operated transit systems such as the Regional Transportation Agency of Central Maryland. These investments will help ensure that transit can provide reliable and equitable service to residents, including those who depend on transit to access jobs, education, and essential services. The projects outlined in this submission reflect these goals and represent Howard County’s highest transportation spending priorities for the FY2027–2032 Consolidated Transportation Program.

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?

1. Litter pickup – MDOT SHA is requested to prioritize removal of trash and debris along all SHA roadways in Howard County on a more frequent basis. Litter continues to be a persistent problem, especially at all ramps off US 29, MD 32, MD 100, US 1, and I 95.
2. Mowing / Vegetation management – MDOT SHA is requested to increase the frequency of roadside mowing and to help control weeds along SHA rights-of-way. Some of the guardrail locations along MD 32, MD 100, US 29, MD 175, US 1 and US 40 are especially in need of increased frequency to help prevent overgrowth that could block visibility of signage and help reduce pest habitats.

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

1. US 29 near Rivers Edge Road – The County seeks construction funding to expand US 29 Northbound between Johns Hopkins Road and Seneca Drive to three lanes. This capacity enhancement would provide congestion relief, improve measured safety concerns, and facilitate future transit capacity enhancements for the expansion of Bus Rapid Transit along the corridor. As part of this request, the County is also urging MDOT to start the process to remove the traffic signal at Rivers Edge Road, a known safety and congestion challenge.
2. Marriottsville Road Bridge at I-70 – The County seeks construction, engineering, and design funding to support future and current capacity enhancement the County is constructing on Marriottsville Road south of I-70. This supports the local residential and commercial growth planned for the area, while responding to safety concerns for all modes.
3. Regional Transit Plan Corridor (US 1) – The County seeks construction funding along this corridor, serving Halethorpe, Savage, and Laurel, per the Regional Transit Plan for Central Maryland's designation as an emerging growth area to invest in transit service and infrastructure. Our current local transit enhancements planned for the corridor include the expansion of RTA service into Landsdowne & Halethorpe, Baltimore County, as well as bus stop amenities and accessibility to increase ridership. Additionally, this capitalizes on safety improvements to the corridor through SHA's PSAP program, and the implementation of the Safe Streets and Roads for All quick-build grant.
4. MD 175 & US 29 - Capacity Improvements – These improvements were identified in the Downtown Columbia Traffic Study, and the County requests the State advance improvements along the MD 175 / Little Patuxent Parkway corridor between Columbia Road and Thunder Hill Road, including the US 29 northbound off-ramp, to address congestion, improve safety, and support multimodal access in the Downtown Columbia area. These roadway improvements should also incorporate pedestrian and bicycle facilities consistent with the County's BikeHoward and WalkHoward plans, including a shared use pathway and sidewalk improvements, to support safe and complete multimodal access.

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

1. MD 175 - Columbia Gateway Access Planning and Design – The County seeks funding for planning and design of existing access points to enhance access for all transportation modes into the Columbia Gateway Drive area, including a multimodal access point at MD 108/MD 175 as well as direct access to Columbia Gateway Drive. This area is a focus of HoCo By Design and the Gateway Master Plan.
2. Regional Transit Plan Corridor (US 29) – The County seeks planning and feasibility study work to implement supportive policy and planning for this corridor, serving Ellicott City and Downtown Columbia, per the Regional Transit Plan for Central Maryland. The request complements Montgomery County's efforts to design and construct the Median Lane BRT concept to improve transit travel time reliability between Tech Road and Downtown Silver Spring, as it aligns with Howard County's goals while also supporting SHA's goals for the corridor. The County has recently requested that MDOT repurpose \$750,000 in federal grant funding for planning to contribute to this effort.
3. US 1 (US 1 at Greenfield Road) – The County seeks funding to study the feasibility of design alternatives for multimodal improvements to the area around US 1 and Greenfield Road in preparation for the construction of the Elkridge Community Center, as well as in response to general safety concerns for vulnerable road users in this area. This priority is supported by the recently released Elkridge Bicycle & Pedestrian Priority Area plan developed in conjunction with MDOT. It also is supported by the policies and goals of the county's Strategic Road Safety Plan as US 1 is part of a High Injury Network. The study is estimated to cost around \$100,000.
4. RTA Management & Operations Facility Upgrades – The County seeks funding to study facility consolidation improvements for our transit service operator's management and operations facility. The study would help understand space needs, facility engineering for HVAC systems, and general upgrades at the Central Maryland Regional Transit Facility. This will improve operational and budgetary efficiency for the Regional Transit Agency of Central Maryland system, support expansion and efficient delivery of local transit services. This request is supported by Transit Development Plan.

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

1. Safe Streets and Roads for All (SS4A) - US 1 Corridor – The County is currently implementing programmatic safety improvements at over twenty sites throughout the US 1 corridor. This is supported by a federal quick-build planning and implementation grant through US DOT’s Safe Streets and Roads for All program. Given the conflict of local land uses, historical focus on vehicular traffic while ignoring multimodal road users, and the State’s emphasis of this corridor as a regional thoroughfare, US 1 has shown itself to be one of the County’s most dangerous roadways. Furthermore, this program aligns with improvements being made through SHA’s PSAP program, but also the recent Vulnerable Road User study being conducted in a section of the corridor. The grant, and local matching funds, come to a total of \$844,000 and the county is requesting MDOT support county led projects on US 1 and proactively address safety challenges on the corridor.
2. Pedestrian Safety Action Plan (PSAP) - US 1 Corridor – The County seeks MDOT’s continued investment in the funding of design and construction of the US 1 PSAP corridor between Gorman Road and the City of Laurel. This project supplements Howard County’s implementation of our SS4A quick-build program along the corridor, while also providing multimodal connections for local residents where they currently do not exist. This project is supported by local planning efforts like the Strategic Road Safety Plan, US 1 Safety Evaluation, while the design would align with an ongoing update of the US 1 Design Manual.
3. Safety Studies on Various High-Injury Network Corridors – The County requests that MDOT fund planning and construction of projects on SHA-owned roadways identified as unsafe through our Strategic Road Safety Plan. The SRSP has identified a High-Injury Network of both state and county-owned roadways that helps prioritize our comprehensive and strategic approach to lowering fatalities and serious-injuries in the county. Our next step is to proceed with safety studies of various corridors to identify specific projects.

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

1. MD 175 (Dobbin Road Segment 3 Crosswalk to Dobbin Road Segment 4 Crosswalk) – This is a missing piece in the improvements the County has been making along the Dobbin Road Corridor over the past several years. The County is proceeding with final design and construction of the final segment west of MD 175 (Segment 1 and 2) and making improvements to the Oakland Mills Road intersection, along with similar multimodal improvements to the Dobbin/Snowden River Parkway intersection. The County is requesting MDOT advance construction of the project.
2. MD 108 (Waterloo Elementary School and Old Montgomery Rd) – Provide a sidewalk on MD 108 in front of Waterloo Elementary School and pedestrian crosswalks at the signalized intersection of MD 108 and Old Montgomery Road. This provides a key connection with a County project to add sidewalk and bike lanes to Old Montgomery Road and completes the bike and pedestrian network in this area.
3. US 1 (Brumbaugh Street to Railroad Avenue) – This project is to construct improvements under the CSX bridge in Elkridge to facilitate bike and pedestrian access to either side of it. There are currently no bicycle or pedestrian facilities that bridge this gap. This is supported by the County’s US 1 Safety Evaluation and the federal Safe Streets and Roads for All grant implementation throughout the US 1 corridor.
4. US 40 (St Johns Lane to Ridge Road) – This project would provide pedestrian and bicycle accommodations in the form of a shared use pathway running in the median of US 40 to avoid interactions with the high-speed ramps for US 29. The lack of pedestrian crosswalk across US 40 at Ridge Road would also be addressed.
5. MD 108/Ten Oaks Road (Guilford Road to Trotter Road/Pinch Point 6) – The County seeks funding for multimodal and streetscape improvements consistent with the Clarksville-River Hill Streetscape Plan. Projects will improve the transportation system, increase safety, accessibility, and mobility, improve treatment of storm water runoff and will implement the community-based vision for street, pedestrian and bike circulation and public open space design. The project aligns with MDOT’s adopted Complete Streets Policy on June 1, 2024, which resulted in increased opportunities for accommodating vulnerable roadway users within state ROW. This project is also coupled with the Pinch Point 6 project. The County has completed the 65% design and Ten Oaks Road is pending for repaving in the next three years. Completing the final design and construction should be undertaken by MDOT as part of mitigation related to MD 32 dualization.
6. US 1 (MD 175 to Montevideo Road) – Reconstruct US 1 with pedestrian, transit, and streetscape improvements to improve multimodal access. This coincides with Howard County’s and SHA’s Compete Streets policies, while the design would align with an update to the County’s US 1 Design Manual currently in progress. This would also build off the implementation of the federal Safe Streets and Roads for All grant implementation throughout the US 1 corridor, emphasizing multimodal access along a corridor that supports regional travel demand.
7. Bike and Pedestrian Access to Rivers Edge Community (To Clarks Hunt Community and Johns Hopkins Applied Physics Lab) – This priority project coincides with our capacity enhancement projects along the US 29 corridor, but also the priority to remove the signalized intersection at US 29 and Rivers Edge Road. The lack of connectivity to the Rivers Edge Community goes beyond the vehicular access to US 29. MDOT proceeded with initial concept and design work for this project and MDOT should continue to fund and advance that work.

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

1. Dorsey MARC Station Access Improvements (US 1 Corridor) – Dorsey MARC station is the County’s number one underutilized site for TOD; however, the MARC Camden line remains a significant asset for regional travel to job centers in Baltimore and Washington, DC. We intend to advance local policies that support growth, transformation and redevelopment in TOD areas by creating opportunities to expand our zoning districts, regulations and design guidelines, per our general plan, HoCo By Design and the Route 1 Corridor Plan. The County will be applying for a Transit-Oriented Development (TOD) Capital Grant and Revolving Loan Fund to support planning and initial design efforts for multimodal access improvements to the site, not limited to a bridge over the CSX rail tracks. This priority aligns with an update to the County’s Route 1 Design Manual currently in progress, as well as coinciding with the implementation of our federal Safe Streets and Roads for All grant implementation throughout the US 1 corridor. While the Dorsey MARC is already a state-designated TOD Area, the County is also planning to seek a Sustainable Communities designation through the Maryland Department of Housing and Community Development and Sustainable Growth Subcabinet to build on existing plans and expand funding opportunities in support of transformative, compact, mixed-use and mixed-income development.
2. Downtown Columbia TOD designation – The County seeks a designation of Downtown Columbia as a Transit-Oriented Development district under MDOT’s requirements. Downtown Columbia is one of the County’s major growth areas and our hub for local transit service. We have future projects in the planning and implementation stages to increase additional transit access in this area through extension of Montgomery County’s Flash BRT service in the fall 2026, and a transit center that would also serve MDOT’s Commuter Bus routes along with the County’s RTA local transit system. This designation is supported by the Downtown Columbia Plan and our general plan, HoCo By Design.
3. Savage MARC Station – Savage MARC station remains the County’s most successful site for seeing TOD come to fruition. Like Dorsey MARC Station, the MARC Camden line remains a significant asset for regional travel to job centers in Baltimore and Washington, DC and we intend to continue advancing local policies that support growth, transformation and redevelopment in TOD areas by creating opportunities to expand our zoning districts, regulations and design guidelines, per our general plan, HoCo By Design and the Route 1 Corridor Plan. We request that MDOT continue to implement improvements to the Camden MARC line as described in MTA’s MARC Growth and Transformation Plan.
4. Paddock Point / North Laurel TOD designation – The County seeks a designation of Paddock Point/North Laurel as a Transit-Oriented Development district under MDOT’s requirements. The “Paddock Pointe” development at Laurel Park Station has constructed 220 residential units since 2020, with a further 880 units and 777,000 square feet of commercial development in the pipeline. This is a significant growth area for the county as well as strategically located near two existing MARC stations.

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.

1. MD 99 (US 29 to Marriottsville Road) – The County seeks funding to design and construct pedestrian safety and sidewalk improvements in Howard County’s pedestrian master and corridor plans along with the results of our recent collaborative efforts with SHA district engineers to identify and coordinate the delivery of sidewalk projects. This includes projects at MD 108 and the west leg of Red Branch Road, MD 99 from St. Johns Lane to Maple Rock Road, US 40 from North Chatham Road to St. Johns Lane, projects identified in the MD 99 Investigation, along with supporting the state-county workgroup focused on connections across grade separated interchanges. These projects are supported by the Maryland Route 99 Investigation study, as well as the County-State working group with MDOT participation.
2. MD 108 at Ten Mills Road Intersection Improvements – This project will improve the MD 108 and Ten Mills Road intersection by adding a single left-turn lane to better accommodate future traffic demand. As part of the project, the traffic signals will be replaced and optimized to improve intersection operations and safety. The design will also incorporate bicycle compatibility through the intersection to support safer travel for cyclists. These improvements are intended to enhance overall intersection performance while supporting pedestrian, bicycle, and other sustainable transportation options, consistent with the goals of the County’s General Plan. This project would improve safety and operation along MD 108 at the Ten Mills Road intersection.
3. Expansion of HoCo RapidRide Microtransit – The County seeks funding to expand our new microtransit service, HoCo RapidRide, to Downtown Columbia. An app-based, on-demand transportation that can help connect travelers to existing transit service at lower cost than a fixed-route shuttle or bus service. This is supported by the Transportation Demand Management Plan and HoCo By Design. The County is intending to seek various funding sources for this project, including competitive grants. Capital costs would be around \$1,000,000.
4. Downtown Columbia – To advance the vision for Downtown Columbia, the County requests funding for design and construction improvements on Windstream Drive at The Mall in Columbia and at the Little Patuxent Parkway–Sterrett Place intersection. These projects will enhance multimodal connectivity and address safety needs. The request is paired with potential state support for a dockless bike and scooter share program, which would help reduce emissions and support regional TDM goals. The projects align with the Pedestrian Improvement Action Plan for Downtown Columbia, the Transportation Demand Management Plan, and the County’s Strategic Road Safety Plan.

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

1. RTA System Expansion Projects – Howard County seeks capital and operational funding to support system expansion projects identified in the Transit Development Plan. The continuation of bus purchases and LOTs funding would help support service expansion and increased frequency as articulated in the TDP. The expansion projects are:
 - Extend Route 409 to Lansdowne (via Halethorpe MARC Station)
 - Extend Route 501 to BWI MARC/Amtrak Station
 - New Route - Columbia and Elkridge
 - New Route - Columbia/Laurel to Ft. Meade
 - New Route - Laurel to Bowie
 - New Route - Columbia to Maple Lawn/Johns Hopkins APL
2. Noise Walls – The County requests MDOT evaluate, plan, and design the future construction of noise walls at Dumhart Road at the southwest corner of I-95, MD 216 interchange, and on MD 32 from MD 108 to I-95 to address ongoing resident concerns.
3. SHA TSMO - I-70 / US 29 (System I Corridor) – The County requests that MDOT continue to fund and implement the TSMO project improvements to leverage technology investments and minimize impacts from new highway lanes. I-70 provides support for regional commuting capacity but it impacts the County's local roadway network significantly as congestion forces commuters to use these roadways as alternative routes between Baltimore, Frederick, and destinations further west.
5. SHA TSMO - US 1 Corridor (System II Corridor) – The County requests that MDOT continue to fund and implement the TSMO signal upgrades for US 1 as described in the System II Corridor upgrades in the TSMO Master Plan. The improvements to traffic signals discussed in the master plan supports Howard County's efforts to balance the use of US 1 as a regional commuting route, freight corridor, and the local/regional north-south transit corridor for our residents. This project would coincide with the safety improvements through implementing our SS4A federal grant, as well as the identification as a "potential transit corridor" in the TSMO Master Plan and in the Regional Transit Plan for Central Maryland.
6. MTA Fleet Purchases (BMORE BUS Plan) – Capital purchase of new buses to support the implementation of the Columbia and Frederick Regional Bus Routes as described in MTA's BMORE BUS Plan. This is supported by the County's general plan, HoCo By Design, where the policies support expanded, regional transit to connect to regional job centers. Additionally, it supports the County's Transportation Demand Management policies to shift commuting trips from single-occupancy vehicles to alternative means, as well as lowering vehicle miles traveled overall. The Columbia route would cost \$16.5M in capital costs, while the Frederick route would cost \$23M.

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

1. MD 175 - Columbia Gateway Access Planning and Design – The County seeks funding for MDOT to advance the planning and design of existing access points to enhance access for all transportation modes into the Columbia Gateway Drive area, including a multimodal access point at MD 108/MD 175 as well as direct access to Columbia Gateway Drive. This area is a focus of HoCo By Design and the Gateway Master Plan.
2. MD 175 (Dobbin Road Segment 3 Crosswalk to Dobbin Road Segment 4 Crosswalk) – This is a missing piece in the improvements the County has been making along the Dobbin Road Corridor over the past several years. The County is proceeding with final design and construction of the final segment west of MD 175 (Segment 1 and 2) and making improvements to the Oakland Mills Road intersection, along with similar multimodal improvements to the Dobbin/Snowden River Parkway intersection. The County is requesting MDOT advance construction of the project.
3. Regional Transit Plan Corridor/US 29 at Rivers Edge Road – The County is combining two complementary projects to advance regional transit planning for this corridor to serve Ellicott City and Downtown Columbia, per the Regional Transit Plan for Central Maryland, along with construction funding to expand US 29 Northbound between Johns Hopkins Road and Seneca Drive to three lanes. This capacity enhancement would provide congestion relief, improve measured safety concerns, and facilitate future transit capacity enhancements for the expansion of Bus Rapid Transit along the corridor. The County has recently requested that MDOT repurpose \$750k in federal grant funding for planning to contribute to this effort.
4. US 1 Improvements at Greenfield Road in Elkridge – The County seeks funding to study the feasibility of design alternatives for multimodal improvements to the area around US 1 and Greenfield Road in preparation for the construction of the Elkridge Community Center, as well as in response to general safety concerns for vulnerable road users in this area. This priority is supported by the recently released Elkridge Bicycle & Pedestrian Priority Area plan developed in conjunction with MDOT. It also is supported by the policies and goals of the county's Strategic Road Safety Plan as US 1 is part of a High Injury Network. The study is estimated to cost around \$100,000.
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 - Extend Route 409 to Lansdowne (via Halethorpe MARC Station)
 - Extend Route 501 to BWI MARC/Amtrak Station
 - New Route - Columbia and Elkridge
 - New Route - Columbia/Laurel to Ft. Meade
 - New Route - Laurel to Bowie
 - New Route - Columbia to Maple Lawn/Johns Hopkins AP

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

1. Downtown Columbia - The Downtown Columbia Master Plan envisions adding 4.3 million square feet of office, 1.25 million square feet of retail, 6,244 housing units, and 640 hotel rooms. As of 2025, about 20% of retail, 30% of residential, and 18% of commercial space has been delivered. Implementing the plan's transportation needs will be critical to realizing the plan's redevelopment vision.
2. Gateway - The Gateway Master Plan outlines a long-term transformation into an innovation district with 1–1.8 million square feet of commercial and innovation office space, 4,711–8,126 new jobs, 4,500–6,600 multifamily units, 1,200–1,800 missing middle units, and 72,000–240,000 square feet of retail. The County seeks to partner with MDOT on an MD 175–Columbia Gateway study to support this redevelopment.
3. Village Activity Centers - HoCo By Design identifies Village Centers as key locations for mixed-use redevelopment to offer the opportunity to serve broader economic, civic, community, entertainment, and housing needs in the community and to reposition themselves in response to changing market conditions and consumer trends.
4. Transit Activity Centers - HoCo By Design designates areas around the County's three MARC stations; Annapolis Junction, Dorsey, and Laurel Park for compact, mixed-use, transit-oriented development. The County is updating the Route 1 Design Manual in preparation for these opportunities.
5. Route 40 Corridor Activity Centers - The County has identified the Chatham, Enchanted Forest, and Normandy centers as candidates for mixed-use redevelopment. HoCo By Design recommends future comprehensive rezoning, supported by an updated Route 40 design manual.
6. Infill and Redevelopment - Growth will also occur through infill, redevelopment, and re-subdivision, enabling more diverse housing types such as duplexes, multiplexes, and cottage courts. Continued County and State transportation investments will be needed to maintain multimodal connectivity to employment centers

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



[Howard County - Transportation Priority Cover Letter FY2027-2032 B-Z-J.pdf \(0.4 MB\)](#)

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.

David Cookson

I agree to be legally bound by this document.