



KATHERINE A. KLAUSMEIER
County Executive

May 16, 2025

Honorable Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

RE: MDOT FY 2026-FY 2031 Consolidated Transportation Program Baltimore County
Requests

Dear Secretary Wiedefeld:

On behalf of the residents of Baltimore County, we wish to acknowledge the leadership and staff from the Maryland Department of Transportation (MDOT) for their continued consideration of our transportation priorities.

Our longstanding top priority project is the I-795 Dolfield Boulevard interchange. This project holds immense significance for our community, promising to deliver much-needed infrastructure improvements by providing vital connections for vulnerable road users and vehicles alike. The final funding commitments received in the FY2025-2030 CTP are for design and partial real estate acquisitions only. While we applaud that the project is progressing, there is no construction funding allocated. The continuous fluctuations in funding status are concerning. We urge you to provide and maintain full funding for this project so that residents using any mode can access life's opportunities.

We are deeply appreciative of the swift and coordinated response from all levels of government in managing this disaster of the Key Bridge collapse last March, including the prompt reopening of the Port of Baltimore.

As we move forward, we urge MDOT to continue regular engagement with local partners throughout the bridge reconstruction process and to prioritize local workforce opportunities created by this major infrastructure effort. In addition, we ask that MDOT work with us to address the growing strain placed on our local road network. Increased detoured traffic, particularly truck traffic, is accelerating the wear and tear on local roads that were not designed for such volumes. As part of the broader recovery effort, we request increased support to improve the condition of these impacted roadways. We also strongly advocate for keeping the designated turnaround free of tolls, as a way to encourage truck traffic to stay on state-managed routes and reduce the burden on our local streets and neighborhoods.

Additionally, we encourage MDOT to fully support expansion efforts at Tradepoint Atlantic that will create a more resilient and redundant Port of Baltimore in the aftermath of the Key Bridge collapse. This support should extend to efforts to expedite the Sparrows Point Container Terminal, which could potentially provide our Port with a second container terminal prior to the full reconstruction of the Key Bridge.

Our Administration has made great efforts to expand transit access by investing in our own Locally Operated Transit Services (LOTS) programs. These investments have supported our CountyRide program, which serves elderly, disabled, and rural residents; helped establish the Towson Loop, which has provided over 219,000 rides since its inception; and allowed us to advance planning studies for similar last mile connectors in Owings Mills and Catonsville.

However, while these efforts represent important strides forward, they are just the beginning. To truly meet the mobility needs of all residents, we are seeking funding that reflects the needs of Baltimore County's entire population—not just those in Towson. Despite being the largest jurisdiction in the Baltimore region, our local commitment from the LOTS program was just over \$1 million this year in State operating funding. This level of funding is significantly less than what is provided to similarly sized jurisdictions such as Montgomery County (over \$41 million) and Prince George's County (nearly \$12 million), and even less than what is received by several rural counties, including Allegany, St. Mary's, and Washington.

Expansion of our LOTS program could provide a shared opportunity to increase transit ridership by connecting our workers and residents to major Maryland Transit Administration (MTA) transit hubs. During last year's CTP fall tour meeting in Baltimore County, MDOT committed to adjust its LOTS operating funding formula to account for factors like population and potential ridership growth prior to the FY2025-2030 CTP. We appreciate MDOT providing an updated draft LOTS formula to begin discussions, and look forward to discussing these opportunities to grow our LOTS programs as soon as possible.

Multi-modal access that accommodates our bikers and walkers continues to be a top County priority. Since the approval of our updated Bicycle and Pedestrian Master Plan, we have made significant strides in implementing the plan. We've completed feasibility studies for several key trail projects identified in the plan and are advancing engineering design work up to 60% completion. The updated master plan focuses on enhancing connectivity across the County and includes new policies that support our broader goals for active transportation and the prioritization of new bike and pedestrian facilities throughout Baltimore County. We strongly support funding and implementing bicycle and pedestrian projects, particularly cross border projects, to enhance safety and provide expanded multi-modal options.

We are currently underway with the design of our first official Complete Streets initiative, focused on Old Court Road, spanning approximately 3.3 miles from Liberty Road (MD 26) to Reisterstown Road (MD 140). We have completed the feasibility study and developed several exciting design concepts that we are eager to advance in our effort to deliver multi-modal access in and around the County. The project is divided into two phases: the initial phase focused on analysis and concept development, while the upcoming phase will include preliminary and final design services. We believe this Complete Streets project marks the start of a broader series of initiatives to enhance multi-modal connectivity across Baltimore County, setting a strong precedent for inclusive, accessible infrastructure that benefits all residents and visitors.

Our Administration continues to support the development of the Red Line project, which would begin to address the absence of reliable east-west transit that has plagued our region for decades. Given the presence of priority economic development projects in western Baltimore County at Security Square Mall (which is along the planned Red Line alignment), and the region's largest growing job center at Tradepoint Atlantic in eastern Baltimore County, the need for reliable east-west transit in the Baltimore region will only grow into the foreseeable future.

Further addressing the long-standing need for reliable east-west transit, we appreciate MDOT's efforts to launch the Eastern Baltimore County Access Study, and are hopeful that the results of this study will build off of the future Red Line project by providing direct and efficient access to the biggest job growth center in the region at Tradepoint Atlantic and population centers like Essex, Dundalk and Turner's Station. We have recently heard conflicting information regarding potential cuts to funding supporting this Study and/or potential delays to the timeline for delivery. With traffic patterns exacerbated by the collapse of the Key Bridge in the eastern part of Baltimore County, we request your commitment to fully fund and complete this study in a timely manner. The results of this study and implementation of its findings could prove as a valuable tool to reduce vehicular traffic and mitigate for the traffic impacts of losing the Key Bridge.

Given the importance of advancing these initiatives and the financial constraints local jurisdictions face in completing the necessary early-stage evaluations, we urge the State to provide the support needed to move these projects forward. With that in mind, I respectfully request that the following transportation priorities be included as part of your FY 2026 – FY 2031 Consolidated Transportation Program (CTP):

Economic Development Related Improvements

(Owings Mills) Northwest Expressway (1-795) at Dolfield Boulevard Interchange

Since 2007, the top County priority for State funding has been for improvements to the Northwest Expressway. It remains a top County priority due to the continuous growth and

economic development in the area. This project will alleviate traffic congestion due to increased economic development in the area associated with the Metro Center Transit-Oriented Development (TOD), which still has the capacity to add significant residential density, and Foundry Row retail and office center. We respectfully request continued financial backing to support the construction phase and ensure the project's timely advancement. Sustained investment is essential to meet the transportation needs of this growing economic hub.

Response, Recovery and Reconstruction of the Key Bridge

We are appreciative and grateful for the level of coordination between all levels of government to manage the response and recovery associated with the collapse of the Key Bridge. While much has been done to mitigate the initial impacts of the collapse, our recovery from the loss of this critical piece of infrastructure will be felt through the reconstruction of the Key Bridge. We fully support the rebuild of the Key Bridge and are particularly pleased with the inclusion of improvements to surrounding communities, especially enhancements to local roads and efforts to deliver a stronger, more resilient Port.

As we have seen over the past year, the collapse of the Key Bridge has resulted in more truck traffic and strain on both State and local roads in eastern Baltimore County. The Pavement Condition Index (PCI) for major County roads in the vicinity of the Key Bridge and surrounding communities is currently averaging at the borderline of a satisfactory rating. With increased truck traffic now impacting these roadways and expected to continue throughout the Key Bridge reconstruction, we expect accelerated deterioration of these corridors.

We respectfully request that MDOT invest in improvements to identified truck routes throughout eastern Baltimore County, such as resurfacing Broening Highway to handle increased local truck volumes during the reconstruction period. State assistance in funding roadway repairs to restore these roads to an acceptable condition is critical to ensuring the continued safe and efficient flow of traffic throughout the region as we continue to endure the impacts of the loss of the critically important Key Bridge.

In addition, we strongly support ongoing expansion efforts at Tradepoint Atlantic that will contribute to a more resilient and redundant Port of Baltimore. We urge MDOT to prioritize efforts to expedite the Sparrows Point Container Terminal, which could serve as a second container terminal ahead of the full Key Bridge rebuild. Continued State investment support in this project will be vital in ensuring that the Port emerges even stronger from the aftermath of the Key Bridge collapse.

(Sparrows Point) Full interchange at I-695 and Exit 44 (Broening Highway)

Baltimore County is excited that its vision for the future of Sparrows Point is being embraced by Tradepoint Atlantic. The plan incorporates the highest and best use of this unique

asset: 3,100 acres of industrial zoned land, with access to deep water port channels, two interstate highways and two rail lines. The redevelopment of Sparrows Point by Tradepoint Atlantic represents the largest job growth center in the region, supporting over 12,000 jobs, and is expected to add thousands of jobs and increase the resiliency of the Port of Baltimore in the wake of the Key Bridge collapse with the anticipated completion of the Sparrows Point Container Terminal project. We urge the State to invest in infrastructure improvements that will allow Tradepoint Atlantic to fully support the jobs and cargo capacity associated with its growth and a stronger port economy for the Baltimore region.

The construction of a full interchange at I-695 and Exit 44 (Broening Highway) would maximize the potential redevelopment activities at Tradepoint Atlantic, would allow for truck avoidance of the toll plaza, and would reduce truck traffic impacting residential communities on Dundalk Avenue and Holabird Avenue. The Baltimore Metropolitan Council (BMC) has completed a point-to-point study for this project location, and \$1 million was provided through a federal earmark last year to support the initial planning of a full interchange near Tradepoint Atlantic and I-695 to assist in the increasing industrial expansion and related traffic.

(Catonsville) Wilkens Ave MD-372 and Kenwood Ave at I-695 Interchange Exit 12 (Inner Circulator)

We request intersection improvements at MD-372 and Kenwood Avenue and along Kenwood Avenue to the NB beltway on-ramp. These improvements would improve safety and road capacity, and would have a significant impact on traffic at this location. Over the past 5 years this area has seen a significant increase in background traffic from UMBC and business growth and development/redevelopment activities in the area. These road improvements would spur ongoing growth in the area and provide positive economic impact.

(White Marsh/Middle River) Philadelphia Road (MD-7) Improvements and MD-7 at MD-43 Interchange ramp addition

We request funding for roadway improvements on Philadelphia Road (MD-7) including, widening and raising of the road from Mohrs Lane to Campbell Boulevard and an on-ramp from Philadelphia Road (MD-7) to eastbound White Marsh Boulevard (MD-43). This roadway improvement will increase traffic capacity and roadway safety for the future Campbell Boulevard (Mohrs Lane) extension which is being advertised this year. This future connection would, not only provide another important link between MD-43 corridor and White Marsh Town Center in the White Marsh Growth area, but it would also enhance Pulaski Highway as a location for new employment-related development.

In addition, the intersection of Old Philadelphia Road and Cowenton Avenue is in need of evaluation to address the increased congestion due to the extensive development occurring in the area. The intersection is a combination of County and State roads. We

request added support to the growing community concerns with traffic flow to increase volume on the roadway.

Transit Initiatives

Red Line Project and Eastern Baltimore County Access Study

Our Administration continues to support the development of the Red Line project, which would begin to address the absence of reliable east-west transit that has plagued our region for decades.

We also appreciate the ongoing efforts to improve access to eastern Baltimore County through the Eastern Baltimore County Access Study. This initiative presents a valuable opportunity to plan for future transit corridors that connect directly to the eastern terminus of the Red Line project, while also supporting the continued growth of regional job hubs like Tradepoint Atlantic and key population centers including Essex, Dundalk, and Turner's Station. With traffic patterns exacerbated by the collapse of the Key Bridge in the eastern part of Baltimore County, we request your commitment to fully fund and complete this study in a timely manner. The results of this study and implementation of its findings could prove as a valuable tool to reduce vehicular traffic and mitigate for the traffic impacts of losing the Key Bridge.

We strongly encourage the study to produce both short-term and long-term recommendations that can both address acute issues triggered by the collapse of the Key Bridge and provide sustainable long-term solutions to transit issues in eastern Baltimore County. Additionally, we welcome the opportunity to collaborate on enhancing pedestrian and bicycle infrastructure along future transit corridors, ensuring residents will have safe and convenient access to new transit options as they come online.

Additional Transit Service to Tradepoint Atlantic

We continue to support implementation of additional transit to and from Tradepoint Atlantic (TPA), which is the largest job growth center in the region, currently supporting over 12,000 employees and projected to add thousands more through the construction and eventual completion of the Sparrows Point Container Terminal project. This expansion would include additional East-West Service from western Baltimore County and through the City of Baltimore; service from the eastern portions of the County to the Tradepoint site; and could build from the future eastern terminus of the Red Line project at Bayview as contemplated in the Eastern Baltimore County Access Study. We request an increase in service in Baltimore County to TPA, specifically from the Middle River, Essex, Dundalk and Sparrows Point communities.

Circulators & Microtransit

We request continued supplemental capital and operational funding as part of our Annual Transportation Plan (ATP) to incubate the growth of our LOTS system, including but not limited to, expansion of services into fixed route lines and on-demand microtransit within Baltimore County. We continue to include County funding in our budget for critical transit services supporting our disabled populations and last-mile connectivity to MTA's fixed route service.

The County has completed a study, funded through County resources, on circulator services in Owings Mills and Catonsville to support increased ridership on MTA's Metro and fixed-route bus service. We appreciate MDOT's commitment to adjusting its LOTS funding formula in the FY2025–2030 CTP to account for factors such as population and potential ridership growth, and to support our LOTS programs with one-time Carbon Reduction Program funding to address the capital costs associated with potential system expansion

Local Link 35

If this proposed new service is put into operation, it would be more adaptive to the needs of TPA and other activity corridors, such as new development on MD-43 in White Marsh. This line would support economic growth and improve connectivity to job centers on the east side of the County.

LOTS Facilities

We request supplemental capital funding and land for a bus operations facility and bus equipment for the expansion of Baltimore County's transit operations to accommodate fixed route service and to expand our human services capabilities. This support would allow optimization of the hours and days when this service is available for communities with limited mobility. We ask for assistance identifying a property that is proximate to our existing LOTS programming, and consideration of the transfer or sale of a viable property for a possible hub for transportation and public safety uses.

Electric Buses & Charging Infrastructure for Transit

We request that MDOT-MTA provide an electric bus purchase option and partner to provide funding which will enable us to purchase electric buses and other electric transit vehicles through their contracting and grant process. We also request funding for new and replacement electric bus vehicles in order to further enhance transit service and reduce emissions in our county.

Central Maryland Regional Transit Plan

We encourage continued work to advance detailed and specific corridor studies on the priority corridors identified in the final Central Maryland Regional Transit Plan (CMRTP). Regular and continuous engagement with county staff and elected officials to implement the CMRTP and strategic actions identified in the Plan is vital. Corridors were identified defining specific routes, service patterns, alignments, levels of service, potential stations or transit mode of travel.

We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan and request MDOT advance planning, design, and operational funding, in coordination with our local and regional transit systems, to meet the goals and priorities in the Regional Transit Plan. MDOT should ensure public transit can provide equitable and high-quality service to all public transit riders, particularly our transit dependent community members, regardless of whether they are served by the State or local system or need to travel between two systems for essential services. We are especially interested in the inter-jurisdictional east-west corridors and north-south corridors.

Lastly, we request the improvement of the conditions of transit stops by providing essential amenities such as benches, shelters, and standing pads, as well as ensuring safe and accessible pedestrian connections to these locations.

Multimodal Planning Initiative

Bicycle & Pedestrian Initiatives

We request State support for the County's bicycle and pedestrian project initiatives. Baltimore County committed \$4.2 million dollars for bicycle and pedestrian projects in our multi-year CIP.

We have initiated several studies targeting walkability, safety and connectivity in response to challenges raised by older neighborhoods. Through collaborative efforts and targeted interventions, our studies aim to lay the foundation for creating safer, more accessible, and connected environments where walking and cycling are preferred modes of transportation for all. With additional supportive funding, we will be able to explore strategies such as traffic calming devices, speed limit reductions, and road diets to mitigate traffic hazards and create more pedestrian-friendly streets.

We are nearing the design completion of several trails: Bloomsbury Crossing, West-East Trail and the Northeast Trail. We strongly support construction funding with implementing these bike and pedestrian projects to enhance safety and provide expanded multi-modal options and will be applying for the Kim Lamphier Bikeways Network Program to assist with the implementation.

We also ask for assistance in funding streetscape projects on local and State roads. Streetscapes can help increase environmental sustainability by decreasing automobile dependency, minimizing traffic congestion, and reducing carbon emissions. Upgraded streets attract more people, thus strengthening both communities and the businesses that serve them.

Road/ Pedestrian Safety and Traffic Capacity Improvements

(Randallstown) Liberty Road MD-26 Corridor Improvements

Liberty Road is a critical artery serving the west side of the County. Liberty Road has been the most crash ridden road in Baltimore County since 2018, and had the most pedestrian fatalities in the County in 2022, and is an identified top Pedestrian Safety Action Plan (PSAP) corridor in the state. The County has renewed interest in increasing safety for vulnerable users, and promoting economic development and investment in this corridor and is requesting additional SHA and MTA review for roadway improvements (traffic congestion study), sidewalks, including crosswalk lights, and additional transit stop amenities to assist with safer pedestrian movements crossing the roadway. We are pursuing assistance from MDOT based on the completion of outreach and an action plan for the Liberty Road corridor.

(Middle River) Pulaski Highway US-40 Corridor Improvements

Pulaski Highway is a critical artery serving the east side of the County. The County is deeply invested to work with the State to address the pedestrian and vehicular safety concerns that plague our four-lane arterial roadways. Pulaski Highway had the most pedestrian fatalities in Baltimore County in 2020 and 2021. Decreasing the number of pedestrian and motor vehicles fatalities is of utmost importance to the County and we support the MDOT SHA with any initiatives put forth to the heighten safety along the Pulaski Highway corridor.

(Overlea) Belair Road US-1 Corridor Safety Improvement Project

The segment of US 1 (Belair Road) through Overlea is an important and historic main street corridor connecting many Baltimore-area communities, including historically disadvantaged communities, to economic opportunities, parks, churches, a community center, and crucial social services. Transit along this corridor connects the Overlea community, including students and staff at the nearby Maryland School for the Blind, to downtown essential services, schools and jobs in Baltimore, Johns Hopkins University, White Marsh, and other job centers and community focal points.

Unfortunately, the project segment presents barriers and challenges to the community, limiting access and mobility for pedestrians and vehicles in a very tight right-

of-way (ROW). The project corridor experiences a high pedestrian crash rate, which is two times higher than the statewide average. Within the project area, there is a half-mile segment of US 1 that experiences a pedestrian crash rate four times higher than the statewide average for similar routes.

Three years ago, MDOT, in partnership with Baltimore County, unsuccessfully sought a \$15.34 million RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant from USDOT to address critical safety risks and community concerns, reduce congestion delays, and provide more reliable travel times in order to support equitable access to opportunity and economic growth in this corridor. The issues identified above and in the jointly filed RAISE grant application are still present, and need to be addressed to ensure the safety and mobility of our residents in this area. We are requesting that MDOT fund the \$9.65 million in pre-construction costs associated with this \$47.59 million project.

In addition, Baltimore County recently received plans from MDOT State Highway Administration (SHA) in regards to the US-1 (Belair Road) Urban Reconstruction Project. We ask that MDOT coordinate the aboveground work with existing underground water and sewer utilities. Baltimore County recently completed installation of the water main so it is critical that any conflicts with the water main be identified and addressed.

(Hunt Valley) MD-45 York Road realignment - Shawan to Phoenix

There have been long standing safety concerns with the two-lane curved section of York Road between Shawan Road and Phoenix Road. The State should consider a feasibility study of the realignment and widening of the road in this area for increased capacity and safety, pedestrian sidewalks, and evaluate possible developer participation in the study.

(Pikesville) Reisterstown Road (MD-140) roadway improvements (Old Court Road to Sudbrook) & (Rosewood to Westminster Pike)

The State portion of Reisterstown Road requires additional study and re-design. Baltimore County completed a planning study of the area but a corridor segment analysis and redesign of this road segment is required. Community groups and businesses have advocated for many years for improvements to this roadway and invested private funds to develop potential solutions. These sections of MD 140 were identified as top PSAP corridors in the state. Baltimore County supports investment in studies that would promote vulnerable road user safety along this corridor.

(Windsor Mill) Windsor Mill Road Project

The Windsor Mill Road project from Featherbed Lane to Woodlawn Drive is fully designed. The project is currently in the land acquisition phase. We would appreciate your

support and additional funding as we embark on this vital community safety improvement project.

Pikesville Intersection Improvements and Sidewalk

We request funding for intersection and sidewalk improvements in the Pikesville community. The existing Old Court Road, Park Heights/Stevenson Road intersection poses concerns for drivers navigating from the southern Old Court at Park Heights intersection. Alternative geometric design at this location will aid in the reduction of accidents and their severity. This modification will provide optimum efficiency in traffic operation and maximum safety.

Additional sidewalk improvements on Old Court Road are needed to provide connectivity within the community. The County is taking strides to install new sidewalk such as the Seven Mile Lane project as well as other pedestrian facilities in Pikesville as a result of a walkability study. Our continued efforts along with State support will contribute to the goal of more walkable, bike friendly neighborhoods.

Patapsco Regional Greenway

We are partnering with the Baltimore Metropolitan Council to conduct preliminary design on the Baltimore Highlands section of the Patapsco Regional Greenway, which is a 5.5 mile multi-use path that will go from Guinness to Baltimore County's Southwest Area Park and the MDOT MTA Patapsco Light Rail Station. This segment is an impactful investment and will provide new pedestrian and bicycle access. We ask for continued financial support of non-motorized connections to enhance mobility and reduce congestion for this multi-jurisdictional project.

Bridge Infrastructure

Given the collapse of the Francis Scott Key Bridge, we would like to emphasize the importance of updating our bridge infrastructure. We recognize the need for improvement and push for continual aid to assist in the systematic approach for bridge preservation like that embraced by many states, whereby existing deterioration is prioritized and the focus is on preventive maintenance.

Eastern Blvd (MD 150) from MD 43 to Bowleys Quarters Road

There have been numerous safety concerns along Eastern Avenue for both drivers and pedestrians. Separate studies were conducted by Baltimore County and MDOT SHA. As part of the studies, several safety concerns were identified including speeding, inadequate pedestrian facilities and high crash rates. Proposed recommendations and alternatives to improve safety were provided. Alternatives included installation of medians to restrict

turning movements, the installation of a center turn lane, signal upgrades and pedestrian improvements. To implement these safety measures, we ask for funding support to make Eastern Avenue a safer and more accessible route for all.

MD 588 Kenwood Avenue Sidewalks

The community around Overlea High School has been very active in advocating for safety improvements along MD 588 (Kenwood Avenue), where the lack of sidewalks forces high school students to walk in the roadway. We thank SHA District 4 for prioritizing this project through the State Sidewalk Retrofit Program. We also appreciate the funding that has been allocated to begin design for the segment from Wilkens to Kenwood Avenue. We strongly encourage continued support to carry this project through full design and construction to ensure safe pedestrian access for students and the broader community.

In conclusion thank you for this opportunity to present Baltimore County's transportation priorities in the FY 2026 - FY 2031 CTP. We look forward to increased opportunities for partnership and collaboration as we work together to solve our collective transportation challenges.

Sincerely,



Katherine Klausmeier
Baltimore County Executive

CC: Honorable Wes Moore, Governor
Honorable Bill Ferguson, President of the Senate
Honorable Adrienne Jones, Speaker of the House
Honorable Chairs and Members of the Baltimore County Senate and House Delegations
Honorable Chair and Members of the Baltimore County Council
D'Andrea Walker, County Administrative Officer
Amanda Conn, Chief of Staff
Sameer Sidh, Deputy Administrative Officer
Samantha O'Neil, Deputy Administrative Officer
Pat Roddy, Director of Legislative Affairs
Lauren Buckler, Director, Department of Public Works and Transportation
Anthony Russell, Deputy Director of Transportation, DPW&T
Angelica Daniel, Transportation Chief, DPW&T
Steve Lafferty, Director, Department of Planning
Jonathan Sachs, Director, Department of Economic and Workforce Development
Heang Tan, Director, Department of Aging
Pete Gutwald, Director, Department of Permits, Approvals and Inspections

MDOT Priority Letter Submission Form

Submitted by Angelica Daniel on May 16th, 2025 at 4:33 pm

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

This year, 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.

"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.

"Feasibility study" means a study of a transportation need to identify a project that can address the need. A study would complete sufficient work to allow MDOT to evaluate whether the identified concept should be included in the CTP.

"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
Angelica	Daniel

Title/Role		Government Entity
Bureau Chief of Transportation		Baltimore County Department of Public Works and Transportation

Address Line 1

111 W. Chesapeake Avenue - Rm 312

Address Line 2

City	State	Zip Code
Towson	Maryland	21204

Section 2. Local Government Priorities

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

Our longstanding top priority project is the I-795 Dolfield Boulevard interchange. This project holds immense significance for our community, promising to deliver much-needed infrastructure improvements by providing vital connections for vulnerable road users and vehicles alike. The final funding commitments received in the FY2025-2030 CTP are for design and partial real estate acquisitions only. While we applaud that the project is progressing, there is no construction funding allocated. The continuous fluctuations in funding status are concerning. We urge you to provide and maintain full funding for this project so that residents using any mode can access life's opportunities.

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However, while these efforts represent important strides forward, they are just the beginning. To truly meet the mobility needs of all residents, we are seeking funding that reflects the needs of Baltimore County's entire population—not just those in Towson. Despite being the largest jurisdiction in the Baltimore region, our local commitment from the LOTS program was just over \$1 million this year in State operating funding. This level of funding is significantly less than what is provided to similarly sized jurisdictions such as Montgomery County (over \$41 million) and Prince George's County (nearly \$12 million), and even less than what is received by several rural counties, including Allegany, St. Mary's, and Washington.

Expansion of our LOTS program could provide a shared opportunity to increase transit ridership by connecting our workers and residents to major Maryland Transit Administration (MTA) transit hubs. During last year's CTP fall tour meeting in Baltimore County, MDOT committed to adjust its LOTS operating funding formula to account for factors like population and potential ridership growth prior to the FY2025-2030 CTP. We appreciate MDOT providing an updated draft LOTS formula to begin discussions, and look forward to discussing these opportunities to grow our LOTS programs as soon as possible.

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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. The MDOT recognizes that some projects will fit into multiple categories (e.g., a project that is both a safety project and state of good repair, or even into multiple categories). In those instances, choose the one that best matches the project and note overlapping categories in the project description. 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. Though listed in the bike/pedestrian improvement category, this project includes safety elements.

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

Key Bridge

We are appreciative and grateful for the level of coordination between all levels of government to manage the response and recovery associated with the collapse of the Key Bridge. While much has been done to mitigate the initial impacts of the collapse, our recovery from the loss of this critical piece of infrastructure will be felt through the reconstruction of the Key Bridge. We fully support the rebuild of the Key Bridge and are particularly pleased with the inclusion of improvements to surrounding communities, especially enhancements to local roads and efforts to deliver a stronger, more resilient Port.

As we have seen over the past year, the collapse of the Key Bridge has resulted in more truck traffic and strain on both State and local roads in eastern Baltimore County. The Pavement Condition Index (PCI) for major County roads in the vicinity of the Key Bridge and surrounding communities is currently averaging at the borderline of a satisfactory rating. With increased truck traffic now impacting these roadways and expected to continue throughout the Key Bridge reconstruction, we expect accelerated deterioration of these corridors.

We respectfully request that MDOT invest in improvements to identified truck routes throughout eastern Baltimore County, such as resurfacing Broening Highway to handle increased local truck volumes during the reconstruction period. State assistance in funding roadway repairs to restore these roads to an acceptable condition is critical to ensuring the continued safe and efficient flow of traffic throughout the region as we continue to endure the impacts of the loss of the critically important Key Bridge.

In addition, we strongly support ongoing expansion efforts at Tradepoint Atlantic that will contribute to a more resilient and redundant Port of Baltimore. We urge MDOT to prioritize efforts to expedite the Sparrows Point Container Terminal, which could serve as a second container terminal ahead of the full Key Bridge rebuild. Continued State investment support in this project will be vital in ensuring that the Port emerges even stronger from the aftermath of the Key Bridge collapse.

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

(Owings Mills) Northwest Expressway (1-795) at Dolfield Boulevard Interchange

Since 2007, the top County priority for State funding has been for improvements to the Northwest Expressway. It remains a top County priority due to the continuous growth and economic development in the area. This project will alleviate traffic congestion due to increased economic development in the area associated with the Metro Center Transit-Oriented Development (TOD), which still has the capacity to add significant residential density, and Foundry Row retail and office center. We respectfully request continued financial backing to support the construction phase and ensure the project's timely advancement. Sustained investment is essential to meet the transportation needs of this growing economic hub.

Our Administration continues to support the development of the Red Line project, which would begin to address the absence of reliable east-west transit that has plagued our region for decades. Given the presence of priority economic development projects in western Baltimore County at Security Square Mall (which is along the planned Red Line alignment), and the region's largest growing job center at Tradepoint Atlantic in eastern Baltimore County, the need for reliable east-west transit in the Baltimore region will only grow into the foreseeable future.

Further addressing the long-standing need for reliable east-west transit, we appreciate MDOT's efforts to launch the Eastern Baltimore County Access Study, and are hopeful that the results of this study will build off of the future Red Line project by providing direct and efficient access to the biggest job growth center in the region at Tradepoint Atlantic and population centers like Essex, Dundalk and Turner's Station. We have recently heard conflicting information regarding potential cuts to funding supporting this Study and/or potential delays to the timeline for delivery. With traffic patterns exacerbated by the collapse of the Key Bridge in the eastern part of Baltimore County, we request your commitment to fully fund and complete this study in a timely manner. The results of this study and implementation of its findings could prove as a valuable tool to reduce vehicular traffic and mitigate for the traffic impacts of losing the Key Bridge.

(Sparrows Point) Full interchange at 1-695 and Exit 44 (Broening Highway)

The construction of a full interchange at 1-695 and Exit 44 (Broening Highway) would maximize the potential redevelopment activities at Tradepoint Atlantic, would allow for truck avoidance of the toll plaza, and would reduce truck traffic impacting residential communities on Dundalk Avenue and Holabird Avenue.

(Catonsville) Wilkens Ave MD-372 and Kenwood Ave at 1-695 Interchange Exit 12 (Inner Circulator)

We request intersection improvements at MD-372 and Kenwood Avenue and along Kenwood Avenue to the NB beltway on-ramp. These improvements would improve safety and road capacity, and would have a significant impact on traffic at this location. Over the past 5 years this area has seen a significant increase in background traffic from UMBC and business growth and development/redevelopment activities in the area. These road improvements would spur ongoing growth in the area and provide positive economic impact.

(White Marsh/Middle River) Philadelphia Road (MD-7) Improvements and MD-7 at MD-43 Interchange ramp addition

We request funding for roadway improvements on Philadelphia Road (MD-7) including, widening and raising of the road from Mohrs Lane to Campbell Boulevard and an on-ramp from Philadelphia Road (MD-7) to eastbound White Marsh Boulevard (MD-43). This roadway improvement will increase traffic capacity and roadway safety for the future Campbell Boulevard (Mohrs Lane) extension which is being advertised this year. This future connection would, not only provide another important link between MD-43 corridor and White Marsh Town Center in the White Marsh Growth area, but it would also enhance Pulaski Highway as a location for new employment-related development.

In addition, the intersection of Old Philadelphia Road and Cowenton Avenue is in need of evaluation to address the increased congestion due to the extensive development occurring in the area. The intersection is a combination of County and State roads. We request added support to the growing community concerns with traffic flow to increase volume on the roadway.

Circulators & Microtransit

We request continued supplemental capital and operational funding as part of our Annual Transportation Plan (ATP) to incubate the growth of our LOTS system, including but not limited to, expansion of services into fixed route lines and on-demand microtransit within Baltimore County. We continue to include County funding in our budget for critical transit services supporting our disabled populations and last-mile connectivity to MTA's fixed route service.

The County has completed a study, funded through County resources, on circulator services in Owings Mills and Catonsville to support increased ridership on MTA's Metro and fixed-route bus service. We appreciate MDOT's commitment to adjusting its LOTS funding formula in the FY2025-2030 CTP to account for factors such as population and potential ridership growth, and to support our LOTS programs with one-time Carbon Reduction Program funding to address the capital costs associated with potential system expansion.

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

(White Marsh/Middle River) Philadelphia Road (MD-7) Improvements and MD-7 at MD- 43 Interchange ramp addition - summary provided in above section.

(Catonsville) Wilkens Ave MD-372 and Kenwood Ave at 1-695 Interchange Exit 12 (Inner Circulator) - summary provided in above section.

(Sparrows Point) Full interchange at 1-695 and Exit 44 (Broening Highway)- summary provided in above section.

(Hunt Valley) MD-45 York Road realignment - Shawan to Phoenix
There have been long standing safety concerns with the two-lane curved section of York Road between Shawan Road and Phoenix Road. The State should consider a feasibility study of the realignment and widening of the road in this area for increased capacity and safety, pedestrian sidewalks, and evaluate possible developer participation in the study.

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

(Randallstown) Liberty Road MD-26 Corridor Improvements

Liberty Road is a critical artery serving the west side of the County. Liberty Road has been the most crash ridden road in Baltimore County since 2018, and had the most pedestrian fatalities in the County in 2022, and is an identified top Pedestrian Safety Action Plan (PSAP) corridor in the state. The County has renewed interest in increasing safety for vulnerable users, and promoting economic development and investment in this corridor and is requesting additional SHA and MTA review for roadway improvements (traffic congestion study), sidewalks, including crosswalk lights, and additional transit stop amenities to assist with safer pedestrian movements crossing the roadway. We are pursuing assistance from MDOT based on the completion of outreach and an action plan for the Liberty Road corridor.

(Middle River) Pulaski Highway US-40 Corridor Improvements

Pulaski Highway is a critical artery serving the east side of the County. The County is deeply invested to work with the State to address the pedestrian and vehicular safety concerns that plague our four-lane arterial roadways. Pulaski Highway had the most pedestrian fatalities in Baltimore County in 2020 and 2021. Decreasing the number of pedestrian and motor vehicles fatalities is of utmost importance to the County and we support the MDOT SHA with any initiatives put forth to the heighten safety along the Pulaski Highway corridor.

Pikesville Intersection Improvements and Sidewalk

We request funding for intersection and sidewalk improvements in the Pikesville community. The existing Old Court Road, Park Heights/Stevenson Road intersection poses concerns for drivers navigating from the southern Old Court at Park Heights intersection. Alternative geometric design at this location will aid in the reduction of accidents and their severity. This modification will provide optimum efficiency in traffic operation and maximum safety.

Eastern Blvd (MD 150) from MD 43 to Bowleys Quarters Road

There have been numerous safety concerns along Eastern Avenue for both drivers and pedestrians. Separate studies were conducted by Baltimore County and MDOT SHA. As part of the studies, several safety concerns were identified including speeding, inadequate pedestrian facilities and high crash rates. Proposed recommendations and alternatives to improve safety were provided. Alternatives included installation of medians to restrict turning movements, the installation of a center turn lane, signal upgrades and pedestrian improvements. To implement these safety measures, we ask for funding support to make Eastern Avenue a safer and more accessible route for all.

MD 588 Kenwood Avenue Sidewalks

The community around Overlea High School has been very active in advocating for safety improvements along MD 588 (Kenwood Avenue), where the lack of sidewalks forces high school students to walk in the roadway. We thank SHA District 4 for prioritizing this project through the State Sidewalk Retrofit Program. We also appreciate the funding that has been allocated to begin design for the segment from Wilkens to Kenwood Avenue. We strongly encourage continued support to carry this project through full design and construction to ensure safe pedestrian access for students and the broader community.

Bridge Infrastructure

Given the collapse of the Francis Scott Key Bridge, we would like to emphasize the importance of updating our bridge infrastructure. We recognize the need for improvement and push for continual aid to assist in the systematic approach for bridge preservation like that embraced by many states, whereby existing deterioration is prioritized and the focus is on preventive maintenance.

(Windsor Mill) Windsor Mill Road Project

The Windsor Mill Road project from Featherbed Lane to Woodlawn Drive is fully designed. The project is currently in the land acquisition phase. We would appreciate your support and additional funding as we embark on this vital community safety improvement project.

(Hunt Valley) MD-45 York Road realignment - Shawan to Phoenix

There have been long standing safety concerns with the two-lane curved section of York Road between Shawan Road and Phoenix Road. The State should consider a feasibility study of the realignment and widening of the road in this area for increased capacity and safety, pedestrian sidewalks, and evaluate possible developer participation in the study.

(Overlea) Belair Road US-1 Corridor Safety Improvement Project

The project segment presents barriers and challenges to the community, limiting access and mobility for pedestrians and vehicles in a very tight right-of-way (ROW). The project corridor experiences a high pedestrian crash rate, which is two times higher than the statewide average. Within the project area, there is a half-mile segment of US 1 that experiences a pedestrian crash rate four times higher than the statewide average for similar routes.

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

We are currently underway with the design of our first official Complete Streets initiative, focused on Old Court Road, spanning approximately 3.3 miles from Liberty Road (MD 26) to Reisterstown Road (MD 140). We have completed the feasibility study and developed several exciting design concepts that we are eager to advance in our effort to deliver multi-modal access in and around the County. The project is divided into two phases: the initial phase focused on analysis and concept development, while the upcoming phase will include preliminary and final design services. We believe this Complete Streets project marks the start of a broader series of initiatives to enhance multi-modal connectivity across Baltimore County, setting a strong precedent for inclusive, accessible infrastructure that benefits all residents and visitors.

We are nearing the design completion of several trails: Bloomsbury Crossing, West-East Trail and the Northeast Trail. We strongly support construction funding with implementing these bike and pedestrian projects to enhance safety and provide expanded multi modal options and will be applying for the Kim Lamphier Bikeways Network Program to assist with the implementation.

We also ask for assistance in funding streetscape projects on local and State roads. Streetscapes can help increase environmental sustainability by decreasing automobile dependency, minimizing traffic congestion, and reducing carbon emissions. Upgraded streets attract more people, thus strengthening both communities and the businesses that serve them.

We have initiated several studies targeting walkability, safety and connectivity in response to challenges raised by older neighborhoods. Through collaborative efforts and targeted interventions, our studies aim to lay the foundation for creating safer, more accessible, and connected environments where walking and cycling are preferred modes of transportation for all. With additional supportive funding, we will be able to explore strategies such as traffic calming devices, speed limit reductions, and road diets to mitigate traffic hazards and create more pedestrian-friendly streets.

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

Red Line Project and Eastern Baltimore County Access Study

Our Administration continues to support the development of the Red Line project, which would begin to address the absence of reliable east-west transit that has plagued our region for decades.

We also appreciate the ongoing efforts to improve access to eastern Baltimore County through the Eastern Baltimore County Access Study. This initiative presents a valuable opportunity to plan for future transit corridors that connect directly to the eastern terminus of the Red Line project, while also supporting the continued growth of regional job hubs like Tradepoint Atlantic and key population centers including Essex, Dundalk, and Turner's Station. With traffic patterns exacerbated by the collapse of the Key Bridge in the eastern part of Baltimore County, we request your commitment to fully fund and complete this study in a timely manner. The results of this study and implementation of its findings could prove as a valuable tool to reduce vehicular traffic and mitigate for the traffic impacts of losing the Key Bridge.

We strongly encourage the study to produce both short-term and long-term recommendations that can both address acute issues triggered by the collapse of the Key Bridge and provide sustainable long-term solutions to transit issues in eastern Baltimore County. Additionally, we welcome the opportunity to collaborate on enhancing pedestrian and bicycle infrastructure along future transit corridors, ensuring residents will have safe and convenient access to new transit options as they come online.

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.

We support ongoing efforts to upgrade street lighting to energy-efficient LED technology throughout the county, as well as improvements to pedestrian and bicycle facilities, including safer crossings and enhanced accessibility along major corridors countywide particularly those with high vehicular and pedestrian incidents.

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

Central Maryland Regional Transit Plan

We encourage continued work to advance detailed and specific corridor studies on the priority corridors identified in the final Central Maryland Regional Transit Plan (CMRTP).

Regular and continuous engagement with county staff and elected officials to implement the CMRTP and strategic actions identified in the Plan is vital. Corridors were identified defining specific routes, service patterns, alignments, levels of service, potential stations or transit mode of travel.

We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan and request MDOT advance planning, design, and operational funding, in coordination with our local and regional transit systems, to meet the goals and priorities in the Regional Transit Plan. MDOT should ensure public transit can provide equitable and high quality service to all public transit riders, particularly our transit dependent community members, regardless of whether they are served by the State or local system or need to travel between two systems for essential services. We are especially interested in the inter-jurisdictional east-west corridors and north-south corridors.

Lastly, we request the improvement of the conditions of transit stops by providing essential amenities such as benches, shelters, and standing pads, as well as ensuring safe and accessible pedestrian connections to these locations.

Electric Buses & Charging Infrastructure for Transit

We request that MDOT-MTA provide an electric bus purchase option and partner to provide funding which will enable us to purchase electric buses and other electric transit vehicles through their contracting and grant process. We also request funding for new and replacement electric bus vehicles in order to further enhance transit service and reduce emissions in our county.

LOTS Facilities

We request supplemental capital funding and land for a bus operations facility and bus equipment for the expansion of Baltimore County's transit operations to accommodate fixed route service and to expand our human services capabilities. This support would allow optimization of the hours and days when this service is available for communities with limited mobility. We ask for assistance identifying a property that is proximate to our existing LOTS programming, and consideration of the transfer or sale of a viable property for a possible hub for transportation and public safety uses.

Local Link 35

If this proposed new service is put into operation, it would be more adaptive to the needs of TPA and other activity corridors, such as new development on MD-43 in White Marsh. This line would support economic growth and improve connectivity to job centers on the east side of the County.

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

(Owings Mills) Northwest Expressway (1-795) at Doldfield Boulevard Interchange
Response, Recovery and Reconstruction of the Key Bridge
Red Line Project and Eastern Baltimore County Access Study
Baltimore County LOTS Expansion
Road/ Pedestrian Safety and Traffic Capacity Improvements - MD 26 Liberty Rd and US 40 Pulaski Hwy

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

Additional Transit Service to Tradepoint Atlantic

We continue to support implementation of additional transit to and from Tradepoint Atlantic (TPA), which is the largest job growth center in the region, currently supporting over 12,000 employees and projected to add thousands more through the construction and eventual completion of the Sparrows Point Container Terminal project. This expansion would include additional East-West Service from western Baltimore County and through the City of Baltimore; service from the eastern portions of the County to the Tradepoint site; and could build from the future eastern terminus of the Red Line project at Bayview as contemplated in the Eastern Baltimore County Access Study. We request an increase in service in Baltimore County to TPA, specifically from the Middle River, Essex, Dundalk and Sparrows Point communities.

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



CTP - FY26-31 Baltimore County.pdf (0.28 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.